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DANIEL RICCIARDO INTERVIEW

Ambush is very much part of his game' Mark Hughes insight

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THERE ARE TIMES WHEN you watch Lewis Hamilton drive a racing car when you think that no one has been better. Even in this golden era of F1 talent, with three other world champions on the grid plus the effervescent skills of Verstappen, Ricciardo and Bottas keeping Hamilton honest, Lewis's mastery of the car and his rivals can be spellbinding.

At the British Grand Prix in July, watching trackside, this glorious talent was visible in every deft manipulation of his Mercedes-AMG F1 W08. But as with so many prodigal talents, there's some Mr Hyde in Lewis. It emerges occasionally; a sulking, seemingly lost character who can spout words with an infuriating inelegance and make alarmingly contradictory decisions. You can probably guess where this editorial is going...

Hamilton's no-show at the F1 London Live event epitomises an often strange and enigmatic side to his character. About 50,000 people, made up of current and – more importantly – future fans, turned up to witness the glory of F1 cars in a spectacularly paradoxical setting, but Lewis took a holiday. Every other current F1 driver attended, creating a fever among the crowd that Liberty Media should bottle and



NICK TROTT
EDITOR

@NickTrott27

analyse. This simultaneously vast and intimate event had it all, except of course the sport's number 1 star.

I wonder how seriously Lewis considered the decision not to attend, or whether he sought counsel. If he did, then you wonder who is advising him. For who in their right mind would recommend that Lewis should jump on his private jet for a couple of days in Mykonos, rather than enjoy a one-off F1 fan event attended by 50,000 in a location just 32 miles from his birthplace? It's not unreasonable to suggest that a huge percentage of those present turned up to see Lewis.

"Everyone had the right to make the decision for themselves," Lewis was quoted by *The Guardian*. "I felt it's been a pretty intense season so far and I felt it was the best way to prepare. The season is the most important thing for me. That's it.

"I feel like I've said all I want to say. I think I do try to connect with the fans. I try to engage as much as I can. Fans mean everything. They always have."

A few days later, Lewis cleaned up at the British Grand Prix – such was his dominance you tend to think he could have done it with one hand tied behind his back. Of course, we'll never know what makes Lewis tick – which is why he's a captivating, conflicted, other-

worldly talent and therefore ultimately the sport's only Grade A superstar.

Me? I think he's on his way to becoming the greatest F1 driver of all time. In the time I've spent with him, he has been honest, funny and articulate. His legacy will be cemented by his fans, but it's a relationship that could become brittle if, as a collective, they sense even a whiff of false sincerity.



IN THIS COLUMN A COUPLE OF months ago I mentioned that I was about to embark on a season of racing, driving the ex-works 1964 MGB belonging to Ed Foster (formerly of this parish). As I write, I've just finished a round of the Equipe GTS series at Snetterton and look forward to travelling up to Oulton Park.

The Snetterton race was truly wonderful – and felt like racing as I want it to be. Ed had to pull out last minute, but kindly agreed to let me use the MGB on my own. I relished the chance of driving the car for the full 40-minute race and put lots of time and effort into learning (via YouTube) the Snetterton 300 circuit. Indeed, I became so obsessed with braking and apex points I thought little of how the hell I was going to run the car on my own for race day. At our first Silverstone test back in May, Ed and I shared the spannering duties in order to minimise errors and distribute the pressure evenly. Even with two pairs of eyes, long lists, detailed notes and various tyre pressure and fuel 'strategies' worked out in advance, we managed to forget to close the bonnet in one session (result – broken bonnet and smashed extinguisher and cut-off pulls) and, more worryingly, failed to secure a wheel for another session (result – a shiver of fear as we considered what could have been).

It was clear that we were rubbish at spannering with two people, so there was no chance I could handle it on my own. Equipe GTS organisers John Pearson and Rob Cull recommended Roy Gillingham – a noted historic car expert of chequeredflagclassics.co.uk. John and Rob also offered to help during the weekend with the various, and numerous duties that Lewis Hamilton never has to worry about. Like the location of the paddock showers. Or, more importantly, the



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MATTERS OF MOMENT

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SIMON ARRAN

toilets. Pre-race nerves are a unique condition, that's for sure...

So it was with great anticipation that at 5am I loaded the MGB into a borrowed, and quite magnificent, Moetefindt trailer. Here I was, on my jack, off to a race meeting. Absurd as it sounds, a little bit of me dreamt of the Clarks or Hills or Mansells – loaded up with race cars and spares and off to a far-flung corner of the country to indulge in a deep passion for racing.


My tow car, a jet black Mercedes-Benz Marco Polo camper, and the Moetefindt trailer made quite a combination (and impression) as we arrived in the paddock. I realised I looked very much in the 'all the gear, no idea' category – confirmed by a woeful 30th position in qualifying (out of 38). However, I knew from testing that I had a lap time three seconds faster than my quali lap in me, and Roy – he's quite brilliant – did a fantastic job of not only maintaining the MGB (which was flawless all weekend), but also motivating me. It worked. I finished 14th and overtook

people as though I was in some kind of real-life *Out Run* video game with classic MGBs, TVRs and Healeys.

Red of face, I crossed the line having experienced the closest I've ever come to driving bliss.

Looking ahead, the plan is to compete in the Equipe Three Hour Classic relay on September 30 at Silverstone. This will be the UK's only pre-66 long-distance race and utilises a handicap format – the aim being to level the playing field and create a tight finish.

There's also a multiple car and driver format – intended to spare machinery (both biological and mechanical). The entry includes some wonderful cars such as ex-works Marcoses, TVRs and Austin Healeys, plus curios such as a Peerless and a Tornado Talisman.

It's one of those events that you almost don't want to tell the world about, but it would be churlish to remain silent. So take a look at equipethreehourclassicrelay.com and, if you're quick and have an eligible car (or two) there's still time to enter. 



IN NEXT MONTH'S ISSUE

McLaren M6A tested... and a bright, fresh look for *Motor Sport*

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EDITORIAL

Telephone 020 7349 8484 Fax 020 7349 8494
E-mail editorial@motorsportmagazine.co.uk

Editor Nick Trott
Deputy Editor Joe Dunn
Editor-at-Large Gordon Cruickshank
Features Editor Simon Arran
Grand Prix Editor Mark Hughes
Art Editor Damon Cogman
Online Content Assistant Jack Phillips
Digital Designer Zamir Walimohamed
Photographer Lyndon McNeil
Filmmaker Hamish McAllister
Senior Contributing Writer Andrew Frankel
Special Contributors Paul Lawrence, Doug Nye, Gary Watkins, Richard Meaden, Richard Williams, Mat Oxley, Paul Fearnley, Michael Thorogood
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SUBSCRIPTIONS

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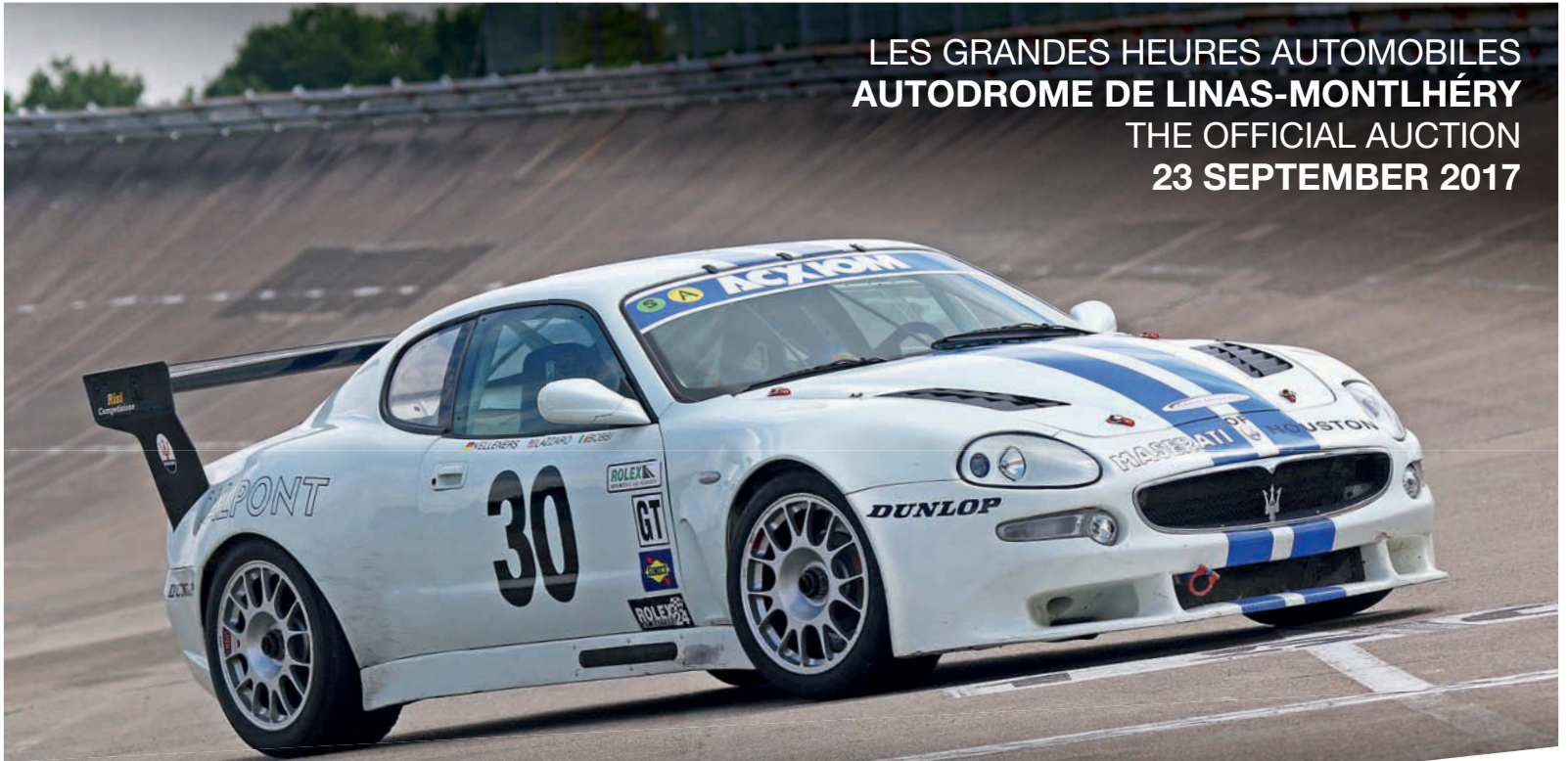
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THE MOTOR SPORT MONTH IN PICTURES

JULY 12, 2017

Trafalgar Square

LONDON, ENGLAND

To raise F1's profile during the build-up to the British GP, owner Liberty Media organised a demonstration event in London's West End. Of the current drivers, all but Lewis Hamilton turned up to mingle with a packed crowd. Cars in action included the Ferrari SF15-T (2015), Red Bull RB7 (2011), McLaren MP4/6 (1991) and Renault RS01 (1977).

GETTY IMAGES FOR FORMULA 1



NÜRBURGRING, GERMANY, JULY 16
The Porsche of championship leaders Earl Bamber, Timo Bernhard and Brendon Hartley heads for victory at the 'Ring, helped by team orders...



RED HOOK, BROOKLYN, USA, JULY 15

Sam Bird heads for the first of two victories at the inaugural New York ePrix, just across the river from Manhattan. With series leader Sébastien Buemi absent, title rival Lucas di Grassi reduced his deficit to 10 points.

NORISRING, GERMANY, JULY 2

Nico Müller's Audi RS5 flirts with the Norisring concrete during the fourth DTM meeting of the year. BMW drivers Bruno Spengler and Maxime Martin took a win apiece in the double-header.



SACHSENRING, GERMANY, JULY 2

Jonas Folger (Tech 3 Yamaha) celebrates after taking the first podium finish of his MotoGP career. On home soil, Folger led for a while before eventually splitting the factory Hondas of Marc Márquez and Dani Pedrosa. It was the third time in six races that a satellite Tech 3 bike had beaten the works Yamahas.



THE MOTOR SPORT MONTH IN PICTURES



HAMI-DUNHUANG, CHINA, JULY 18
Peugeot had a tough time on the Silk Way Rally, which ran from Moscow to Xi'an. Loeb retired while teammates Despres and Paterhansel finished only 12th and 14th.



CHEBOKSARY, RUSSIA, JULY 8

The Hino 500 truck of Teruhito Sugawara and Hiroyuki Sugiura comes to grief on day two of the two week long Silk Way cross-country rally.

VILA REAL, PORTUGAL, JUNE 24

Norbert Michelisz took his first World Touring Car Championship victory of the year, during a weekend when the series' first 'joker lap' experiment was hailed as a success.

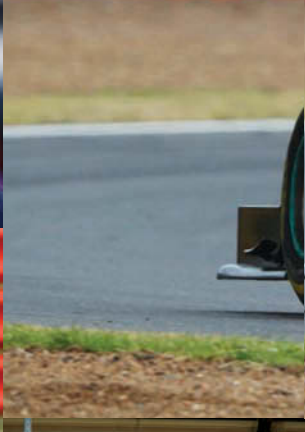
NORISRING, GERMANY, JULY 2

Ralf Aron (Hitech Dallara) leads Maximilian Günther and Jake Hughes during one of the weekend's three FIA European Formula 3 races.

SANTA POD, ENGLAND, JULY 15

Honky Tonkin' II, the Chevrolet of Lee Pike and Jerry Denning, takes off during the famous drag strip's annual Dragstalgia retro showpiece.





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THE MOTOR SPORT MONTH IN PICTURES



JULY 13-16, 2017

British Grand Prix

SILVERSTONE, ENGLAND

The week began with Silverstone triggering a break clause in its British GP contract and ended in triumph for Lewis Hamilton, as he won his home race for the fourth year in succession (and the fifth time in all). The Red Arrows made their usual guest appearance, while other visitors included Nico Rosberg, Frank Bruno, Owen Wilson and Lightning McQueen.





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1935 ASTON MARTIN ULSTER COMPETITION SPORTS Chassis no. B5/549/U



1949 ASTON MARTIN 2-LITRE SPORTS 'DB1' LE MANS Chassis no. AMC/49/5



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2006 ASTON MARTIN DBR9 CHASSIS NO. DBR9/9



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A racing uncertainty

Silverstone calls time on hosting the British Grand Prix, so what next? | By GARY WATKINS

SILVERSTONE HAD NO OPTION but to trigger the break clause in its British Grand Prix hosting contract in order to ensure the track's future. The losses incurred by the Formula 1 fixture were described as "unsustainable" when circuit owner the British Racing Drivers' Club announced its decision ahead of this year's race in July.

Club chairman John Grant said it was time for Silverstone to "stop letting its heart rule its head". He pointed to combined losses for the Grand Prix over the past two years of £7.6 million and

an estimated shortfall from this year's event of £3-5 million.

The rising losses have resulted from a five per cent increase in the fee paid to Formula 1 under the terms of the 17-year contract that began in 2010. That would have meant the initial £11.5 million fee to host the grand prix rising to £25 million by 2026.

Silverstone was required to give two years notice in order to break the contract, meaning that the 2019 Grand Prix will now be the last unless the BRDC can negotiate a revised deal with new F1 owner Liberty Media. It waited until the last possible moment before informing Liberty's Formula One Group that it was exercising the option, which explained the timing of the move made on the Tuesday morning before the Grand Prix.

"This decision has been taken because it is not financially viable for us to deliver the British GP under the terms of our current contract," said Grant. "We have reached the tipping point where we can no longer let our passion for the sport rule our heads. It would not only risk



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the very future of Silverstone and the BRDC, but also the British motor sport community that depends on us.

“We are not prepared to continue to lose money [on the GP]. We have had to make this decision to protect our position. Grass-roots motor sport shouldn't subsidise top-level motor sport – that is the wrong way around.”

NOT POSTURING

Liberty's F1 boss, Chase Carey, accused Silverstone of posturing by invoking the break and claimed that it had offered an extension to the deadline to avoid detracting from this year's race. But Grant insisted that Silverstone had “one legal opportunity” to call time on the existing contract.

Silverstone managing director Stuart Pringle claimed that it was unfair to describe Silverstone's move as posturing.

“We are not being threatening or squaring up to Liberty,” he explained. “We think they are thoroughly good news for F1. There are open lines of communication between us and Liberty. There's a good relationship and that includes an operational relationship as we get ready to go into our biggest weekend of the year.”

SILVERSTONE STILL WANTS THE GP

The message from Silverstone and the BRDC is that they are very much committed to hosting the Grand Prix, but not at any cost.

“Our objective is to keep the Grand Prix,” said Grant. “If we don't, I believe it will be a failure and I also believe it will be for Liberty as well. The good news is that we have two years to find a solution. I am very hopeful that by the time we get to 2019, we will have found that solution.”

“The starting point is very positive. They have made it clear they want to preserve the important European Grands Prix and that Silverstone is one of those. I think we want to achieve the same result, so it is a question of how we get there. Our hope is that an agreement can still be reached so that we can ensure a financially sustainable future for the British GP at Silverstone for many years to come.”

A SILVERSTONE ALTERNATIVE?

Grant described Silverstone as the “only viable venue for a British GP”. He is correct in that no other circuit in the UK, Donington Park and Brands Hatch included, has the necessary FIA grade 1 track licence, or even the volition to bid for an F1 race.

Carey has made much of his desire to increase the number of city races on the

F1 calendar and rumours about a possible British GP venue on public roads in the Docklands area of east London surfaced in the build-up to Silverstone's announcement. That has followed the closed-roads legislation in the 2015 Deregulation Bill that will smooth the path to public highways being used for motor sport in the future. Liberty also hosted a spectacular live F1 event in London, during which teams paraded their cars on the city streets, a day after the Silverstone announcement.

But Grant dismissed the idea of a London Grand Prix.

“In the view of a lot of experts, the London Grand Prix is not viable, financially or environmentally, and I agree with them,” he said.

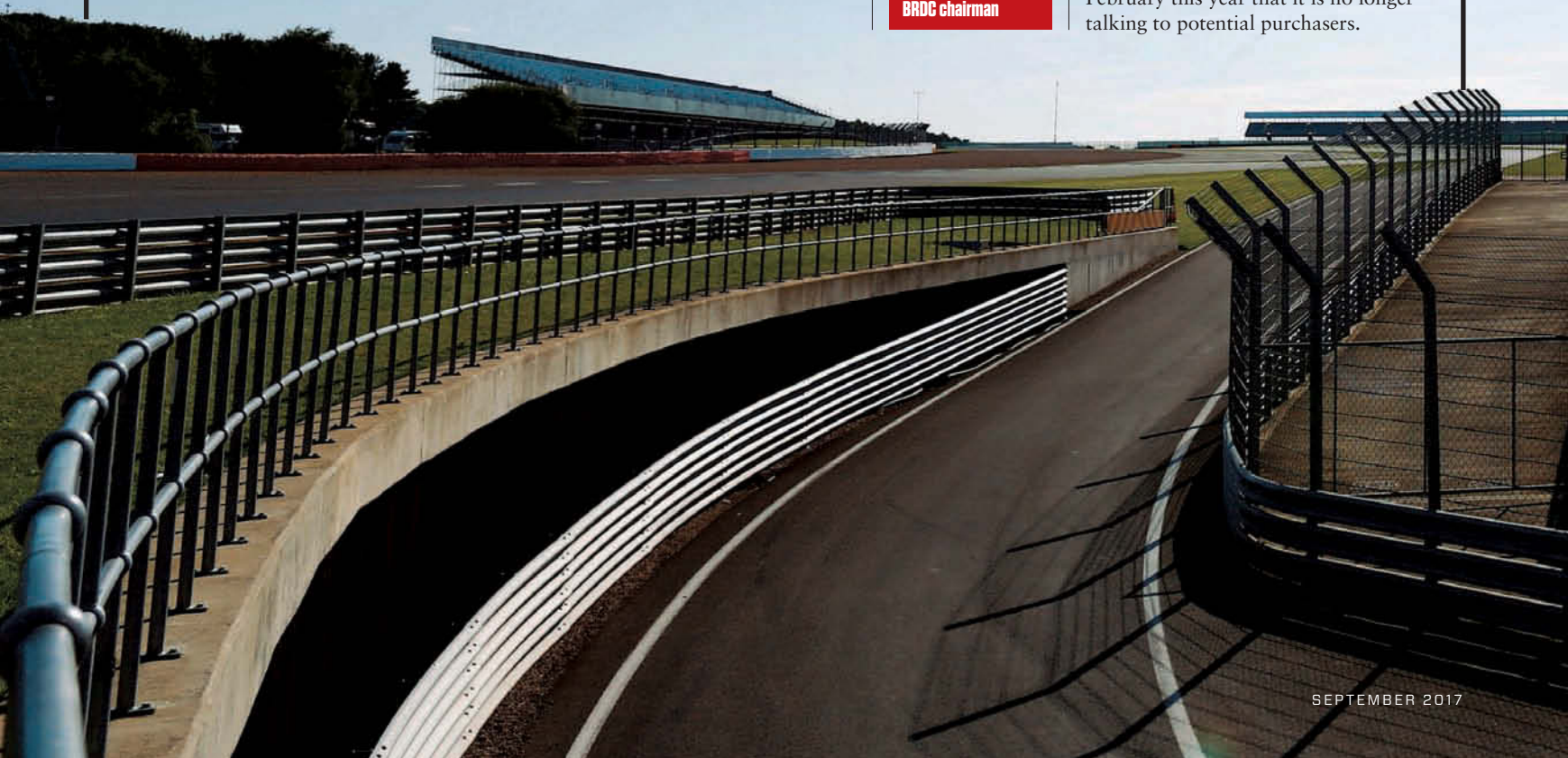
London mayor Sadiq Khan, like predecessor Boris Johnson, is a fan of the FIA's Formula E electric-vehicle series and his team has had discussions with championship boss Alejandro Agag about the return of a London fixture. Khan said that he was open to London hosting major sporting events, but claimed there had been “no formal approach” about a race in Docklands.

SITE WILL NOT BE SOLD

The idea of Liberty Media buying Silverstone to preserve the British GP has been dismissed by the BRDC. It reiterated a position first outlined in February this year that it is no longer talking to potential purchasers.



“This decision has been taken because it is not financially viable for us to deliver the British GP under the terms of our current contract”
John Grant,
BRDC chairman



A brand-new facility has been built to allow Silverstone to host the World Rallycross Championship in 2018



“Selling Silverstone is not actually on our agenda at this moment,” said Grant. “We are open to consider all alternatives with Liberty to find a sustainable future for the GP. Having said that, we have also stated in recent months that it is the BRDC’s strategic direction now not to sell Silverstone circuit. We don’t think we need to sell it.

“We see ourselves, and have seen ourselves for almost 70 years, as the

guardian of British motor sport, not just F1 but the whole of British motor sport. We think that having the BRDC retain ownership of Silverstone helps to achieve that long-term objective.”


The BRDC was in discussions with a number of potential buyers last year, which were known to include Jaguar Land Rover, Jonathan Palmer’s Motor Sport Vision circuit group and Ginetta Cars boss and BRDC member Lawrence

Tomlinson. An upturn in the track’s business following changes in the management structure of the wholly-owned BRDC subsidiary Silverstone Circuits Ltd, as well as a push to diversify its activities, have resulted in the new stance.

COMMITMENT TO MOTOR SPORT

Silverstone will continue to host international motor sport events even if the Grand Prix does not return. Pringle pointed out that the circuit will begin hosting Britain’s round of the World Rallycross Championship next year and that it was committed to retaining its place on the World Endurance Championship calendar.

“Top-level motor sport is a key part of our make-up,” said Pringle. “It defines the brand, but we also need a broader base to the business.”

The Silverstone Experience, a new visitor centre due to open in April 2019, is part of that drive. It is hoped that it will help attract a new audience to Silverstone and its events. Whether any of this will be enough to replace F1 remains to be seen. 

Bentley raises the roof

British team celebrates most successful weekend since Le Mans 2003 | BY GARY WATKINS



BENTLEY CELEBRATED ITS MOST successful weekend since returning to motor sport in the GT3 ranks with victories in both the Blancpain GT Series Endurance Cup in Europe and the Pirelli World Challenge in North America on the final weekend of June.

The Bentley Continental GT3 ended long victory droughts in both series within a short space of time. The factory M-Sport team was celebrating on the podium after winning the Endurance Cup round of the BGTS at Paul Ricard when news came through of a first triumph in the PWC for the factory-supported Absolute Racing team at Road America.

Vincent Abril, Andy Soucek and Maxime Soulet notched up Bentley's first BGTS win in three years in the Paul Ricard 1000Kms, which finished at midnight French time on Saturday.

The seven-hour time difference to Wisconsin meant Hong Kong driver Adderly Fong took the chequered

flag at the end of the first of the two PWC races at Road America less than an hour later.

"It was a good weekend for us all round," said Bentley motorsport boss Brian Gush. "I'd been watching the live feed from Road America in the pits at Ricard and then received a text to say we'd won at Road America when I was standing under the podium.

"I guess it has to be the best weekend for Bentley in motor sport since we finished one-two in the Le Mans 24 Hours with the Speed 8 in 2003. Ricard was a big step forward for us in the BGTS and a much-needed win, but we made the correct strategic calls and did everything right."

The key to victory for Bentley was an early pitstop during a full-course yellow virtual safety car after barely half an hour. With a maximum stint length of 65 minutes, this allowed Abril, Soucek and Soulet to complete the six-hour race on a five-stop strategy.

Soucek brought the car into contention during his double stint in the middle of the race, moving the Bentley to the front of the group of cars that had all stopped early.

Soulet was only 14sec behind when the Black Falcon Mercedes-AMG GT3 driven by pole-winner Yelmer Buurman, Adam Christodolou and Luca Stolz, came into the pits for the final time with 40 minutes left on the clock. That car had stayed out during the early caution period.

Fong claimed PWC honours in race one at Road America after an early tangle with Johnny O'Connell's Cadillac ATS-V.R – for which he later apologised – and a late challenge from Porsche factory driver Patrick Long's Wright Motorsports 911 GT3-R. The winning margin for the Bentley driver was little more than half a second after 50 minutes of racing.

The positions were reversed in the second PWC race on Sunday, Long

"I received a text to say we'd won at Road America when I was standing under the [Paul Ricard] podium"



Victory at Ricard gave Abril, Soucek and Soulet the Blancpain Endurance Cup points lead

Victory for Abril, Soucek and Soulet gave them the championship lead in the BGTS Endurance Cup going into double-points Spa 24 Hours on July 29/30.

Meanwhile, Team Parker Racing was back in the winner's circle in the fifth round of the British GT Championship at Spa, this time with the Continental GT3 shared by Callum Macleod and Ian Loggie. Macleod and Loggie notched up victory in the second of the two one-hour races in Belgium in early July. Loggie was chasing Jon Minshaw at the head of the field after the mid-race pitstops, when the leader spun the Barwell Lamborghini Huracán GT3 he shared with Phil Keen.

That allowed Loggie to take a third British GT victory of the season for Parker Bentley. Seb Morris and Rick Parfitt Jr, who won at Rockingham and Silverstone in their Continental, lost ground to Keen and Minshaw in the championship battle after collecting a third and a fifth in Belgium.

PORSCHE STEPS UP ATTACK

Porsche has committed to chasing honours in the Intercontinental GT Challenge that combines the four big GT3 enduros around the world.

The German manufacturer has announced that it will provide factory support for customer teams competing in the new California 8 Hours at Laguna Seca in October and the Sepang 12 Hours in December, the final two rounds of a series that also includes the Bathurst 12 Hours and the Spa 24 Hours. The move followed Porsche's first factory entry since 2013 for the Spa enduro at the end of July, with World Endurance Championship LMP1 driver and double Le Mans winner Timo Bernhard's Team 75 squad.

A Porsche spokesman said: "It is clear

that at big races like these, you have to give extra support to your customer teams, because everyone else is doing it."

He ruled out a repeat of last year's full-factory assault with the Manthey team on the Sepang race on December 10.

"We will be doing Laguna and Sepang with local teams; we won't be flying Manthey out to Sepang as we did last year," he said.

Porsche was lying second to Ferrari in the IGTC manufacturers' points ahead of the Belgian enduro at Spa. The drivers' standings were led by Toni Vilander, Craig Lowndes and Jamie Whincup, winners at Bathurst aboard a Maranello Motorsport Ferrari 488 GT3.

LANDMARK WEEKEND FOR RATEL

Stéphane Ratel, the architect of the GT3 category, celebrated a quarter of a century in motor sport at the Paul Ricard BGTS round. The race fell 25 years to the weekend of the first event he organised for the Venturi Gentleman Drivers' Trophy on the Le Mans Bugatti circuit back in 1992.

Ratel's entry into the sport with the Venturi 400 one-make racer powered by the PRV twin-turbo V6 engine spawned the 600LM GT1 car, so that his competitors could graduate to the Le Mans 24 Hours. A desire to give the buyers of those cars somewhere else to race was an important catalyst in the creation of BPR, which resurrected GT racing in Europe from 1994.

The Frenchman went on to organise the FIA GT Championship after the demise of the BPR. The creation of the GT3 and GT4 categories, together with the launch of the short-lived FIA GT1 World Championship and various championships carrying the Blancpain name, have all followed. ☑

heading home Fong by just two tenths.

Bentley and M-Sport hadn't taken a victory in a BGTS enduro since claiming back-to-back wins at the Silverstone and Ricard rounds in 2015 in what was then known as the Blancpain Endurance Series. The manufacturer's absence from the winner's circle in the PWC stretched back exactly two seasons to a win at Road America in 2015.



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Katsu Kubota has added the ex-Bellof Tyrrell 012 to his sizeable stable. Below, the German in action at Monaco in 1984



Bellof's racer back on the menu

Rescued from a Spanish restaurant, one of the last DFV F1 cars has been restored to its former glory | BY PAUL LAWRENCE

BACK ON TRACK THIS SUMMER for the first time in more than 30 years is Tyrrell 012 chassis number 2, one of the last Cosworth DFV-engined cars to run competitively in Formula 1.

The chassis was mainly raced by Stefan Bellof, who famously finished third on the road at the rain-soaked Monaco Grand Prix in 1984, but it has

not run since being crashed at Detroit the following season. As the only non-turbo car on the Monaco grid, Bellof drove superbly in tough conditions to climb from 20th and last to third, only to be excluded months later over the car's weight and ballast in the water tank.

When the car was crashed by Martin

Brundle at Detroit in 1985 the bits were sold off and a couple of years ago Liaz Jakhara from Zul Racing in Derby resolved to get the car back to race-ready trim.

"I had quite a few of the bits and the chassis had been converted to look like a Ferrari Formula 1 car and it was on display at a restaurant in Spain," said Jakhara. "I found it and brought it back and I had the gearbox case as well. It has not raced since Detroit.

"Luckily I had all the moulds and 90 per cent of the jigs. We've had to make the rest. The back of the tub was destroyed at Detroit so we had to start again with that. Everything else had to be re-made. I've rebuilt it as it ran at Monaco in 1984 where Bellof finished behind Senna in the rain.

"Neil Davis was the head man at Tyrrell and he was a friend of mine. He was Ken's right-hand man for many years. Sadly he passed away shortly before we got it running again. Now it



Adrian Reynard heads for 13th place at Brands Hatch in his eponymous SF78

PAUL LAWRENCE



SIMON HARRISON

belongs to Katsu Kubota and he will race it in Historic Formula 1.

“On and off, I’ve been working on it for about two years and full on since Christmas,” said Jakhara. “It’s looking good! We had a first test at Silverstone in May and Katsu flew in from Japan to drive the car.”

Thirty-two years after it last raced, the last of the Cosworth DFV-powered Grand Prix cars will return to racing in the 1984 livery of the late Bellof, one of motor racing’s greatest lost talents.

Reynard rewinds clock

ADRIAN REYNARD, ONE OF THE leading race car designers and manufacturers of his generation, returned to race one of his early designs recently when he drove a Reynard Formula Ford 2000 at Brands Hatch.

Reynard, now 66, raced his own designs through the 1970s and was back in one of the SF78s he last raced in 1979. Car owner James Lovett offered Reynard the chance to turn the clock back 38 years.

“The phone call from James came out of the blue,” said Reynard, who has more recently competed in a Radical SR3 sports-racer. “1979 was the last

year I drove one of these and it was 40 years ago that I last drove on the Brands Hatch Grand Prix circuit. It was lovely to be back in it, but I’m probably not quite as daring as I was in the 1970s.”

Reynard’s first cars were Formula Ford 1600s and he then progressed into the FF2000 slicks and wings category. “This was probably the most enjoyable era of my life. Back then I was designing every single piece of the car. They were real racing cars and had wings. I really enjoyed competing in Europe – I just loaded up a Mercedes van and off we went.”

Those overseas trips earned him the 1979 FF2000 Euroseries title, but then his own racing took a back seat as the company rapidly expanded. It became the largest producer of racing cars at one point, with success right across single-seater racing, and came close to an F1 entry.

Now, Reynard is racing purely for fun and enjoyed his single-seater return. “This is the car I drove in 1978 and I think I had my first FF2000 win in this car. I checked back and I sold it to a guy in Holland. I got more comfortable with it and I’d like to do a bit more.”

C for effort

PATRICK PETER IS PLANNING A radical overhaul of the race calendar for the Group C series next year, in response to poor grids suffered by the category over the first half of the 2017 season.

Group C racing is for the spectacular sports cars of the 1980s and has been

■ **Period 1-litre F3 ace Ulf Svensson was at Cadwell Park in June to support fellow Swede Leif Bosson in the Historic F3 races. Svensson won the Cadwell Park F3 international in September 1969 in the Brabham BT28 that Bosson now races. In 1969 his rivals included countryman Ronnie Peterson.**

■ **Former Formula Ford constructors and drivers marked 50 years of the category at Brands Hatch in early July. Attendees included Gerrit van Kouwen, Gareth Rees, Tony Trimmer and Bob Evans. Sam Mitchell won the John Webb Trophy for the best aggregate result across the two Historic FF1600 races.**

promoted by several organisations over the last decade. For 2016 it transferred to the French-based Peter Auto but grid levels have been disappointing in recent months.

“The number of cars for each event has been uneven, but we had 44 participants at the Le Mans Classic in 2016, and more than 60 different cars during the 2016 season,” said Peter. “These figures made us too optimistic and we scheduled seven races for 2017. It is obviously too much. Thus, we are going to adopt a more reasonable calendar for 2018, with four meetings including the Le Mans Classic. We hope that we will reach an average of 25 cars for each of those four races, and we really hope to beat the record of 44 cars in the next Le Mans Classic.”

The current season started at Jarama with 12 cars and only 11 started the race weekends at Dijon and Monza (below), with just five cars finishing the second Monza event. There were 20 cars at Spa in May, but category insiders say the current calendar is not attracting drivers to the grid.

“Peter Auto is pushing car owners to support the races, but people are voting with their feet and didn’t want to race at Dijon or Monza,” said one car owner. “The entry fee of £3000 per weekend is another barrier to entry.”

Nuvolari honoured

THE HISTORIC GRAND PRIX CAR Association is honouring the memory of Tazio Nuvolari this season with a new award for drivers of pre-1951 Grand Prix cars. The Association has been invited to engage with the Scuderia Tazio Nuvolari Italia and has commissioned a solid silver trophy that will be presented annually to the driver of a pre-1951 car competing in HGPCA races. 🏆



PETER AUTO



Northern Lights

Why Finland continues to blaze a trail in world rallying | BY ANTHONY PEACOCK

A SMALL PIECE OF NEWS RECENTLY announced that a certain Emil Lindholm had been appointed 'Future Star' of Finland: an award dished out every year by the country's motor sport federation, the AKK, which is probably the most active in the world when it comes to the promotion of rallying.

Remarkable, really, how a country with fewer than five and a half million people has carved out a reputation as being the spiritual home of the sport, with Rally Finland widely acknowledged as *the* one: the ultimate test of bravery and skill; a gravity-defying showcase of exactly what these cars can do on the limit.

Lindholm, who wins a prize drive on Rally Finland, is the son of Sebastian Lindholm, once an occasional works driver for Peugeot and cousin of double world champion Marcus Grönholm. Finland's a small country.

Lindholm Sr was employed every year by Peugeot for Rally Finland between 2000 and 2005, with a best result of fifth. At the time, specialists were drafted in on a reasonably regular basis: Peugeot had Lindholm for Finland, whereas Ford ran Janne Tuohino and

Mitsubishi brought in Jani Paasonen. Not many people had heard of any of them, yet they all scored decent results.

It wasn't just on the highly individual roads of Finland where event specialists were a common sight. Asphalt rallies were also the cue for several one-off appearances over the years.

The most famous specialist was Peugeot's Gilles Panizzi, a man whose feeling for sealed surfaces was so other-worldly that Richard Burns used to sit with him in tests to try to understand it. And was still none the wiser. Put Gilles on gravel, though, and he was nowhere: his best result on the loose was fifth in Turkey.

Citroën frequently used to enter the much-missed Philippe Bugalski on asphalt rallies. A charming gentleman who survived this fearsome sport only to lose his life five years ago falling out of a tree at his home, aged just 49. Ford's guest on asphalt was Italian hero Piero Liatti, while Subaru even gave a factory drive in Spain and Corsica to Brice Tirabassi, a man whose only real claim to fame was winning the Junior World Rally Championship in 2003.

The sudden appearance of the specialists, while seen as confusing and antiquated by many, was good fun. It opened doors for younger drivers (Alister McRae got his break in a one-off drive with Subaru as team-mate to his

"There's plenty of talent coming up through the ranks. You just have to know where to look – and often it's Finland."

brother on the 1998 Rally GB), gave some past legends an opportunity to return and provided a wild card that mixed things up (the very first asphalt victory for a Citroën Xsara WRC was taken not by Sébastien Loeb, but by Spanish Tarmac king Jesus Puras).

Since then the sport has moved away from guest stars. But the tide had started to turn many years before with Carlos Sainz, through sheer force of will as much as sublime talent.


"I thought it was crazy that you were automatically seen as either an asphalt expert or a gravel expert when I first started rallying," says Sainz. "To me, it was obvious that to be a good driver, you had to be fast on both. So I applied myself and I think I succeeded. In a way, this helped to change the sport"

It certainly set the tone for what was to follow, with a series of moves to make rallying gradually more homogenous, easy to understand and therefore televisive: centralised service, permanent drivers, shorter stages, and so on. For traditionalists, the sport never fitted comfortably into many of these boxes.

But, ironically, in the current data-saturated era of instant gratification, both Formula 1 and the WRC have recently returned the emphasis to pure entertainment and – whisper it – the ghosts of the past. Modern F1 cars have something of the wide look of the 1970s, while the current generation of World Rally Cars has never more closely resembled Group B.

Along with that, the one-off guest driver might well be making a return. The hero of Rally Poland was arguably neither Thierry Neuville nor Ott Tänak, but Teemu Suninen. On his debut in a World Rally Car, he finished sixth and set a fastest stage time. The last person to do that was Esapekka Lappi in Sardinia: another Finn, tipped as a future champion.

Suninen is back for one more guest appearance in the 2017 Fiesta on Rally Finland. While highly rated, and managed by Timo Juohki – the man behind so many Finnish champions – Suninen is not (yet) a household name. Back in 2014, he too was elected 'Future Star' by the Finnish motor sport federation and this year he was picked up by Malcolm Wilson and M-Sport for their WRC2 campaign.

There's plenty of talent coming through the ranks, despite what some say. You just have to know where to look – and often it's Finland. 



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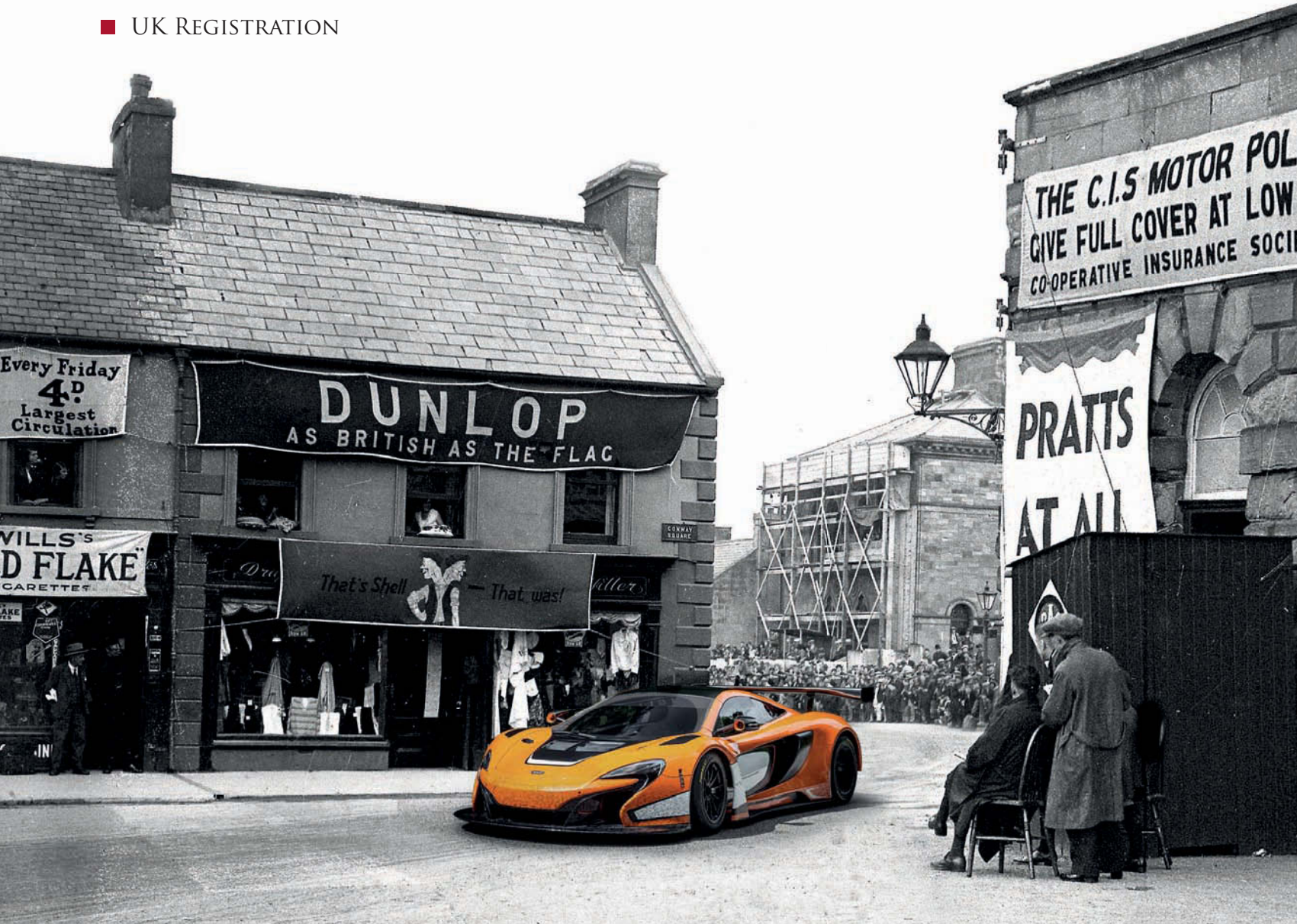
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Wales Rally GB

October 26-29. Wales will host the penultimate challenge of the World Rally Championship season in October, on a route that takes in some classic special stages. Sweet Lamb, Hafren and Myherin are evocative names in the world of rallying and the event as a whole has an enviable history. The Service Park and Rally Village will once again be located in Deeside, base camp for more than 100 entrants who are expected to take on the punishing local terrain. This year's World Rally Championship is the closest for more than a decade, with five drivers representing four manufacturers winning the first eight rallies. Frenchmen called Sébastien have been crowned champion for the last 13 years, but this year's title contest is wide open and it could all be decided on the notorious forest roads of North Wales.

www.walesrallygb.com

EVENT REVIEW



CHÂTEAU IMPNEY JULY 8-9

The antidote to the swarms of Goodwood, the quiet and charming Château Impney hillclimb delighted the crowds recently – and so too did Jack Woodhouse in his Lotus 20/22. He set a new hill record, a second clear of the rest, to break the 40-second barrier for the first time. It was the third instalment of the revived family-friendly event, and the fourth next year should be on everyone's calendar.

www.chateauimpneyhillclimb.com

EVENT REVIEW



HEVENINGHAM CONCOURS JULY 8-9

Fifty spectacular cars graced the lawns of Heveningham Hall, as its second Concours d'Élégance brought together an incredible collection of road and racing cars. Judges included Ian Callum, director of design at Jaguar, and J Mays, chief creative officer at Ford. Winners included a twin-supercharged 1935 Frazer Nash, a Ford GT40 and the original supercar – a Lamborghini Miura.

www.heveninghamconcours.com

COMING ATTRACTIONS

Trois-Rivières? Estoril? Spa? Prescott? Choices, choices...

AUGUST 2017

- 4-6 **WRX** World RX of Canada, Grand Prix de Trois-Rivières
- 4-6 **MotoGP** Czech Grand Prix, Automotodrom Brno
- 5-6 **HSCC** Croft Nostalgia Festival, Croft
- 5-6 **VSCC** Short-course hillclimb, Prescott
- 11-13 **Masters** Oldtimer Grand Prix, Nürburgring
- 11-13 **MotoGP** Austrian Grand Prix, Spielberg
- 12 **VSCC** Formula Vintage, Mallory Park
- 12-13 **Hillclimb** Shelsley Walsh – Championship Challenge
- 17-20 **WRC** Rally Germany, Bostalsee
- 25-27 **Formula 1** Belgian Grand Prix, Spa-Francorchamps

SEPTEMBER 2017

- 1-3 **Formula 1** Italian Grand Prix, Monza
- 1-3 **WRX** World RX of France, Lohéac
- 1-3 **HSCC** Zandvoort Historic Grand Prix, Zandvoort
- 2-3 **Hillclimb** British and Midland Championship Meeting, Prescott
- 8-10 **MotoGP** San Marino Grand Prix, Misano
- 8-10 **Historic** Goodwood Revival
- 15-17 **Formula 1** Singapore Grand Prix, Marina Bay
- 15-17 **WRX** World RX of Latvia, Bikernieki National Sports Base
- 15-17 **HSCC** Spa Six Hour Classic, Spa-Francorchamps
- 16-17 **Hillclimb** Autumn Speed Finale, Shelsley Walsh
- 17 **VSCC** Formula Vintage, Snetterton
- 22-24 **MotoGP** Aragon Grand Prix, MotorLand Aragon
- 23 **HSCC** Snetterton 200, Snetterton
- 23 **VSCC** Long-course hillclimb, Prescott
- 29-1 **Formula 1** Malaysian Grand Prix, Sepang
- 29-1 **WRX** World RX of Germany, Estering
- 30-1 **Hillclimb** Autumn Classic Weekend, Prescott

OCTOBER 2017

- 5-8 **WRC** Rally Spain, Salou
- 6-8 **Formula 1** Japanese Grand Prix, Suzuka
- 13-15 **MotoGP** Grand Prix of Japan, Twin Ring Motegi
- 13-15 **WEC** 6 Hours of Fuji, Fuji Speedway
- 13-15 **WTCC** Race of China, Ningbo International Speedpark
- 20-22 **Formula 1** US Grand Prix, Circuit of the Americas
- 20-22 **MotoGP** Australian Grand Prix, Phillip Island
- 20-22 **Masters** US Grand Prix, Circuit of the Americas
- 21-22 **Masters** Estoril Classic Festival, Circuito do Estoril
- 21-22 **HSCC** Silverstone Finals, Silverstone
- 26-29 **WRC** Wales Rally GB, Deeside
- 27-29 **Formula 1** Mexican Grand Prix, Autódromo Hermanos Rodríguez
- 27-29 **MotoGP** Malaysia Grand Prix, Sepang
- 27-29 **WTCC** Race of Japan, Twin Ring Motegi
- 27-29 **Masters** Mexican Grand Prix, Autódromo Hermanos Rodríguez

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HOME COMFORTS

During the build-up to the British Grand Prix, Lewis Hamilton attracted criticism for being the only F1 driver not to attend a promotional event in London. By Sunday afternoon, however, he was bathed in adulation after his fourth straight Silverstone win.



with

Mark Hughes



AT THE TIME OF WRITING, the early stages of what could be the most remarkable sporting comeback story of all time were unfolding. Robert Kubica could be returning to F1, after an absence of almost seven seasons, despite an atrophied right arm from his horrific rallying accident in January 2011. During an initial test with Renault at Valencia

– the same venue at which he'd emerged quickest in pre-season testing in 2011 – he delivered a truly remarkable performance; so good, in fact, that it made the possibility of a comeback seem real. For both himself and the team. A subsequent series of physical and acuity tests at Renault's chosen sports performance centre in France allowed the team to assess that aspect in direct comparison to the data held on current drivers. As a result of that, there was a further in-car test in the team's 2012 Lotus E20 – this time at Paul Ricard. There he covered a full qualifying and race simulation, with no physical problems whatsoever. He also did the cockpit evacuation test, whereby a driver must vacate in less than 5sec – and passed it at the first attempt. He also tried a left-handed hairpin that was mocked up – and again experienced no particular difficulty, thereby ticking another box that might have proved a barrier to his return. Speculation was then rife that he would be in the current Renault at the post-GP test at the Hungaroring. Might he then be in the car, as a bone-fide F1 driver once more, from the Belgian Grand Prix? That was the buzz.

Perhaps we shouldn't be too surprised, for he is a truly remarkable individual. His immersion in motor sport and cars is so total it makes even the most dedicated of all the others look like dilettantes. He has nothing else in his life – nor does he want it. As he once said to me in an interview: "All I need is a roof over my head, enough money to buy food and a competitive car." That quote could not have come with sincerity from any other driver on the grid. He has always pushed himself incredibly hard, striven to understand every aspect of his own and his car's performance – and pushed those around him just as hard. He's a tough taskmaster, but hugely popular with team members all the same, for they recognise where it's coming from and how he's trying to do something from which they will all benefit.

In 2010 his Renault R30 was no match for the Red Bull RB6, McLaren MP4-25 or Ferrari F10, but after going fastest in Monaco morning practice and being quickest man virtually every time he ran, Kubica was actually disappointed to qualify only second to Mark Webber's Red Bull. He was giving the team a hard time about certain operational details that could have been done better, feeling he should have been on pole. That said everything about the talent and mentality of the man. At the three premier driver's tracks that year – Monaco, Spa and Suzuka – he qualified that lower-order Q3 car second, third and third respectively. He was immense, and it was difficult to disagree with Fernando Alonso when he said he believed Kubica was the best of them all.



Kubica hasn't started a Grand Prix since Abu Dhabi 2010, but impressed at the wheel of a Lotus E20 in Valencia and Paul Ricard

STRAIGHT talk

Could this
become one of
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tales of all time?



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Can he be so again?

He's 32 years old, so time is still on his side. He was quicker than Renault's third driver Segey Sirotkin in that first test, and by a handy margin. He was fast and consistent on the Ricard race simulation, the changes he made to the car translated into immediate lap time improvements.

His times in the Renault simulator are said to be better than anyone else's on the tracks he has run. He's also been in a Red Bull simulator (at Renault's request) and while everyone there is sworn to silence about that, his times were said to have been the fastest ever recorded for the track in question... But that's all outside the white heat of actual competition.

He says he feels absolutely at the level he was before. Everything he has done recently suggests he might be right. Many – both outside the sport and in – have suggested that there is "no way" he will return, that his chances are "zero". Well, it looks like we might be about to find out. Kubica has reportedly offered to race the remaining races this year for free. If he was in the car currently raced by Jolyon Palmer from Spa, that would give him and Renault 10 races in which to assess whether he is, in fact, back where he once was. If he is, Renault has its own plug-in Alonso/Hamilton/Vettel-level driver for 2018. And the sport has one of the greatest stories ever told. 📧



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GRAND PRIX NOTEBOOK

AZERBAIJAN, AUSTRIA AND BRITAIN

TAKING US TO THE HALFWAY POINT of the championship, this three-race sequence had an interesting underlying dynamic, one that might yet prove to be the crucial shift that decided its outcome. The most significant events were two off-track rulings behind the scenes, both directed at Ferrari, that in combination with Mercedes getting a better understanding of its complex but fast 'diva' W08, seemed to swing the competitive balance away from red and towards silver.

Within that context, Ferrari's Sebastian Vettel's 'road rage' incident behind the safety car in Baku – when he deliberately threw his car at Lewis Hamilton's after he (incorrectly) perceived he'd been brake-tested – was an expensive loss of emotional control. With Hamilton later forced to pit to attend to a loose headrest, the subsequent stop/go penalty for Vettel lost the German what would have been a valuable victory against the general competitive run of play.

FIA Technical Directive TD22 was issued to the teams on the Tuesday preceding the Azerbaijan race. This came after post-race checks in Canada suggested that four cars (all with the same engine) showed traces of oil having been used in the combustion process (significant oil residue in the exhausts), something that was specifically declared pre-season as not permitted. TD 22 stated:


"We wish to remind you that, as previously stated in various meetings and re-emphasised in TD/004-17, we consider the use of oil as fuel to be prohibited by the Technical Regulations. For the avoidance of doubt, the only fuel that may be used for combustion is petrol, and the only permitted characteristics of that petrol are



is that the oil is sucked past the piston rings through the vacuum in the combustion chamber when off-throttle, cooling the valves and piston crown (which otherwise heat up dramatically if the mixture is run in full-power lean mode). Oil burning could, therefore, give a powerful advantage, especially for short bursts in qualifying.

clearly set out in Article 19 of the Technical Regulations. Even though the Technical Regulations do not directly specify the permitted characteristics of engine oil used in F1, we would consider any attempt to use additional components or substances in oil for the purpose of enhancing combustion as a breach of the Technical Regulations."

Burning oil in the combustion chamber when off-throttle could in theory allow the engine to be run leaner (and therefore more powerfully) on-throttle without the attendant risk of detonation. The principle

When Mercedes then proceeded to qualify a full second faster than Ferrari in Baku, it raised knowing eyebrows. But Baku's 1.4km 'straight' also plays to the Merc's more efficient harvesting/deployment, meaning it was de-rating (running out of electrical boost) later on that straight than the Ferrari. It *might* not have been the (lack of) oil burning, in other words, that led to Ferrari qualifying less competitively than at any other race this year. Red Bull's Daniel Ricciardo won the crazy, three-safety-car race and Mercedes' delayed Valtteri Bottas slipstreamed past Williams rookie Lance Stroll on the line to deprive him of second. They all benefited from Hamilton's enforced stop for the headrest and Vettel's stop/go for the road rage. 



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F1 FRONTLINE

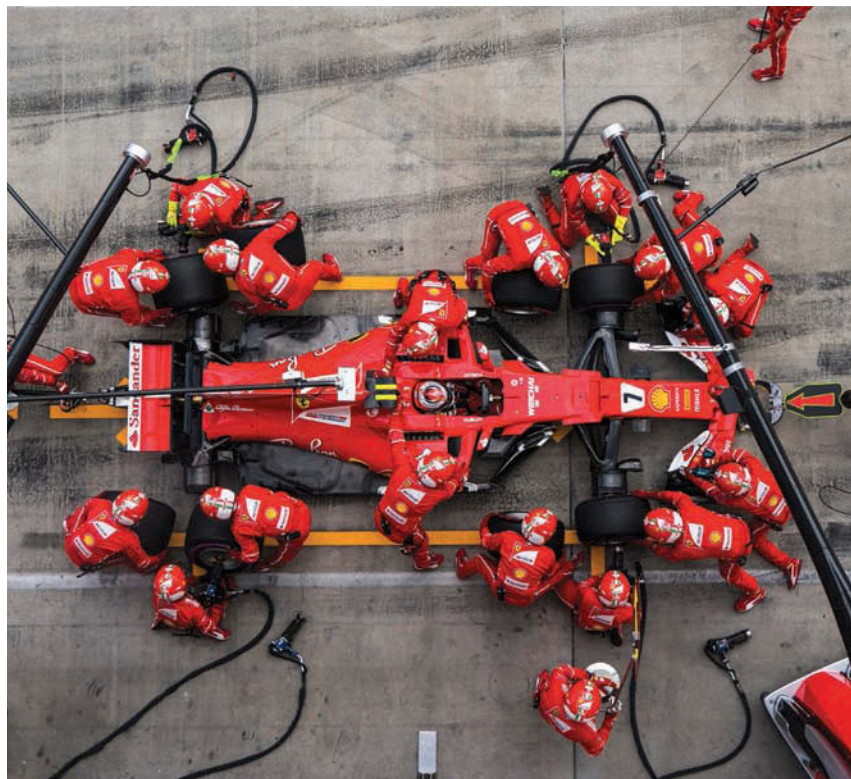
with
Mark Hughes

Between the Azerbaijan and Austrian races Vettel was summoned by the FIA, as the governing body considered whether further penalties should be applied for his conduct behind the safety car. He was given a reprimand and issued a statement of apology.

Around the truncated Österreichring – a very power-sensitive circuit – there seemed little wrong with the Ferrari's engine as Vettel pushed Bottas very hard for pole position (Hamilton struggling and in addition taking a five-place grid penalty for a new gearbox). There also seemed to be very little wrong with the Ferrari's behaviour through the high-speed turns, where Vettel's progress was truly spectacular. He described the SF70-H as 'phenomenal' through there. All of which was doubly interesting because Ferrari had been hit with another clarification. It had been asked to stiffen a slot adjacent to the front of its floor, as it was suspected its fluttering was conferring an aerodynamic advantage. Ferrari was quick regardless of these clarifications – around the Austrian track, at least.

The Austrian race was decided in the opening two-tenths of a second – which is how long the FIA maintain it took Bottas to react to the lights going off – as Vettel insisted the pole-sitter had jumped the start. Bottas won, with Vettel coming back at him hard in the closing stages, the Ferrari much faster than the Merc on the harder tyre in the race's second stint, but Bottas soaking up the pressure.

At Silverstone, Bottas would be hit by the same gearbox penalty Hamilton had suffered in Austria. Ferrari arrived with a modified engine that clawed back some of what had been lost with TD22. But maybe not enough, Vettel reckoning he was losing 0.6sec per lap to Mercedes just on the straights. That was only slightly disingenuous, in that the straights also played to the greater aero efficiency of the




WORD on the BEAT


 **Liberty Media's Power Unit Working Group**, tasked with what the F1 engine formula will be from 2021, met recently. As well as the current manufacturers, there were representatives from the **VW Group, Aston Martin and Cosworth**.


Everything coming out of that meeting suggests some modified version of the current V6 hybrid, possibly with the deletion of the sound-absorbing ERS-h and some additional fuel flow to increase revs. "The main direction we don't want to go




is to deploy huge budgets again in inventing a new engine," said **Mercedes' Toto Wolff**. "Power to weight should stay the same." **Yusuke Hasegawa**

of **Honda** added: "The power unit should have a high level of technology, but at the same time it shouldn't be at a high cost and too much complication should be removed."

 With the **BRDC** at **Silverstone** confirming it had exercised the post-2019 break clause in its contract to host the **British Grand Prix**, Liberty Media and the circuit are in discussion about the terms of a new contract. Liberty offered to run the race without fee (or ticket sales revenue) in exchange for being given the circuit for three weeks a year, but this was turned down.

 **Ferrari** parted company with its engine chief **Lorenzo Sassi** in


the days between the **Azerbaijan** and **Austrian Grands Prix**, for reasons undisclosed.

 **McLaren** has successfully issued a bond to raise sufficient funds to pay **Ron Dennis** a reported £275 million for his shares in the company. The bond, which is effect debt, is worth a reported £525m. As well as paying



off its former boss, the money will also be used to consolidate debt and invest in the team. However, that does not automatically mean it can now pay out its contract with Honda and buy Mercedes engines, as was originally planned. The Mercedes management has reportedly

been convinced by **Toto Wolff** and **Niki Lauda** that supplying McLaren would not be in its best interests. After tentative enquiries to Ferrari (possibly with **Alfa Romeo** badging) and **Renault** about an alternative supply apparently failed to lead anywhere, a continuation of the Honda partnership now looks the most likely outcome. In which case, can **Fernando Alonso** be convinced to stay?

 On July 19, the FIA's strategy group met and



announced that cockpit-protection halos will be mandatory in F1 from 2018.

 **Sebastian Vettel** holds the key to the 2018



Hamilton was set to win Baku until his headrest worked loose. Left, fresh boots for Kimi. Below, Bottas bossed Austria


driver market. While it is believed he signed an option (on his side) last year to possibly join Mercedes from 2018, after his current Ferrari contract expires, he is currently still negotiating with the **Scuderia**. In the unlikely event he moves, **Daniel Ricciardo** or **Max Verstappen** are expected to be Ferrari's targets, though **Red Bull** team principal **Christian Horner** insists, "They are not available for 2018 at any cost." **Romain Grosjean** has been mentioned as a possible short-term **Kimi Räikkönen** replacement, with current F2 leader **Charles Leclerc** – who will drive the Ferrari in the **Budapest** test – available for Ferrari to plug into **Haas** as Grosjean's replacement. **Sergio Marchionne** has confirmed Ferrari is not interested in

re-hiring **Fernando Alonso**. He also termed **Räikkönen** a 'laggard' after the Austrian Grand Prix.

 **Red Bull** extended its rolling contract with **Carlos Sainz** on the eve of the Austrian GP, apparently consigning him to a further season with junior team **Toro Rosso**. In response, Sainz expressed his disappointment that he would be held within the group rather than being released. This didn't go down well at **Red Bull's** home race, with **Helmut Marko**, **Christian Horner** and **STR** boss **Franz Tost** all critical of their driver's position.

Mercedes. In qualifying the Ferrari was actually faster than the Merc through Copse – a good measure of ultimate top-end downforce – but with many of the other former corners now effectively straights thanks to the massive downforce increases of the 2017 generation of cars, the Merc was going through them faster simply because it was arriving there faster courtesy of its lower drag. The Ferrari's higher drag is partly a penalty of its shorter wheelbase, something that confers it an advantage at other places. That aero efficiency and a truly fantastic qualifying lap from Hamilton secured him pole, 0.6sec faster than the best Ferrari could manage.

He won the race almost unopposed, joining **Jim Clark** as a winner of four consecutive British GPs (and five in total). The Ferraris of **Kimi Räikkönen** (who'd run second to Hamilton from the start) and **Vettel** had their left-front tyres delaminate in the very closing stages. The reasons behind that are quite intriguing, and might lead one to reflect again on the various technical rulings of 2017.

The Ferrari was much harder on its front tyres at Silverstone than the Mercedes – and around the long-duration high-speed turns of this track that was a serious disadvantage. It meant the Ferrari drivers had to nurse the fronts if they were to stay on the one-stop strategy necessary to maintain track position over **Max Verstappen's** **Red Bull**. Through the slower corners the Mercs would arrive, turn and go whereas the Ferraris would slide the fronts initially, then as they built up 



F1 FRONTLINE

with

Mark Hughes

their cornering force the rear would rotate the car into balance – later into the corner than the Merc in a process that put more stress into the front tyres, which eventually blistered and wore out.

It seems the Mercedes derives a lot of downforce from its intricate forward floor, giving it a very strong front end. As the speed through the corner reduces and the ride height increases (as inevitably happens as the aero loads decrease), the forward floor becomes less dominant – and the aero balance shifts towards the rear at the appropriate time. The Ferrari – which seems to have a particularly effective diffuser and strong rear-end aero grip at high speed – seems naturally to understeer initially then as the speed falls (increasing the ride height), the diffuser becomes less effective and the balance shifts to the front. The exact opposite of what was needed with the tyre situation as it was at Silverstone. With the more flexible front floor that was banned from Austria, Ferrari could probably have balanced the car better for Silverstone. That option was no longer there.

Because the Mercedes aero concept of the last few years has been based around very low rake (in contrast to Red Bull and, increasingly, Ferrari), the hydraulic heave spring system it used last year (and which was banned by the FIA late pre-season) kept the front floor low and aerodynamically powerful without needing rake. This allowed a more benign balance change as the ride height decreased. It has taken Mercedes this long to get that benign balance back without the trick hydraulic heave spring.

Hamilton's victory – and Vettel's seventh place after a penultimate-lap pit stop to replace the destroyed tyres – put him just one point behind Vettel in the championship fight. How the two teams responded to the various challenges posed by the FIA's rulings might turn out to be the story of the 2017 season. 📧

Rd 8 AZERBAIJAN, JUNE 25 2017

			RACE DISTANCE
1	DANIEL RICCIARDO	Red Bull RB13	1hr 28min 08.743sec
2	VALTTERI BOTTAS	Mercedes W08	1hr 28min 09.360sec
3	LANCE STROLL	Williams FW40	1hr 28min 19.743sec
			51 laps
			190.170 miles

FASTEST LAP SEBASTIAN VETTEL Ferrari SF70H 1min 43.441sec

POLE POSITION LEWIS HAMILTON Mercedes W08 1min 40.593sec

Rd 9 AUSTRIA, JULY 9 2017

			RACE DISTANCE
1	VALTTERI BOTTAS	Mercedes W08	1hr 28min 08.743sec
2	SEBASTIAN VETTEL	Ferrari SF70H	1hr 28min 09.360sec
3	LEWIS HAMILTON	Mercedes W08	1hr 28min 19.743sec
			71 laps
			190.420 miles

FASTEST LAP LEWIS HAMILTON Mercedes W08 1min 07.411sec

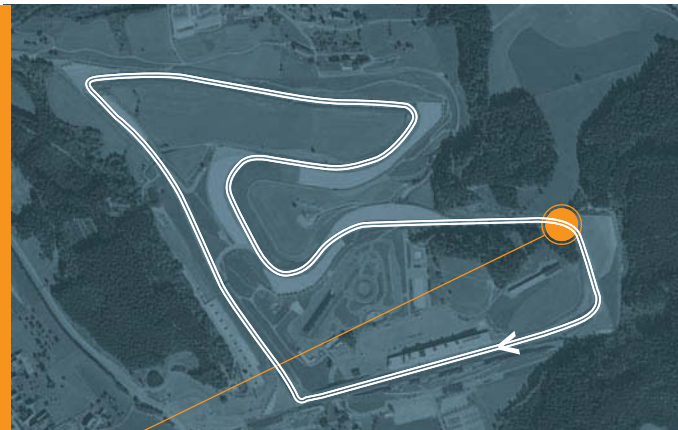
POLE POSITION VALTTERI BOTTAS Mercedes W08 1min 04.251sec

Rd 10 BRITAIN, JULY 16 2017

			RACE DISTANCE
1	LEWIS HAMILTON	Mercedes W08	1hr 35min 56.497sec
2	VALTTERI BOTTAS	Mercedes W08	1hr 35min 59.987sec
3	KIMI RÄIKÖNEN	Ferrari SF70H	1hr 37min 12.317sec
			52 laps
			190.320 miles

FASTEST LAP LEWIS HAMILTON Mercedes W08 1min 30.621sec

POLE POSITION LEWIS HAMILTON Mercedes W08 1min 26.600sec



TURN 9, RINDT KURVE

Trackside view

“ The drivers know it as Turn Nine. But for us on the outside – of the car and the corner – it's forever Rindt Kurve and, with the 2017 technical specification, it is one of the most spectacular places of the season to watch an F1 car in action. The physical forces here are immense as they crest a rise and approach its challenge turning, initially slightly downhill, over a bump. Sebastian Vettel has the compliant Ferrari by the scruff of its pretty neck; as he turns the wheel at 160mph in sixth and the car leans, its outer front wing endplate greets the ground and sparks fly. The front tyres briefly bend their sidewalls but grip regardless and the rears take more of the load as the Ferrari plunges into the now steep downhill contours, simultaneous compression and lateral loads before the thwackery of tyre over kerb serrations on the exit. Keep the lock on, stay away from those savage yellow kerbs beyond, latent malevolent lumps of

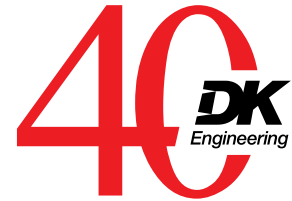
concrete that break suspensions and ruin a driver's whole weekend. They pass somewhere in Seb's periphery as he's judged the whole sequence perfectly, throttle open, mind closed to the possibility of failure. Through the same sequence Max Verstappen



is dominating the grippy Red Bull, unaccepting of the limits it's trying to impose upon him and bullying it into higher ones, slide-correct, slide-correct, slide-correct: three times between turn-in and the thump of rubber upon kerb. Refusing even to engage with the mediocrity that the stopwatch is trying to impose upon him, raging against its dictates with the fire and energy of youth and ambition. ”

1965 Ferrari 275 GTS (LHD)

This USA supplied 275 GTS was delivered in April 1965 to California in its current colour configuration of Rosso Cina with a rare factory hardtop (which also remains with the car). The car has never left the USA and has been owned by some great USA collectors. Around 10 years ago the car was totally restored by Ferrari expert Bob Smith after which the car was shown at the prestigious *Amelia Island Concours D'Elegance*. The car has enjoyed limited use since the restoration and a further very recent major service has brought the car back to a stunning 'needs nothing' condition. This car is currently located in Florida and viewing can be arranged by appointment. **EPOA**



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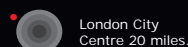
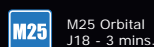
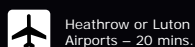
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Dickie Meaden



Historic racing is less aggressive than other fields, but tarmac squabbles are inevitable. And touring cars, opposite, can be very 'elbows out'...



AFTER THE FURORE SURROUNDING Sebastian Vettel's wheel-banging hissy-fit with Lewis Hamilton in Baku, driving standards (or their absence) have been a hot topic of conversation among the wider racing community. Apart from the very occasional blip, it's rarely a cause for concern in historic.

Some of this can undoubtedly be put down to drivers doing it for pleasure, rather than fighting for their careers or a place in the history books. But with its increasing profile and growing competitiveness, the good conduct of drivers in historic motor sport is due to more than the rather misplaced notion of a passive 'after you' attitude. That most cars are raced by their owners is, I believe, a big factor. It means they're raced hard, but tend not to be driven like they're stolen. It's an attitude mirrored by those in the fortunate position of sharing drives with some of these owners, myself included. Unlike

modern motor sport, where the cars are closer to tools of the trade, historic cars are treasures to be enjoyed and cherished.

Maturity plays its part, too. If you're successful enough to buy a few nice old cars and take them racing, the chances are you might be sporting the odd grey hair. Not that middle age is necessarily an indication of increased maturity (far from it, in my case), but there's a reason why you don't see colossal first corner pile-ups in the style of a Clio Cup or Ginetta Junior race.

Then there's the small matter of safety. Mercifully, old racing cars aren't the fiery death traps they once were – and thanks to improved roll cage design they don't fold up quite so readily, either. Still, strapping yourself into an old racing car comes with the tacit acknowledgement that you're more likely to hurt yourself if you have the Big One. Unsurprisingly this tends to foster a collective sense of self-preservation and a desire to stay out of the barriers.

Funnily enough, while everyone outside the paddock tends to fixate on the sky-rocketing values of classic cars, I don't think the price tags attached to historic racers are as big a factor as you might expect. A

Ferrari 250 SWB might be worth £10m, but should the worst happen it doesn't cost anywhere near that much to mend. Not that I'd want to foot the bill for fixing a stove-in tail or bent nose, but crashing an old racing car is not like dropping a Ming vase or Fabergé egg.

Which brings me neatly onto one of the smarter methods employed by race organisers to ensure we all play nicely. It's long been the case at Peter Auto meetings that, in the event of a coming-together where one driver is clearly at fault, the culprit is expected to pay for half the cost of repairing the car he or she hit.

It's a very grown-up and civilised solution – and Patrick Peter reminds his drivers about it at the start of every race weekend. It's not a legally binding agreement – it's more of a metaphorical handshake deal – but if you cause an accident and don't cough up it'll likely be the last time you participate in one of Patrick's events. As his are among the best on the historic racing calendar, it's a very effective deterrent.

Some races are worse than others. Predictably it's the touring car races that can be a bit 'elbows out', but even this is more due to the parity of the cars than any wish to shove your rival off the track. The Spa Six Hours is another one that's pretty hairy, but much of that is down to the sheer number of cars on track (the grid starts halfway down the hill towards Eau Rouge and snakes back beyond the Bus Stop!) and the speed differential between the pace-setting GT40s and the tail-enders. There's also the fickle Ardennes weather and the challenge of racing at dusk and into darkness. Its reputation as the toughest event in historic circuit racing is well deserved.

The mix of drivers has been shifting for years in historics. Where once there was a clear majority of resolutely amateur racers – the gentlemen drivers for which the sport is renowned – there's now a growing band of professionals, from retired stars who do it for (serious) fun, to younger ones for whom historics offer an additional revenue stream. It's this influx of talent and experience that has brought greater racecraft and a more dynamic spectacle. And yes, the racing is harder, but believe me this has led the rest of us to raise our games.

Throw in the super-quick owners (of which there are many) and the hugely experienced preparers such as Martin Stretton, Simon Hadfield and Gary Pearson and you have die-hard historic racers who are every bit as quick as your Sopers, Pirros and Kristensens. That's an awful lot of talent at the pointy end of the grids, but still the racing remains clean.

Unlike modern racing, if there are collisions it's rarely when dicing for position. Rather it's almost always when faster cars are lapping



JEFF BLOHMAN

slower traffic. Ask the overtaking drivers and they'll point the finger at the drivers of slower cars for misjudging the closing speeds or simply not paying attention to their mirrors. I'm inclined to concur, but having raced fast and slow cars I'm obliged to point out it can also be because the driver of the quicker car has made an impatient or imprudent lunge. Overtaking is always a shared responsibility, and one that historic racers tend to take seriously.

The circuit with the most to lose from bad or dangerous driving – and therefore the one that places the greatest emphasis on drawing attention to it – is Goodwood. Lord March's headmasterly addresses at the Members' and Revival briefings are observed in a hushed atmosphere, the respectful silence broken only by collective 'oohs' and 'aahs' as we've played a video of crashes and near misses from previous meetings.

As a competitor the great joy of Goodwood is its speed and unchanged layout, but this period purity comes with attendant risk and a palpable weight of responsibility. There have been more than a few big ones at Goodwood over the years, including some terrifying crashes at last year's Members' Meeting, but only a tiny minority have been due to combative driving.

That said, I don't think I'm speaking out of turn when I say there's a sense of everyone holding their breath at the start of a Goodwood meeting, one that's let out only when the last race reaches a safe conclusion. You can't legislate for a stuck throttle or sudden brake failure, but the greater fear is not wishing to be the one to cause an avoidable accident. Least of all one that puts the life of spectators, marshals and fellow drivers in jeopardy,

or leads to the withdrawal of Goodwood's competition licence.

That fear is a healthy one.

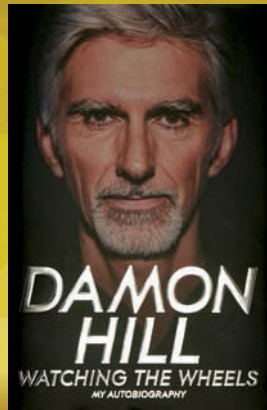
Nevertheless, I'm sure I'm not alone in thinking that as the cars continue to get quicker and the lead battles become more intense, something has to give. A nudge or a rub that might result in a harmless spin at Silverstone has potentially catastrophic consequences at Goodwood. We all get a bit giddy from time to time, but passes on the grass and BTCC-style nerfs shouldn't be tolerated, no matter how exciting they appear or how uneventful the aftermath. The cars and the racing are thrilling enough without allowing that line to be crossed.

Ultimately I have faith in historic racing's ability to self-police. If you compete in old cars you have a deep appreciation for the machines, respect for your fellow drivers and a genuine passion for the sport. It's a sentiment that's shared up and down the paddock. Vettel's petulance has no place here. 📧

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Richard Williams



In 1930 Odette Siko (right) and Marguerite Mareuse (left) became the first women drivers to take on Le Mans

THE MAN IN THE ASTON MARTIN

hospitality unit, attending his first 24 Hours of Le Mans, put down the glass of wine and asked: "Are there any women in this race?" To my shame, this was not something I had considered before setting out for the Circuit de la Sarthe. His query sent me leafing through the official *liste des engagés*. The answer, it turned out, was yes. Just the one. Alone of all her sex, Christina Nielsen, a 25-year-old from Hørsholm in Denmark, was sharing the wheel of a Ferrari 488 GTE in the GT-Am class with Bret Curtis from Bryn Mawr, Pennsylvania and Alessandro Balzan from Rovigo in north-eastern Italy. Nielsen and Curtis had both raced once before at Le Mans. Their Italian team-mate was a rookie. They would be 44th of the 48 finishers, 53 laps behind the overall winner and 14th in their class.

Nielsen's dad, Lars-Erik, raced at Le Mans in GT Porsches and Ferraris between 2004-08. His daughter tried karting at 15, switched to cars, raced in Formula Ford, the Porsche Carrera Cup and IMSA sports cars before joining Scuderia Corsa, based in Van Nuys, California. Last year she and Balzan became champions after winning their class in the 12 Hours of Sebring and the Six Hours of Watkins Glen. Without a mid-race puncture and late repairs to accident damage, they and Curtis would have finished much higher at Le Mans.

Given such minimal female representation,

my dinner companion might have been surprised to learn that women drivers have a long and interesting history at the Sarthe. The first were Odette Siko and Marguerite Mareuse, who raced there in 1930 in the latter's Bugatti Type 40, finishing seventh. They were back the following year, but a ninth-place finish was annulled when they were disqualified for refuelling too early (Siko had misunderstood a pit signal). She returned in 1932 with her own Alfa Romeo 6C 1750, paired with Louis Charaval, who raced under the pseudonym "Jean Sabipa", finishing fourth overall and first in class – still the best result achieved by a woman driver in the race – but they were thwarted a year later by an accident in which Siko was thrown out and the car caught fire.

She was followed in the inter-war years by six fellow Frenchwomen, one Canadian, one Australian and no fewer than 14 Britons, starting with Joan Chetwynd, the wife of Viscount Chetwynd, who shared her 746cc MG Midget with Mrs HH Stisted in 1931; their run lasted only 30 laps. The English competitors also included Gwenda Hawkes, a former WWI ambulance driver on the Russian and Romanian fronts who had held the women's lap record at Brooklands, the latter distinction also held by Elsie 'Bill' Wisdom, who raced at Le Mans three times. The Bedales-educated Margaret Allan, the sister of a suffragette, was a member of MG's three-car all-female team

in 1935; after the war she became *Vogue's* motoring correspondent. The French competitors included Germaine Rouault, the only woman to race at Le Mans on either side of WW2. Betty Haig's prolific racing career also spanned the wars but although her only Le Mans appearance came in 1951, aged 45, at least it was with a two-litre Ferrari 166 MM coupé in which she and Yvonne Simon of France finished 15th in a very strong field.

In 1956 the Automobile Club de l'Ouest reacted to the death of the Austrian-born driver Annie Bousquet during the Reims 12 Hours by banning women participants from its events, which included Le Mans.

They were not permitted to return for 15 years, but the surge in the 1970s resembled that of the 1930s, with eight female drivers taking part in 1975 alone, including Anne-Charlotte Vernay, who was on a run of 10 straight appearances (with a best finish of sixth in 1981 in a Porsche 935), and rally ace Michèle Mouton, who shared a 2-litre class win with Christine Dacremont and Marianne Hoepfner in a Moynet LM75. In 1982 Desiré Wilson finished seventh overall, sharing a Porsche 956, matched in 2011 by Vanina Ickx, daughter of Jacky, in a Lola-Aston Martin.

Christina Nielsen is thus the 59th woman to have competed at Le Mans, and it seems strange in the modern world that she should be ploughing a lonely furrow. Women are no longer optional extras in the work and play of the human race. Nor are they creatures who should be dressed in white "like other domestic appliances", in the notorious assessment of Bernie Ecclestone. No one likes the imposition of quotas, but increasing the representation of women entails making an effort to shift the mind into a position where their absence makes life feel unbalanced. If all-female shortlists are the only way to get more women MPs into Parliament, then that's what has to happen. Not everyone reading this will agree, I imagine. But perhaps it's time for the ACO, which always welcomes innovation, to regulate, say, the GT-Am class by requiring at least one female driver in each car. The crews could even compete for a special trophy. The Odette Siko Cup, perhaps. 🏆

"Christina Nielsen is thus the 59th woman to have competed at Le Mans, and it seems strange that in the modern world she should be ploughing a lonely furrow"

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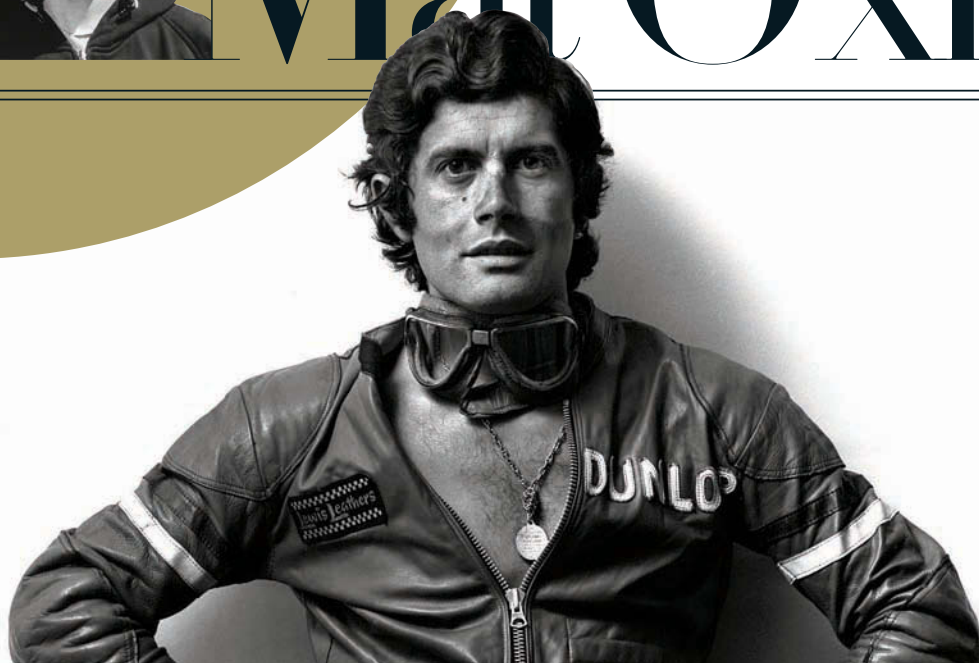
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Mat Oxley



THIS SUMMER MARKS THE 40TH anniversary of the retirement of the world's most successful motorcycle racer. In August 1977 Giacomo Agostini contested his final Grand Prix, ending a career that had brought him 122 GP wins and 15 world championships. They are records that Valentino Rossi, Marc Márquez and the rest are still chasing.

Agostini rode his last GP at Silverstone, finishing ninth on his four-cylinder factory Yamaha, hassled all the way to the chequered flag by up-and-coming Briton Kevin Wreton on an over-the-counter twin-cylinder Yamaha. It was an ignominious end to a glittering career that started in 1964 Italian 250 GP, when he rode a Moto Morini to fourth place at Monza.

Ago won 13 of his 350cc and 500cc world titles and 110 of his Grand Prix victories with MV Agusta, the Italian marque that dominated an era during which few other manufacturers bothered contesting the bigger classes. This is why many fans wonder whether his talent corresponded to the statistics.

But there were times when Agostini raced against the odds and still came out on top. He twice beat Honda and Mike Hailwood to the 500cc world championship and later became the first rider to win the premier-class title on a two-stroke, when the new-fangled engines were still fickle in the extreme. "I don't think Ago got the credit he deserved," says his former mechanic Mac Mackay. "But I saw him

ride at the TT. Hell, that was a sight to behold!"

The man from Brescia lost many of his British fans when he turned his back on the Isle of Man, following the death of his friend Gilberto Parlotti in 1972. However, he has returned to the island on many occasions since his retirement, most notably in 2009 when he rode a closed-roads lap with Rossi, who is fascinated by the TT. The two Italians have much in common, including the fact that they were courted by Ferrari. Ago got the call in 1969, when il Commendatore wanted him to follow the path already taken by John Surtees.

"I was so excited," Ago says. "Then I start thinking. My passion is motorcycles. And for sure I am making a lot of money racing motorcycles, always on the podium. And cars? Maybe I don't enjoy the same success, so I stay with motorcycles." Half a century later Rossi made the same decision for similar reasons.

There were others who tried taking Agostini away from bikes, this time on account of his good looks. He was always hugely popular with the ladies; so much so that he remembers female admirers exposing their breasts as he roared around the TT course.

"This one girl, she live near Ballaugh Bridge and every time I pass, she say 'hello!' like this," he says, lifting his jersey. "Every lap, even in early morning practice, 4.45am!"

The industry that wanted to exploit Agostini's allure was the Italian film business.

During the off-season Ago liked to supplement his MV Agusta salary by acting, usually in films focused on motorcycle racing, like *Bolidi sull'Asfalto*, *a Tutta Birra!* He must have been good in front of the camera because Oscar-nominated director Pietro Germi, who created Italian rom-coms, wanted to steal him away from the racetracks on a full-time basis. Germi was stunned when Ago turned him down. "I say to Pietro, listen, I love motorbikes."

Full-time motorcycle racer and occasional movie star; no wonder *Sports Illustrated* sent a staff writer to Italy to hang out with Agostini. Bob Ottum's 1967 feature was titled, with good reason, 'Viva! But hide your women.'

The story begins, "His name is Giacomo Agostini. And he poses most of the time as a plain mild-mannered, handsome, glittering Super Italian. In moments of crisis he strips and changes quickly into a tight, soft black leather costume, with black leather mask and soft black boots, and roars off on a motorcycle that looks a whole lot like a torpedo."

"He lives on the far edge of life, where most men are afraid to go, at a kind of blinding speed punctuated by crashes. He always recovers, ministered to by platoons of stunning girls; he is cool, scarred and bold. He also is 24 years old, which is a wonder."

"All through the summer, these racers speed on a crushing weekly schedule: race and skid and crash and then make love and drink wine."

Ottum watched Agostini testing at Monza, where Enzo Ferrari stood in the background, "anonymous behind his tinted glasses, watching Agostini with a look of purest speculation." The journalist couldn't help but notice that the Italian attitude to motorcycles was very different to the American, a fact he blamed on Marlon Brando's *The Wild One*. "Italians see in motorcycling a form of fine, sensible insanity, like knife-fighting or letting the bulls chase you through the streets of Pamplona – which also makes a lot of sense if you don't think about it too long"

Later Ago drove Ottum to a restaurant in his Porsche 912, where the Italian was the centre of attention. Ottum noted one "leggy girl who was being restrained from leaping on him only by the iron thread of chaperoned propriety."

"His name is Giacomo Agostini. And he poses most of the time as a plain mild-mannered, handsome, glittering Super Italian"

CARS FOR SALE

www.motorsportmagazine.com/cars-for-sale



STAR LOT @ RM SOTHEBY'S

1956 ASTON MARTIN DBR1/1 { Monterey, USA, August 18 }

Shelby, Brooks, Salvadori, Moss: all raced DBR1/1, first of five built. Made its debut at 1956 Le Mans with Tony Brooks and Reg Parnell; victor at 1959 Nürburgring 1000Kms in Aston's World Sportscar Championship season. Raced by Brian Redman at the Goodwood Revival, DBR1/1 could become the most valuable British car ever to be sold at public auction. Estimate: in excess of \$20million

UNDER THE HAMMER

Key highlights at classic and racing auctions from around the world

Artcurial

@ MONTE CARLO, MONACO JULY 2



1967 Ferrari 330 GT 2+2 Pininfarina
Elegant touring Ferrari with original interior. Sold for €383,744

1974 Porsche Carrera RSR

More than a dozen appearances at the Sebring 12 Hours and Daytona 24. Sold for €1,769,280



1982 Renault 5 Turbo Gp4
Factory-fitted with the 'Cevennes' Gp4 upgrade; sold new to Bulgaria and much rallied there. Sold for €167,888

AUTOMOBILIA

ARTCURIAL



Michael Schumacher race suit
Sold for €9100

Historics at Brooklands

@ BROOKLANDS, UK JULY 8



1972 Lancia Fulvia Sport Zagato
Competizione-spec Alfa with Group 4 engine. Sold for £34,720

1989 Lamborghini Countach 25th Anniversary

Scissor-wing V12 and definitive bedroom-wall poster icon. Sold for £200,000

1975 Jensen GT

One of fewer than 20 in UK. Sold for £15,680



H&H

@ DUXFORD, UK JULY 26



1961 Lotus Elite S2
Prepped for racing by Lotus and delivered new to Gilby Engineering F1 team. Estimate: £75-90,000

1987 Bristol Brigand

One of two known to the DVLA, formerly owned by the singer Will Young. Estimate: £40-50,000

1964 Mini Cooper S

Road version of the Monte-winning miniature saloon. Estimate: £70-80,000

Silverstone Auctions

@ SILVERSTONE, UK JULY 27

1990 Lancia Delta HF Integrale Evo

Works Group A rally car. One of the most dominant machines of all, piloted by four-time WRC champion Juha Kankkunen. Estimate: £120-150,000



2010 Chevron B8

Fast, forgiving and untouchable on a short circuit. Estimate: £100-120,000

1989 Ford Sierra RS500

Ex-Tim Harvey. Third overall in the 1990 BTCC and the only surviving Labatt's Sierra in race-ready BTCC spec. Estimate: £180-220,000



@ SILVERSTONE, UK JULY 29



1971 Ferrari 365 GTB/4 Daytona
Previously owned by Sir Elton John. Estimate: £525-575,000



1994 Aston Martin Virage
Estimate: £38-44,000



1991 Vauxhall Lotus Carlton
377bhp performance machine in the guise of an executive saloon. Estimate: £60-70,000

Mecum

@ MONTEREY, USA AUGUST 16

1958 Lister-Jaguar 'Knobbly'

The second of nine originals, campaigned by Stirling Moss in period. Estimate: POA

1987 Porsche 962

World Endurance Championship Group C racer, winner at Norisring and Kyalami. Estimate: POA

1964 Eisert 'Harrison Special' IndyCar

Oldest surviving mid-engined IndyCar, an early part of the Indy mid-engine revolution. Estimate: POA

RM Sotheby's

@ MONTEREY, USA AUGUST 18



1950 Ferrari 166 MM/212 Export 'Uovo'

Compellingly unique egg-shaped Ferrari that won the Coppa Toscana, designed with the help of sculptor Franco Reggani. Estimate: \$5-7m

1989 Aston Martin AMR1 Group C

One of only four AMR1s in existence, campaigned by Brian Redman, David Leslie. Est: \$475-675,000

Gooding & Company

@ PEBBLE BEACH, USA AUGUST 18

1970 Porsche 917K

Owned by Jo Siffert; Gulf livery, appeared in Le Mans film. Estimate: \$13-16,000,000



1966 Ferrari 275 GTB/C

Alloy body, competition spec; one of 12. Extensive race history including Targa Florio. Estimate: \$12-16m

AUCTION CALENDAR

AUGUST

- 3 MECUM**
Harrisburg, USA
- 16 MECUM**
Monterey, USA
- 17 RUSSO & STEELE**
Monterey, USA
- 18 RM SOTHEBY'S**
Monterey, USA
- 18 GOODING**
Pebble Beach, USA
- 31 AUCTIONS AMERICA**
Auburn, USA

SEPTEMBER

- 2 BONHAMS**
Beaulieu, UK
- 2 SILVERSTONE AUCTIONS**
Blenheim Palace, UK
- 6 RM SOTHEBY'S**
Battersea, UK
- 6 MECUM**
Dallas, USA
- 9 BONHAMS**
Goodwood, UK
- 9 MOTOSTALGIA**
New York, USA
- 9 RM SOTHEBY'S**
Maranello, Italy
- 16 BARONS**
Kempton Park, UK
- 21 MECUM**
Louisville, USA
- 23 HISTORICS AT BROOKLANDS**
Brooklands, UK
- 23 CLASSIC CAR AUCTIONS**
Leamington Spa, UK

OCTOBER

- 2 BONHAMS**
Philadelphia, USA
- 5 MECUM**
Chicago, USA
- 5 RM SOTHEBY'S**
Hershey, USA
- 6 BONHAMS**
Knokke-Heist, Belgium
- 14 MOTOSTALGIA**
Waxahachie, USA
- 15 ARTCURIAL**
Paris, France
- 28 BONHAMS**
Padua, Italy
- 28 BARONS**
Sandown Park, UK



FOR SALE @ FISKENS Kensington, London. www.fiskens.com

DREAM GARAGE

TALBOT AV105

THERE'S NO REAL DEFINITION OF British Racing Green, but in the early 1930s if you went by race results you might find yourself drawn, not to the deep green of a Le Mans Bentley but to a shade of apple green, because that's what Talbots wore. Somehow these Grand British Tourers haven't lasted in the public mind the way anything with a winged B has, yet aficionados will argue their superior merits with conviction.

Successful from the outset on track and road, George Roesch's 3-litre Talbot 105 proved rapid and highly reliable, taking class and overall victories at Brooklands in Double 12s and the 500, on the TT, showing well on the Mille Miglia and scoring a third at Le Mans. But it was lifting a *Coupe des Alpes* on the tortuous Alpine Rally that made the model's reputation – and those works and semi-works machines have gone on competing and often winning ever since.

"This is a front-running car for pre-war events," says Rory Henderson of Fiskens, where this example awaits a new custodian. "It's competitive on the top rallies – this one won the Flying Scotsman in 2013 – and in any race for original pre-war machinery. Ideal for the Goodwood Revival's Brooklands race."

There was nothing unusual about Roesch's tough straight six or the

leaf-spring ladder chassis, beyond thorough design and quality engineering, but especially as campaigned by preparer Fox & Nichol the 105 showed fine handling and immense reliability, earning them the soubriquet 'the Invincible Talbots'. That didn't stop the firm enduring an undistinguished slide into obscurity within the Rootes combine, but at least it left us some very fine sporting vehicles.

FACTFILE

YEAR 1934

ENGINE

3.3-litre pushrod 6, 110bhp

TRANSMISSION

pre-selector

SUSPENSION

front: solid axle, leaf springs;
rear: live axle, leaf springs

TOP SPEED 110mph

PRICE £950,000

Such as this one, AYL 2, built in 1934 for a Dr Roth to race at Brooklands and equipped as the works entries, including bodywork to the same pattern as the Alpine team cars. Raced at Brooklands by Roth and by Mike Couper and Chris Staniland, it received the enlarged 3.3-litre motor in 1936. Then it ran in single-seater form, but regained the original coachwork later on.

"It comes with files showing all its history," says Rory. "It's done a lot of rallies and been highly successful, and it recently had a full engine rebuild by marque specialist Pace Products so it's completely ready to tackle anything. The previous owner was a Talbot enthusiast who used it for a range of events including driving to Le Mans for the Classic. It's such a usable car. The ride isn't harsh, it stops well for a pre-war car and it's not lacking in go. You could drive it to the pub or to Le Mans equally easily."



By 2019 all Volvos will have some form of electric drive, allied to old-fashioned internal combustion

Newey's latest trick

ASTON MARTIN HAS RELEASED imagery of what it describes as a '95 per cent finished' model of its new Valkyrie hypercar. The pictures show a machine still bearing the same silhouette seen at its original unveiling a year ago, but with many details added and changed.

The biggest visual area of development has been to the car's aerodynamic form and, with Red Bull's Adrian Newey leading the design work for the car, we should not be too surprised by that. Most notable are substantial slots that have been cut into the bodywork, between the cockpit and the front wings, to help feed air to the rear diffuser.

This diffuser, of unprecedented size for a car designed at least in part for street use, is key to the Valkyrie's performance, not least because of the



desire to keep the upper surfacing of the car relatively free from aerodynamic addenda. Aston Martin has given no indication of the downforce the car is likely to generate but speculation elsewhere has centred on about 1.8 tonnes or, put another way, three times more than that available in the McLaren P1 hypercar, currently believed to be the road car with the greatest downforce seen to date.

Inside, two occupants sit close together in fixed seating positions not only for maximum space efficiency but also to immobilise the significant mass they represent, which could easily be 15 per cent of the one-tonne car's overall weight. A sliding pedal box like that used in Ferrari's LaFerrari will ensure that what Aston Martin claims to be a wide range of different sizes and shapes can be accommodated.

For reasons of space efficiency, all significant controls are located on the steering wheel, which can be detached to aid entry and also act as a formidable

Tradition not dead yet

Reports of the demise of the internal combustion engine have been greatly exaggerated | BY ANDREW FRANKEL

MOST READING THIS WILL HAVE an area of expertise, a subject upon which – through reasons of work or personal interest – they will know more than most. My area happens to be cars, and when I watch or read about this subject in the mainstream media I am often, perhaps even usually, dismayed by the inaccuracy of the alleged information imparted. But this reached a whole new level early last month when headlines like 'Volvo Death Knell For Petrol Cars' or, more soberly but hardly less accurately 'Volvo Signals End Of Road for Diesel And Petrol Cars' were splashed all over the papers.

What Volvo actually said was that by 2019 all its cars would feature some form of electrified drive, signalling for Volvo the end of cars powered solely by internal combustion engines. To conclude that this meant the end of the internal combustion engine is a leap so vast, so entirely unsupported by the facts, it seems to me to be wilfully inaccurate. And it's serious: these utterly misleading stories will scare people into

not buying cars (UK diesel sales are already plummeting because of political grandstanding on this misunderstood subject) and that means our car industry, which has spent the last 40 years dragging itself off its knees, is being needlessly threatened once again.

So, to be clear, the petrol engine is not under threat. It will be used not for years, but decades into the future. Certainly it will be joined by electric motors to form hybrid powertrains, but that's hardly news: Toyota was selling such cars last century. And with the sole exception of Tesla, every single major car manufacturer in the world (including Volvo) will continue to use them indefinitely. In the very long term their role may diminish even to the point where cars only use them as generators to produce electricity when batteries are exhausted, just as cars like the BMW i3 do today, but 'death'? Until batteries can be charged as quickly as tanks are filled, I simply don't believe it. And we've already awaited that breakthrough for more than 100 years.

"To be clear, the petrol engine is not under threat. It will be used not for years, but for decades into the future"

security device. Information will be provided via a single OLED screen, with scrollable page displays. The Valkyrie has no mirrors in order to aid aerodynamic efficiency, so rear vision is provided by two cameras with displays at the front corners of the cockpit, close to where exterior mirrors would normally be mounted.

The Valkyrie is also full of detail design innovations rarely if ever seen on road cars. These include headlights shorn of their shrouds and cladding to reveal their intricate inner working, saving up to 40 per cent of the weight of a standard Aston lamp. The centre high-mounted stop light is just 5.5mm wide and 9.5mm high, making it the smallest in the world, while the Aston Martin badge is chemically etched into aluminium just 70 microns thick, making it not only thinner than a human hair, but also 99.4 per cent



lighter than a standard badge.

Aston Martin has also confirmed it will put its first all-electric car into production. Just 155 examples of the four-door RapidE will be built and it will be developed in conjunction with Williams Advanced Engineering. The new car, based on the next generation Rapide saloon, will likely have an output of about 600bhp as well as massive torque. No details as to price, range or recharging times have yet been released, although it is known that first deliveries should commence in 2019.

Jaguar's new crossover

JAGUAR HAS UNVEILED THE all-new E-Pace, its first compact SUV and the car it expects to be the best-seller in its range. It sits below the extant F-Pace SUV, which already outsells all other Jaguar models combined.

The E-Pace is the first Jaguar to come powered only by its Ingenium range of 2-litre turbocharged engines – though it



Latest Porsche 911 GT2 RS has 690bhp flat six and 211mph top speed

will be available in both diesel and petrol forms with as little as 148bhp for the entry level diesel to 296bhp for a range-topping petrol version.

Although visually similar to the F-Pace, the E-Pace is entirely different underneath as it sits not on Jaguar's own state-of-the-art aluminium-intensive platform, but that of the Range Rover Evoque and Land Rover Discovery Sport – that in turn is a highly evolved iteration of Ford's EUCD platform developed for cars like the Mondeo and S-Max.

The E-Pace will be available with front-wheel drive on more affordable models and with manual or automatic gears. There are three diesel engine outputs: 148bhp, 177bhp and 237bhp, with petrol only being available for the most powerful 246bhp and 296bhp versions.

Jaguar claims the E-Pace will be exceptionally spacious for a car in this class, where it will compete primarily against the Audi Q3, BMW X1 and Mercedes-Benz GLA. It will also come with optional TFT instruments and head-up display, the latest touchscreen navigation unit and the ability for up to eight devices to stream content using the on board 4G wifi hot spot.

The E-Pace is available to order now, with prices starting at £28,500.



Detachable steering wheel incorporates the Aston Valkyrie's main controls

Power and glory

PORSCHE UNVEILED ITS NEW GT2 RS at the Goodwood Festival of Speed, the most powerful 911 and, indeed, most powerful series-production car in Porsche history. With 690bhp from its twin-turbo 3.8-litre flat six, it is fully 80bhp more powerful than the formidable 2010 GT2 RS. It accelerates from 0-62mph in 2.8sec, quicker than the 911 Turbo S despite lacking that car's four-wheel-drive hardware. Its top speed is 211mph.

The car is based on the 911 GT3 RS and uses much of the same material, such as its carbon-fibre bonnet and carbon-reinforced plastic front wings. However, those wishing to reduce further the weight of the 1470kg car can opt for a 'Weissach Pack' that provides a carbon-fibre roof and anti-roll bars plus magnesium wheels.

The GT2 RS is on sale now for £207,506 and numbers are not officially limited. Weissach Pack cars will cost an additional £21,042.

In the meantime, speculation as to its likely Nürburgring lap time is likely to reach fever pitch. The new GT3 has already covered the 12.9-mile circuit in 7min 12.7sec and, with a further 200bhp, breaking the record for a rear-drive car – currently held by the Mercedes-AMG GT R at 7min 10.9sec – is surely a formality. Of far greater interest is whether it can go under the magic seven-minute mark and, if so, by how much. Will it, for instance, beat the 6min 57sec lap posted by the 918 Spyder to make it the fastest Porsche in history?

Even if it does, there remains some distance to go before it can challenge the 6min 52sec of the Lamborghini Huracán Performante, a time whose legitimacy was widely questioned but which has been staunchly defended by Lamborghini. However, the GT2 RS's chief architect Andreas Preuninger has been quoted elsewhere as saying: "If both cars are coming straight from the dealership, I'm sure we can beat them." 🏁



All E-Pace models feature engines from JLR's new Ingenium portfolio



FERRARI 812 SUPERFAST

Theoretically this is supposed to be a facelift, but there's rather more to it than that | BY ANDREW FRANKEL

TWO STATEMENTS, ONE of fact, the other an opinion. Together they paint a realistic picture of where Ferrari is relative to its road-car rivals and just how hard a task now confronts those who would seek to outdo it.

First, every Ferrari on sale today is based on an ageing design. The 488GTB, California T, GTC4 Lusso and this 'new' 812 Superfast are, in fact, merely revised versions of the far older 458, previous California, FF and F12. Second, and despite this apparent limitation, if Ferrari has had a stronger line-up in its 70-year history it was before my time, and I've been in this racket for nearly 30 of them. To me the only possible period to rival today came in the early 1970s, when the Ferrari offer comprised the Daytona, the Dino and the greatest 2+2 it ever made, the exquisite yet still relatively anonymous 365 GTC/4. No wonder its rivals are

opting to take the vast and fast bucks afforded by an SUV project rather than engaging Ferrari on equal terms.

The reason for Ferrari's incandescent excellence seems simple enough. Ferrari has not allowed the fact that only a tiny proportion of its owners (13 per cent) buy its cars for 'driving emotions' to stop it pouring resources into its products. Despite what its outlandish appearance might suggest, this new 812 Superfast is a car driven by a desire for engineering excellence. In literal terms it might be a mere facelift, but in reality the car has been transformed in every area that matters.

We should start with the engine because this is, after all, a Ferrari. Would it surprise you to learn it's descended directly from the V12 that first popped up in the Enzo some 15 years ago? But now with its capacity expanded from the 6.3 litres of the F12 to 6.5 it offers an unprecedented specific output for a normally aspirated motor

FACTFILE

£253,004

ENGINE
6.5 litres, 12 cylinders

POWER
789bhp@8500rpm

TORQUE
529lb ft@7000rpm

TRANSMISSION
seven-speed paddle shift, rear-wheel drive

WEIGHT
1630kg approx

POWER TO WEIGHT
484bhp per tonne

0-62MPH 2.9sec
TOP SPEED 211mph

ECONOMY 19mpg
CO₂ 340g/km

of this size and a total of 789bhp, up from the F12's 730bhp. How did it do it? Well the additional 234cc is a mere detail: in fact 75 per cent of the engine's components are new.

Nor would any normal manufacturer revisit gear ratios at mid-life revision time, but Ferrari has devised a completely new strategy. So despite a massive increase in mid-range torque, first gear is actually fractionally shorter than before and every subsequent gear is relatively and increasingly shorter still until you get to seventh, which has been left approximately (but not exactly) where it was. It has also managed to cut upshift times by 30 per cent and downshifts by 40 per cent so that now the average shift in maximum attack takes just 40 milliseconds, approximately five times faster than you can blink.

If anything, the chassis has been given an even more radical suite of modifications. At the back four-wheel steering has been introduced, at the



front electric power steering for the first time on any Ferrari. Following the lead of the frankly deranged F12 tdf, the front tyre width has increased by two sections but those at the back have been left unchanged, to reduce understeer or promote oversteer depending on which way you see it. You can take it as read that all spring, damper and roll bar settings have been revised (the aim being to instil near-tdf levels of dynamic response without either wrecking the ride or inducing heart failure), but there's more even than this.

That electric power assistance has allowed the front and rear steering systems to be fully integrated into the car's electronic architecture, so now not only does the front know what the back is doing, it can take this information and if its learned judgement is that it's in the hands of an idiot, it can at least try to alert said *dummkopf* to the error of his (or her) ways. It does this by artificially adjusting the amount of effort required to turn the wheel in the desired direction, encouraging the driver to increase lock if the car is losing grip at the front, and reduce it if grip is lost at the back. It won't actually apply the opposite lock for you and I only noticed its operation when I went looking for it, but it's both a smart safety net and further evidence of the depth of Ferrari's technical know-how and its desire to save its customers from themselves.

There's more even than this, including



a dramatically overhauled braking system and new moveable aerodynamic devices at both ends, including a diffuser at the front that is passively stalled by airflow at more than 124mph and another at the back whose three elements operate actively by electric motors and according to need. Combined with new surfacing and an extended rear wing, near-tdf levels of downforce have been achieved (though Ferrari won't say what they are) without a commensurate increase in drag.

But when you take up station behind the wheel, the 812 still seems much the same. Ferrari says the interior is new but it all looks very familiar to me. The steering wheel is still pointlessly covered in switches whose operation has never become intuitive in all the years I've been using them, the satellite navigation

New electric steering felt like a triumph in Frankel's mitts. Ride quality was also excellent – even when you flicked dampers to 'Race' mode

remains woefully, laughably inadequate. I'd presumed the new and really rather good centre screen used on the Lusso would be here too, but sadly not. Then again the F12's excellent driving position, all-round visibility and interior space have been retained too.

I noticed the steering first, and before we were beyond the gates of Fiorano. To me the only consistent error Ferrari has committed in recent years is to make its steering too light, too quick, too aggressive off-centre and lacking in feel. Given that I'd never preferred any car's electric system to the hydraulically powered helm of its predecessor, I feared I might hate the 812's steering. In fact it's been transformed for the better. It still needs more feel and remains too quick, but it has more meat and is far more linear in its response. It is at last an asset, and no longer a liability.

The ride is terrific, too, and lets you retain its suppleness even in the 'Race' mode that is, somewhat counter-intuitively, best for the open road. Just hit the 'Bumpy Road' button and whipcrack throttle response combined with compliant damping can be yours.

The foundation work is done, so now we can get down driving it like all Ferraris should be but are all too rarely driven. And despite all that power and torque, when you first find the space to press the throttle all the way to the floor, the expected bang in the back fails to materialise. This car doesn't kick, it surges. Inexorably. In a world increasingly populated by turbocharged cars with torque curves that look more like torque cliffs at low revs, the 812 does its own thing. Although it will hurl you impressively towards the horizon at just 2500rpm, from there torque just builds. It doesn't stop building until it hits 7000rpm, with peak revs at close to 9000rpm. And if you can imagine what a 6.5-litre V12 Ferrari engine sounds like at such speeds, the car will deliver almost entirely on that promise. Actually, I felt the 6.3-litre motor in the Lusso I reviewed last month sounded even sweeter inside the cabin. Outside, as I found out later as other hacks whizzed by at full chat at Fiorano, it felt it might just make the best noise in the world.

The new steering helps plot an accurate path between the cars, trucks and scooters that populate the hills above Maranello, but we're not going to find out much about how this car

ROAD TESTS

www.motorsportmagazine.com/author/andrew-frankel

behaves up here. I was reminded of the frustration I felt trying to drive a LaFerrari on the same roads and this was almost as futile. But the car does feel narrower than before (although it is not), easier to thread through the traffic and less heart-stopping when, as happens all the time up here, something comes around a corner on almost entirely the wrong side of the road.


But really we need Fiorano, and a gentle amble back to the track reveals none of this car's Grand Touring credentials to have been degraded in Ferrari's unquenchable thirst for more power and greater dynamic response. Critically for those who will actually buy these cars, rather than mere hacks who just get to thrash one into the ground for a single day, in terms of ride and refinement the Superfast really works.

And it's so good on the circuit that you need constantly to remind yourself that this is quite a heavy car, to whose owners comfort is probably a more important priority than delicate on-the-limit handling.

It is a beautifully balanced car and so long as you select a mode that preserves a last line of electronic defence, one that can be skidded

around with confidence if not impunity. Turn everything off and you'll still need to be on your toes because of the car's weight and relatively soft settings, but I don't mind that in the Ferrari because it's entirely optional. I might get a kick out of seeing what angle of yaw I can persuade it to adopt and for how long; others might not and the point is they don't have to. On the track it will be almost any car you want it to be.

And that's the joy of the Superfast. I tend to recoil slightly when I read stories praising expensive supercars for appealing so much to our short-trousered instincts for power and oversteer without acknowledging the real world in which even cars like this must operate. The brilliance of the Superfast is that it works wherever it goes because it's not just ludicrously fast and exciting, it's also quiet, comfortable, spacious, offers good visibility and has a big boot.

Finally, remember how this story started: however good the Superfast is, and in parts it is extraordinary, it is not a new car but an old car renewed. Ferrari will know already exactly the form and specification of its replacement and that will be genuinely new from the ground up. All I can tell you for certain is that it will retain a normally aspirated V12 engine. The Superfast has set the bar stratospherically high, but you can be sure Ferrari's engineers are already set on beating it. 



The inevitable quest for extra performance has not diluted the 812's credentials as a true Grand Tourer in the old tradition

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ALPINA B5 TOURING

If you really need a 200mph estate car, look no further

AWAIT THIS AUTUMN'S NEW BMW M5 with more than the usual interest. To me the outgoing car was not just the most disappointing M5 in five generations, but a strong candidate for my least favourite M of them all. Overweight, blunt and brutal, it had none of the finesse I always look for in such cars. But because the new one will be based on the outstanding recently introduced 5-series it should be lighter and, given M's more recent work with cars like the M2, there are good reasons to hope it will be far more worthy of its sub-brand.

For those who can't wait, or who want a hot BMW estate (as last time, the new M5 will be four-door only), those understated folk at Alpina would be delighted if you cared to cast your attention in the direction of this new B5.

The B5 has 600bhp – the minimum we can expect from the M5 – courtesy of the 4.4-litre twin-turbo V8 sourced from the 7-series, but modified in myriad ways both internally and externally to raise power from its standard 444bhp. It runs through a strengthened automatic gearbox with quicker shifts and directs its power in four rather than the usual two directions. But Alpina makes sure that, compared to BMWs using this four-wheel-drive system, more of the drive is



sent to the rear wheels more of the time.

Alpina also completely retunes the suspension hardware such as spring rates, roll bar and damper settings, as well as the software for both the normal steering system and the rear-wheel steering. Vast Alpina 20-spoke wheels covering enormous brakes (unusually larger at the back than front) complete the picture from the point of view of dynamic enhancements. Visually there's a subtle body kit and, inside, higher grade leather, Alpina-faced instruments and badging.

If the idea of a 200mph estate car sounds appealing, the reality is scarcely

less so. Where Alpina has been smart is in resisting the temptation to build a hotrod and keeping the B5 as civilised as possible (it even has a 'comfort plus' drive mode that BMWs lack).

Frustratingly, homologation issues meant I was unable to drive either saloon or estate on the road, but on the track even the Touring version was commendably composed and nicely balanced, if understandably a little underdamped for such work.

But the engine is magnificent, its torque delivery even more impressive than its power output, and all for the price of just a small amount of low-rev turbo lag. It makes just the right noise too, and not too much of it at part throttle.

I fully expect the new M5 to be both quicker and more exciting than this, but whether it proves a more satisfying long-term ownership proposition is less easy to say. Every Alpina I have come to know has been an even better car to live with than it is to drive and I have no reason to think the B5 will be anything else.

As simply a more exclusive, discreetly styled and more practical kind of super-fast BMW family car, the case for the B5 in general and the Touring version in particular is both clear and compelling. **Q**

FACTFILE

£91,000

ENGINE
4.4 litres, 8 cylinders,
turbocharged

POWER
600bhp@5750rpm

TORQUE
590lb ft@3000rpm

TRANSMISSION
eight-speed automatic,
four-wheel drive

WEIGHT
2150kg

POWER TO WEIGHT
279bhp per tonne

0-62MPH 3.5sec
TOP SPEED 202mph
ECONOMY 26.9mpg
CO₂ 240g/km



MERCEDES-BENZ E400 4MATIC AMG LINE COUPÉ

The German firm sacrifices more than doors with its cut-down E-class

COUPE'S ARE CURIOUS things. Smaller and more cramped than the saloons on which they are based, they are rarely any quicker or better to drive and usually cost more. By any objective measure, they are just plain worse. This coupé version of the otherwise class-leading Mercedes-Benz E-class is a classic example. Tested here in top-of-the-range AMG Line specification (which in no way means it's a proper AMG model), it feels derivative and superfluous.

To be fair, there is no direct equivalent E-class saloon, the nearest being the E43 with the same turbocharged 3-litre motor but producing 395bhp instead of the rather less punchy 328bhp of this coupé. As a result the saloon is not only much quicker, but also £6655 more expensive. But I still hoped the coupé might have the full complement of E-class strengths that have made it such a fearfully able presence in the marketplace.

But it doesn't quite get there. To me a Mercedes coupé costing the wrong side of 50 grand should be a languid, effortless device, but its V6 motor isn't particularly characterful and needs to be pushed hard to do its best work. One reason for this is that despite its abbreviated dimensions, halved door count and smaller boot, the coupé is

FACTFILE

£50,820

ENGINE
3.0 litres, 6 cylinders,
turbocharged

POWER
328bhp@5250rpm

TORQUE
354lb ft@1600rpm

TRANSMISSION
eight-speed automatic,
four-wheel drive

WEIGHT
1845kg

POWER TO WEIGHT
178bhp per tonne

0-62MPH 5.3sec

TOP SPEED 155mph

ECONOMY 33.6mpg

CO₂ 189g/km

actually a few kilos heavier than the more powerful E43 saloon.


And it doesn't ride like an E-class saloon either, despite air suspension as standard. Something in the suspension tune and the shorter wheelbase robs it of that ability to appear to resurface the road you find in even the cheapest, coil-sprung E-class saloon. It doesn't ride badly, but it is no longer exceptional.



Which would have been fine if there was a commensurate improvement in the car's handling, but again something is missing. Make no mistake, the E400 coupé offers a fast, accurate and exceptionally stable route from one place to the next, but will it leave you with a grin splitting your face? A hint of a smile playing on your lips perhaps, but not much more.

Its strength lies in its static appeal. I think it looks terrific, particularly from the back. There's room for four adults on board and the cabin design – from the excellent seats to a dashboard of wide screens – is better than anything else this kind of money can buy.

But when I first drove an E-class saloon I was aware of new standards being set not just in the showroom but also on the road. I never got that, nor even close to it, with the coupé.

The E-class coupé is a well-engineered, capable car and more reasonably priced than you might expect given the equipment it has as standard. But there's no magic here and it squanders the raw material upon which it is based. It is, in other words, a coupé. And it can add its name to the long list of other coupés that have failed to set the same standards as their less glamorous but more effective four-door brethren. 



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Auf Wiedersehen, petulant

The events at Baku made a mockery of the FIA road safety campaign. Here we had a four-time champion losing his ability to control his race car through anger; this is absolutely no different to a road rage event on our roads.

To be given a 10-second stop-go does not even come close to adequate punishment. At the very least Vettel ought to have been excluded, made to apologise in public and made to start from the back at the next two races.

Children copy F1 driver behaviour and this was no way to set an example. My three-year-old son was trying to emulate the wheel-banging with his Lego F1 cars after watching the incident! If had this been a driver from a so-called 'lesser' team, he would have had the book thrown at him.

Nasair Hussain, High Wycombe, Bucks

Pantomime horsepower

I watched the Azerbaijan GP – and what a pantomime. Compare this with MotoGP. I think F1 needs to take long hard look at the fake spectacle that is being promoted. After only a few racing laps we had a safety car due to debris. I didn't tune in to watch a safety car. Then we had another safety car, then we had wheel-banging and then yet another safety car followed by a red flag after just 22 laps. If I'd paid lots of dollars for a ticket I would be well disappointed.

Today's F1 machines should be given their heads on open circuits like Silverstone, Monza, Spa, Istanbul, Watkins Glen, Paul Ricard and Kyalami etc. As fans we want to see GP cars being driven hard, not lifting and coasting, or conserving tyres, or praying for safety cars. Sean Bratches and his merry men need to take long hard look at what they are providing.

As far as track etiquette is concerned, Vettel should have been disqualified for his petulance. He should know better.

Steve Taylor, Amberley, Glos

Turn the airwaves blue

There has been much discussion as to whether team-to-driver radio communication is desirable. I would now very much support free use of inter-car radio between the drivers. Vettel said after Baku that he drove

alongside Hamilton to gesticulate because he couldn't speak to him directly. If he had been able to, it would have been a fascinating exchange.

Roger Gullen, Walkern, Herts

Land of the rising son

To avoid further Triple Crown debate, I think we should be looking for someone to complete the Quadruple Crown i.e. the Triple plus fathering a GP/world championship winner. NG Hill esq appears to have a very healthy lead.

Ian Page, Haslemere Surrey

Senior moment

The comment by Steve Soper on the Sierra RS500 water temperature gauge (May) brought back memories of an amusing *faux pas* on my part.

Back in 1987, Steve drove for the Eggenberger team in the WTCC. He also wrote a monthly column in a now defunct magazine, through which I was one of three competition winners who spent a day with Steve and the Eggenberger team following the Tourist Trophy. Part of the prize was to be chauffeured around Silverstone by Steve in his race car. During my lap, I noticed a display in front of Steve that said 'T WAT'... I asked if the mechanics were playing a prank on him. "No," he replied, "it's the temperature of the water." Oops.

The following month's magazine carried a brief report of that day, stating that "Phil Senior was interested in the T WAT display." I wonder if that is why Steve can remember how to get the water temperature displayed after being out of that car for 30 years.

Philip Senior, Gaisgill, Penrith, Cumbria

No place like home

I really enjoyed the article about Donington Park in the July issue. I have always lived within a few miles of Donington and, while I wasn't there when it re-opened, I have been going every year since 1981. I have been to every sort of event over the years, from club races to Grands Prix for cars and bikes and from Sunday markets to the Monsters of Rock. One thing that remained constant across all these was that you always felt welcomed, the atmosphere always inclusive. The reason

for this is undoubtedly the warmth and enthusiasm of the Wheatcroft family and Tom in particular. I would like to take this opportunity to say thank you to everyone at Donington Park; you've been such a big part of my life.

Mark Bowley, Coalville, Leicestershire

Officers' mess (literally)

Your recent article on Donington Park reminded me of mooching around the mess that was the old Donington before its resurrection, old army lorries and junk everywhere. I went with the late Richard de la Rue and we both later competed at the first 1977 meeting in the Clubmans event. Ours became the main race, after a proposed Libre fixture was cancelled. Richard won and received £500, I spun at Redgate.

Richard Hood, West Dorset

Tour de France

Thank you for the July edition and bringing back some memories of a bygone trip to Le Mans. The finest Le Mans? You bet, 1967 was truly the greatest, great variety of cars and top-rank drivers

Our group of seven young enthusiasts aged 20 or so had planned our 1967 road trip around the Paris air show and Le Mans. After the former we headed to Provence, where we had a minor accident when the door hinge on our exuberantly driven – i.e. sideways – minibus somehow hooked itself under the corrugated wing of a parked Citroën 2CV van and ripped it open. Our driver, who I will not name (but whose initials are CA and is I believe still active in historic Formula Ford and as a track day instructor at Silverstone), decided not to stop.

After being corralled by a group of angry French motorists, we were taken back under police escort to St Tropez where 'les flics' seemed to be threatening to lock us up. Eventually everything was sorted, with much hand waving on both sides.

At Le Mans we overnighted in our sleeping bags above the Lola pits in support of Big John. Then dismay – as DSJ reported, the Surtees/Hobbs Lola-Aston Martin was out after three laps. What DSJ could not report was the strong language from Surtees that floated up from the pits below; it ☐



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made your ears curl even above the noise of passing sports cars.

Thereafter we cheered on the Austin-Healey, Marcos and Lotus.

Barry Williams, Shalford, Guildford

Fruitless expense

The pitiful performances of the LMP1 cars at Le Mans this year must surely be an opportunity for the engine regulations to be revised. To construct an engine and drivetrain that cannot be reliable in all weather conditions is insanity, especially if Toyota has spent the reported 500 million euros reported.

I doubt that the technology developed in these hybrid engines will ever find its way into production cars, so what is the point of such vast expenditure?

Why would manufacturers invest such enormous sums of money in order to produce a car that has little or no connection to its road-going range?

The LMP2, GT and GTE cars with traditional engine/drive train packages did not succumb to the high ambient temperatures. David Richards made the point that the technology developed by the racing division of Aston Martin did feed into its range of road cars.

I hope that Ross Brawn will look hard at the F1 engine situation and set new regulations that do not require such large engine investments. That would assist the smaller teams and, who knows, might attract new teams into Formula 1.

Del Bennett, Cheshunt, Herts

It ain't heavy, it's a Lola

In July's article about Tamiya models, Marcus Nichols stated that the Honda RA273 featured won the 1965 Mexican Grand Prix. This is not so; the Mexican race in 1965 was won by Richie Ginther in RA 272, the rear-mounted, transverse 1½-litre V12 car.

RA 273 was the first Honda 3-litre car, built in Japan for the 1967 series. This car was too heavy and was uncompetitive, which led to the 'Hondola' being built in six weeks and going on to win in its first race, the Italian Grand Prix.

I can vouch for the weight of the tub as it took four of us to carry it out of the workshop, whereas I could lift the Lola tub by myself.

Bill Granger, Nuthall, Nottingham

Ferguson Down Under

It was very good to see Rob Walker featured in a recent *Data Trace*. I'm sure it was lack of space that prevented you mentioning Walker's running of the only 4WD car ever to win a Formula 1 race, the Ferguson-Climax, aka P99.

Walker ran the car during the 1961 season, when Stirling Moss took a historic victory in the 1961 Oulton Park Gold Cup. Less well known is 'Operation ANZAC', where Walker took P99 (fitted with a 2.7-litre Climax engine) to Australia and New Zealand in November 1962, for a sequence of races that would become the Tasman Series. Other UK-based participants included Jack Brabham, CT Tommy Atkins, Bruce McLaren, John Surtees and Tony Maggs.

Walker organised the whole trip, taking drivers Graham Hill, who had played a part in testing P99 after the 1961 European season, and Innes Ireland. Moss had been lined up to drive but had been involved in the crash at Goodwood that forced him to retire from top-class racing.

P99 acquitted itself well, with two third places, one sixth and two DNFs.

Bill Munro, Redhill, Surrey

Life at 1:32 scale

Following your article on slot-car racing, our small group from the Hove area started slot racing around 1969 with one hand-built track. Today we are still at it – we are all 60-plus – and have eight tracks, all completely different and authentic. You're never too old to indulge. Keep up the good work – I've been a reader for more than 50 years.

Tim Cox, Hove, East Sussex

McLaren history note

A quick point on your story about McLaren road car CEO Mike Flewitt owning the first McLaren single-seater (McLaren F2 back on track, August 2017). This ignores the M2A and B and the M3, which were built in 1965 and '66. The M2B scored the marque's first world championship points. The M2A was the tyre test vehicle fitted with a 4.5-litre Traco Oldsmobile and the M3A was the spaceframe hillclimb car driven by Patsy Burt and Harry Zweifel.

Nigel Urwin, Camberwell, London 📧



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ANTHONY TEN HAGE

Based in Holland, and a *Motor Sport* reader since 1959, Anthony recently celebrated the 50th anniversary of his first visit to Spa. These are from his trip to watch the 1967 1000Kms **1** Eau Rouge before run-off, when photographers could get properly close **2** The Équipe National Belge Ferrari 412P of Willy Mairesse/Beurlys' **3** Gearbox trouble sidelined the Chaparral 2F of Mike Spence/Phil Hill **4** Tyre pressure check for Anthony's DKW **5** Paul Hawkins/Jackie Epstein Lola T70 passes the Chaparral pit

Ferrari The Golden Years

Leonardo Acerbi

Similar in spirit to Nada's *Mille Miglia Portraits*, reviewed last month, and equally fine value, this is a largely pictorial trail through a period bracketed by Enzo Ferrari's first eponymous car and his death in 1988.

While racing naturally dominates, there is some nice behind-the-scenes stuff from the factory and private test sessions, plus a fair sprinkling of candid shots of the man himself. He even wore dark glasses while being presented with an honorary degree by the University of Bologna in July 1960...

It runs to 360 pages, and had been discounted to the equivalent of £45 at the time of publication. Very few of the images herein are anything less than worthwhile. If Nada can produce books of this heft and quality for this money, why can't everybody? **SA**

Published by Giorgio Nada

ISBN: 978-88-7911-674-9, €51

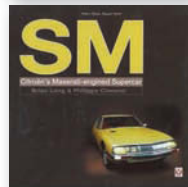
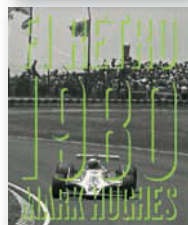
McLaren

Pioneer. Leader. Father. Champion

Roger Donaldson

With hindsight it is surprising that this film has only just been made. The story of how a dashing New Zealander travelled halfway across the world with nothing but a burning passion to succeed – and a Kiwi can-do attitude – and ended up conquering the staid world of British motor racing is tailor-made for the big screen. This is no saccharine Hollywood hokum. Using the documentary style perfected by *Senna*, which relies on period footage interspersed with interviews to drive the story along, *McLaren* has a compelling narrative that is all the more poignant for the knowledge of how it ends. Director Roger Donaldson is also the man behind the 2005 film *The World's Fastest Indian* and has managed to coax powerful interviews from Bruce's friends and family including Chris Amon, Howden Ganley, Dan Gurney, Phil Kerr and Bruce's sister, mother and wife Patty – some of whom died before the film was released. But it is the footage of Bruce himself – looking like a Hollywood leading man – that steals the show, closely followed by the audio tapes he sent home to New Zealand explaining to his mum and dad how he was getting on. If there is a criticism it is that the staged recreations of certain scenes using an actor as McLaren are superfluous and jar with what is otherwise a perfectly pitched piece of racing history. **JD**

DVD released by Universal Pictures, £12.99



Jaguar XJR-9 Owners' Workshop Manual

Michael Cotton

It's been a long time coming, this, but the Jaguar XJR-9 finally has a Haynes Manual. The timing is right: the car's 1988 victory at Le Mans with Andy Wallace, Jan Lammers and Johnny Dumfries hits 30 next June.

There's more to this than the evocative Silk Cut Jag on the cover implies. It documents the piece-by-piece evolution from the XJR-5 to the XJR-16 of IMSA, with Tony Southgate's regular input. The TWR Porsche/Jaguars of 1996 and '97 get brief mentions, too. Every race is described (only for the V12, due to space), every XJR finish is noted and every driver profiled. This will no doubt be a success, simply because the subject remains so evocative after all this time. **JP**

Published by Haynes

ISBN: 978-1-785211-13-3, £25

F1 Retro 1980

Mark Hughes

Full disclosure: this book is published under the *Motor Sport* imprint, and written by our Grand Prix editor. So it comes with quality guaranteed, then. And certainly the book looks the part with beautifully designed pages on high-quality paper.

The content matches the look and feel, too. This is the second in a series of books that Hughes hopes to produce, taking a single F1 season and analysing it with the benefit of hindsight to discover how and why it turned out the way it did. The first book took as its subject the 1970 season, this one turns its attention to 1980.

Why 1980? As the author explains in a compelling historical sweep that takes in everything from John Lennon's assassination, the Cold War, and unionised Britain to the break-up of the Eagles and Nelson Piquet's maiden Grand Prix win: "The '70s were over, but it wasn't yet clear what was coming in their stead"

Of course it is F1 – and in particular Williams that won its first world championship that year – that Hughes focuses on and he does so by putting the season under the microscope from the perspective of today. That means with today's technical understanding, today's knowledge of how the sport developed from 1980 and what events and developments were upon reflection the most crucial. The result is that this is not another book content to wallow in nostalgia. It brings Hughes's brilliant analytical mind and razor-sharp descriptive powers to bear on a

season that had it all. It is particularly good on the politics of the sport and crucially the cars, and how the aero and engines influenced the direction of the season. So we find out exactly why one car worked and another didn't. We learn the nuances of ground-effect aerodynamics, as well as discovering that while the downforce produced was no less than it is now, it was 150 times what was being achieved in 1970. A joy to read. **JD**
Published by Motor Sport. Available to pre-order from www.motorsportmagazine.com/Retro1980
ISBN: 978-1-9997481-0-4, £60

Autodrome The Lost Race Circuits of Europe

SS Collins & Gavin D Ireland

The idea was splendid – a tour of disused European racing circuits – and the execution benefited from the decision to blend the obvious stuff (Monza's banking, Reims, Crystal Palace) with venues that might be slightly less familiar (Keimola in Finland – source of some of the most poignant photography).

If the title sounds familiar, it should. This is from *Veloce's* classic reprint series and first appeared in 2005. Since then, as is acknowledged in the introduction, the decaying venues will no longer look quite as they did at the time of first publication. **SA**
Published by Veloce
ISBN: 978-1-787111-29-5, £45

Citroën SM

Brian Long & Philippe Claverol

To anybody growing up in the 1960s and 1970s, Citroën seemed to make things that were either utilitarian in extremis – the H-van and the 2CV, to quote but two – or else (a trend that began with the DS in 1955) looked like spaceships. And nothing fulfilled its futuristic brief quite like an SM.

This technically intense history is subtitled "Citroën's Maserati-engined supercar", which nowadays brings to mind something suitable for the Blancpain Endurance Series. Not really SM territory, that... The book is thorough, but perhaps not £45 thorough. For slightly more bang for your buck, at the time of writing there were SMs available from about £3000 (for an extreme restoration case) to £40,000 (for an immaculate runner with fresh MoT). **SA**
Published by Veloce
ISBN: 978-1-787111-25-7, £45

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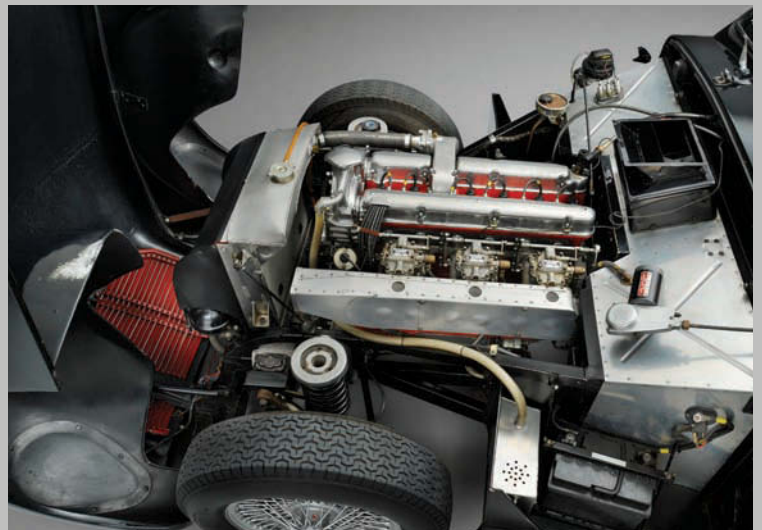
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KEEPING AN EYE ON THE TIME: POWERFUL PLAYERS IN THE WATCH WORLD

by Richard Holt

BREMONT

The Swiss are not averse to a bit of light gloating about the British watch industry. Our clockmakers may have led the world in the 17th and 18th centuries, but a slow and apparently terminal decline led to Switzerland diligently taking up the slack. By the middle of the 20th century a resurgence in British watchmaking looked about as likely as us deciding to switch our national sport from football to alpine skiing.

But the fight is back on, and nobody is getting stuck in more enthusiastically than Bremont.

Founded by brothers Giles and Nick English in 2002, in 15 years the company has gone from passion project to being a major player in the watch world and a beacon for other British watch companies.

The English brothers are both aeroplane-crazy, and aviation has been the biggest source of inspiration for Bremont watches from the start. This has led to a research collaboration with Boeing, as well as a range of watches developed with the ejector seat maker Martin-Baker.

While aviation is still a central theme, Bremont has expanded its horizons, making watches for America's Cup yachtsmen, Royal Navy divers and high-altitude climbers. Among Bremont's most talked-about designs of recent years have been the E-type-themed watches that were developed with Jaguar design chief Ian Callum.

Bremont's collaboration with Norton goes back to 2009, and new for this year is a watch inspired by the bike maker's Isle of Man TT campaign. A resurgent British motorcycle manufacturer is a more than fitting partner for a watch firm that is doing whatever it can to put British watchmaking back on the map.

Every year there is a vast watch fair in the Swiss town of Basel, a gathering of watch brands, buyers, journalists and excited punters from around the world. This year Bremont chose to skip Baselworld, instead bringing everyone to a vast Georgian townhouse in London that was converted into an exhibition of all things Bremont.

It was a sign of confidence from a brand that says British watchmaking never died, it was merely resting. We may not be anywhere near back on par with the Swiss, but if Bremont has anything to do with it, the message is clear: the British are back in the game.

www.bremont.com

BREMONT Norton V4 chronograph has a dial in Norton metal and an automatic movement displaying a winding rotor crafted to look like a Norton VR rim. £5495



PORSCHE DESIGN

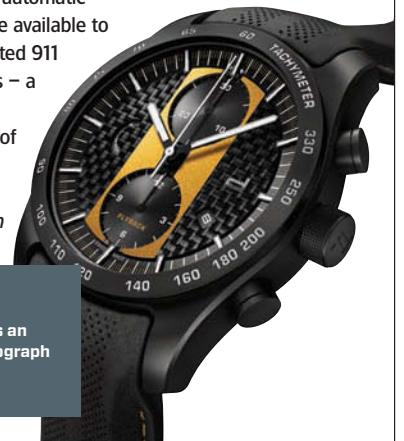
Creating the Porsche 911 should be enough of a professional achievement for any man, but Ferdinand Alexander Porsche felt the need to spread his creative wings further and in the 1970s he started Porsche Design, which became known for wonderfully crafted watches and sunglasses.

A separate company that is now back in full Porsche ownership, Porsche Design has made its first watch with a movement that was designed in-house. The automatic chronograph will only be available to buyers of Porsche's limited 911 Turbo S Exclusive Series – a carbon-fibre roofed, power-boosted version of an already frighteningly quick car.

www.porsche-design.com

PORSCHE DESIGN

Chronograph 911 Turbo S Exclusive Series features an automatic flyback chronograph housed in a lightweight titanium case. £8700



BAMFORD AND ZENITH

Another Briton doing well in watches is George Bamford, son of the JCB magnate Lord Bamford. Rather than making his own watches, George Bamford produces highly customised versions of big-name watches, specialising in beautifully blackened Rolexes. His work has been lapped up by buyers, but greeted by the likes of Rolex with a silence that has been dignified, but also definitive – they do not approve of anyone daring to try to 'improve' their products. But now a partnership has been announced that makes Bamford a kind of official customisation department for the LVMH-owned brand Zenith. Watches from the existing Zenith range get a characteristic makeover, showing that at least one Swiss brand is prepared to admit that Bamford is onto something good.

www.bamfordwatchdepartment.com



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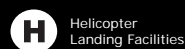
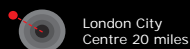
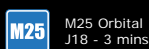
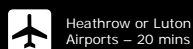
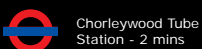


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60 years on *Remembering Pescara*

THE LAST ROAD RACE

Sixty years ago an Italian town hosted one of the most evocative of all Grands Prix. Won by an Englishman, it still resonates throughout the motor racing world

writer RICHARD WILLIAMS

“A GOATHERD ACCOMPANIED HIS FLOCK ACROSS THE TRACK, WITH NO INTERRUPTION TO THE PROCEEDINGS”



Moss followed the lone Ferrari and two Maseratis early on, then pulled away in a race all his own

IF YOU WANTED TO amuse and astound Max Verstappen or Lance Stroll, you might tell them the story of how Jack Brabham finished the 1957 Pescara Grand Prix. Nothing could illustrate with greater clarity the difference between the world of 60 years ago, when Formula 1 drivers still breathed the same air as ordinary mortals, and that of today, when the stars of Grand Prix racing are cocooned by celebrity and cushioned against the slightest inconvenience.

Brabham was then 31 years old: no spring chicken, but beginning to be recognised as a formidable competitor. He had arrived in England from Australia two years earlier and quickly talked himself into a job as an auxiliary mechanic with the little Cooper team on the outskirts of London. In another two years he would win the first of his three world

championships. But in 1957 he was the team's number two to Roy Salvadori, and happy to share the driving of the team's transporter from Surbiton to Pescara with a mechanic – a distance of around 1200 miles, in the days before motorways.

The Coopers were Formula 2 cars with 1.5-litre Coventry Climax engines. They were the only rear-engined cars in the race, giving away a full litre to the other 14 starters, all pukka 2.5-litre F1 machines from Ferrari, Maserati and Vanwall. As expected, they had qualified at the tail of the field, both cars more than a minute and a half slower than the Maserati 250F of Juan Manuel Fangio, who had been crowned world champion for the fifth time a couple of weeks earlier at the Nürburgring. To help them cover the 286 miles of the race – 18 laps of a 15.9 mile circuit – without a pit stop, they had been fitted with long-range petrol tanks. For the first couple of laps the two team-mates duelled with each other at the tail of the field, and it was while glancing in his mirrors to check on the

whereabouts of Brabham that Salvadori momentarily lost concentration, slid wide and hit a stone kilometre marker with his left rear wheel so heavily that, on returning to the pits, he was forced to retire with suspension damage.

The next time Brabham came past the pits at the end of the fourth lap, he saw his team-mate waving a piece of cardboard at him. On it Salvadori had written: “GONE SWIMMING”. There was nothing for the Australian to do but keep circulating in the hope that others would fall by the wayside.

Attrition had promoted him to seventh place by the time he started the last circuit, the only car to have been lapped twice by the leader. He had hustled through the villages of Spoltore and Cappelle sul Tavo for the last time, and turned on to the seafront after making the long flat-out descent from the hills, past the spot where Guy Moll was killed in 1935. But then, as he turned right at Montesilvano, on to the six-kilometre finishing straight, his engine started to stutter. Quickly the stutter turned to a cough, and within moments the engine had cut altogether. Despite the extra tankage, he was out of petrol.

Cruising in neutral, he looked for a safe place to stop. To one side of the road he saw a filling station – closed, like everything else on the circuit, for the duration of the race. But as he glided to a halt on the seemingly deserted forecourt, suddenly a figure emerged from the kiosk. Quickly they established an understanding. Brabham showed the man where the filler was, the man unlocked a pump and three or four litres of petrol were soon sloshing in to enable the Cooper to set off towards the chequered flag. I kick myself today for neglecting to ask Brabham, when he had finished telling me that story over the phone from his home in Australia, whether or not he had gone back to pay the bill.



IT WAS ONE OF MANY STORIES, gathered from participants and observers alike, that evoked a lost era. Michael Tee, who was in Pescara to take photographs for this magazine, remembered how, in the last hour of the race, there were so few cars still running that out in the countryside the local children resumed playing on the road. That was safe enough when the approaching car was a rorty V8



Jack Brabham and Roy Salvadori were outclassed in their Coopers. Below Fangio took second – more than three minutes adrift



“THE RACE BEGAN AT HALF PAST
NINE TO AVOID THE WORST HEAT,
ALTHOUGH IT WOULD
APPROACH 100 DEGREES”



Ferrari or a screaming six-cylinder Maserati, announcing its arrival well in advance. The genteel purr of a four-cylinder Vanwall, however, tended to take them by surprise.

This, remember, was a full-blown world championship Formula 1 race, albeit one thrust into the calendar at the last minute thanks to the Suez crisis of the previous year, which had forced the cancellation of the Belgian Grand Prix. When someone remembered Pescara, and found a ready acceptance of the idea from the local motor club, the gap was filled and the Grand Prix circus was heading towards a one-off appointment with a circuit that remains the longest ever to feature in the championship.

Pescara is the principal coastal town of Abruzzo, the province named after the mountain range that sits, as the southernmost point of the Apennines, astride the saddle of Italy. Its most famous sons are Gabriele D'Annunzio, the poet, playwright, politician, soldier, aviator and Fascist sympathiser, and the writer Ennio Flaiano, who collaborated with the film director Federico Fellini on the scripts of *La Strada* and *La Dolce Vita*. The first race to be held on the Pescara circuit was in July 1924, two months after Benito Mussolini had won a general election and taken power. Giacomo Acerbo, a university professor from a local family who had become one of Mussolini's closest associates, organised the race and called it the Coppa Acerbo – not after himself but after his brother Tito, an infantry captain who had died in a battle in the Dolomites in 1918 while fighting against the Austro-Hungarian army.

The inaugural Coppa Acerbo was won by none other than Enzo Ferrari, at the wheel of a 3.6-litre Alfa Romeo RL entered by the factory. It was his third win in consecutive races, the best run of his short career as a driver. A year later the race moved to what would become its regular slot in the calendar, on *Ferragosto*, Italy's traditional mid-August festival weekend. The races of 1925 and 1926 were won by the Bugattis of Guido Ginaldi and Luigi Spinuzzi. Giuseppe Campari took the wins in 1927 and 1931, each time in an Alfa, with Achille Varzi's Maserati victorious in 1930. The works-supported Alfas of the new Scuderia Ferrari triumphed in 1932 and 1933, with Tazio Nuvolari and Luigi Fagioli at the wheel. And then began the German invasion: Fagioli in a Mercedes (1934), the Auto Unions of Varzi (1935) and Bernd Rosemeyer (1936 and 1937), and the Mercedes of Rudolf Caracciola (1938).

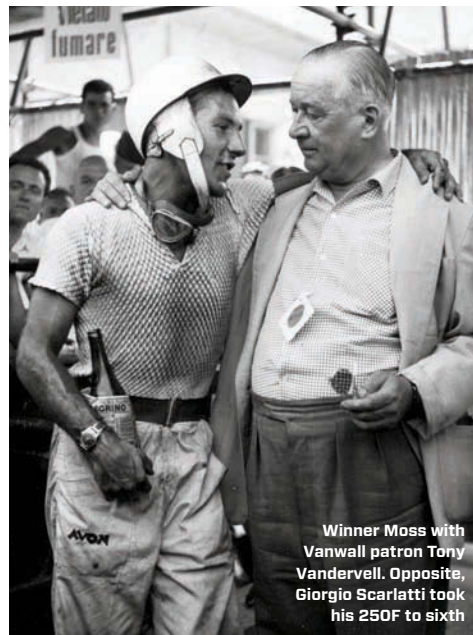
Meanwhile the meeting had been turned into a full-scale festival of motor racing, with an event for voiturettes, titled the Coppa Ciano (and won by Richard Seaman in an ERA in 1935 and a Delage in 1936), and a sports car race of 24, eight or six hours called the Targa Abruzzo. Enzo Ferrari had noted the meticulous care with which Giacomo Acerbo organised the

event: "He had an absolute mania for the maximum permitted number of cars on the start line – 24 for the Grand Prix and 60 for the 12-hour race," he wrote in his memoirs.

"On one occasion he rang me up only a week before the race to tell me he needed 11 cars to make up the quota. I was dumbfounded. Wherever was I going to get 11 Alfa Romeos from? And yet I had to find them somehow. Acerbo was like that."

There was just time to hold one final Coppa Acerbo, won by Clemente Biondetti in an Alfa 158, before events intervened. When the war was over, the use of the Acerbo name was no longer acceptable and the race resumed the title of the Circuit of Pescara.

Non-championship Formula 1 races were held in 1950, 1951 and 1954, won by Fangio in an Alfa 158, José Froilán González in a Ferrari 375 and Luigi Musso in a Maserati 250F. Mike Hawthorn, partnered by Umberto Maglioli, won the second 12 Hours of Pescara in 1953. Robert Manzon won a sports car race in a Gordini in 1956, but it was a shock when the world championship pitched up there a year later.



Winner Moss with Vanwall patron Tony Vandervell. Opposite, Giorgio Scarlatti took his 250F to sixth

chance of finishing second in the title race, went back again and again to plead with him did he partially relent, sending a single 801 with a skeleton crew of mechanics to face the Vanwalls, 10 assorted Maserati 250Fs (including the works cars of Fangio, Jean Behra and Harry Schell), and the two little Coopers.

Moss made his way to Pescara in a rented Fiat 1100. Salvadori gave Brooks a lift from London in a Hillman Minx coupé he was road-testing for the magazine *Autocar*. Lewis-Evans drove down in the funny red Nash Metropolitan in which he and his friend and mentor Bernie Ecclestone would escape shots from Belgian police at Spa the following year. They stayed in the same hotels, ate together and swam together in the warm sea. Of the British drivers, only Moss had previously raced there, in a Maserati three years earlier. Bruce Halford, unwilling to take the risk of breaking parts on his ex-Prince Bira 250F that he could not afford to replace, learnt the circuit by lapping it in his transporter, a converted Leyland Royal Blue coach.

The race began at half past nine in the morning in order to avoid the worst of the day's heat, although the temperature was already climbing and would approach 100 degrees by noon. Fuelled by Italian pride, Musso scorched away into the lead while a mechanic, still tinkering near the back the grid when the flag fell, was flipped into the air and landed on the bonnet of Horace Gould's Maserati, luckily without injury. The Ferrari led past the pits at the end of the first lap, but on the second Moss gathered himself to overtake first Fangio then Behra, and by the end of the third lap he had accounted for Musso with a lap of 9min 46.4sec, eight seconds faster than his best in practice. The Italian attempted a counterattack, but Moss gradually pulled away into a lead he would never relinquish. Musso's engine eventually lost its oil and seized solid. Brooks's car broke a piston the first lap – a sadness for him because, like Moss (and unlike Salvadori or Brabham), he loved the challenge of a real road circuit. Lewis-Evans suffered from tyres throwing treads in the heat and finished fifth, the two Vanwalls sandwiching the Maseratis of Fangio, Schell and Masten Gregory, with a fourth surviving Maserati, that of Giorgio Scarlatti, in sixth, ahead of Brabham.

Winners and losers alike, they all stayed on for the victory banquet and the *Ferragosto* firework displays before making their way home. Whether they realised it or not, they had taken part in the last genuine world championship road race, the last Formula 1 grand prix to replicate the conditions and challenges of the earliest motor races. Certainly the last in which, as witnessed by Michael Tee, a goatherd would accompany his flock across the track during a practice session, with no interruption to the proceedings. ☐

FANGIO HAD ALREADY SECURED THE title, but there was much to play for. Moss and Tony Brooks had achieved a historic win for Vanwall at Aintree earlier in the summer, and the British team – with Stuart Lewis-Evans in the third car – was avid for more success. Ferrari, besieged by those wanting him to be face criminal charges for the recent deaths of nine spectators, including five children, in Alfonso de Portago's crash in the Mille Miglia, announced that he would not be entering a car at all. Only when Musso, who was in with a

PESCARA'S SCINTILLATING SUMMER PARTY

An array of precious metal turned out to celebrate the anniversary of the race in true Italian style

writer RICHARD WILLIAMS



T

HE BELLS OF SAN Pietro Apostolo were calling Pescara's faithful to nine o'clock mass as Venanzio Fonte, a medium-sized cigar clamped between his teeth, primed the engine of his 1924 Alfa Romeo RL Targa Florio. Petrol dripped

from its twin carburetors in the bright morning sunshine. The temperature was already touching 30 degrees Celsius – and heading for 40 as, barely a hundred metres away, early-rising holidaymakers made their way

across the freshly groomed beach towards the lapping waves of the Adriatic. Moments later the church bells were drowned as the engine's six cylinders coughed, barked and finally bellowed into life through an unsilenced exhaust in the tree-shaded car park.

Fonte's Alfa was not alone. More than 40 other historic racing vehicles of varying ages and degrees of gorgeousness had been assembled for a weekend in celebration of Pescara's motor sport history. But Fonte and his car were the designated co-stars of the show, occupying a special place of honour in a glittering cavalcade.

Four of the Spider-bodied RL Targa Florio models were built in 1924, two with three-litre engines and two more with the capacity

expanded to 3620cc. Fonte's car is one of the latter pair, and is the only survivor of the entire quartet. The drivers of the factory entered RL TFs included Antonio Ascari and Giuseppe Campari – and the 26-year-old Enzo Anselmo Ferrari, who won the inaugural Coppa Acerbo in Pescara that year at the wheel of one of the 3.6 models. Whether or not Ferrari was driving Fonte's car, neither its owner nor the many Alfa historians can say, but its presence at the head of the cavalcade was presented, quite justifiably, as a direct link with the past.

I had arrived the previous night, midway through a banquet for participants. As the author of a book on the 1957 Pescara Grand Prix, my role was to give a talk on the history of the race. There was a lot of history in the air



Commemoration involved a series of parades - and parties - in and around Pescara and its surrounding villages



and, over several glasses of Trebbiano d’Abruzzo, Fonte told me about his background. He had been born in 1947 in a village in the foothills not far from Pescara. His father was so delighted by the arrival of a son that he had added the suffix “oro” – gold – to the child’s designated Christian name, Venanzio. The celebrations of his birth, Fonte said, had gone on for a month. As a young man, however, his refusal to follow his father and grandfather into the practice of civil engineering had created tensions. He left for America, where he founded a company that specialised in precision machining. Now Dynamic Flowform, based in Massachusetts, uses patented thinwall technology to make lightweight mortar cannon barrels, nuclear

waste casks, petrochemical pipes and rocket nozzles for satellites in materials such as titanium, zirconium, cobalt and other exotic superalloys. ❖

FONTE LED THE SATURDAY MORNING parade into the hills above Pescara, leaving the handsome Hotel Esplanade and heading along the road that formed the old main straight before turning right up the Via de Circuito, nowadays lined with small shops and offices. Gradually the visual clutter of the 21st century fell away, the road narrowing as it rose towards the small town of Spoltore, dominated by a 14th century castle and church. Now there was little visual evidence to suggest that we were not back in the days when the Alfa was young.

Between Spoltore, the highest point of the old 15-mile circuit, and the next village, Cappelle sul Tavo, the cars negotiated a sequence of curves and bends winding mostly downhill, where photographers from the 1920s to the 1960s had found the finest vantage points from which to capture men and machines at work in a beautiful but demanding environment. Above a spectacular hairpin Fonte pulled in to meet dignitaries, including Roberto Loi, the president of the ASI, Italy’s historic car club, for a ceremony to honour the large stone memorial placed there in memory of Enzo Ferrari’s victory 93 years before.

Leaving the site, the cavalcade made a detour to the village of Cepagatti, further up into the Abruzzi foothills, where a master of 📷



Seafront roads were closed at night to give the classics free rein. Stirling Moss wasn't able to attend, but was present in spirit – you could even buy wine labelled in his honour, above right



ceremonies with a loudspeaker introduced the cars as they parked along the wide main street. While the crews enjoyed a mid-morning cup of coffee, the locals were able to pore over exotic machinery that had come from all over Italy. Among the pre-World War Two machines, a vast 1913 Fiat Zero Spider had arrived from Siena. From Giulianova, 30 kilometres up the coast, came an imposing 1923 Itala 56A. An immaculate black 1937 SS100 arrived from Siena. A pair of lovely little Fiat 508 SS Coppa d'Oro models lined up, one from Bari and the other from nearby Chieti. An eye-popping Lancia Aprilia with streamlined open Superleggera bodywork by Touring, a competitor in the Coppa Acerbo in 1938 and '39, made the journey from Bolzano.

One by one, again led by Fonte's Alfa, the motorcade resumed its progress towards a

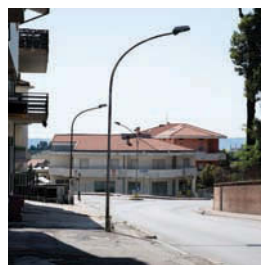
vineyard overlooking a glorious valley, with Monte Amaro, a 2795m mountain peak whose slopes provide the home for chamois, wolves and wild boar, in the distance. The Cantina Zaccagnini had prepared itself well. On a wooden deck above the valley, with its 300 hectares of vines, a blue carpet had been laid for the Alfa, its face turned towards its companions as they assembled on the driveway in front of the low modern buildings where Marcello Zaccagnini supervises the winemaking process.



INSIDE, A TABLE WAS COVERED WITH bottles of red wine with a familiar face on the label: that of Sir Stirling Moss, the presiding spirit of the event. Moss's image was also to be seen on the shirts worn by the event staff and on the VIP passes, while the black and white

image of his Vanwall powering through one of the curves below Spoltore in 1957 dominated the posters that had been put up all over the town. Stirling and his wife Susie were forced to cancel their plans to attend the celebrations by the long convalescence from a chest infection that led to his being admitted to hospital in Singapore three days before Christmas. Still recovering at home in London, he sent his greetings and best wishes to the event, along with the message that the 1957 Pescara Grand Prix had been not just a memorable event in his career but a pivotal one. In his absence, he remained the guest of honour.

A noisy lunch in the cantina's art gallery, fuelled – for the navigators, anyway – by copious quantities of Sr Zaccagnini's Montepulciano d'Abruzzo, and by a sweet Moscato to accompany with the little *biscotti*





known as *ciambelline al vino bianco*, eventually ended with the drive back to Pescara. A brief rest was available before the evening's main event: an after-dark parade through closed streets near the seafront, with the cars sent out in small groups to complete several laps.

The blessings of the municipality had been received by the organiser, Fabio Di Pasquale, and the mayor of Pescara, Marco Alessandrini, was much in evidence, not least in the passenger's seat of the Alfa RL as Venanzio Fonte took it out for the first couple of circuits. Local people and holidaymakers, after a long day on the beach, lined the barriers to enjoy the sight and the sounds as the other pre-war cars followed the Alfa, including a locally based 1930 OM, a 1930 Riley Brooklands from north of Milan and a 1934 Singer 9hp Le

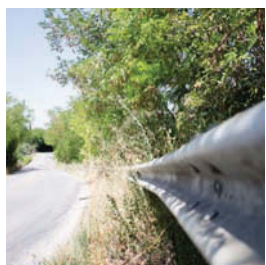
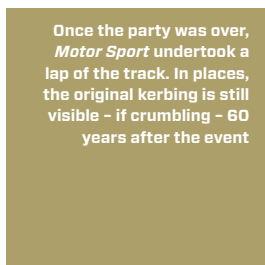
Mans Sport from south of Rome.

Sent on their way by an excited announcer, the post-war cars included a shoal of exquisite little Fiat-engined barchettas, including a Moretti, a Stanguellini, an Ermini and a Giannini that had given Luigi Musso his first experience of competition in 1950. Among the thoroughbreds were an OSCA MT4, built in 1953 but rebodied five years later in the style of a D-type Jaguar, and a Porsche 550 RS Spyder. The curiosities included an Ockelbro-Simca, built in Sweden in 1956, and a fibreglass Falcon from 1957. Italian-owned representatives of British engineering included an Elva Mk 1B, a Lotus XI and a C-type Jag. Each made an impression, but the *pièce de résistance* was supplied by a single-seater: the supercharged 1.5-litre Maserati 6CM with which Nicola Sculco gave the spectators a

glimpse of what it must have been like to watch Luigi Villorosi leading the Coppa Ciano in 1938 in that very car before retiring to hand victory to his brother Emilio in an Alfa 158. Urged on by the crowd, the bare-headed Sculco, a lawyer from Milan, undertook several laps at increasing speed before, with a broad smile on his face, returning to the car park.

No Italian event of this nature would be complete without the cups and shields that were presented to the drivers at a ceremony in the old port the next morning. And there was a special trophy – a silver model of Stirling Moss, about 18 inches high – to be taken back and delivered to the London home of the great man, absent from the weekend in body but fully present in spirit and in the minds of all those who relived, for a few golden hours, the heroic battles of decades long gone. ☑

Once the party was over, *Motor Sport* undertook a lap of the track. In places, the original kerbing is still visible – if crumbling – 60 years after the event



IT MAY BE 60 YEARS GONE, but Tony Brooks has the details of his abortive 1957 Pescara Grand Prix to hand, in the racing journal he kept throughout his driving career. For him Pescara was a race to look forward to, a proper road race, a circuit of grandeur with all the hazards of everyday life on the Adriatic coast.

He arrived by Hillman Minx coupé with his fiancée Pina and Roy Salvadori: “It was a test car loaned to Roy. The Aston Martin drivers didn’t like to drive other team members. He left me the driver’s seat, but didn’t know I liked driving on the continent so I enjoyed the trip.”

Not having driven Pescara, Brooks had mugged up: “I’d done my usual preparation by studying a map of the track. My technique was to pick a corner that couldn’t be mistaken and learn that section thoroughly, so that if you lost yourself on the lap you waited until you came

to a corner you could identify and then picked up from there. Essential at the Nürburgring, but not quite so vital here – although it was 15½ miles it didn’t have 176 corners like the ‘Ring!



“IT WAS A BIT SIMILAR TO THE ‘RING, but rough in parts, with slower sections so the Vanwall didn’t handle too badly. I don’t remember doing a recce in a road car – but it is a long, long time back. We certainly didn’t have the preparation you’d hope for a 15½-mile track. Stuart Lewis-Evans suffered even more and we both had grossly inadequate practice. In fact we weren’t given cars that were able to put in competitive times.”

So as not to interfere too much with daily life around the circuit, that practice consisted of one 7am session and another at 4.30pm. “7am!” Tony exclaims. “Shades of Monaco... In the morning I managed four flying laps and set a best of 10min 8.8sec while Stirling put up a 10min 5.8sec.”

It would be the best he could achieve, as one

Tony Brooks remembers a disappointing race enlivened by an unexpected police chase

writer GORDON CRUICKSHANK

CATCH ME



While Moss dominated, Brooks – in pit with mechanics below, while Vandervell stands left – was destined to retire with engine failure



FP-PHOTO

IF YOU

of the cars gave problems in the afternoon and Tony could only fit in two flying laps without any improvement. Though Vanwall brought four cars, it didn’t help: “Sometimes the spare car was more of a spares car than a competitive runner,” Brooks reflects. This put him on the third row alongside team-mate Stuart Lewis-Evans, behind Schell and Behra, Moss and Fangio out in front.



FP PHOTO

CAN, COPPER...

“To avoid the afternoon heat we were to start early for a Grand Prix.” But Tony remembers it being chaotic. “It was the same as at Syracuse,” he says. “The starter was surrounded by a crowd of people and you literally couldn’t see the flag fall, so I was caught out. My goggles slipped down so the dust at the start almost blinded me and I spent the first minute trying to steady the wheel with my knees so I could raise

the goggles. But the surface was too rough, and the goggles got tangled with my spare pair.”

Eventually he managed to sort himself out and through the recovered eyewear found he was still in fifth place. Passing Behra he tucked in behind the bulbous tail of Fangio’s Maserati, giving him a close and instructive view of the world champion in action. “I found myself doing what Stirling had done in 1955 when he

and Fangio were team-mates, able to watch the master at work and learn from him.”

It’s a typically modest remark from Brooks, as he was not only keeping up comfortably with the Argentinian world champion on the downhill towards the first straight but closing up on him – until a cloud of impending disaster blew over him. “I was braking for the chicane at the end of the second straight when

suddenly the cockpit filled with smoke. There was nothing I could do so I coasted into the pits. They told me it was due to the fuel mix being too weak, causing a hole in a piston. I don't think the cars were particularly well prepared for Pescara."



STIRLING'S VICTORY AND NEW LAP record were triumphs for Vanwall, but for his team-mates the sole Pescara Grand Prix was less joyous. Sitting in the pits, Brooks watched Lewis-Evans come in twice with shredded tyres.

"And we were doing 180mph on those straights," Tony points out. "So Stuart was lucky. He managed to finish fifth." But there was a degree of relief: "It was only six weeks after my Le Mans accident [when his Aston Martin DBR1 overturned and he received multiple injuries] and I was still a bit tender, so I wasn't weeping at only doing one lap."

wheel while Jack climbed over the seatback and I slid behind the wheel."

A Hillman Minx four-up is hardly a performance car, but when a gap appeared Brooks set off past policeman and 20 army lorries. "The policeman looked astonished," he laughs, "and then set off in pursuit. I had to dive into a couple of gaps to avoid oncoming traffic, but I'd forgotten there was a police rider at the front. He was even more astonished as we went past."

But the first policeman was on his tail, and finally Brooks had his race, using all the road and every rev the little Hillman could deliver. "The road was empty but a Minx four-up couldn't leave a motorbike behind so I was glad when rain began. And then we saw a level crossing with the barrier just starting to come down so I aimed for the gap, put my foot down and made it with a couple of feet to spare."

It's hard to imagine the restrained,

"THE ROAD WAS EMPTY BUT A MINX FOUR-UP COULDN'T LEAVE A BIKE BEHIND. I WAS GLAD WHEN RAIN BEGAN"

Even at this distance Tony is still tickled by Jack Brabham's accidental pitstop, when he parked his out-of-fuel Cooper in a garage forecourt (see page 76).

Although his race was brief, Tony looked forward to the prize-giving dinner, where there was a camaraderie he likens to pilots in WWII. "They were always fun, especially in Italy – drivers swapping tales, and any irritations from the race were sorted out there and then. No lengthy protests back then and I don't remember any fisticuffs. Formula 1 today could learn from that, including Vettel. We didn't used to drive into each other's cars."

Attractive as the seaside resort of Pescara was, there was no time to relax before heading off. "We used to have to work for our peanuts in those days," he says. With his race effectively unrun, Brooks was able to expend some pent-up adrenaline on the trip back to Milan. "Jack Brabham wanted a lift so we employed the Aston strategy and left him the driving seat. He didn't say much and drove rather slowly. Then we caught up with a long military convoy and he didn't want to pass as it had a police motorbike stopping any overtaking. I got a bit frustrated as at this rate we'd never get to Milan before night. I told Jack I was going to take over – without stopping as there was a queue behind us. Roy in the front seat held the

gentlemanly Brooks in this Indiana Jones mode, but he's still laughing about today – even though he recalls that his passengers all went quiet. Their pursuer caught them at the next level crossing, though, where they had to stop and Tony wound down his window and rested his head. "The rider must have been accumulating saliva for miles because he pulled alongside and spat expertly at me. What I didn't know was that Roy had given him the V-sign and he thought it was me!"

"I know it doesn't sound like Brooks," he goes on, "and sadly Roy isn't here to confirm it, but Pina can. No word of exaggeration! I certainly got rid of my frustrations about the race."

Honour satisfied, the *carabiniere* returned to his station and Brooks drove on calmly to Milan, adrenaline overload expended. "People will have a totally different view of me if you print that!" he says. 📄

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September 1957 | XXV Gran Premio Pescara
November 2001 | A lap of Pescara, 44 years on
August 2006 | Lunch with Stirling Moss



THERE HAS ALWAYS BEEN ONE surefire way to tell if you have made it as an artist: people start copying you. It is a truth ruefully acknowledged by Tim Layzell, the man who created this month's cover image.

"I suppose I have a distinctive style," he says. "And I have noticed that some people are trying to copy it now, which is annoying, but I still love doing it."

Over the past two decades since winning a competition at the age of 13, Layzell has carved out a name for himself as one of the world's foremost painters of motor racing. His pop-art style has been imitated but never matched and to many it is perfectly suited to capturing the drama and movement of the sport.

This magazine has long admired his work and when it came to illustrating our cover story celebrating Stirling Moss's victory at Pescara in 1957, he



The artist in his lair: Tim Layzell applies the finishing strokes to his depiction of Moss in Pescara, this month's *Motor Sport* cover



was an obvious choice – not least because colour photographs of the event are so rare. We approached him at his studio in Bristol, and after several meetings to discuss what was possible and what was required, he accepted the commission.

“A lot of my work is commissioned these days, and a lot of time goes into researching the paintings,” he says. “For the Pescara image I looked up old issues of *Motor Sport*, found YouTube videos and read books to get a feel for the race and decide on the moment I wanted to paint.

“The painting shows Moss in his Vanwall in the foreground followed by Luigi Musso in the Ferrari and Fangio in

PICTURE PERFECT

The artist Tim Layzell reveals how he created this month's stunning cover image

the distance in his Maserati. A lot of research goes into getting the colours right but on this particular image the most difficult thing was finding images of the banner over the pedestrian bridge – it is always the things you think will be easiest that end up being hardest.”

This specially commissioned acrylic-on-canvas painting took Layzell about three months.

“The style is deceptively simple,” he says. “I use block colours, which means

that rather than shading in areas as you would on most types of painting.

“I just use one colour, then another. It gives the painting real movement and draws you in, but it is like painting with one hand tied behind your back. And I paint direct onto the canvas too – it's not something I sketch out then fill in.”

Layzell's work has appeared everywhere from Goodwood to Monaco and sells for thousands. But he says that

he still gets a massive thrill from each new commission: “The ones I enjoy the most are those where I have to create an image of something that doesn't actually exist before I paint it,” he says. “In that sense the Pescara picture was ideal.”

Motor Sport is giving readers the chance to buy one of 60 prints of our cover image, signed by Tim Layzell. For full details on how to obtain your copy, visit www.motorsportmagazine.com



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PESCARA

It hosted only one world championship F1 GP, but that was enough to earn it a place in the record books

writer PETER HIGHAM



THE GRAN PREMIO DI PESCARA was elevated to world championship status in 1957, when the Belgian and Dutch GPs were cancelled at the 11th hour. Although this was the only time the demanding 16-mile road course – the longest ever to appear on the F1 calendar – held a championship round, its origins date back to Enzo Ferrari's victory for Alfa Romeo in 1924. That was a *Formule Libre* affair, but Grand Prix rules were adopted for Pescara's main event in 1928 (when Giuseppe Campari won).

The race was named after Captain Tito Acerbo while the fascists ruled Italy. It attracted a full GP field during the 1930s, with Auto Union winning three times before the local organisers grew tired of being beaten by German teams. Clemente Biondetti led an Alfa Romeo 1-2-3-4 when the Coppa Acerbo was run to voiturette rules in 1939.

A sports car event in the years immediately after WW2, the GP di Pescara was a non-championship race for the new F1 in 1950-51 – Juan Manuel Fangio and José Froilán González winning for Alfa Romeo and Ferrari. Stirling Moss dominated in 1957, but the race was not held for the next two years. It was revived in 1960 for Formula Junior and Pescara hosted the final round of the 1961 World Sports Car Championship – Lorenzo Bandini and Giorgio Scarlatti winning for Ferrari – before it slipped from the calendar. Triangular in shape, the twisty outward leg was followed by two four-mile straights where speeds of more than 190mph were reached. 🏁

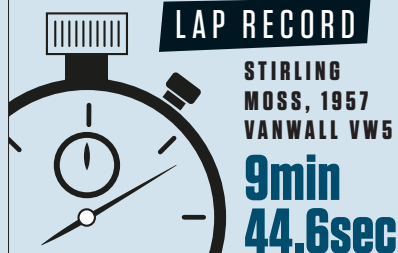


RACE WINNERS

GIUSEPPE CAMPARI
1927, 1928, 1931

- 2** GIOVANNI BRACCO 1948, 1952
LUIGI FAGIOLI 1933, 1934
BERND ROSEMEYER 1936, 1937
ACHILLE VARZI 1930, 1935

Includes Coppa Acerbo, GP di Pescara, 12 ore di Pescara and 4 ore di Pescara



LAP RECORD

STIRLING
MOSS, 1957
VANWALL VW5

**9min
44.6sec**



MANUFACTURER WINNERS

ALFA ROMEO

- 4** FERRARI
3 AUTO UNION & MASERATI
2 MERCEDES-BENZ
1 BUGATTI, COOPER, GORDINI,
STANGUELLINI & VANWALL



192.839mph

JUAN MANUEL FANGIO'S
ALFA ROMEO 158 IN 1950

'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 11,000 driver profiles (and counting), 750 circuit histories and a compare/contrast function for all F1 drivers.

www.motorsportmagazine.com/database

IRON FIST, VELVET GLOVE

A happy-go-lucky approach to life might seem incompatible with a relentless will to win, but Daniel Ricciardo blends both to good effect. His recent victory in Azerbaijan owed much to racecraft and opportunism, but he believes Red Bull will soon be challenging its rivals on equal terms

writer MARK HUGHES



RACING
FORMULA ONE TEAM



AND UP POPPED HIS GRINNING FACE AGAIN, TOP STEP OF THE PODIUM. From nowhere. Daniel Ricciardo somehow always manages to be the one who prevails when the races get crazy, when circumstances allow an opportunity to steal a win out of thin air. For Baku a few weeks ago, read Montréal, Budapest or Spa 2014. He has a way of weaving together the thread that will wrap up his drive and seal it, as sure and finely judged as his differentiation of prayer, possibility or probability of a pass on track...

He is a winning machine, one who because of his equipment has been presented with relatively few opportunities for victory but who has an uncanny ability to deliver them from mere vapours. There's a fierce fire within him but a self-control that is arguably better than anyone else's on the grid, the fire deployed as a weapon but without ever breaching an iron discipline. In repose, out of the car, he's the laid-back Perth guy with the perma-smile, sunny disposition; friendly and outgoing, what you see is absolutely what you get.

The Latin is only visible when the fire flares – out of nowhere, like his passing manoeuvres. As Helmut Marko said: “He isn't scared of anything. Just this little smiley guy... but if it matters... bang. Senna was never as relaxed as Ricciardo and that for me – to be so competitive but enjoy life – is amazing.”



“RICCIARDO WAS SAYING HE'D BE PASSING THE TWO WILLIAMS AT THE RESTART”



How are those two things compatible? Let's ask him. "I was just born easy-going and happy. I had a good upbringing and when you're in Australia in a warm climate, with a beach around you, it's kind of hard not to be happy and outgoing as a kid." He's from a great family, raised by dad Joe and mum Grace. "Dad's actually super-placid and easy-going but if he's got a case he's not afraid to tell someone what he thinks. He'll stand his ground. But I would say his fuse is shorter than mine."

These days, perhaps. It wasn't always so. "I was a terrible loser as a kid. I just couldn't deal with losing. That competitive side was just so intense. I've got better control of it now but it's just as well otherwise I'd be having fist fights all the time! When I was a kid one of my best friends came around to the house for a game of PlayStation. He took me off on the last corner and won – and I lost my shit. Basically, I dropped him right there in the kitchen, tiles and

plates crashing around everywhere. Another time I was playing tennis with my cousin and I lost a point. I went right up to the net and smashed the ball into him from about two metres away as hard as I could. I was pretty vicious as a kid; kind, friendly and happy most of the time, but I certainly had a switch. I was such a bad loser."



A BOUNCILY IRREPRESSIBLE KID WITH some inner but undirected force. He was unusual – at least his teacher thought so. "I just couldn't sit down for long. To a point where a teacher called my mum in one day and said, 'I just what to know if your son has a problem, an attention deficit disorder or something, because he just can't sit still, can't focus.' My hand to eye co-ordination was always good, I could pick up sports really quickly. I was playing a lot of sports but didn't dedicate

enough time to one to get really good at something, but if you gave me a ball I could kick it, I could catch. The basics were there and I just loved being outdoors. I always knew I was going to do something active as opposed to sitting behind a desk - I knew from an early age that wasn't me. I dreamed of F1 but did I actually think at 10 that I'd get to F1? No. The realisation came quite late, actually."

The 10-year-old just treated it like any other sport at first, the impetus having come from dad Joe, a club racer himself when he wasn't running his engineering company. "Yeah at first and for quite a while I was probably a bit too soft in karts. I think I was too young and a bit scared of the speed and the potential risk. But I got to a point where I got comfortable with everything and then I became pretty aggressive on track, had some good verbals after the races with other drivers." With the inner demon released, and Joe footing the bill, progress

thereafter came fast – and a remarkable driver began to take form.

“Dad was good. I was pretty fortunate; he wasn’t a typical racing dad. He knew that once I got to a certain level he couldn’t help me, knew he couldn’t teach me anything more. He knew race lines and the basics, but once I was getting coached by higher-credential people he was happy to sit in the back, just making sure I was focused and still wanting to do it.

Other than that, he was happy to see me have the same passion he had. I think he was happy I could actually do something with it after he supported it in the early days with the business he’d built up.”

From local Formula Ford to European Formula BMW and then a place on the Red Bull junior driver roster. Once he’d achieved that, he knew he was on his way. That sort of inner confidence is a crucial part of his strength. At Baku, on the grid after the race had been red-flagged with him in fifth place, having completed

several spectacular passes, he could be overhead talking to Marko about how he’d be handling the restarts. Marko was warning about engine temperatures and Ricciardo was saying he didn’t need to worry as he’d be immediately passing the two Williams at the restart. He proceeded to do exactly that. It was in essence the race-winning manoeuvre. Ambush is very much part of his game and rivals ignore his presence at their peril. It’s that force inside he talks about.

Now that he has full control of it, the demon is used as a weapon. “When I was at Toro Rosso I think there was a perception that ‘Ricciardo’s pretty quick but too nice for this sport and not an overtaker.’ From the outside I guess that idea had merit but I just hadn’t been given a chance yet to prove myself. But I knew this fire was still in me, I just knew it and I was like, ‘Okay, just wait until I get my chance at Red Bull.’ When I joined there in 2014 I wanted to make a point: that not only was I quick but there was something inside me I knew I could release. I now had the platform to show it.”



YET HE IS STILL UNDERRATED.

Post-rationalising explanations are still sought by many in the paddock to explain why he instantly out-performed Sebastian Vettel in the latter’s own environment in 2014 – but none is needed: he was faster and he worked the tyres better. The arrival in the team of teenage sensation Max Verstappen was widely expected

by some to demote Ricciardo’s standing; it’s done nothing of the sort. Verstappen has arrived as a remarkable, push-to-the-edge-at-all-times sort of driver, hugely exciting to watch, a sort of modern-day Gilles Villeneuve in his approach. But it’s easy for the brilliance of Verstappen to overshadow the very different, but equally remarkable, skills of Ricciardo. There are many more colours to his picture. Time without number he’s been circulating



“NEXT YEAR I HOPE WE CAN REALLY TURN IT AROUND AND FIGHT FOR THE TITLE”

apparently out of the leading picture in the early stages of a race then, like a switch, the pace is turned on and a few dizzying moves later he’s a factor, having marshalled his resources with perfect judgment. “He’s like Muhammad Ali in that George Foreman fight,” says his friend, Getty photographer Mark Thompson. “He takes his punishment, you think he’s finished and then there’s a moment – and it switches. He strikes out and suddenly it’s all happening and he’s unstoppable.” It’s a good analogy.

“He’s amazing,” says the difficult-to-impress Fernando Alonso. “He’s so smart on track. You do not see any mistakes when you are wheel to wheel with him. With overtaking manoeuvres probably he is the best out there. When he commits to one movement, 99 per cent he will

achieve the result that he wanted.”

“It’s pretty cool that Fernando has said that stuff,” smiles Ricciardo. “Even before F1 I respected Alonso for his talent and strength so to have such a compliment is nice. I’d like to think because we’ve raced wheel to wheel that it’s a good evaluation from someone who knows. It’s nice but at same time I can’t rest on that – Alonso said I was really cool so give me your best contract! People forget quickly. To get to the top is hard but to stay there is just as hard.”

When Verstappen arrived in the team at Barcelona last year, he went quicker than Ricciardo in both Q1 and Q2 before then delivering a super-quick Q3 lap. Ricciardo sat in his car, helmet off, relaxed, joking with his crew and looking anything but under pressure. With just one Q3 run he went out and knocked a full 0.3sec off his new teammate’s time. It was difficult not to feel he’d deliberately played it to take the wind out of Verstappen’s sails. The screams of delight from

Ricciardo’s radio on the in-lap emphasised the competitive intensity behind the smiles. So he was devastated that a team strategy call lost him the race – and won it for Verstappen. When he lost Monaco two weeks later to a team pit lane blunder, after a scintillating performance from pole, the grin finally disappeared. He looked utterly desolate on the second-place podium post-race and admits he had to cut himself off from the team for a few days immediately afterwards to prevent himself saying things he knew he shouldn’t. Is there any scar tissue left from that? The question triggers a nervous laugh. “No. Look, I still... my motivation against that is I still believe I’ve got years left in F1 and I’ll get another opportunity to win Monaco. If I get to my last race in F1 and I still haven’t won Monaco maybe I’ll be pissed off again. But for now I’m looking at the positives.”



SOMETIMES IT FEELS LIKE THERE MIGHT be a subtle undercurrent of this team gravitating towards the mercurial Verstappen, despite its best intentions, leading one to speculate whether Ricciardo, who turned 28 in July, may look outside the team for the ultimate success. “Part of me hopes that it happens here,” he counters. “This year’s pretty much done for the world title but next year I hope we can really turn it around and fight for it. But beyond ’1 I don’t know where I’ll be, what I’ll do. The real nice story would be to do it here; Seb’s





the only guy so far – though he did it four times! That’s a tall order. For now, I’ll happily take one with Red Bull.”

That would probably entail beating Verstappen over a season – by no means an easy feat. “I don’t want to take anything away from the others, but I do believe Max is the best guy I’ve had alongside me. He’s proved that. And he’s still young and still has room to improve and to grow. The challenge has been real. It’s a tough one because I want to win all the time but I also want to be challenged. I do



welcome that challenge. I feel like we both – though we don’t tell each other – have those moments where I’ll see I’ve done a corner pretty good and I’ll be, ‘Yeah, match that,’ but then somewhere else he’s done something and he’s probably saying the same. Last year there was a lot of that going on and I think we really brought the results forward for the team. I think he’s proven he’s a top-shelf driver and can adapt pretty quickly and just get in and go. I feel we’ve both learnt off each other.”

Just three years on from being the team’s precocious new force, he’s seeing it from the other side now. “It does feel different,” he says. “I felt really young in 2014. Now I feel older, not the young pup. But in terms of the ambience that’s about the only difference.”

Does he ever reflect, looking at Vettel’s blockbusting success at the time, upon how things might’ve been if he’d got in a Red Bull in, say, 2011 rather than 2014? “Yes, of course. But it’s easy to say that. I try not to dwell on that sort of stuff: ‘wrong place, wrong time, maybe it’ll never happen, Red Bull should’ve been good this year and they’re not, is it meant to be?’ I don’t really get involved in that and I try to be... if I just keep being at this level I know it’ll eventually work itself out and the success will come.” ❖



MEANWHILE RED BULL STRIVES TO rediscover its mojo after the RB13 has proved a curiously low-key car by the team’s standards. Only in the last few races, as Adrian Newey has led a development programme, has it begun to look like a Red Bull. Ricciardo’s Baku victory owed a lot to attrition (Vettel’s penalty, Hamilton’s headrest problem, Verstappen’s engine failure), but a third place in Austria and a brilliant drive from 19th to fifth at Silverstone show the direction of travel.

“It’s not all in the car yet but we’re understanding it more and back at the factory they are very busy with some new bits. By Budapest we should have aerodynamically a pretty sound race car. We now know what we

have to do and just have to get it on the car as fast as possible. It’s more balanced than it was but we can still get it better. The cars are more difficult to drive this year anyway; they snap, you can have a moment without reading it as quickly. Whether that’s this car or all of them this year I don’t know. The wider tyre, more grip, then suddenly no grip, so maybe. This car’s easier than it was in Melbourne but to push the car on the limit... it’s weird; they have more grip and normally with more grip it’s just more planted and easier to drive, but to go quick when you’re on the limit it doesn’t necessarily behave like that, feels more on the knife edge. It’s a challenging car but we’re closing on the sweet spots now, closing in on where we need to be. Mainly it’s lacked rear end grip. Since I joined in ’14 we’ve had a pretty strong rear and could’ve done with a bit more front. I think since 2014 you can see on track the Mercedes can take shallow apexes and just turn from anywhere. We felt that’s where we weren’t as strong as Mercedes in the last few years. But this year with the new packages it feels the rear is where we’re losing out to Ferrari and Mercedes. That’s getting better but it’s what we need to keep working on.

“There will be circuits in the second half of this year where we can definitely have more than a nibble, I think, hopefully a good bite. Budapest – that circuit always seems to suit us and I like it a lot but also by that stage we should have a pretty good car under us. There, Singapore, Malaysia should be good. Hopefully other ones as well, but I’d like to think we know we can count on those.”

With some support from Renault Sport development of the power unit, he remains convinced that a 2018 title is within his and the team’s grasp. It’s interesting he won’t speculate beyond that, and the Ferrari question inevitably poses itself. He’s batted it away many times before and does so again here. “The rumours seem to float around and from my side there’s no weight behind that at the moment. I can’t see anything changing. But never say never. Even if I’ve got five or eight more years in the sport, anything’s possible. We’ll see what the future holds but at least short-term I can’t see anything happening.”

And then’s he’s off, talking nonsense and making everyone smile. “Yeah, after F1? I’d like to do NASCAR. I love watching it and I think I could do the talk – think I could add a bit of wedge. Whatever that is!

“Yeah, favourite fish? Sea bream, I’d say. A bit like sea bass but the texture’s a bit more meaty and it kind of slides off the bone. Sea bass is a bit mushier. A bit of lemon, yeah, great. Kangaroo meat? I’ve never tried. I wouldn’t order it, it just doesn’t seem right,” dazzling smile.

Intensity switched off. But the demon is in there. Just waiting. When the opportunity comes, it will be ambushed. 📧

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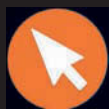


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NOTICE

simplicity, but look again. See that driveshaft?

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UNUSUAL

Hepworth FF was a huge success on the UK hills

HERE

writer SIMON ARRON | photographer LYNDON McNEIL

?



David Hepworth at Harewood. Hillclimbing is rarely cited in advertising nowadays, but Shell capitalised fully on his successes



King of the Hills

Shell salute David Hepworth, winner of the 1969 Shell RAC Hill Climb Championship. He wins the trophy with a clear margin of 9 points and is joined on the winner's rostrum by Roy Lane and Sir Nicholas Williamson, who tied for second place.

The competition was a great success. The racing was fierce and hot right up to the last round, the club organisation was always thorough and friendly. This was Shell's first experience of hill-climb sponsorship and they thoroughly enjoyed it.

On behalf of all the enthusiasts who attended the meetings, Shell thank the drivers and clubs for providing such reliable and non-stop entertainment. They look forward to more in the same vein next year.

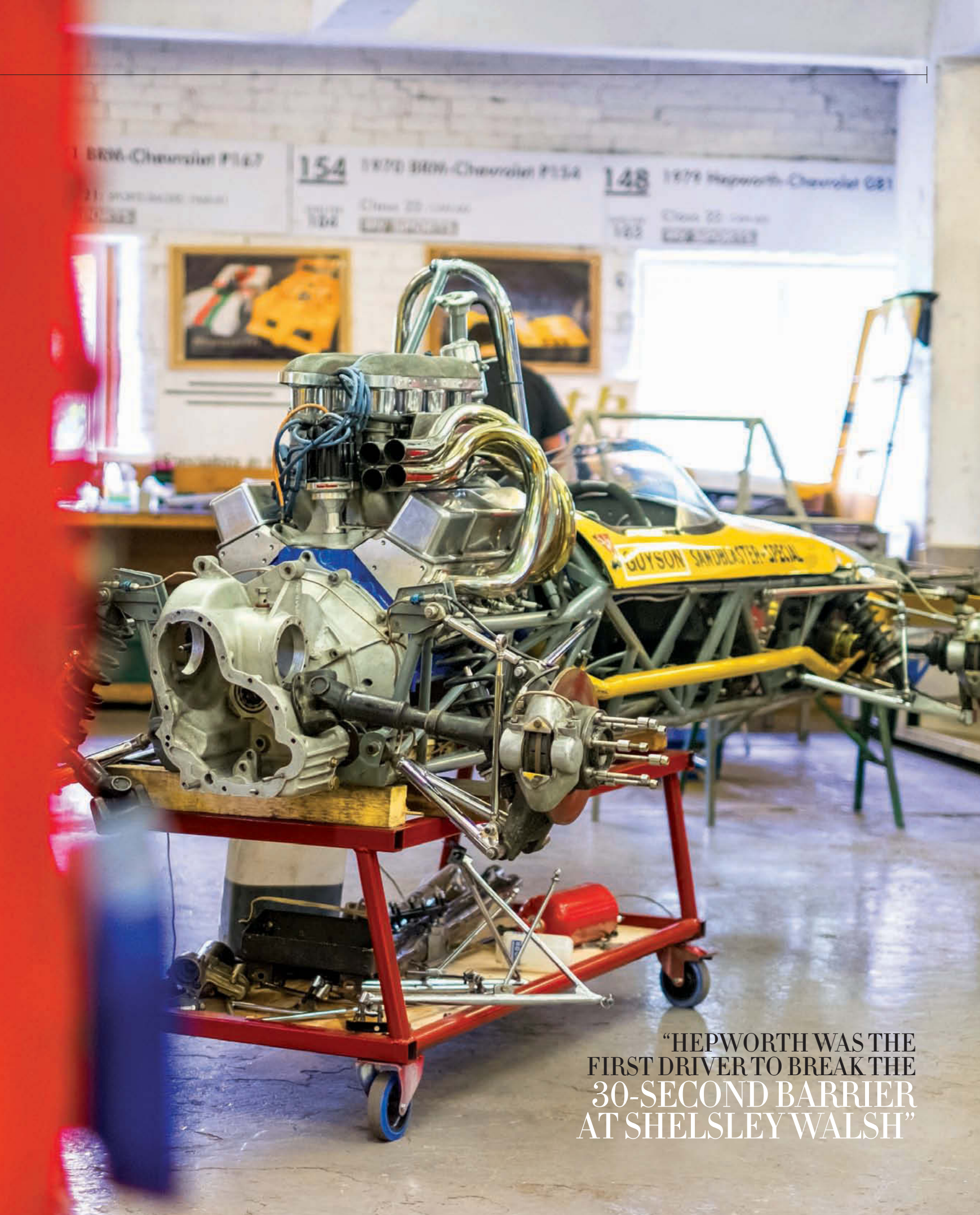


Stripped-down FF takes centre stage at Hepworth International's West Yorkshire workshop

THE NAMES SEEM fresh from the pages of period motoring journals: David Hepworth, Sir Nicholas Williamson, Roy Lane, Michael MacDowel, Tony Griffiths... The British Hillclimb Championship has

ever been a ferociously competitive beast and that was the backdrop to the Hepworth FF's genesis. Seventh in the final standings in 1968, Yorkshireman David Hepworth turned to Ferguson Research to help him create a four-wheel-drive special bearing his own name. It made its debut at Oliver's Mount, Scarborough, late in 1968 and for the next four seasons became a front-running staple on the hills, Hepworth taking 18 British championship victories, securing the title in 1969 and 1971, losing out by two points to Williamson in 1970 and being classified third in 1972, despite missing a few rounds because by then he was also competing in Interserie sports car races, at the wheel of an ex-Pedro Rodríguez BRM P154.

As *Motor Sport* reported in September 1971, "At the end of last season nearly all the top drivers changed their mounts with one notable exception, David Hepworth, whose loyalty to last year's car has paid off with a very commanding lead in the championship. He is still using the Hepworth Special that brought him the title in 1969 and uses a one-off Ferguson 4WD system, designated P159. The championship-winning Oldsmobile engine was discarded at the beginning of last season in favour of a more powerful 5-litre Chevrolet that, with its Weber carburettors, produces 400bhp. Having come a narrow second to Sir Nicholas Williamson last year, Hepworth is making no mistakes this time, with record-breaking wins at Shelsley Walsh, Bouley Bay and Barbon, the latter achieved with his engine held in place with the use of three Jubilee clips after an engine mounting had been damaged during the class runs. The Shelsley record was particularly notable, for 10 years after Tony Marsh had become the first man to get below 35 seconds on this historic hill, Hepworth, on the last run of the day, broke the half-minute barrier – the first driver ever to do so." □



1 BMW-Chevrolet F147

154

1970 BMW-Chevrolet F134

148

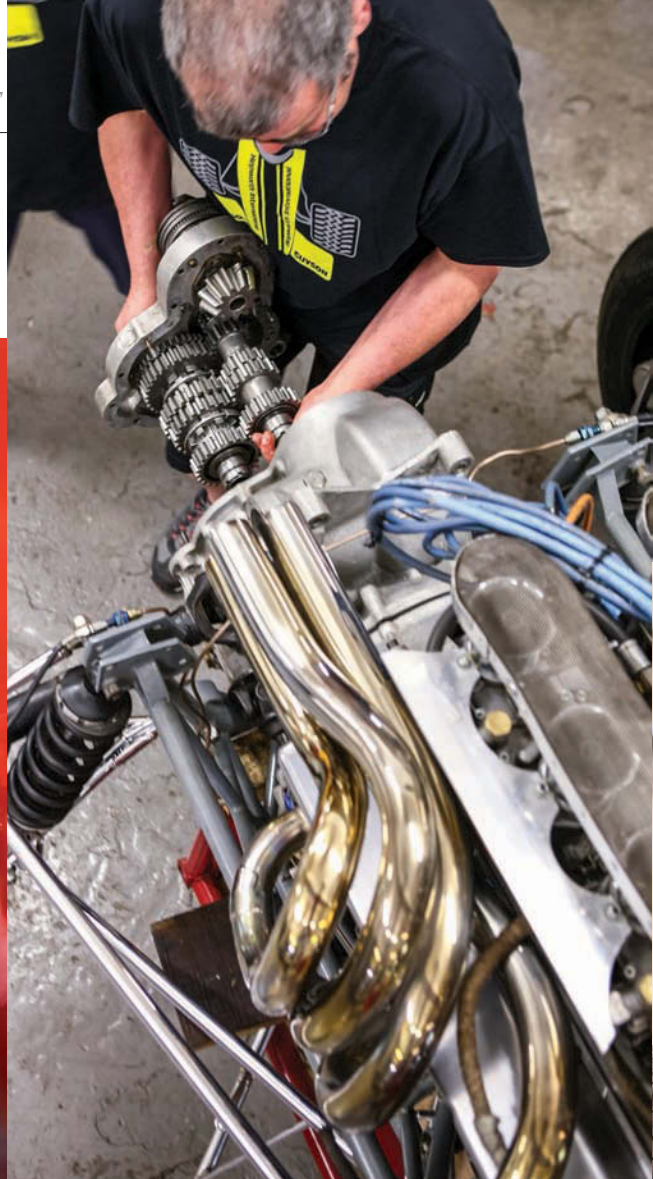
1978 Hapworth-Chevrolet C81

GUYSON SANDBLASTER-SPECIAL

“HEPWORTH WAS THE FIRST DRIVER TO BREAK THE 30-SECOND BARRIER AT SHELSLEY WALSH”



When first they rebuilt the car, the Hepworths had no drawings by way of reference. It took four years to complete the job



TODAY THE CAR REMAINS IN THE family's custody and is maintained by Hepworth International, the Brighthouse-based restoration business run by David's sons Stephen and Andrew. "When Dad built the FF," Stephen says, "it was thought that four-wheel drive might be the way to go – before it was proved that aerodynamics and tyre technology could beat what 4WD had to offer. His original intention had obviously been to build a hillclimb car, but the car's launch just happened to coincide with F5000's introduction in the UK and the car complied, so he entered it for two events in 1969, the inaugural season."

It didn't fare quite so well on the circuits, Bev Bond driving it in the opening race at Oulton Park but retiring early with a blown head gasket. Tony Lanfranchi managed slightly better in round three at Brands Hatch – he finished sixth, albeit eight laps behind Peter Gethin's winning McLaren. As subsequent events proved, hills would be the FF's natural domain.

Increasing business commitments – and dabbling with Interserie – obliged Hepworth to scale back his hillclimb commitments during 1973 and the FF sat around largely unused,

prior to being taken to Gurston Down in 1976 for one final hurrah that was marred by clutch failure. Subsequently, the car was dismantled and placed in storage.

At the dawn of the 1990s it was decided that the time had come for restoration and the car was sent away to a suitable specialist, but in May 1992 Hepworth died aged just 52 and never got to see its completion. Neither, almost, did his sons.

"Some time after Dad's passing, probably the following year, we received a phone call out of the blue," Stephen says. "It was the restorer, telling us that they were about to go under and that we'd have to collect the car by the following Monday if we wanted to get it back before everything was placed under lock and key. We dashed down to find there wasn't a single shim or washer that was attached to anything else – it was nothing but bits, so we took it all away without drawings or instructions of any kind to tell us how to put the thing back together.

"At that time we hadn't started the restoration business we run now, so it was all done quite literally in-house – as in we worked on it at home. Once we'd finally got around to

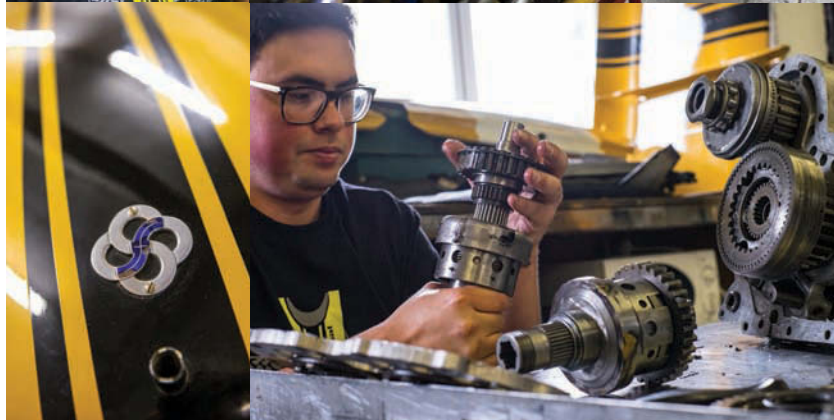
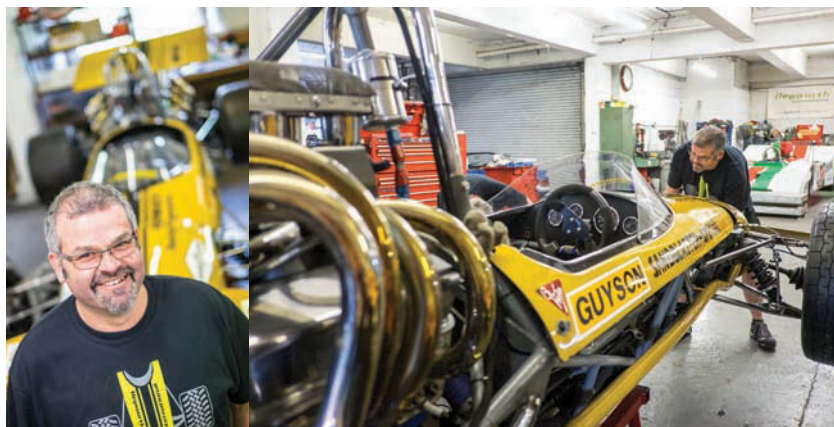
starting on the project, it took about four years to rebuild but there was a lot of checking and rechecking. I think we assembled, dismantled and reassembled the gearbox about nine times before we were satisfied that we'd included all the correct bits in the right places."

The Hepworths were invited to demonstrate the FF during Shelsley Walsh's centenary celebration event in 2005, the first time it had run since its abbreviated farewell at Gurston. Andrew drove the car and there are two points to note: one, it was still on the same set of Goodyears with which David had won the 1971 championship title; two, their father's ashes went up the hill with him in a casket. "It was only when Andrew was going up the hill for the first time that he discovered the gear selector had been mounted back to front," Stephen says, "so first was where second should have been, ditto with third and fourth..."

Since then the car has been used only occasionally, at Harewood and Cholmondeley in 2012, then Cholmondeley and Shelsley Walsh (the 110th anniversary event) in 2015 – always still running on its 1971 rubber, which Andrew reckoned to be about 90 per cent worn by the time that Shelsley weekend was finished. Their



Stephen and son Ryan (bottom right) at work. Guyson backing enabled them to buy first new set of tyres in 46 years



growing restoration business precluded more frequent use, but it was then rebuilt again in time for this year's Festival of Speed.


"It wasn't so much that it required taking apart," Stephen says, "but we needed to interrogate the transmission for information. A customer had come to us with Peter Westbury's Felday 5 Group 7 sports car, which ran originally with Ferguson four-wheel drive but had been converted at some point in the 1970s from Ford V8 power to Chevrolet and rear-drive only. We had to strip the Hepworth down for the sake of reverse engineering, so that we could use its transmission as a design template to help us restore the Felday..."



IN ADDITION TO WORKING ON A RANGE of customer cars, the Hepworths also retain many their father originally acquired, including a Cooper T43/51 (another hillclimb car that came back to life in 2012, complete with period dents, after 45 years of inactivity), the aforementioned P154, two BRM P167 Can-Am cars (one acquired in unfinished form, so completed in Brighouse rather than Bourne), the BRM P154/167 Can-Am hybrid ("That was

"HE DISCOVERED THAT THE GEAR SELECTOR HAD BEEN MOUNTED BACK TO FRONT"

a bit of a mish-mash and after the 1971 Interserie race at Zolder I believe Pedro Rodríguez declared it the worst thing he'd ever driven. He didn't want to use it again and preferred to wait until the full P167 was ready – I think that's what led him to negotiate a Ferrari drive for the Norisring..."), a late 1980s Harrier GpC car that Andrew raced in period and, perhaps most intriguingly, a car that had two wholly separate identities but never raced as either of them. The P230 was the last Formula 1 car produced by BRM, but completed only a few shakedown laps in Aurora F1 racer Neil Bettridge's hands on Donington Park's Melbourne loop. Thereafter Hepworth Sr acquired the project and converted the tub into the Hepworth GB1, a Can-Am car built up by Bob Sparshott Automotive for Danny Sullivan to run under the Garvin Brown Racing banner in the final two events of 1980 at Laguna Seca and Riverside.

"The car tested a few times," Stephen says, "but then we received a message that they'd decided not to run it without any explanation being given. Dad later discovered that Danny had actually put it into the wall while testing in the States and it was still bent when we went to bring it home in the late 1980s. It was then" 



Hepworth took a class win at this year's Festival of Speed, although he didn't realise it at the time. Below, from Hepworth Sr's day

left in the workshop as a crumpled mess until a couple of years ago, when we were invited to take it to the 2016 Festival of Speed. We finished the rebuild in the paddock and the response it got was absolutely extraordinary, particularly for such a big, ugly lump that had never so much as raced. We could take it somewhere and run it now – it's ready to go, but there aren't really too many suitable series for it.

"We're fortunate to have these cars – it's just a pity we don't have the time and resources to use all of them often. If you don't have enough work you can't afford to do many of the things you'd like to do; and when you're busy you simply don't have the time!"



BUT BACK TO THE FF AND ITS RECENT FoS class success. "When I left Sussex on Sunday evening I thought we'd finished second," Stephen says. "There were only two of us in the class and Paul Dallenbach's PVA Special Pikes Peak car absolutely trounced us, but I later learned that he'd had been moved into a different section. I know it meant winning a class of one, but I was completely unaware that anything had changed until I was back in Yorkshire – it was just a bit gutting to miss the prize-giving.

"We would like to run the FF more



frequently, but silencing regulations mean we'd have to make a few modifications to do anything more than demonstration runs. At Shelsley in 2005 I think the decibel limit was 108 and a scrutineer clocked us at 115... from about 80 metres away, so I've no idea what the real figure might have been. The FF is a proper animal of a racing car – you have to force it all the time while it's trying to do the same thing to you, so a keen sense of anticipation is essential. The front end can be a bit vague, but it tracks straight under power."

Stephen and son Ryan took turns to tackle the hill at Goodwood – and Ryan's five-year-old daughter Olivia steered the car through the paddock while perched on her father's lap, so technically four generations of Hepworth have taken a stint at the wheel.

There is another charming link to the past, too. Hepworth Sr was sponsored in period by industrial cleaning specialist Guyson International, whose boss Jim Thompson was also a keen competitor on the hills. Guyson is today run by Thompson's son, former hillclimber and racer James, and he provided the Hepworths with a little bit of sponsorship prior to Goodwood.

"The upshot," says Stephen, "is that we've been able to put the car on its first fresh set of tyres for 46 years..."

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{ LUNCH WITH }

ANTHONY REID

Having cleaned oil rig toilets to raise funds for racing, he went on to win the Japanese F3 title and the hearts of the British motor sport public

writer ANDREW FRANKEL | photographer LYNDON McNEIL



IT'S SUNDAY AT GOODWOOD'S Festival of Speed and Anthony Reid heads up the hill at the wheel of an Arrinera Hussarya GT3, an obscure Corvette-powered Polish supercar he has spent much of the winter trying to develop into a credible racer.

Tackling the course with customary verve, he wrestles it across the line in 48.23sec, more than 2sec quicker than anyone else so far.

But now come the others: Mike Skinner in his 800bhp Toyota Tundra NASCAR pick-up truck, four times British Rallycross champion Pat Doran in his Ford RS200, Paul Dallenbach in his 900bhp Pikes Peak special, Andy Newall in his 800bhp McLaren M8F and James Grint in his Mitsubishi Mirage. One after the other they attack Reid's time in cars with either far more power or far better suited to the hill. Or both. But of greatest interest is Reid's reaction as in turn they fail to match his time. It starts with a single index finger to the camera to indicate he's still in first place. Then there's a fist pump, then hands raised above his head. As the number of remaining competitors is reduced to a handful, Reid literally leaps in the air. And

when Mark Higgins' Subaru Impreza finally goes 0.03sec faster, Reid briefly looks desolate. You can argue all day about whether it should or not, but you cannot question that, to Anthony, this stuff still really matters – despite all he's achieved in 40 seasons of racing.

Wind back a couple of weeks and we meet in the rather less frenetic surroundings of Reid's favourite pub, the Prince of Wales in Iffley, Oxfordshire, where he lives. Reid is something of a local hero and the walls are covered in pictures of him with his racing buddies who've come to drink with him and reminisce in here.

Anthony, who has the air of someone who has never been late for anything, is already there and engrossed in conversation with the owners and sundry other regulars, a bottle of house champagne already on the go. He is dressed in jeans, but wearing a colourful blue check sports jacket topped off by a Panama hat. Unlike most 'Lunch with...' subjects, Anthony has brought a guest in the form of Jack, a rather elderly terrier. Jack is as well known within these walls as his owner, so while Anthony and I sit down and start the tapes rolling, Jack hangs out with the locals. ▣

He starts with a Cajun-spiced chicken Caesar salad as his tale begins in Glasgow, where Reid was born 60 years ago. “I wasn’t part of a racing dynasty, but we had friends who were into cars and my father was certainly interested, I distinctly remember him switching from Hillmans to Fords because the GT40s locked out the podium at Le Mans in 1966.

“Crucially my Uncle Norman – Norman Barclay – had not only raced Formula Libre against the likes of Jim Clark and Jackie Stewart, but was mates with Keith Schellenberg with whom he tried to do the 1968 London to Sydney in an 8-litre vintage Bentley. Despite being kidnapped by bandits in Turkey and rescued by the local prince, I think they made it as far as India. Growing up on such tales, how could I have become an accountant?”

If that wasn’t enough, the young Reid was soon to have another profound racing influence. “In 1970 I was sent to Loretto School outside Edinburgh, which is where Jim Clark had gone. Although he’d died a couple of years earlier, he was still a complete hero there. Bored to death during the headmaster’s sermons, I’d just sit and gaze at this massive wall plaque honouring him. I’d read ‘twice world champion’ and dream of racing. That’s what made me want to become a racing driver. Problem was, I had no money.” This is a theme to which we shall be returning.



LACKING THE MEANS DID NOT STOP him from racing. Somehow he scraped enough to attend the Jim Russell Racing School at the end of 1976 and had a shot at the International Scholarship. “The judges were Derek Bell, Jack Sears and Alan Henry and they awarded me the big prize: a free season in the 1978 Esso Formula Ford championship. It was a well-respected series and for someone with no money – my father was an architect working for Glasgow City Council – it was a fantastic break. But all through my youth I had to duck and dive to go racing. I was never a member of the lucky sperm club.”

So Reid had to work. “I had a grandmother who lived in Caterham so I wrote to Graham Nearn, got a job at Caterham Cars and lived with her while building Super Sevens. It was an incredibly valuable experience, because it gave me a grounding in how cars work. I knew how to set them up, what was wrong with them and how to fix them, but it also saved me a fortune because I could work on my own racing cars. Even now when I feel things that are not quite right, my ability to diagnose a problem goes straight back to my time at Caterham.”

Reid worked at Caterham during 1976 and 1977 and then went to work for Jim Russell during the free season that he’d won. But the



ANTHONY REID CAREER IN BRIEF

Born: 17/5/57, Glasgow, Scotland
1978-1982 Formula Ford 1600 **1983-84** Formula Ford 2000 **1985** British F3 **1989** Formula Vauxhall Lotus **1990** Le Mans 24 Hours, 3rd **1992** Japanese F3 champion **1993-95** Japanese Touring Car Championship **1996** touring cars, Germany & Japan **1997-2004** British Touring Car Championship; twice runner-up, once champion **2005-present** assorted historic and sports car events



season was not a success. “I think I got a second place once, but it was so unbelievably competitive. You’d get 140 entries for a race weekend so just making the final was an achievement. But it came to nothing and I ended up with no more racing to do and no money to do it with.”

He got another job, this time at Image Racing which built Formula Fords in the Super Shell building at Goodwood. “Alan Langridge was the boss and the deal was I’d work on the cars all week, and race them at weekends. Don’t tell Lord March but I lived in a caravan around the back and, when we wanted to go testing, we just pushed the car through a gap in the fence. No marshals, no medics, no anything. I once crashed at Madgwick and it was 10 minutes before anyone realised I’d gone missing. The track was great but the safety non-existent. But I crashed too much and they fired me.” Reid was unemployed and broke once more.

“At the start of 1979 I had nothing. Literally nothing. But then an old friend told me there was money to be earned in the oil business in Scotland. So we presented ourselves to the Sullom Voe Oil Terminal in the Shetlands and got jobs the next day. I was a toilet cleaner.”

The only good thing about cleaning the loos in the oil workers’ accommodation blocks was that the work was so awful it had to pay well, albeit not quite well enough. So Reid took a night job driving taxis and lived in a tent. “Sounds like madness, doesn’t it?” he says, a view I feel disinclined to challenge. “Also, as you can imagine the weather up there can be quite challenging at times for tent dwellers. A mate and I had an old Vango Force Ten that had been stored damp. On the first night we went to the pub because we knew there was no way we’d get any sleep sober. I woke up outside in the middle of a raging blizzard. The tent had just gone.”

Yet Reid recalls these as immensely happy times. “Having been brought up in Scottish boarding schools, I was used to the cold. We’d had no central heating, we used to chip the ice off the inside of the windows and at prep school were forced to use an unheated outdoor pool. You couldn’t see the bottom it was so full of plankton and oil from Grangemouth.”

Reid’s skills both as a driver and cleaner of washroom facilities were honed at Sullom Voe. “My wife’s still amazed at what I can do with a bottle of bleach, but I quickly became known as the fastest taxi driver on the island. Oil workers used to ask for me personally to get them from one pub to the next before closing time. In return I’d get double fares. And because I had a shit day job they had to pay really well; with all my taxi money and living in a tent, within three months I’d earned enough to buy a racing car

“So I kept coming down from Scotland, racing, crashing as you do when you’re young and stupid, and then the bank manager would ring up”

1 A sideways Reid's PRS battles fellow Scot Tom Brown's Van Diemen in the 1979 FF Festival, Brands Hatch 2 Driving for Lister at Le Mans in 1996 3 Leading Matt Neal and James Thompson at Dulton Park, 2000 BTCC 4 Podium finish at Le Mans in 1990 was a major career breakthrough 5 That year, Reid shared the Alpha Porsche 962C with fellow Brits Tiff Needell and David Sears

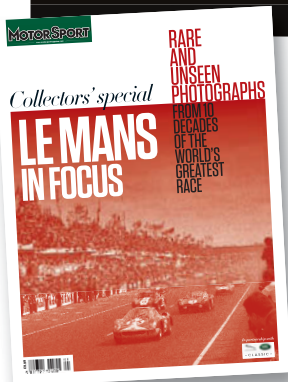


6 Reid was part of the MG Sport & Racing line-up at Le Mans in 2001 and, here, 2002 7 Among other current commitments, Reid is a fixture at all three Goodwood events 8 Reid and Rickard Rydell vie for position at Brands Hatch, 1998 BTCC 9 Reid's MG ZS kicks up the Mondello Park dirt in the 2003 BTCC 10 Under pressure during the 2011 Goodwood Revival





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Reid with flute of champagne and Jack the Jack Russell, who is just as much of a regular as his owner at the Price of Wales, Iffley

and tell me to go back to Sullom Voe. After a while I was promoted to building houses, still driving taxis and upgraded my accommodation to a beaten-up caravan just to stave off frostbite.” Even now the big break seemed as far away as ever. But at the end of 1981 he finished 10th in the Formula Ford Festival, having run as high as seventh in the final. And now a door opened, just an inch or two.



“MY OLD RACING SCHOOL HEAD COACH John Kirkpatrick was putting a team together for the following year. If I could raise a bit of money he said I could drive for him and he’d make up the difference. I managed to raise £4000 from an uncle who had small pharmaceutical business, which funded me in 1982 in Formula Ford 1600, and in 1983/84 in FF2000 with a JK Racing Argo JM14, when I had a team-mate called Damon Hill...”

“For the Winter Series at Brands we were on BBC1 *Grandstand* with Murray Walker and Tiff Needell commentating. We had sponsorship from Linn Hi-Fi, the team owner pumped in a lot of money and suddenly I was winning races. I don’t think I knew it at the time, but it was the turning point of my career.”

By then he was not just racing with Damon but against other former ‘*Lunch with...*’ subjects such as Martin Donnelly, Julian Bailey and Perry McCarthy. “I’d grown up enough to have worked out how not to crash and realised I had

“I UPGRADED MY ACCOMMODATION TO A CARAVAN TO STAVE OFF FROSTBITE”

the ability to compete against the best. That’s where the belief came from.” But not the money.

“Then a bloke from the team called Bob Moore, probably the best salesman I’ve ever come across, persuaded Saab to put together a Formula 3 programme for 1985 and this became the Saab Scan Sport team. Saab had no intention of going racing, and had no interest in getting involved in motor sport: Saab did rallying. But Bob somehow talked them into it, got the money, put the team together with Madgwick Motorsport, had a big launch in a London hotel and I thought I’d made it. It didn’t take long to realise how wrong I was.

“It was only at the end of the season when I drove a Dave Price Reynard with a VW engine that I realised just what a boat anchor we had in the back of ours. The Saab motor was not just heavy, it lacked power and if it rained the

water would crash the engine management.”

It rained at the first round at Silverstone and, even with sponges stuffed into the air intakes, Anthony knew he had three laps in which to qualify before the water got into the engine. “Coming into Woodcote I found three cars hidden in the spray going incredibly slowly. I missed the first, clipped the second and cartwheeled over the third. It was the best publicity Saab had all year.

“The season didn’t start well, it didn’t get any better and right at the end it got really, really bad.” By the Snetterton round he and usual team-mate Maurizio Sandro Sala had been joined by Bailey. “Bob Moore told Saab everything was about to turn around so they put up a big hospitality tent on the inside of Riches. Maurizio was on one row, me on the next and Julian on the row behind. The flag dropped, we rocketed off to Riches, Julian hit the back of my car, I hit the back of Maurizio and all three of us crashed in front of 200 Saab VIP guests at the first corner.”

That was that. Saab gave up, Reid lost his drive and ended up back again at square one. “It was a bit galling,” he says with considerable understatement. “But at that level you need money and I didn’t have any.”



ANTHONY ENTERED HIS WILDERNESS years, working for the next three seasons as an instructor, doing some club races, watching his dream of reaching the top of his chosen profession disappear. But in racing the darkest hour is often that before the dawn. In 1989 he found himself driving a Vauxhall Lotus for Peter Thompson Motorsport in a support race for the British Grand Prix. And with the eyes of the racing world upon him, he won.

The result was an invitation from Convector team manager Bo Strandell to test a Porsche 962 at Monza. “This thing had 800bhp when the most powerful car I’d ever raced had about 170. Back then an F3 car would stop accelerating at 120mph – the 962 was still pulling like a train at 200. But it didn’t bother me: I’d spent all my racing life jumping into different cars. I just got on with it.”

And got signed. He did the first three races of the 1990 season, sharing with Eje Elgh and Jürgen Barth and “still crazy enough to think I could get to F1.” But there was no money to do Le Mans. “Then, two weeks before the race, Tiff rang to say there was a seat free in the Kremer entry he was driving for the Japanese Alpha team.

“So the next thing I know I’m at Le Mans doing 220mph. This was my first 24-hour race and the scale, the speed and danger were a total assault on my senses. Tiff, David Sears and I ☐

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didn't qualify well, but we came through the field and finished third behind the factory Jaguars, the last time a 962 would be on the podium at Le Mans. It was the dream race. It was a hot year, we had no power steering or air-conditioning and I was recovering from food poisoning, but none of us put a foot wrong."

Le Mans 1990 turned Anthony Reid's life around and, for the first time in a dozen years of racing, he'd actually been paid. "Twelve grand for a weekend's work seemed like pretty good money to me and it meant I was at last a professional racing driver. But of course the real significance was that it got me to Japan."

Reid would spend the next six seasons over there, but he still had one appointment left in Europe. "Convectork asked me to do the last Interserie round at Zeltweg. By then we had an Andial engine with 850bhp and my main opposition was Bernd Schneider in a Kremer Porsche. He beat me in the first race, but I overtook him in the second, won and took the overall victory. Schneider turned up late for the podium wearing jeans, they couldn't even find the national anthem. They'd never expected a Brit to win."



IN JAPAN REID FINALLY FOUND A WAY to earn a proper living doing what he loved. "There was a huge contingent of European and US drivers out there. I did Group C, F3, F3000, Group A, anything I could get my hands on. I stayed because the money was tremendous and the pioneers who'd set up the racing scene out there, like Tiff and Geoff Lees, told me how it worked. You had to get your job on merit, but once it was yours no one would try to steal it from you. We adhered to a pay structure that made sure we weren't undercutting each other. You'd get rich drivers coming over with big budgets and we'd tell them that in Japan you don't pay to race, you get paid. The Japanese generally won't meet with anyone unless via a trusted third party, so these guys didn't know who to speak to, their money was useless so they just got the next flight home. And the money was good: I remember Eddie Irvine complaining about the pay cut he'd have to take to leave Japan to race in F1 for Jordan."

It was also Japan that brought Reid closest to realising his F1 dream. "I'd met a Japanese property developer who wanted to sponsor me in F1, so I met Eddie Jordan at the old factory at Silverstone and he sent me a letter saying the drive was mine if I could raise £2.5 million. Two weeks before contracts were signed, the Japanese bubble burst, the sponsor went bust and that was that. I still have the letter framed in the downstairs loo."

But Reid was nowhere near done with single seaters and, in 1992, won the Japanese Formula

3 title. Jacques Villeneuve and Tom Kristensen were second and third that season, which underlines the magnitude of that achievement. "I found myself under the impression I was a bit of a hero and still had half an eye on F1. I got a test in an F3000 car at Fuji a few days after I won the title.

"The truth is I went out to prove a point and just overcooked it. There's a corner called 100R which was flat, but only if everything was perfect. But there was no run-off, just a layer of tyres and a concrete wall. I got into a tank-slapper at 160mph and hit the wall so hard my helmet just peeled off my head. The car shot 25 feet up in the air and turned upside down; Roland Ratzenberger had to swerve to avoid being crushed as it came down. The roll hoop immediately snapped off, but because it was a Lola it had a high back to the tub and I had a low driving position so my head ended up just skimming the road at 160mph. When the dust settled, there was a lot of blood on the track and the marshals just assumed I was dead. It was Roland who organised the ambulance, got me out of the car and off to hospital. When he

Reid was introduced to the touring car racing in which he'd make his name. Driving a Vauxhall Cavalier for HKS in the Japanese Supertouring Championship, Anthony had a successful couple of years and, while he missed the title both times, he did well enough to attract the attention of Nissan, who signed him to race in Germany from 1995 before he made his debut in the BTCC in 1997.

"Nissan came to the BTCC at its zenith. Remember there weren't 500 TV channels back then and we were on BBC1 *Grandstand* with Steve Rider presenting, Murray commentating and all the big names like John Cleland, Alain Menu, Rickard Rydell and F1 drivers like Derek Warwick and Gabriele Tarquini. And the crowds were huge. Only looking back do you realise the significance: we had more pro drivers in the BTCC than in F1. It was a brilliant time, and it allowed me to buy a house in the village of my favourite pub." This pub, needless to say.

Reid spent a difficult 1997 with an undeveloped Primera, but once RML got the car properly on song he scored the most poles and won the most races in 1998, but finished as



"MENTION THE FUTURE, EVEN A RUN UP LORD MARCH'S DRIVE IN A POLISH SUPERCAR, AND A SPARK RETURNS TO HIS EYES"

was killed at Imola 18 months later I wrote to his parents to tell them what he'd done for me because I was sure they wouldn't have known. When you race cars, the line between life and death can be very thin."

Reid was in hospital with severe concussion for five days, but was soon back in his F3 car at Suzuka. "Really I shouldn't have been allowed anywhere near it. My vision was swirling in left-handers, but I realised that at Suzuka all the left-hand turns were flat in an F3 car, so I just braced myself, set the steering angle and closed my eyes..."

after a fruitless partial F3000 season in 1993,

championship runner-up to Rickard Rydell. Then he went to Prodrive and Ford and had a repeat performance, one year spent getting the Mondeo race-ready, the next in the thick of the title fight to the last round. Ford took a BTCC clean sweep, but Reid was again second – this time to Alain Menu.

It was during this time that Reid became known for his somewhat uncompromising driving style and the many and various confrontations with other drivers that resulted. Today, he is entirely unrepentant. "I think the only person with whom I didn't have a punch-up was Jason Plato," he says, I suspect

only partly in jest. “But it was part and parcel of the show and why it made such great television. Remember when Rickard Rydell tried to strangle me live on air? You can’t say that didn’t make good viewing. It didn’t bother me at all; to me it was fun and it went with the territory. And I wasn’t the only one: look at Cleland, Soper, Plato and Matt Neal.”

Surely there were some regrets? Reid falls briefly silent. “These days I sometimes think there were perhaps times when I did try too hard.” I ask him to elaborate. “In certain key moments I tried to drive too fast, hurt my qualifying position and just missed out the title. But the aggro? No, I don’t regret that at all.”



BY THE END OF 2000 SUPERTOURERS HAD priced themselves out of the BTCC and a new era of touring car racing, more closely resembling showroom models, began. As one of the most successful drivers Reid was in demand, and chose to join MG because its offer came with a sizeable additional carrot.

“I know I’m best known for touring cars, but sports cars were always my first love and the chance to race for MG in the BTCC and also at Le Mans was too good to pass up.” The MG-Lola EX257 was designed to compete in the LMP675 category for ultra-light prototypes. “It was brilliant to drive, but the 2-litre AER

with lights on full blaze – later he told me he got on the radio and asked who the f*** it was. We’d had titanic battles in F3 and Japanese touring cars – and I’m not sure he could quite believe it. Then a 50p component broke in the gearbox and we retired on the spot but with heads held high. Far rather than the walking wounded, 19 laps down at 10.00am with hours still to go.’

Meanwhile Lola was also building the MG ZS touring car, the first such car it had engineered. “We only entered the last three race weekends in 2001. Vauxhall had had no opposition all year and was on the grid with all its trophies, just assuming it was going to win. Halfway through the race the heavens opened and while everyone dived in for wets I told Dick [Bennetts, West Surrey Racing boss] I was going to stick it out. I lapped the entire field before they started catching me again, but the race was red-flagged and I won.”

Reid raced on with MG in the BTCC through 2002 and 2003, doing well but not well enough to challenge for the title. And then, when MG Rover started to implode, he and Bennetts found the money to continue as a private entry in 2004. “We won the Independents Cup but if MG had stayed on board it could have been very different. The car’s biggest problem was its heavy V6, but John Judd found a way of expanding Rover’s tiny lightweight four-cylinder engine from 1.4 to 2.0 litres. Suddenly we had a car that was lighter, with better

historic racing. “I’ve been very lucky to do all the big classic races, like the Revival, Le Mans Classic, Spa Six Hours and so on, and I’ve driven some pretty amazing machinery too. I remember driving the Jaguar D-type that has the identity of the 1955 Le Mans winner, having to use the full width of the track and slide it through the kinks thinking ‘This is what Mike Hawthorn did, this is heaven’.”

But Reid’s nostalgia only goes so far. Ask him whether he’d rather drive an old classic or a state-of-the-art modern bolted to the track with slicks and downforce and he will look you in the eye and say, “Whichever has the better chance of winning.”

Then again, ask him to name the most exciting car he’s ever raced and without pause he says, “Ludovic Caron’s Shelby Cobra. It’s brutally quick, light, and from the moment you enter Madgwick to the moment you exit the chicane, you are in a permanent four-wheel powerslide. It’s a beast, it’s crude, it’s aggressive: it’s orgasmic to drive.”

Today Reid races on and is part of the team challenging for the Fun Cup title for cars that look like old VW Beetles but are in fact mid-engined single seaters with silhouette bodywork attracting some serious teams with some proper drivers. And, of course, he still races historic wherever and whenever possible.

It would be tempting to see the career of Anthony Reid as those of so many other talented racing drivers whose talent isn’t



engine was producing 550bhp and was not sufficiently reliable.”

In the first year both cars retired early and even in 2002 Reid knew its time in the race would be limited. “I said to [team-mates] Jonny Kane and Warren Hughes, ‘We could drive around at 5mph for next 24 hours and the car will still break, so let’s thrash its arse off instead.’ Which is what we did, and we got it up into third place, splitting the factory Audis. I remember being in the car just before midnight when Tom Kristensen came out of pits several hundred metres ahead of me. I caught him up during the stint and was annoying the hell out of him, swerving around coming into Arnage

weight distribution and didn’t eat its front tyres. With MG sponsorship we could have won.”

Just about the last event of Reid’s front-line touring car career was the one-off Masters race at Donington in 2004. Sixteen great BTCC drivers lined up in identical Seat Leon Cupra Rs and Reid won. He may never have won the title but, on the only occasion the playing field was genuinely even, he beat Menu, Tarquini, Biela, Cleland and Neal in that order. It was, he says, “not a bad way to sign off.”

After that Reid did some more touring car racing in Argentina, but having had an invitation to the Goodwood Revival in 2001 had developed a great love of and aptitude for

reflected in trophies. If only he’d had the money, if only he’d had the breaks, if only, if only... It’s an attitude for which Reid has little time: “I’ve had and am still having the most fantastic career. I feel incredibly lucky to have been racing for 40 seasons, not always in the safest circumstances, and still to be here in good health, enjoying the business.”

As you talk about the past he seems relaxed. But mention the future, even a run up Lord March’s drive in a Polish supercar, and a spark returns to his eyes. Even now, with nothing left to prove, the fire still burns. For a man who is one of the most ferocious competitors I have ever met, I suspect it always will. ☑

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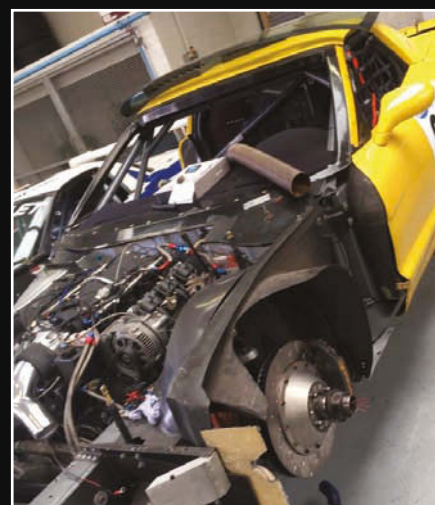


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*photo
essay*

LOTS AND LOTS OF LOTS

Following its enforced withdrawal from Formula 1, Manor Racing's assets were split up and sold off

photographer LYNDON McNEIL

photo
essay

T

HE STORY began amid a sonic frenzy, in the pit garages at the Sakhir International Circuit ahead of the 2010 Bahrain Grand Prix. While the established teams went about their business with an

accustomed sense of calm at the dawn of a new Formula 1 campaign, two of three newcomers – Hispania Racing (HRT) and Virgin Racing – were still in the final stages of trying to have two cars ready to run. At Virgin, components were still being filed to fit and everybody from junior mechanics to team principal John Booth had their sleeves rolled up, mucking in to make sure Timo Glock and Lucas di Grassi would have cars to drive the following day. As, indeed, they did.

That was a victory of sorts, but none of the three new teams would be long-term F1 fixtures. Cash-strapped HRT was first to depart, dissolved at the end of 2012. Lotus Racing became Team Lotus, then Caterham, but folded at the end of 2014. Virgin morphed into Marussia and looked set to disappear at the same time as Caterham, having missed the final three races of the year, but was then reborn with fresh investment and competed in 2015 before becoming Manor F1. In its final guise, it survived for a single season before F1's financial realities kicked in again – this time for good. Of the three teams that made their debuts in 2010, this was the only one to record any points finishes courtesy of Jules Bianchi at Monaco in 2014 and Pascal Wehrlein who managed a single point by finishing tenth in Austria last year.

In January this year, Manor's 200-odd staff were told the team was being wound up. The remaining assets were sold in an on-line auction and viewing took place at the former Manor F1 factory in Chalker Way, Banbury, on May 9/10. Bidding closed six days later.

The lots included a windtunnel model of the stillborn 2017 Manor challenger, several F1 steering wheels, a wide array of parts from

2014-2016 cars (including three monocoques, more than 200 wheel rims, assorted suspension components, engine covers and front/rear wings – more than enough stuff, indeed, to construct your own complete rolling chassis). You could also have bought a pair of size 42 racing boots, supplied to former reserve driver Jordan King or a bottomless pit of branded T-shirts.

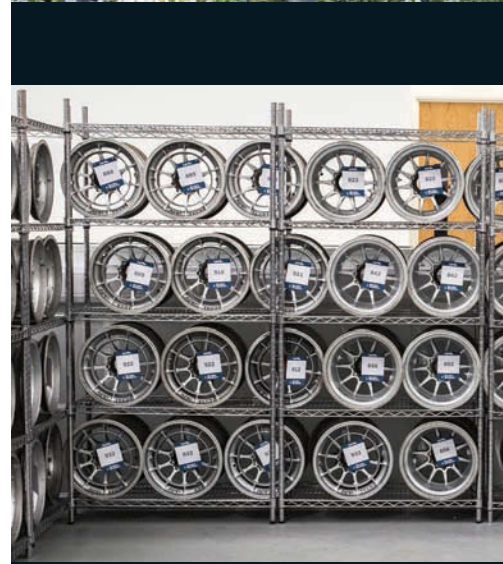
“There was no great sense of emotion,” says *Motor Sport* photographer Lyndon McNeil, who took the accompanying images, “but then modern racing premises always tend towards the clinical. There weren't all that many people around, either – perhaps 15 or so at its busiest.

“The most poignant sight was probably a 2017 year planner, still on the wall with Formula 1's mandatory two-week August holiday blocked off... but almost nothing else written on it.”

“A ONE-PLACE
DROP IN THE
CHAMPIONSHIP
WAS THE
FINAL STRAW”

In fact there was little sign that the fire sale was any more successful than the team. Unlike most auctions which are keen to trumpet their sales results Gordon Brothers, the company that organised the Manor auction, didn't return calls from *Motor Sport*, while the online sale appeared lacklustre at best.

The real tragedy is that it almost never came to this. That solitary point Wehrlein scored in Austria might have been enough to secure Manor's future, had not tail-end rival Sauber scored two during the penultimate race of the campaign in Brazil. Manor's final owner Stephen Fitzpatrick admitted to staff that a one-place drop in the championship for constructors was the final straw as it took away a vital injection of prize money. ☐





More than enough parts to build your own Formula 1 rolling chassis - though complete tubs were also available. Pit crash helmets still carried team members' names. Year planner for 2017 had August and Christmas holidays blocked out - but not much else



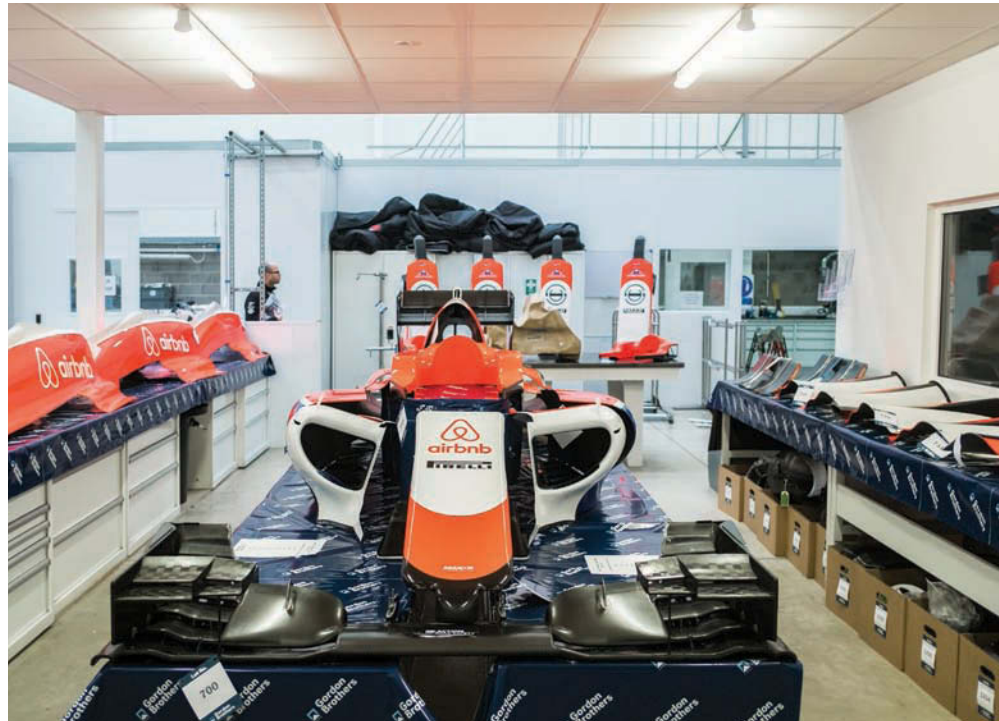
Some nosecones came complete with period scuffs. Catalogue included gear ratios, wishbones and more than 200 wheel rims



photo
essay



Rummaging - or perhaps curiosity - as an art form. The auction took place on line, but the former Manor factory in Banbury was open for two days to allow potential bidders to examine merchandise



Segments from a 2015 Marussia take centre stage, top. Most interesting lot was perhaps a wind tunnel model of the 2017 Manor, below, a racing car that would never be built





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Brave old **WORLD**

Our track tester is accustomed to historic racing success in Lola T70s and Lotus Cortinas, but a Chevron B42 represented a step into an altogether more challenging domain: that of peak-era Formula 2

writer DICKIE MEADEN | photographer LYNDON McNEIL



**“THE B42 IS A GOOD-LOOKING
CAR. FROM THE MOMENT YOU
DROP DOWN INTO THE COCKPIT
IT FEELS PERFECT”**



W

HETHER YOU'RE a modern or historic racer, getting your backside in a single-seater is a true rite of passage. It's something I've done once before, back in 2001 when I was invited to compete in a round of the Formula Palmer Audi Championship. I'd experienced slicks before, but never

wings, nor push-to-pass boost buttons, an open cockpit or open wheels. Or indeed the Brands Hatch GP circuit. It's the steepest learning curve I've ever attempted to climb. Until now.

In the last few years I've raced all kinds of historic, but until this year an old single-seater had been beyond me. Not in aspiration, but in opportunity. All that changed when Peter Auto launched its Euro F2 Classic Championship for 2017, to run alongside its roster of GT, touring car, sports-prototype and other races. Rather fortuitously the friend with whom I do much of my racing owns an eligible F2 car and was happy to let me use it. Game on!

The Euro F2 Classic championship is open to 1.6- and 2.0-litre F2 (and Formula Atlantic) cars from 1967 up until 1978 – the last season before F2 cars went to full ground-effect aerodynamics. It's a cracking era, encompassing the delicate, wingless cigar-shaped cars built by famous names like Lotus and Brabham through to the aggressively squat, bewinged machines built by manufacturers such as March and Chevron.

'My' car is a Chevron B42 – chassis B42-78-14, built for the 1978 season and raced in European F2 by Giacomo Agostini, arguably the greatest motorcycle racer of all time. After a glittering career on two wheels, in which he won no fewer than 15 world championships, 'Ago' decided to pursue a career on four, just as John Surtees and Mike Hailwood had done before him. He was 36. Hardly ancient, but a bit long in the tooth to tackle a whole new kind of motor sport, let alone electing to make his debut in European Formula 2 – at that time the most competitive single-seater series of all and an unrivalled incubator for nascent F1 stars.

Chevron's reputation for making quick and competitive single-seaters was well deserved and the B42 was a striking evolution of the successful B40. It was powered by BMW's magnificent 300bhp M12 2.0-litre four-cylinder engine – the best F2 engine of its era – and combined with his natural inner confidence you could forgive Ago for feeling he was set for strong first season. If only he knew what was to come...

It's fair to say his stellar two-wheeled talent

didn't transfer to four. Perhaps if he'd taken the time to learn his craft, instead of pitting himself against the brightest young single-seater stars of the Seventies, he might have stood a chance. Instead he struggled. Often just to qualify, as these were the days when grids were so big you had to earn your right to race. To be fair the B42 never proved a match for the March 782, but seven DNQs from 11 attempts must have been humiliating for a man for whom winning on two wheels had been as natural as breathing.

An eighth place at the Nürburgring Nordschleife revealed something of his inner steel, but still he failed to score a point all season, even after switching from Trivellato Racing's Chevron to a March 782 run by San Remo Racing for the Hockenheim finale. Far from a magic bullet, he brought the March home 16th. Meanwhile, Ago's countryman Bruno Giacomelli took his works March 782-BMW to eight poles, eight wins and six fastest laps to secure the European F2 title in imperious style.

Ago's stinker of a season doesn't paint an especially flattering picture of the Chevron, but both Derek Daly and Keke Rosberg won races in B42s. In period the March always managed to find more grip, especially at the front end, so a well-driven March with a decent set-up will still be the class of the field in 2017. That said, as is often the way with historic, continued improvements in set-up have helped the Chevrons to shine a little brighter, and past results in other historic F2 races suggest the ex-Ago Chevron should be in the mix, though worryingly this rather depends on me.



AT FIRST GLANCE IT'S IMPOSSIBLE NOT to fall for the B42. It's a really good-looking car and from the moment you first drop down into its cockpit it feels perfect. And I mean *perfect*. Even to a tin-top yobbo like me. The view ahead is pinch-yourself fabulous – fat front slicks attached to delicate double-wishbones that rise and fall as though breathing in time with the Tarmac. Rather awkwardly the dark perspex screen bisects your eyeline, but you soon learn to look beyond the obstruction. Glance down and the cockpit view is dominated by your hands gripping a side plate-sized steering wheel, and the dinky little tachometer that reads all the way to 12,000rpm with a redline set at 9800.

To the right-hand side sits a stubby gearlever that snicks through the five-speed dogleg gate of a Hewland FG400. Threaded either side of the steering column and deep down into the pop-riveted aluminium tub are your legs. Further ahead, somewhere between the front wheels and the nosecone, are your feet,

Ex-Giacomo Agostini Chevron looks ripe with purpose. B42s scored wins in period, but not in the former bike star's hands. Meaden picked up a fourth and a DNF at rain-hit Spa



which have to flit between an old-fashioned array of three pedals.

This is single-seater racing as it used to be. Generous mechanical grip supplemented by modest but meaningful aerodynamic downforce. Sharp responses, punchy motor, snappy manual transmission. Minimal mass, maximum driver input and the promise of immediacy, precision and pure excitement that's on a different level to anything I've ever raced before.

The trade-off is a level of trepidation I've not felt since first trying a Lola T70. Part of that is your mind running wild (I think we always tend to imagine things to be scarier than they are), but there's also the unfamiliarity of the driving environment, the open cockpit, the open wheels. Oh, and the fact it's one rung below Formula 1. Bluntly, it's a big jump and totally different from the historic F1 I'm used to racing.

My pre-season nerves aren't helped by the fact the Euro F2 Classic Championship starts at Peter Auto's Spa Classic meeting. That's Spa as in Francorchamps, the F1 drivers' favourite and home of the instant deluge. I love the circuit

**“THE M12 IS SPECIAL.
IT'S EVERYTHING
YOU'D HOPE A SMALL
RACE ENGINE
WOULD BE”**

and know it well, but I think maybe ignorance is sometimes bliss. At least it is when knowledge means knowing the plunge into, up and over Raidillon should just be flat in top if you've got your eye in. Oh goody.



THE SPA MEETING IS UPON ME BEFORE I know it. I've only had time for a shakedown run at Blyton Park to make sure I'm comfortable and the car is running well. It would have been nice to spend a day at Donington or Silverstone, but such is life. Anyway, at least the weather forecast looks decent so I should manage some steady, settling laps during the 20-minute free practice session, followed by qualifying.

Spa has other ideas. As if by magic, moments before our practice session the blue sky blackens like a bruise and biblical amounts of rain are dumped onto the hot, dry circuit. My stomach ties itself into knots, but as someone

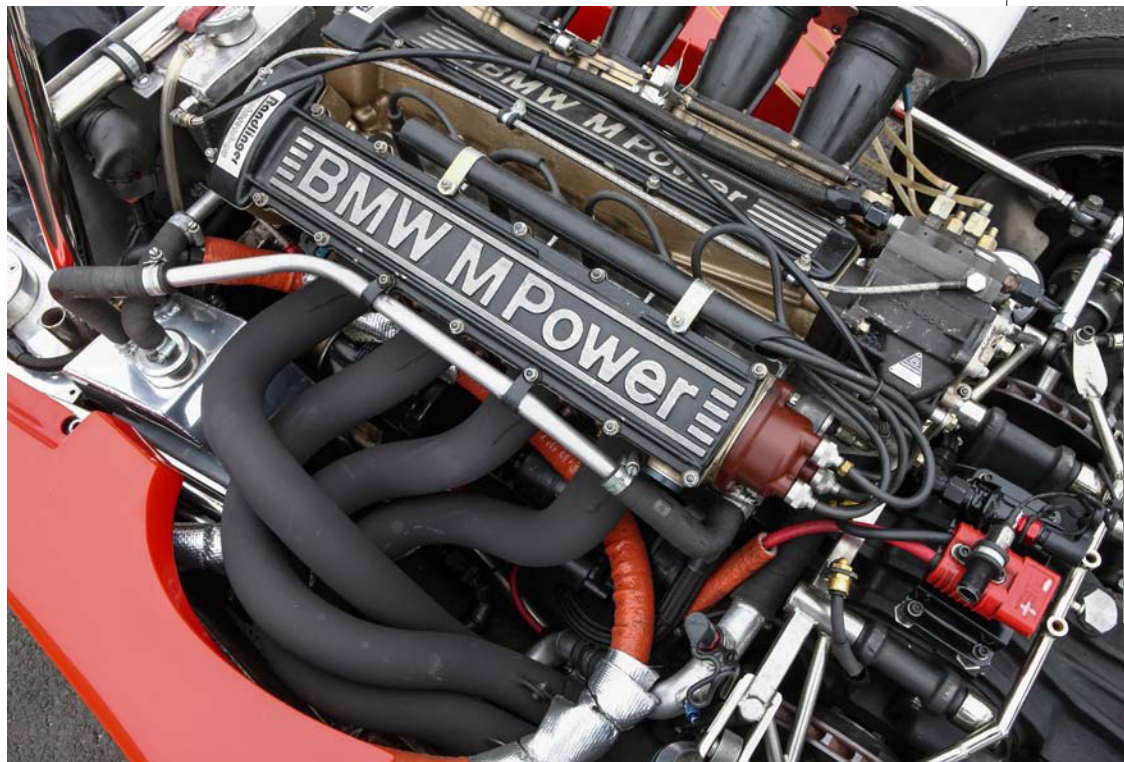
used to touring cars, GTs and closed sports-prototypes, I'll concede it's an alien but rather excellent feeling driving out from a warm, dry pit garage and into the maelstrom.

Spirals of water flick up from the front and rear wheels as the F2s file along the pitlane. Raindrops patter on my visor and I feel my senses wind themselves up as eye-stinging exhaust fumes mix with the soft, earthy scent of springtime petrichor. It's one of those vivid, conflicted, pixel-perfect moments you never forget, largely because although your insides are screaming “What the hell am I doing here?” you know the answer is simply “This...”

Merging onto the track just after La Source I find sheets of water that seem to slide their way down the steep incline towards Eau Rouge. Right now our shakedown at a hot, dry Blyton

With 20 cars on track it's not as though I have to sit in a ball of spray, but in a strange way it feels like something I've got to do, just to get it over with – a true if somewhat brutal baptism – but after a lap or two I drop back and find some space. It's still raining hard, but at least I can concentrate on getting a feel for the car. First impressions are amazement at the amount of straight line traction and how planted it feels through the faster corners (that'll be the wings, then), but these positives are laced with nerves at the way the car rises up over the deepest standing water on the Kemmel Straight and the approach to Fagnes.

Despite the rotten conditions continuing into qualifying, it feels great to get some laps under my belt, but I know I've only scratched the surface. A fact reflected in my qualifying



Park feels like scant preparation, but there's nothing for it but to wind cautiously through the gears and get on with it.

At times like this you either settle quickly or stiffen up and struggle. I'm not ashamed to say my arms and shoulders are wooden, tense from trying to read and react to the most responsive and communicative car I've driven. The spray isn't helping my cause. It sounds like a cliché, but in the worst of it you really do rely on sound more than vision. It's a horrible, disorientating feeling as you chase a roiling, roaring white wall down the Kemmel Straight. Your eyes are on stalks searching for the glow of a rain light and your ears are locked to the hard, constant blare of the car ahead in a high gear on full throttle. I'm not sure I like this.

seventh of 19 cars. Adding insult to mild disappointment, it's not until I come back to the pits that I'm aware several litres of ice-cold water have collected in the base of my moulded seat. I try to put some kind of positive spin on this, but quickly decide there's nothing good about sodden pants.



THE FOLLOWING DAY BRINGS SUN, which is great because it's our first race. With the set-up changed and blocky wets swapped for smooth slicks, another near-vertical learning curve awaits. Still at least I can see where I'm going, and with no fear of aquaplaning off on the straights I can enjoy the full-throttle rush of winding the M12 through the gears.

It romps through the first four ratios, but begins to run out of puff in fifth as the aerodynamic drag begins to pull like an invisible anchor. It still feels like we're shifting as the braking area for Les Combes approaches. No wonder as we're doing a good 150mph or more. This is the first time I've truly tasted the B42's performance and I have to say it's intoxicating. And all thanks to the brilliant BMW behind me.

We're so inured to big power outputs that a little more than 300bhp doesn't sound any great shakes. Likewise, 9800rpm pales compared to more recent times when 20,000rpm was commonplace in F1. This does the M12 a huge disservice, for it's fabulous. In fact I'd go so far as to say it's one of the best four-cylinder motors you could ever have the pleasure of driving.

Everything about it is special. From the hard, ear-splitting bark that resonates around the airbox and hammers from the exhaust to the delicious razor-sharp throttle response that makes every blip a lesson in precision, it's

that elusive limit. It's demanding. Exciting, too, especially when you make a big step forward, but like all complex challenges, once you've broken the task into big chunks you then have to break each of those down into smaller and smaller pieces.

After an initial flurry and some early attrition the first race is a bit lonely, but I feel like I'm getting on top of things and fourth place means a second-row slot for race two. Then the dreaded moment comes when you look at the time sheets, and find you're still seconds off the ultimate pace. Worse, you have no idea where to find them. At least until racing driver instinct kicks-in and the excuses begin to flow. To be fair, this is my first proper go in an F2 car. We're running a base set-up and used slicks, as there's no point wasting a fresh set while I'm still stumbling around the foothills of that bloody learning curve. You see? Convincing, aren't they? And yet despite their plausibility, deep down I'm a bit lost and unsure what to expect from the second race

Safely through La Source and right on the lead trio's tail we charge down the hill towards Eau Rouge. It's such a good feeling to just be racing rather than thinking too hard about what I'm doing in the car. Resisting the impulse to brake at the foot of Raidillon I try to blend smoothly out and back into the throttle. It feels much (much!) faster, but still I lose ground. Thankfully the slipstream along Kimmel helps close the gap. I'm too timid on the brakes into Les Combe and immediately O'Connell's pale blue Chevron zips away by a length or two.

There's no place to hide in these cars. Mistakes are punished and caution instantly exposed, but at least we've dropped the rest of the field so my mirrors are clear. Ahead I can see Stretton's 782 slice through Les Combes, closely followed by Watts with a small gap to O'Connell in third. I've had some great, close races with Martin in sports prototypes, so I'm trying to carry more speed and stay with him, but can't seem to get the front-end to bite.

By the exit of Pouhon the lead pair have



Ago made the cut against a tough field at Thruxton in 1978. Right, Meaden ready for the off 39 years later



everything you'd hope a small capacity naturally aspirated race engine would be.

Race one passes in a bit of a blur. It's great fun to be out in a car this quick on a circuit as special as Spa, but it's also rather overwhelming because I'm making things up as I go along.

Looking for the limit of a historic touring car or GT is pretty easy, because you find them at sane speeds. You feel the roll and slip begin to build early, so you know what to do before you need to do it. In the F2 finding that limit is like reaching for something perched on an awkwardly high shelf. At first you can't even see what you're looking for, but then you see how fast the leading pack piles into Pouhon and you realise how much the car has in reserve.

Track time is precious during a race meeting. You simply don't have the luxury of building up to things as you would in a general test, so you resign yourself to being slow and frustrated (not a palatable option, to be honest) or over-reach yourself in the hope at least getting a sniff of



CAN WE TALK ABOUT STANDING

starts? They might be commonplace in modern racing, but historics tend to favour rolling getaways because they're less risky and easier on the machinery. In bigger, heavier cars they never feel that tricky, but in a lightweight single-seater with big, fat slicks, sharp clutch and a paucity of torque, it's a devilish thing to nail. This could explain the chronic tremble in my left leg as I do my best to keep the clutch just below its bite point as I wait for Spa's familiar red lights to go out. It never feels this hard when I'm watching the Grand Prix.

The difference between a fluffed start (my first was a pig) and a great one is like night and day. Instead of floundering and scanning your mirrors knowing you're going to be mugged into the first corner, your focus is solely on who's ahead of you. In my case Martin O'Connell, Matthew Watts and Martin Stretton.

stretched away a little, but I'm still in touch with OC and hopeful he'll drag me along and have a bit of a dice. Then as we power towards Stavelot there's a bang and I lose all drive. The clutch has gone. There's no more empty feeling than killing the engine, sticking your arm up to warn those behind and coasting to a marshal's post. All that adrenalin with nowhere to go.

I always knew racing an F2 car would be demanding, but I hadn't reckoned on how complete the challenge would be. Summoning the balls to brake later and corner faster is one thing, but developing the sensitivity and mental processing speed to understand what the car is doing is the bigger test.

It's always risky to make a definitive statement, but here we go: in my experience no other type of historic racing car offers more speed for less outlay, nor distills the thrill and wonder of driving a racing car into a purer or more potent experience. Historic F2 has long been the racer's choice. Now I know why.

European F2 1967-84 *A celebration*





Band of BROTHERS

The FIA has this year reintroduced the name F2, 50 years after launching the first European Championship of the same name. The original is remembered for being ferociously competitive, but fun

writer SIMON ARRON



WHAT DO MALLORY PARK, SNETTERTON, Thruxton and Silverstone have in common, apart from their obvious role as staples of Britain's motor racing fabric? Odd as it might seem in the present climate, all hosted the opening round of the European Formula 2 Championship between 1967 and 1984, during what are widely perceived to have been second-tier single-seater racing's golden years. The thought of a modern FIA F2 race taking place at any bar Silverstone is, regrettably, inconceivable.

There were also rounds at venues such as Tulln-Langenlebern, an Austrian airfield course mapped out with straw bales, while non-championship events took place at Keimola, Finland. And no matter where races were staged, they'd initially be contested not just by the rising stars of the day but also by Grand Prix benchmarks. Jim Clark, Jochen Rindt, Jack Brabham and Graham Hill all competed at Keimola in 1967; today, such as Kimi

Räikkönen and Valtteri Bottas would head to their native Finland mainly to get away from motor racing.



THE FORMULA 2 LABEL WAS ORIGINALLY used from 1948-1960, during which time (in 1952 and 1953) the lack of competitive F1 machinery led to F2 becoming the bedrock of the world championship for drivers. The name faded from international use during the early 1960s, when Formula Junior became a catch-all finishing school, but was reintroduced in 1964 (with 1.0-litre engines) and a formal European Championship was launched in 1967, to coincide with a new set of regulations permitting engines with a maximum of 1.6 litres and six cylinders. The new era's first meeting took place at Snetterton on March 24, with two 10-lap heats and a 40-lap final won by Rindt. Third on the road, Alan Rees was the only one of the top six eligible for championship points – 'graded' drivers (those who had proven themselves at a high level and were thus entitled to higher appearance fees and so forth) couldn't score and he was swamped by Rindt, Hill, world champion-to-be Denny Hulme, Bruce McLaren and Brabham, while those who failed to last the distance included Jackie Stewart and John Surtees.

Star drivers continued contesting F2 races into the early 1970s, but it was a habit that fizzled out during the decade – with honourable exceptions. Anybody remember Clay Regazzoni taking a works Chevron B40 to sixth place at Misano in '77?

"It was a massive loss to the sport when stars stopped competing in European F2," says John Watson, for whom the championship provided a pivotal stepping stone. "It was a chance for

young up-and-coming racers to test themselves against the establishment. It wasn't like now, when F1 stars have become isolated. In 1969 Gerry Kinnane bought a couple of Lotus 48s and entered them under the Team Ireland banner for John Pollock and I to contest the opening F2 championship round at Thruxton. Lots of big names were there – Rindt, Stewart, Hill, Siffert and so on – and I was running quite well [he rose from 20th to fifth] until I went off. That's what made me realise that I might be able to do quite well in the sport. Racing in Ireland I'd had no benchmarks, but that performance persuaded my family to back me."

Though standards on the circuit were high, the sport had little infrastructure at any level – and F2's peripatetic community illustrated the point perhaps best of all. Peter Briggs worked in F2 for several years, with Roy Winkelmann Racing, Surtees and March. "My first race was Pau in 1968," he says, "and we drove from there to Jarama for an event the following weekend. To cut down on expenses, *Motoring News* reporter Andrew Marriott travelled with us in the front of the truck, above the cab, and a hole had been cut in a side panel so that he could shout down to us through a plastic pipe. That was my first experience of the ways of F2. It was just a very friendly, enjoyable place to work – the teams travelled together, socialised and forged genuine friendships. I remember the Matra guys inviting us to a party in Paris on our way home from an event at the end of '68. They spoke no English and we spoke no French, but that wasn't going to stop us having a good time. It always seemed to be like that."

Watson: "It was very definitely another world



Stars in their midst: Jim Clark (Lotus 48) leads at Reims in 1967 – a French F2 championship round rather than a full European qualifier

in those days. If you weren't racing a different car each weekend it felt as though something was wrong. In 1970 and '71 we towed my family-owned Brabham to most of the races with our van and I shared the driving with my mechanic George Brown. He was brilliant – he'd fix the gearbox, the engine, the chassis. It was just the two of us, doing three hours on at the wheel, then three hours off, and it was beneficial to me as a person – it helped give me shape and perspective. You hear about young drivers turning up today in private planes, helicopters or their own BMW M3s as they are coming up the ladder, but I'm not sure they have a proper appreciation of how fortunate they are to be doing what they are."

Bob Salisbury worked in F2 with Bob Gerard Racing, initially as mechanic – and later as a driver. "The camaraderie was great." He says. "It really was a friendly environment and everybody would help everybody else. I remember Brian Cullen pushing his Brabham towards scrutineering at one track – and failing to keep hold of it in a sloping paddock. It ran away from him and crashed into a post, but everyone mucked in helping him tape the front back together – I'm not sure many private entrants travelled around Europe with spare nosecones. If you had a problem at Monza, you could just pop around the corner to the Brambilla brothers' workshop to get stuff done – a damaged radiator might be about three

times heavier by the time it came back, but at least you could race.

"Earlier on, when Brian Hart was driving for us, he always said that the only way to learn the Nürburgring properly was to pop in and do a few laps in your road car whenever you were within 100 miles of the place. So en route to an F2 race at Hockenheim we did a detour: Brian was driving and I was sitting in the back with a BDA between my legs – we'd taken out the front passenger seat to accommodate the engine in the footwell. That was our set-up as Brian embarked upon a few laps of the Nordschleife, but it seemed quite normal at the time. That's just the way things were."

Briggs: "When Graham Hill drove for us, he'd arrive in his private plane and tell me to watch out for him, that he'd fly over the paddock and tip his wings as a signal to go and collect him from the local airfield. That was all very well, but he wanted me to 'follow' him and it was a little difficult as I was in the team Transit and usually had no idea where I was going..."



NOR WAS IT JUST THE AMBIENCE. THERE was a certain proportional grace to the way cars looked as they evolved – and they were also blessed with more power than grip, so had a cornering attitude to complement their appearance. One-make single-seater racing was some way distant and over time the likes of Brabham, Tecno, March, Lola, Chevron, Ralt, Alpine, AGS and Martini furnished teams with some of the most elegant engineering of the period. The same could not perhaps be said of the Merzario M84, but even that led once (Vallelunga 1984 during a rainstorm, most probably because the chassis was flexing – it went

backwards very quickly once the circuit dried).

"You don't really appreciate how fortunate you've been until it all stops," Briggs says. "Look at some of the drivers I worked with. Apart from Graham I dealt with Jochen Rindt, Ronnie Peterson, Niki Lauda, Mike Hailwood..."

"Jochen had a certain arrogance about him, but then I suppose I was the gofer. He'd pitch up with a new Bell helmet, throw it to me and say, 'Briggsy, paint it.' He wasn't too fussed, though, and would settle for any old green aerosol I could find.

"Mike was great fun. We'd be booked into some fairly smart hotel, but he'd decide that wasn't suitable and go off to find something else – quite often a room above a brothel. He was a very good driver, a complete natural, but not very technical. Before Pau in 1972 I called him, said that we had six Firestone compounds available and asked which he thought might be best. He replied, 'Just put the big ones on and I'll give it arseholes.' He'd get in and drive whatever we gave him.

"I loved being around Ronnie and he once drove a couple of us to Thruxton. We were heading along the A4 in Slough and he was quite quick through the first roundabout, clipped the kerb fairly hard at the second and then went straight across the third. He did calm down eventually – and he was an absolutely brilliant bloke. Niki? We thought he was a regular pay driver, someone who was there to provide the budget that would help us run Ronnie, though we soon realised he was nothing of the sort – and he just got better and better. He was the first driver I knew that made notes and ☐





The F2 name has been reintroduced this year, with the rebranding of what was previously GP2

analysed things in detail – most of them just got out of the car and wandered off.

“Another who could have been exceptional was Bill Ivy. He was a top-level bike racer who asked us to look after his Brabham at Thruxton in '69. He qualified sixth and was capable of going a long way in cars, but he was killed in a motorcycle accident at the Sachsenring later that year.”

Watson was acutely aware of the period perils. “I had a very bad accident at Rouen with the Brabham in 1970,” he says. “A rear puncture put me into the barriers and almost tore the car in half, leaving me with a few broken bones, but I absolutely loved the place. It was fast, a pure road course with slipstreaming on public roads – fantastic but also fantastically dangerous. I didn't mind the simple airfields, either – straw bales were fine by me, because I was used to racing at Kirkistown...”

“When the engine rules changed at the end of 1971 – from 1600cc to 2000cc – it meant investing in new equipment, which we couldn't afford. At that point I went back to Belfast to work in the family garage business, which I what I was doing when I got the call to drive Allan McCall's Tui after poor Bert Hawthorne was killed at Hockenheim. Things were run on a shoestring, but I got some decent results – and once I'd been given that opportunity I had no intention of turning back.”

He didn't.



EUROPEAN F2'S APOTHEOSES CAME during the early days, thanks to the star drivers, and through the early 1970s, when production-based engines were mandatory and oversubscribed entries were the norm. Pure

racing engines were admitted from 1976 and, though it wasn't immediately obvious, the introduction of Honda's V6 (midway through 1980) heralded the gradual erosion of F2's competitive vim. Three of the final four championship titles went to factory Ralt-Honda drivers and the series was culled at the end of 1984 to make way for F3000. None of European F2's 18 champions went on to take the world title, but eight won Grands Prix and several alumni – including Hulme, Stewart, Rindt, Fittipaldi, Lauda, Scheckter and Rosberg – went on to scoop motor racing's top prize.

The FIA reintroduced the F2 label from 2009-2012, for a one-make series that slotted between GP2 and F3 when the single-seater landscape was at its most congested, and from this year – half a century after the European Championship's launch – it has rebranded GP2 as F2 in a bid to restore some logic to the sport's career ladder. Drivers commute mostly by air, though, and cars are carried in opulent workshops on wheels.

“I wouldn't have swapped my time in F2 for anything,” Watson says. “I wish I could rewind the clock, present Lance Stroll with a van and a trailer and then send him off with one mechanic to race around Europe. I guarantee you he'd have the time of his life.” 📧

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SO NEAR AND YET SO FAR

How F2 introduced the author to the world of international racing

MARCH, 1984. IT WAS THE DAWN OF ONLY my second full season at *Motoring News*, but such was the staff turnover that I was already sufficiently 'senior' to have been assigned coverage of the European Formula 2 Championship.

It wasn't quite the road trip it might have been – four of the 11 rounds were in the UK, at Silverstone, Thruxton, Donington Park and Brands Hatch respectively – but to a 23-year-old with a company Mazda RX-7 (pressed into service for two Hockenheim trips) it still seemed an unlikely privilege. Especially as the remaining races were in Italy (Valllunga, Mugello, Misano, Enna-Pergusa) and France (Pau).

The championship was at that stage in decline, largely because to win you needed a Honda V6 – a deterrent to potential or former entrants as that had for a while been the works Ralt team's exclusive preserve. The campaign duly became a Ralt-Honda walkover, the team taking nine victories and Mike Thackwell clinching the title with three races to spare.

In the background, the FIA was busily concocting a replacement – F2-style chassis powered by rev-limited versions of the Cosworth-DFV Formula 1 had recently discarded: that became F3000 and it wouldn't be long before the unsuitability of the name change became apparent, F2 having been a much easier concept to sell to sponsors.

The backdrop of mild uncertainty and imminent change did little to dilute the sense of adventure. It soon became clear that this was a delightful travelling brotherhood, rivals from nine to five but companions either side of those boundaries. Teams stayed in the same hotels, ate in the same restaurants, drank in the same bars and engaged occasionally in bouts of what can only be described as Formula Hertz, a ceremony involving mountain roads, tyre squeal, handbrakes and rented Fiat Unos.

I learned a great many things very quickly, not least that the best way to cover a race meeting at Enna was not to hunt for drivers in a hot, dusty paddock but to wait instead by the local hotel swimming pool. That way, they would come to you.

It was but one step from Grand Prix racing, yet seemed a million miles distant.

INITIALS INITIALS INITIALS INITIALS

JSE 9	AAD I 80 ACL	I BKN BL 9	II DBT II DCA	EE 563 I EEB	I FDW I FEC	I GEC I GEK	I HDK I HDN
8 NMS	754 AD 14 ADP	BMF I 6 BMO	DDD 14 7 DDG	I EEC I EED	II FEH I FEK	II GEP I GFT	I HEE I HEH
FJO I	1 AEA 12 AGL	2 BN 650 BP	4 DEJ I EEO	I EEF I EFR	I FEK I FFH	GGM 10 5 GHC	I HEO HFB 48
I PWK	55 AGR 6 AHG	18 BPP 18 BPP	DFA I DFB	9 EFV I FHS	I FHS I FHT	I GHH I HFE	I HGH I HHD
SHG I	AHC II 6 AHV	BPS I 150 BT	30 DFH 45 EJ	EGD 48 45 EJ	I FHT I FHT	I HGT I HHT	I HHT I HHT
I KCW	1 AHV 9 AJO	BV 8 1 BVM	7 DHJ 3 EUN	I FLE FLH 43	GJK I GK 94	I HJA I HJA	I HHS I HJA
YBG I	1 ALG 1 AMD I	1 BW 2 88 BWP	I EYJ 77 EKM	50 FLS 50 FLS	GM 6 GM 6	I HJP I HJP	I HJW HLB I
9 AHH	APJ I 9 ARF I	69 BWV 10 CBW	99 DKS 77 EMP	6 ELJ 4 FMR	I GMR 12 GMR	902 HK 902 HK	I HLB I HLB
GL I	ARW I 16 ASD	1 CBW 1 CCF	I EMT 3 ESD	4 FMR 3 FMR	99 GMS 99 GMS	39 HMF 39 HMF	I HLB I HLB
6 VA	ASE 70 II ATL	5 CDD 1 CEZ I	6 DN 52 DPB	I FMY I FNB	GMW 31 GMW 31	I HMT I HMT	I HMT I HMT
RTD I	II ATT I AWM	CL I 3 CLD	3 DPN 12 DRG	I FNC I FNC	I GNC I GNC	I HOP I HOP	I HPT I HPT
I RDL	I AWC I AYC I	16 CLJ 1 CPO	49 DRH 8 DSA	I FND I FND	I GNF I GNF	I HRT I HRT	I HSS 79 I HSS 79
YGR I	1 AYG 1 BC 6	8 CRN 6 CRN	5 DSF 8 DSJ	I FNG I FNG	I GNS I GNS	I HTA I HTA	I HTP I HTP
I NTH	II BCP 10 BDB	II CRV I CSD	65 DN 65 DN	I FNF I FNF	I GNS I GNS	I HTA I HTA	I HTP I HTP
6 PRP	4 BDF 1 BDO	32 CSL 35 CTB	8 DTL 6 DWE	I FNG I FNG	I GNS I GNS	I HTA I HTA	I HTP I HTP
I AER	BEJ 93 BEK I	68 CPT I CVD	6 EWH 6 EWB	I FNG I FNG	I GNS I GNS	I HTA I HTA	I HTP I HTP
GNM I	BEM 37 I BFF	58 CWC 2 CY	EBB 32 EBL I	I FNG I FNG	I GNS I GNS	I HTA I HTA	I HTP I HTP
8 HW	II BGM 1 BHT	300 DA 78 DAA	EBT I EBF	I FNG I FNG	I GNS I GNS	I HTA I HTA	I HTP I HTP
LDL 7	II BJT 8 BJT	10 DBA 10 DBA	FAH I FBF	I FNG I FNG	I GNS I GNS	I HTA I HTA	I HTP I HTP
I WEJ	71 BJT 81 BJT	II DBG 11 DBG	ECH 34 ECJ I	I FNG I FNG	I GNS I GNS	I HTA I HTA	I HTP I HTP
	BKC I	DBH I	I EDC	I FNG I FNG	I GNS I GNS	I HTA I HTA	I HTP I HTP



KKB 90	I KCC	I KJV	4 LCE	I LKA	4 LTH	I NFF	10 PGR	RFB 90	I SHW	VAF 88	WJP I
6 JLN	KCN I	2 KLE	5 LCR	I LKF	I LTP	I NFN	I PGR	3 RGG	I SJU	I VAM	I WJT
5 JNC	I KCO	I KLM	300 LD	7 LKP	I LUJ	I NFW	I PHF	4 RGP	SKE I	VBH I	I WKE
I JNJ	I KYC	I KJO	I LDD	I LKR	54 LV	I NGC	PHG 7	8 RGP	86 SKL	VDA I	WKP I
JNL I	KDP 74	67 KNT	I LDG	I LLC	I LVS	I NGF	90 PWH	RHF I	I SKW	I VDC	WKS I
I KET	I KEK	I KNM 61	I LDO	2 LMO	I LWD	I NGN	5 PV	RJG 18	44 SMJ	VDS I	37 WL
8 KF	KO 2	I KNO 2	LDS 9	16 LN	I LWO	I NHD	409 PK	RJP I	I SNK II	I VDW	I WLE
I KFO	KP I	I KNO 2	2 LEF	I LNA I	I LWP	I NHF	I PKF	IRKW	SNS 6	I VEW	I WLG I
I KFO	KP I	I KNO 2	2 LEF	I LNA I	I LYO	I NJD	2 PLJ	I RWK	I SRK	I VEB	I WLN
I KFO	KP I	I KNO 2	2 LEF	I LNA I	MB 9	6 NJJ	5 PLW	I RLO	SRR 46	VG 2	555 WM
6 KGC	I KUO	I KNO 2	I LFE	I LPE	9 MBG	I NKW	5 PMO	I RLR	STK 5	34 VJ	WN 6
I KGO	I KUN	I KNO 2	I LFO	I LPL	90 MBJ	II NLE	15 PMR	I RLW	TAD I	I VJD	I WNA
I KGS	I KWC 8	I KNO 2	I LGG	3 LRP	II MBW	I NLP	90 PN	I RNJ	TBX I	78 VLL	I WNC
I KHC	KY II	I KNO 2	I LHH I	I LHM	97 MC	I NLT	I PNF	ROJ I	I TCF	49 VMC	I WND
I KHE I	L 43	I KNO 2	I LHM	I LSA 5	I MDM	I NLD	I PNJ	RPD I	TCL 5	I VNJ	I WNI
I KHJ	96 LA	I KNO 2	I LHS I	I LSN	8 MDN	89 NMD	10 PNM	I RPO	I TCO	I VMM	WNS I
400 KJ	96 LA	I KNO 2	I LHS I	I LSN	98 ME	NMS 37	I PNP	6 RPP	3 TDD	VMR 10	I WRM
KJE 52	6 LBC	I KNO 2	I LHS I	I LSN	MEA 72	71 MEE	I PPS	RPW 14	4 TDG	VMY I	WS 83
I LBR	88 LK	I KNO 2	I LHS I	I LSO	MEK 8	I NSE	I PPM	I RRC	TEP 2	VOB I	I WSE
		I KNO 2	I LHS I	I LSO	MES 94	I NSJ	I PPI	I RRT	TEU I	I VPR	I WSF
		I KNO 2	I LHS I	I LSO	MFE I	90 NT	PTW 3	RRV I	I TFE	I VSB I	I WSG I
		I KNO 2	I LHS I	I LSO	MFO I	I NTH	PTL I	I RTJ	I TFG	I VTB	I WUG
		I KNO 2	I LHS I	I LSO	I MHH	I NUL	PVG I	I RVG	TFP I	I VWA	I WWD
		I KNO 2	I LHS I	I LSO	23 MHW	I NUS	I PKW	I RVR	ITGG	I WCB	I WWH
		I KNO 2	I LHS I	I LSO	MJY I	NV 9	I PWP	2 RWF	I THK	WCC 5	I WWJ
		I KNO 2	I LHS I	I LSO	ML 9	I NWA	I PWW	IRWH	TJS I	I WCD	I WWK
		I KNO 2	I LHS I	I LSO	MMC I	I NWF	PYA I	IRWK	I TKC	I WCP	I XZ
		I KNO 2	I LHS I	I LSO	I MND	I OPR	I RBS	I RYK	TLA I	I WDA	YAK I
		I KNO 2	I LHS I	I LSO	25 MPA	OP I	I RB2	I RYX	I TLW	I WDF	YBA I
		I KNO 2	I LHS I	I LSO	79 MPF	I OPR	8 CA	SBJ I	2 TMO	WDP I	YCG I
		I KNO 2	I LHS I	I LSO	16 MRJ	OR 8	RCG 87	I SBW	TP I	I WDR	YEB I
		I KNO 2	I LHS I	I LSO	I MTB	OY I	RCT 45	SCA 8	TPR 2	I WEC	YGR I
		I KNO 2	I LHS I	I LSO	I MWG	6 PDK	ROD 60	4 SCE	I TRN	WFP I	I YCJ
		I KNO 2	I LHS I	I LSO	I NBN	10 PDR	4 RDR	9 SDA	TRT I	I WGG	I YJS
		I KNO 2	I LHS I	I LSO	NCA 66	I RDY	SFE I	SEK 4	I TSN	I WGG	I YL
		I KNO 2	I LHS I	I LSO	NCW 10	I PPN	93 RE	6 SFD	I TWJ	I WGL	YOP I
		I KNO 2	I LHS I	I LSO	8 ND	I PFW	REE I	I SFH	UDS I	I WHF	YPS I
		I KNO 2	I LHS I	I LSO	3 NDP	9 PGM	REK 8	SFJ I	UN 6	I WHG I	2 YW
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NAMES WORDS NAMES WORDS NAMES WORDS

D18 LEY	480 UL	B13 ERE	B117 TER	COP I3Y	DOW I1IE	GAL I1IA	HAR 20ID	KAR 21IM	LOV 313Y	MEE 50N	N13I SEN	POII AND	ROII TES	STR 41ID	VEA 4L
W4I SHE	AB54 LOM	BEE 33	BYE 2S	COI2 NER	DUG 0WN	GAII DYZ	H42 ROP	KAR 21IN	LOV 37T	SME IL	NI TEH	POO I42D	ROW 31A	STR 44W	VER 217Y
NAN 377E	23 ACT	BEG 27I	BYF I3ID	COT 74M	DUG 9AW	G420 NYR	HAR 77E	K41I SER	50V I3S	M31I ORS	NOI4 KES	POO 13Y	RUT IIIH	STR 44Y	VER 210Y
TRE 8IE	ADA 4N	B36 LEY	BYI2 NES	COT 73R	I DUM	G42I AND	HAS 5IE	KEE 94N	LUC I4N	MEII DES	NOE IIII	914 POR	S41I RAS	STU 427T	VEI2 ONA
BR05 TER	AGE 3R	BEG IIM	CAB IIE	COU I1IL	E42 LEY	G42I VED	HAW I3Y	K3I RON	LUD I14M	MER 237T	NOL 44N	P0W I3Y	S41I EER	SUE 4	VER 50S
W3 ALE	46 NES	BEN I17A	C4I 3ET	COW I3G	E42 LEY	GAT 7E	H47 DON	KEL 54IL	LUM 503N	M32 VYN	NOI 2IR	P21I NCE	S41I KEI	SUS4 NNA	VOII LEY
EI MES	AKT 42R	83 NN	CAG 3Y	C2I AGG	EGE 270N	G4Y 7E	H47 DON	KER 2R	LYN 4S	M355 AGE	NOR 832T	PRII VET	S41I TER	T41I BOT	VIO 746E
BUS 7Y	ALD 32R	B31I SON	CAI2 NSY	C24 NKY	ELC 606K	GAY 7E	H42 ARD	KER 22IE	LYII NNE	MII6 UEL	NOR 233N	I PRU	S426 ENT	T41I BOT	VIO 746E
STR 44Y	AI4 WAY	BER I2Y	CAI ELS	C12I CKY	ELS 5E	GAY 7E	HEA IIE	KER 22IE	MIO 31Y	MII0 RED	NOR 77H	PUB 80Y	S4V 50N	T41I BOY	VIO 746E
FIO REY	ALY 750N	BES 55Y	CAII DYS	C2I LLY	ELC 606K	GAY 7E	HEA 2P	K325 HAW	M4 DGE	MOA 7T	NOI 50Y	PUII LEN	S4V 310Y	T41I ARA	W444 GER
DAT 3D	AM0 2R	83 TTY	C14 PON	CRO IIE	ELC 606K	GAY 7E	HEA 2P	KEY 7S	M4 DGE	MOI I ONY	ODD 80Y	PUM 4A	S4 YLE	T444 NGO	W41 NES
DAT 7A	ANN I84L	B16 MGB	CAI2 DNE	CRII TEN	E6 ROS	GAY 7E	HEA 2P	KHA 413D	MAH IION	MOII ENT	OGL 3E	PUM 4A	S4 YLE	TAP 555S	W41 NES
PUB 80Y	APR 21L	BLO 473R	CAR I1IL	C120 UCH	E12 ROL	GAY 7E	HEA 2P	KI7E HEN	MAH IED EAD	MON 44A	OHSI 80Y	PYK 3S	S3 AYL	TAR 2Y	W41 NES
LOR 377A	AVE 21L	BOL I7	CAR 25ON	C275 TAL	ETH 6L	GAY 7E	HEA 2P	H394 RTY	MAI137T	MOII DAY	OKS 41IA	RAM 463E	S3 AYL	T47 TON	W41 NES
REU 73R	AVE 2Y	BOL I7	C45 UAL	D46 GER	E19 ENE	GAY 7E	HEA 2P	HEM 513Y	MAL I37T	MOR 264N	OLW 6N	RAM 503N	S3 AYL	TEA 555E	W423 HAM
65 PAM	B41I DRY	BOU 66	C47 HAL	D41 CER	EVE 270N	GAY 7E	HEA 2P	HEI ILE	MAM I13Y	MOR 216E	ORP 2A	R41I DLE	S3 AYL	T388 UTT	W41 DAS
STA 70N	BAL 3E	BOU 75	C4Y IOR	DAR IIA	EXE 73R	GAY 7E	HEA 2P	HES 73R	MAM IIA	MOR 270N	ORM 4N	R41I SOM	S3 AYL	TES 73R	W412 MER
	BAL 71C	BOU 75	CEC IIII	DAR 23L	FAC 7S	GAY 7E	HEA 2P	HOG I33N	MAR 23E	MOW 47T	OSM 14N	R41I SON	S3 AYL	THI3 DOC	WAS 357
	B41I BER	BOU 66	CEC IIE	DAR 23L	FAC 7S	GAY 7E	HEA 2P	HOG 63T	MAR 23E	MOW 14M	D7 TER	R4P I3Y	S3 AYL	THI2 USH	W444 TIL
	8 ANE	BOU 75	CEC IIIA	DAR 23L	FAC 7S	GAY 7E	HEA 2P	HOG 63T	MAR 23E	MOW 14M	PAG 6E	R4P 13Y	S3 AYL	THI2 USH	W444 TIL
	B428 OUR	BOU 75	CEC IIIA	DAR 23L	FAC 7S	GAY 7E	HEA 2P	HOG 63T	MAR 23E	MOW 14M	PAG 6E	R4P 13Y	S3 AYL	THI2 USH	W444 TIL
	BAR 245S	BOU 66	CEC IIIA	DAR 23L	FAC 7S	GAY 7E	HEA 2P	HOG 63T	MAR 23E	MOW 14M	PAG 6E	R4P 13Y	S3 AYL	THI2 USH	W444 TIL
	BAR 22IE	BOU 66	CEC IIIA	DAR 23L	FAC 7S	GAY 7E	HEA 2P	HOG 63T	MAR 23E	MOW 14M	PAG 6E	R4P 13Y	S3 AYL	THI2 USH	W444 TIL
	BAR 724M	BOU 66	CEC IIIA	DAR 23L	FAC 7S	GAY 7E	HEA 2P	HOG 63T	MAR 23E	MOW 14M	PAG 6E	R4P 13Y	S3 AYL	THI2 USH	W444 TIL
	BAS 5IL	BOU 66	CEC IIIA	DAR 23L	FAC 7S	GAY 7E	HEA 2P	HOG 63T	MAR 23E	MOW 14M	PAG 6E	R4P 13Y	S3 AYL	THI2 USH	W444 TIL
	BAS 2A	BOU 66	CEC IIIA	DAR 23L	FAC 7S	GAY 7E	HEA 2P	HOG 63T	MAR 23E	MOW 14M	PAG 6E	R4P 13Y	S3 AYL	THI2 USH	W444 TIL
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	BAT 3S	BOU 66	CEC IIIA	DAR 23L	FAC 7S	GAY 7E	HEA 2P	HOG 63T	MAR 23E	MOW 14M	PAG 6E	R4P 13Y	S3 AYL	THI2 USH	W444 TIL
	BAT 77Y	BOU 66	CEC IIIA	DAR 23L	FAC 7S	GAY 7E	HEA 2P	HOG 63T	MAR 23E	MOW 14M	PAG 6E	R4P 13Y	S3 AYL	THI2 USH	W444 TIL
	BAY 70N	BOU 66	CEC IIIA	DAR 23L	FAC 7S	GAY 7E	HEA 2P	HOG 63T	MAR 23E	MOW 14M	PAG 6E	R4P 13Y	S3 AYL	THI2 USH	W444 TIL
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The FIA's embrace of a sport born of illegal street racing may smack of getting down with the kids - but that might not be a bad thing

writer DAN TRENT

CATCHING THEIR DRIIFT

WHEN GRANDEES like Jean Todt put their weight behind drifting, you know this most spectacular form of motor sport has finally come of age. Because, yes, the FIA has officially ruled – drifting *is* a sport. It will be joining F1, the WRC and WEC as an officially sanctioned championship come the first ever Intercontinental Drifting Cup, due to be held later this year in Japan.

Why would Todt put the full weight of the FIA behind an activity regarded by many as little more than four-wheeled chest beating, conducted in glorified car parks in front of energy-drink fuelled crowds of gamers and social media addicts? Is this really the future? For all his time at the very highest level of motor sport, maybe Todt's formative years going sideways in rally cars give him a greater appreciation of the skill involved. Or perhaps he sees the adoption of drifting in the official FIA portfolio as a way of introducing a new generation of fans into the official world of motor sport.

“With the creation of the FIA Intercontinental Drifting Cup, we are building the framework for a standard format that will help the sport continue to grow from grass-roots level to more professional competitions

globally,” says Todt. “We are setting the standard for what I’m sure will be a hugely successful form of motor sport.”

Traditionalists will require some convincing. For starters, how can a series based on subjective judging be considered equal to the objective, results-driven mindset of competition decided by the clock or track position? At worst this devalues the fundamental sporting principles the FIA is intended to uphold and regulate. At best it simply panders to the limited attention spans of a generation too impatient to invest the time and effort required for true sporting endeavour, be that as a fan or competitor.



LOOK AT IT THIS WAY, THOUGH. AMONG Team GB's impressive Olympic medal haul from Rio, is Max Whitlock's achievement in winning gold in a judged sport like gymnastics any less impressive or credible than that achieved by the cyclists, swimmers or athletes racing against each other or the stopwatch? Is his skill, physical condition, self-discipline or sacrifice considered any less impressive? Of course not.

“They’ve just got to understand that what we do with the cars is the most exciting thing going up the hill at Goodwood,” says Steve ‘Baggsy’ Biagioni, one of Britain’s most successful

Although some drift events are judged on style, with cars running one at a time, others have a competitive element

LARRY CHEN





Mad Mike Whiddett unleashes his inner exhibitionist at the Festival of Speed. Right, Chris Forsberg prepares for action



drifters, at this year's Festival of Speed. Given the pedigree of some of the cars and drivers going through their paces for the crowds on Lord March's lawn, that could sound deliberately provocative. He's unapologetic though. "Right now I could take this car, I could put a set of slicks on it, I don't think I'd be that far outside the top 20 – I mean it's got 1200bhp, it's a GT-R, it's a drift car and the amount of engineering that goes into these cars is as good as any other car in the paddock." Essex-boy swagger, or a front-line competitor encouraged by apparent mainstream acceptance of what was once an illicit, underground sport?

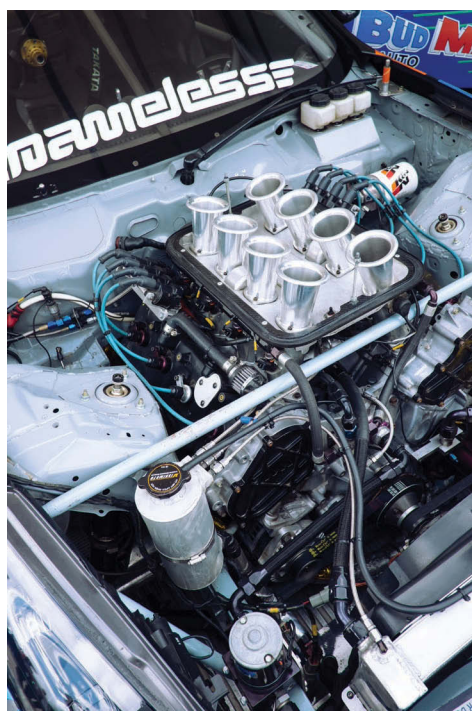
Vaughn Gittin Jr, the first American to win a D1 Grand Prix drift contest, displays similar levels of self-belief, albeit presented in slightly more considered terms. "A lot of people start out road racing or in karts. But if you start drifting you get an understanding of driving a car right at the limit or beyond, so stepping back to more traditional motor sport becomes a bit easier," he reckons.

All very well. But drifting ace Ken Block's attempted transition from YouTube sensation to stage rally driver hardly resulted in a trophy cabinet to rival Loeb or Ogier.

So, before hearing more from the likes of Gittin Jr and Bagsy, let's consider what drifting is all about. The current sport has its origins in the illegal road-racing scene of Japan (though the drifter's art can be traced back to Grand Prix racing's pioneers, most famously Tazio Nuvolari who according to Enzo Ferrari invented the four-wheel drift), and is often referred to as *Touge* after the Japanese word for the mountain passes on which races took place.

Against the clock these were effectively illicit rally stages, the combination of hairpin bends and rear-wheel-drive cars resulting in an appetite for opposite lock familiar to anyone with an appreciation of old-fashioned rallying.

"OPEN-BOOK REGULATIONS MEAN THE CARS ARE SPECTACULAR TO WATCH"



And in head-to-head battles, holding a car sideways became an established blocking technique to stop rivals getting past. Immortalised in popular culture by *Initial D* (a Japanese manga comic strip), films and computer games, drifting's underground heroes evolved from local legends into global celebrities among a growing worldwide community of drifters.



BY THE TURN OF THE MILLENNIUM drifting was taking its initial steps into mainstream acceptability. This was helped enormously by the first drifting championship – the 2001 D1 Grand Prix, which took place in Japan and formalised many of the key elements of the sport. Using techniques perfected in Japanese street racing, drivers now had to impress judges – including 'The Drift King' Keiichi Tsuchiya – with their accuracy, smoothness, speed and commitment over closed courses. After solo qualifying runs drivers then competed in knockout head-to-head battles – known as *Tsuiso* – where cars battle for points based on proximity to each other, aggression and forcing rivals into errors. This template will be carried over to the FIA International Drifting Cup and, if all goes well, a series to follow run by long-standing D1 promoter SUNPROS.

Short courses, fast-paced competition and the knockout aspect of the judging all contribute to drifting's popularity as a spectacle. The fact many of its venues are arranged so fans can see all the action in one arena is also part of the appeal – sitting in a vast circuit complex relying on a radio earpiece to find out what is going on, this is not. Open-book regulations mean the cars are spectacular to look at and watch too, becoming extensions of the drivers' personalities – where else will you see 1000hp cars based on everything from rotary-engined



GOODWOOD

MX-5s to Murciélagos and Mustangs going hell for leather inches apart?

At the top level the cars are as exotic and extreme as any you'll encounter in the motor sport world, despite their superficial resemblance to street machinery. Accessibility will also be on the FIA's radar, though: drifting will remain among the more affordable routes into a motor sport career. You don't need an F1 driver as a father, vast amounts of cash or to have been driving karts from pre-school age to get into this sport – as the FIA itself puts it: a rear-wheel-drive car, some private land and lots of practice are enough to get you on going.

"I'm self-taught," says Gittin Jr, by way of example. "I've done skateboarding,

I've done BMX, I've done motocross and now drifting and, a few years in, I've done some road racing too. I think it has a lot to offer to any driver."

Will involving the suits at the FIA destroy drifting's rebellious appeal? "I don't think it's going to take anything away," says Baggsy.

"I think they will have to

recognise it's not your average motor sport. It's something a little bit

edgy, but that is why the younger audience is going to love this. You'll still have circuit racing but the fans are all into drifting and rallycross, too. Fan participation is where the action is and drifting is one of those activities – it is where motor sport is going."

Gittin Jr isn't worried either. "The core scene will always be there," he says. "You're never going to change the people in drifting. I don't have concerns because the sport is built on drivers; it's a very individual sport that includes personal style on and off the track. I don't think you can ever formalise that."



OK. SO, THE DRIFTERS AREN'T AFRAID of being told to grow up. What do they think FIA sanctioning can add? Gittin Jr again: "I've been on the drifting working group for nearly a year with the FIA – and for the sport it means it's caught the attention. People are really realising it's a real motor sport and not just kids having fun. It's that too – but this is validating, for sure." How will that work on a practical level? "People in Germany do it differently from the UK and people in America do it differently from people in Japan," he says. "I think it would be good to get some standard technical regulations and some overall judging regulations to really make it this unified global sport and that's what I'm most excited about."

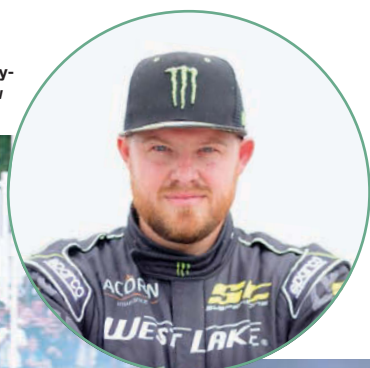
As a UK-based driver Baggsy is hoping for a clearer licensing process for drivers. "It's been difficult for me because I don't have a drift licence recognised by my home country,"

REDBULL

Whiddett tackles a New Zealand mountain road and, above, Dean Kearney struts his stuff at Goodwood



Steve Biagioni. Note the energy-drink sponsorship that is now also widespread in rallycross



“SOME RESPECT THE SPORT AND SOME DON’T. I LIKE CONVERTING PEOPLE, EXPLAINING WHAT THE SPORT IS ABOUT!”



he says. “I have a D1 Japanese licence as an invited driver so I’m one of the lucky ones. The MSA is going to have to follow suit when it comes to issuing licences.”


Still, you may be thinking, what exactly is the point of all this? For the drivers it’s clear enough. “It is the most fun thing you can do with a car!” says Baggsy. “There is nothing more exciting than when a car breaks traction and you’re sliding at anything around 80mph.”

For Gittin Jr it’s all about giving the fans what they want. “The reason drifting is so exciting and the fastest-growing motor sport in the world is because it’s so action-packed,” he says. “You don’t have to agree with the judge, you can have your own opinion and it just creates this really cool thing we haven’t had in traditional motor sports, ever.”

Bred in the social media age the drivers are keen to interact with the fans, too – tellingly the conversation with Gittin Jr takes place on a bench outside the red-carpeted Goodwood drivers’ club and as we chat he greets fans, signs posters and poses for selfies.

“I think any real driver has respect for drifting,” he says. “They know what it takes to do it. They may not get it, but they have to respect the skill and the car control so there’s definitely a lot of interest.” This cool to see the traditional motor sport fans get up and clap.”

Baggsy shares his enthusiasm. “Some respect the sport and some don’t, but that’s cool. I like converting people.”

And his advice for Todt and those seeking to make drifting respectable? “It’s tomorrow’s motor sport for the younger generation and the FIA needs to understand that.” This autumn’s first sanctioned event suggests that Todt and the suits are well on the way to doing just that. 

DRIVING NISSAN’S 1360BHP DRIFT RECORD GT-R

With few limits on power or modification, front-line drift cars are among the more extreme machines competing today. But what are they actually like to drive?

NISSAN’S INCREDIBLE 1360BHP GT-R HOLDS the world record for the fastest ever drift – a barely believable 190.6mph at an angle of more than 30 degrees for a distance of 50 metres – and I got to drive it before its retirement to the company museum.

So, what’s it like? In a word, wild. Factory car or not it’s packed with aftermarket parts, the bulk of the engine work coming from GReddy, including a stroker kit to take the twin-turbo V6 from 3.8 to 4.0 litres plus the inevitable nitrous injection.

Unlike road-going GT-Rs the drift car is rear-drive only, the power put down through an OS Super Lock differential running an 80 per cent locking ratio and keen to spin up the tyres with every upshift through the six-speed

sequential gearbox. These punch through with a brutal shunt via the mechanical shifter, fresh plumes of tyre smoke erupting in your wake. And once it goes sideways it’s a case of holding your nerve and the throttle, picking your line and going for it. Soft suspension helps the weight transfers and a drift-spec SPL steering rack, with more lock than a black cab, means even when you think you’re halfway through a spin you have more to wind on.

Drifting in a wide loop through your own tyre smoke fills the cabin with vaporised rubber, the cacophony of turbos and exhaust noise is relentless and the sheer outrageousness of the angles it will hold totally counter-intuitive. You can argue the point of it all. But at the wheel it’s mad, bad and utterly addictive. *Dan Trent*

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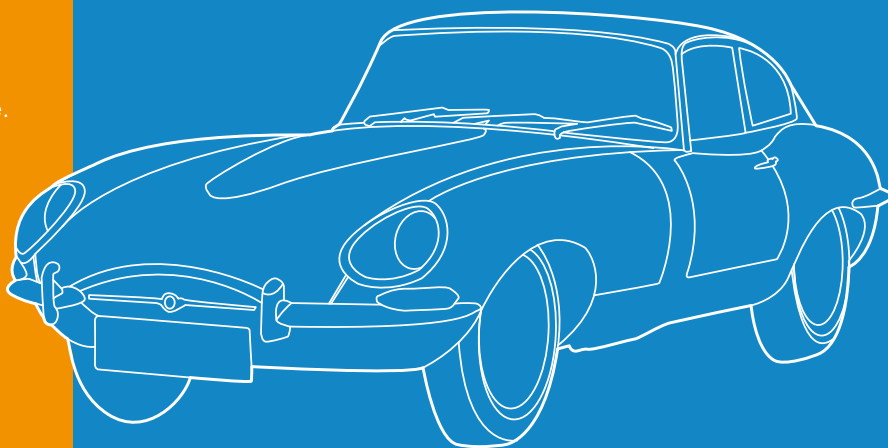
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British racing greenery: Mike Henney's Elan emerges from the shadows and heads towards the Prescott Esses

ALL IMAGES SIMON ARRON

SYMPHONIE PASTORALE

Prescott, June 24: First visit of the year to one of the UK's prettiest sporting institutions. To have left it quite so long was, frankly, idiotic

BY DEFINITION ALL British hillclimbs are grass-roots events, yet some are more so than others – and here was a case in point. Prescott's Midsummer Mélange meeting was no national championship event, nor even its slightly lesser Midland counterpart, but just an assembly of enthusiasts united by a common passion. And besides, Prescott's paddock is ever a thing of beauty – no matter what happens to be parked beneath its verdant canopy. Especially so on a day such as this, when it was

possible to sit on the restaurant terrace and savour an alfresco fry-up while a volley of Lotus Elans buzzed past at the dawn of their first exploratory ascents.

Once upon the hill – any hill, come to that – the trick is not to look at the running order, for so to do risks diminishing the sport's constant capacity to surprise. First of the day is what looks like a Mini Cooper Traveller, something BMC never made in period. Turns out that's exactly what it is. "When I was younger," says Andy Clarke, the man at the helm, "I always felt this was a car that should have been made. So when the chance arose, I



built one myself. I restored a Traveller that came unseen from eBay and mated it to a proper Oselli 1360 Cooper engine of known provenance.”

It was beautifully turned out and very different, but then different is actually quite normal at hillclimbs. The same applied equally to Martin Rutter’s modsports-spec Fiat X1/9 – replete with the navy and yellow livery that once graced many a factory 131 Mirafiori. And then there was Jeff Allan’s Nissan Leaf, which I failed to photograph at the first time of asking because I was at the exit of a blind corner and simply didn’t hear its approach. There were bikes and sidecars, too, so from atop the course the soundscape was a blend of ravens, two-strokes gently being primed and the Gloucester Warwickshire Steam



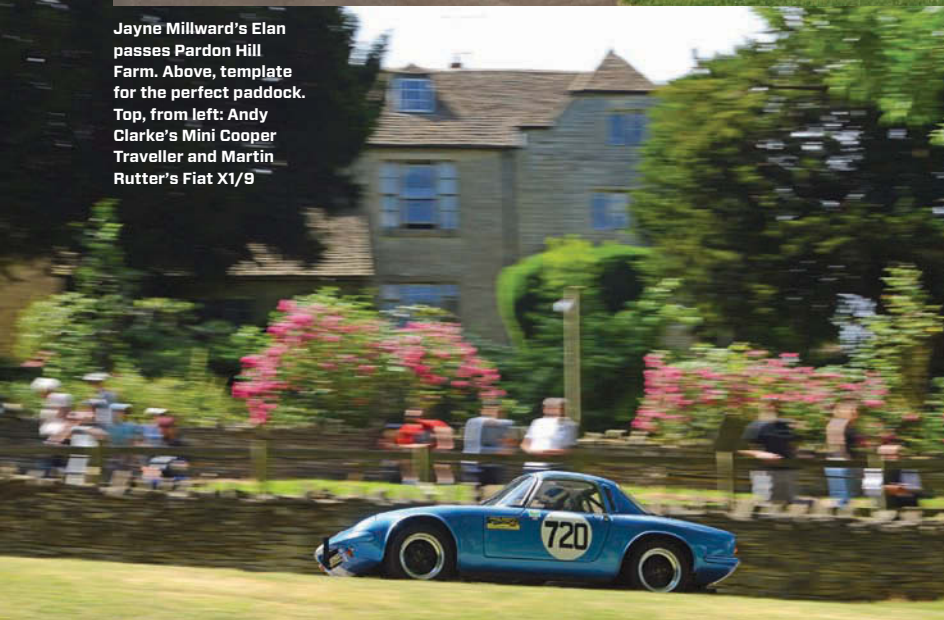
Railway’s distant hiss. Even without 1128 yards of challenging asphalt at its core, this would be a magnificent location for a weekend stroll, a picnic or just to stand awhile and breathe in the essence of unspoilt Britain.

And Prescott did seem more challenging than usual on this occasion. I’d seen a Lotus Elan Sprint slither over the edge at Semi-Circle, happily without damage, and heard several Esses mishaps from a distance. When I arrived there to watch, the first incoming Mazda MX-5 spun... and two of the next five cars crashed. Long after I’d moved on, the Armco would continue to emit tell-tale symphonic clanks from time to time.

It might have been a low-key event, but that didn’t translate to a shortage of commitment.



Jayne Millward’s Elan passes Pardon Hill Farm. Above, template for the perfect paddock. Top, from left: Andy Clarke’s Mini Cooper Traveller and Martin Rutter’s Fiat X1/9



AMERICAN ENGLISH

Brands Hatch, June 10 & July 2: From Steppenwolf to an utterly ludicrous calendar conflict

“TURN THE BLOODY MUSIC OFF...” Not the kind of thing one expects to hear from a UK racetrack punter – especially when the most prevalent notes were those struck by racing V8s, but I have a feeling he was referring to *Born To Be Wild* as it struck up over the PA. Personally, I found it complemented the occasion perfectly.

American SpeedFest V was similar in content to its forebears, headlined by a EuroNASCAR entry featuring (among others) 2000 NASCAR champion Bobby Labonte, 2002 Indy 500 pole-sitter Bruno Junqueira, 1993 Le Mans winner Christophe Bouchut and 1991 Formula Ford Festival winner Marc Goossens. Passably diverse, then.

The cars are a tad wide for Brands, but they look the part and are but a fragment of an event that is more than a race meeting. Track action is supplemented by BMX stunt shows, live music, a fairground, car displays and “American-themed food”, though the latter wasn’t really news as racetracks have sold burgers pretty much since the cow’s invention.

In short, the SpeedFest has morphed relatively quickly from being good idea to a worthwhile family staple.

Some of the support action didn’t quite fit (there were no Legends, which have appeared on the bill in the past and should be compulsory), but Bernie’s V8s were wholly appropriate and absolutely marvellous. Once drivers had been out to practise (39 of them chasing 34 grid spots), I received a text from art editor Cogman, watching from somewhere near an ice cream van: “That has to be the best grid of cars ever...”

He had a point. As well as the stuff you expect (Shelby Mustangs, TVRs, MGB GT V8s, Corvettes and the odd Allard), there was Michael Saunders’ fleet Mk1 Escort, with subtly modified shell and a 4.7 V8 somehow crammed beneath the bonnet.

A much better idea than the 1.3 De Luxe that Ford brought to market in 1968.



THE POINT HAS BEEN MADE BEFORE – AND will doubtless be made again (almost certainly by me) – but somebody, somewhere, needs to persuade racing organisers to stop this happening. On the same weekend that the



Christophe Bouchut leads EuroNASCAR rivals. Left, Grahame White starts 50th anniversary FF1600 race in the old style

HSCC ran its Legends of Brands Hatch Superprix, there were major historic events at Magny-Cours and Monza, plus the Goodwood Festival of Speed, VSCC Shelsley Walsh and a tempting vintage motorcycle meeting at Cadwell Park. Small wonder Brands numbers were down.

The Formula Ford entry might have been better yet, had it not been for that clashing French championship race, but even so there were 49 cars to help celebrate the category's half-century – 50 years to the weekend that it was launched at the same venue. In 1967 BARC clerk of the course Grahame White had started the maiden FF race, won by Ray Allen (one of many former racers present), so it was appropriate that he should do so again. He did it with a Union Flag, too. "I thought it would be nice to return to the old-fashioned method," he said, "and nobody objected when I suggested it at the briefing. Some of the younger drivers had never done a flag start before, but we had four races in two days and not once did anybody move too soon."

The fastest 12 cars in qualifying went straight into the main race, while the other 37 took part in a heat to determine the remaining 26 finalists. Sam Mitchell (Merlyn) triumphed on Saturday,

while on Sunday Cameron Jackson (Lola) won the B race from 10th on the grid... and the final from 13th. Quite some drive, that.

Other highlights included Adrian Reynard's first FF2000 race in 38 years, at the wheel of the very car he had raced in 1978 ("I sold it for £3,000, with engine – far too cheap," he said, before finishing 13th), Chris Goodwin's Lotus 23B sashaying through Westfield and the woodland echo chamber amplifying the sound of a pitch-perfect DFV propelling the Leo Voyazides/Simon Hadfield Lola T282.

The only sour note was that Mark Colman broke an ankle when his Chevron B8's throttle stuck open and pitched him heavily into the Paddock tyre wall, bringing the Guards Trophy to a premature end. I wish him a speedy recovery... and hope European race promoters will come to their senses with parallel haste.




BAKER'S DOZEN

Oulton Park, June 14: the unofficial Mazda MX-5 Festival

ROBERTS BAKERY ROUNDABOUT, Rudheath. As local landmarks go it ranks among the more obscure, but there are good sight lines on the approach – an open invitation to perfect one's trajectory *en route* from Altrincham to Oulton Park. My mind's eye retains clear images of a pale blue Vauxhall Chevette rotating gently on its roof ahead of me, having failed to do just that circa 1980...

This was the first time in many years that I'd started a car journey to Oulton from my home town (so 20-odd minutes away rather than 200 miles) and it felt as uplifting as it did mildly surreal. On the surface this was a routine BRSCC clubbie – 13 races, nine of them for Mazda MX-5s – but the upshot was more appetising than that recipe might sound. It was a fine showcase for close racing (FF1600 and Scottish Fiestas/antique Ford XRJs made up the card) and an excellent advertisement for the sport. It also confirmed an unwritten rule that MX-5s can hit tyre walls with improbable force, rebound and then carry on as though nothing untoward had happened.

There were 82 Mazdas in the paddock and strong entries in the other classes, though collectively they took up relatively little space – a by-product of the van-plus-trailer approach to motor racing.

The old ways are often the most efficient. 





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Opening parade led as in 1907 by 40hp Itala. Right, Lord March re-opened restored section

RETROSPECT

FINISHING TOUCH

Brooklands gets a little closer to its past, hosting the Double 12 on the re-opened Straight

WHEN ALAN WYNN, Brooklands museum director, told me a couple of years ago they planned to move the Wellington hangar wholesale across the site and open up the Finishing Straight as it was in racing days I was impressed by the vision and doubtful about the timescale – not to mention the budget. Yet on June 17 at the Double 12 meeting, the Earl of March stood on that Finishing Straight and snipped a black and yellow ribbon officially to re-open a

hallowed stretch of concrete, exactly 110 years since the circuit's opening. And the hangar that since WWII had stood four-square in the way of any more racing is currently being reassembled a hundred yards further west.

Now the Straight's vast concrete expanse sweeps uninterrupted up to the Members Banking, a view unseen since war extinguished racing and turned Brooklands into an aircraft factory, and it formed the centre of celebrations at the Double 12 meeting. A big crowd watched the ribbon ceremony before a drive-past of more than 100 actual Brooklands cars re-enacted the 1907

GORDON CRUICKSHANK

opening parade, led by a 40hp Itala like the one Ethel Locke King drove 110 years earlier. An amazing four Delage Grand Prix cars appeared, two of them in action, a reminder of the 1927 RAC Grand Prix when Delages streaked up this very straight to a 1-2-3 finish, along with other machinery with Brooklands history – the LSR 10½-litre Delage, the 1912 GP Lorraine Dietrich, Babs, the Marker Bentley, the towering Fiat S76, EXP2, first Bentley to win here, and of course the Napier-Railton. Plenty of other appropriate cars and motorbikes made up a busy field – and if an oval loop around haybales isn't quite as dramatic as vast machines bellowing round the Outer Circuit, well, it was at least a Brooklands circuit.

“It was the first competition on the

straight since 1939,” says Alan Wynn. “It makes a brilliant events space – there's so much room now. Perfect for concours and the like. We'll use it to teach people to drive pre-war cars, and our active aeroplanes will be able to roll straight out of the new Flight Shed and taxi around on the straight.”

That Flight Shed will link to the transplanted hangar, to be called the Aircraft Factory to reflect the hundreds of planes built here. You can see rapid video of the hangar being unpeeled and unpinned on the Brooklands website.

“The structure is complete, the camouflage is going on the doors now and the fit-out starts soon,” says Wynn. “It will have a mock production line with four or five planes in 'final assembly' and demonstration workshops

around that where people can try their hand at making parts.”

Heading the line will be the Wellington recovered from Loch Ness, currently in its own temporary storage, while the A V Roe shed with the replica of the pioneer aviator's machine has also been relocated off the straight.

Lord March, of course, has strong connections with the Track – his grandfather Freddie March raced there often, winning the 1930 '500' and the '31 Double 12, and went on to design and produce sports car bodies and complete aircraft before post-war turning a redundant airfield into the Goodwood circuit, considered the spiritual successor to Brooklands (especially by WB in this magazine). Fittingly even the scissors that sliced the ribbon were historic – they're the ones Ethel Locke King used to open the Campbell Circuit in 1937.

With the straight noisily inaugurated, competitors launched into the Double 12 Festival, run along with the VSCC, with speed trial, driving test and concours elements. Given the bumps on the old Track (some of the potholes are ancient monuments themselves) the fast stuff happens on the Mercedes-Benz World loop, with success in the racing car classes for Terry Crabb in ERA R12C, his son Jamie runner-up, Sue Derbyshire quickest lady in her usual Morgan, and Julian Grimwade in the FN Norris Spl. But the FTD shoot-out came down to Ian Baxter's single-seater Alta and the venerable R4D, crewed for the first time by Ben Fidler, son of owner Brian. He must have been well schooled as he shaved a victorious 0.2sec off the Alta.

Back to the Track and the Test Hill for Sunday's driving tests, where the reopened area offered fresh challenges mixing racers, sports and saloons, and to show there's no age snobbery in the VSCC test victory went to Steve Taylor's Sierra XR4i. I attended the launch of that car – and now it's a vintage racer...



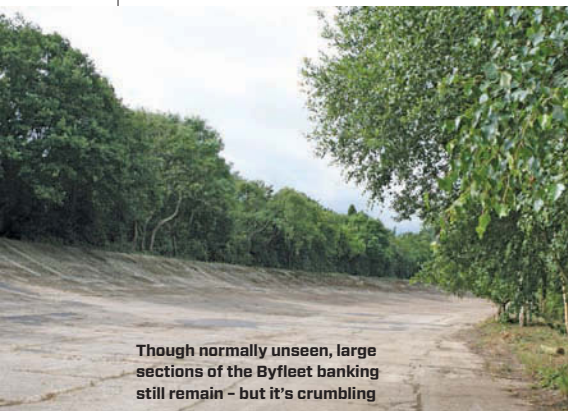
Above, Pacey Hassan Spl tests the grip of the new surface.

Left, Babs's 27-litre aero engine was the largest ever to tackle Brooklands. Below, 1912 Lorraine Dietrich GP car Vieux Charles III first ran here 105 years ago



In the concours the hot sun made everything sparkle, with class winners ranging in era from John Dennis's 1916 Packard Twin Six to Neil Manley's 1962 E-type. But there was little argument and lots of applause for the winner, the Grand Prix Delage that the Miles Collier Collection sent over from the States. It couldn't have been more appropriate.

With the 'best of two sections' points totalled it was Robin Gale who accepted the champion's trophy, his 1934 Riley Spl bringing him class wins in both speed and driving arenas. And where better for the ceremony than on the rediscovered Straight.



Though normally unseen, large sections of the Byfleet banking still remain – but it's crumbling



THE FINISHING STRAIGHT'S re-opening marks the end of Phase One of the museum's £8m redevelopment, but while the museum area is surging ahead, a lot of the Track is almost invisible and forgotten. And it's crumbling. Despite all of the surviving circuit being listed (and that's some two-thirds of the original), weeds and trees and sheer age are taking their toll on these unseen areas behind industrial and retail units that have multiple tenants and owners who aren't all old car people. If you can reach the south-east section of the Byfleet banking (don't take this as an invitation – check about access), you can stand and marvel that the circuit still sweeps out of your vision in both directions, a longer if less vertical stretch than the Members banking.

Along with the museum and local councils, Historic England is backing a conservation plan (you can comment on it at the Elmbridge Borough Council website), and encouraging tenants and owners to maintain their section. And it's preparing an 'owners' guide' on how to look after your bit of it. Because not everyone has an Ancient Monument in their back garden.



Ben Eastick's D-type passes a Douglas C47 as wings and wheels meet at Flywheel

JEFF FLOTHAM

DOGFIGHTS AND DONUTS

Where else can you see WWI and WWII at the same time?

MORE CARS, MORE PLANES and especially more motorbikes packed out this year's Flywheel Festival at Bicester Heritage in June, when the one-time RAF base resounded to engines radial, vee, inline and inverted (De Havilland Gypsy aero engines run upside-down, if you're wondering).

Marking 100 years since the Royal Flying Corps first used this site, the Tiger 9 team displayed in their Moths, the amazing Great War Display Team did its impressive stuff with bombs and bullets and a MkIX Spitfire duelled with a Hispano Buchon – the Spanish-built version of the Messerschmitt Bf109. Not something the incumbent RAF back in the

1940s expected to see over their aerodrome.

On the ground the small, twiddly circuit gave the crowd a close view of Bugattis, Bentleys, Simon Taylor's HWM Stovebolt Special and the fearsome Fafnir with dragon grille disguising a 10½-litre Hall-Scott aero engine. A collection of Brouchs looked very Superior, with Scott, Velocette and Vincent keeping the bike standard high, and all backed by Catalina, Dakota and Lysander aircraft nosed up to the fence so the public could investigate under the guns of Scorpion and Sherman tanks and about a division of military hardware. Visitors could even watch the Home Guard doing noisy bayonet practice. And if your hearing is too good you could stand by the static Merlin V12 as they fired it up and deafened you for a few minutes.

"Best year yet for Flywheel," said organiser Richard Grafton. "We took a big step forward, with a much bigger crowd; we expanded the range on the demo course, and on top of the display aeroplanes 30 other vintage aircraft flew in including a Rapide and an Anson. We're especially proud that anything you see in the air will land in front of you and you can meet the pilots. There seems to be a real synergy between classic cars and aircraft."

And with its grass runways Bicester Heritage is an ideal location to bring them all together. There was originally talk about a live circuit using the airfield perimeter roads, but that would change the character of this event. Which would be a shame. ☑



GOODWOOD REVIVAL

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8 • 9 • 10 SEPTEMBER

FROM THE ARCHIVES WITH

DOUG NYE



Our eminent historian dips into the past to uncover the fascinating, quirky and curious

Festival of Speed Ferrari celebration attracted a sumptuous array of cars from the company's 70-year history




NEED A DRIVER?

How a chance encounter with a former world champion at Goodwood opened up a new business opportunity

COO – IT WAS HOT. THAT was the downside of driving the 1966 Le Mans GT-winning Ferrari 275GTB/C at the Goodwood Festival of Speed. As a lifelong enthusiast/scribbler I am unaccustomed to wearing Nomex overalls. I am particularly unaccustomed to wearing Nomex overalls and crash helmet and then sitting in quite a cramped cockpit with heat soak from engine ahead and transmission behind combining with a thoroughly un-British sun scorching down through the sloping windscreen to

broil everything – including yours truly – beneath it.

We were down at the Festival startline, where during the line-up before the runs it is pot luck whether you have to pause as the queue shuffles forward within the comfy shadow of the flanking trees, or in the full blaze of searing sunshine.

I assumed there was some delay on the hill. Some dope with more ambition than skill had probably stuffed one of those impractical supercars, that I find so bewildering, into the bales. This might take some time to sort out. I sat for a while with the driver's door 

open, then popped my crash helmet off my sweaty head. Still phew. Stifling in there. OK, unfasten the seat belts and hop out for a walkabout. Waste not a moment. I'll take some photos instead.

I scrambled up the bank flanking the turnaround point and recorded some digitals with the faithful – handily pocket-sized – Canon G15. Hmm – Ferraris worth something like £130 million pounds in that first frame alone. I ambled on down the line, in the cool shade beneath the trees... snap, snap...

Aah – there's Laurence Stroll's Ferrari 330 P4 parked in the queue. Goodness me, 50 years ago in the 1967 Brands Hatch 6 Hours, Ferrari had pitched its P4s – backed up by concessionaire-entered 412Ps – against Porsche's factory 907s and 910s. The FIA's World Championship of Makes title was up for grabs. There was a joker in the pack; the Phil Hill/Mike Spence Chaparral-Chevrolet 2F Coupé – which of course went on to win outright, while Ferrari and Porsche would end the year as champions in their respective classes. I was assistant press officer at that race, sweltering in the startline grandstand press box. It was a terrific event – arguably the finest sports car race ever

run on British soil... impossible (but true) that it was 50 long years ago.

I took some shots of the P4 sitting there before realising that its driver was beckoning to me. Oops – it was Jackie Stewart. He'd had a one-off Ferrari factory team drive in the P4 at Brands but his opening remark surprised me. Our conversation went like this:

“Hi Doug – they letting you have a drive today then?”

“Err – oh well it does happen sometimes you know. They pay me buggar all, so the occasional drive is compensation...”

“Ooh – so you didn't realise you can get paid for driving then?”

“Ooh nooo Jackie – I'm far too naïve and innocent to have realised any such thing.”

“Aye, well – tell you what, I'll be your manager – for a percentage - and we'll soon put this right.” And he guffawed at the notion.

So that is why, if anyone else might require an experienced, enthusiastic – and careful – septuagenarian beardie-weirdie to drive their multi-million pound treasure, then here I am – but first you will have to contact my new manager, Sir Jackie Stewart.



“THE BEST SPORTS CAR I EVER DROVE”

Jackie Stewart didn't race Ferraris all that often, but a one-off outing in a factory 330 P4 left an impression that endures



Fifty years after competing at Brands Hatch, Laurence Stroll's ex-works 330 P4 took to the hill at Goodwood

AT BRANDS IN THAT MEMORABLE BOAC 500 six-hour race, Jackie co-drove the works Ferrari P4 with Chris Amon. But on race day poor Chris was decidedly unwell with some kind of food poisoning and it was left to Jackie to drive the lion's share of the distance.

They ran second behind the winged Chaparral at the end of the opening hour, with team-mates Scarfiotti and Peter Sutcliffe third, ahead of the works Porsche 910 co-driven by Jo Siffert and Bruce McLaren. After two hours Bruce and Seppi led outright for Porsche from the Chaparral and Jackie and Chris's works P4.

At half-distance – three hours – the P4 had completed 106 laps of the acrobatic valley circuit and led from the Porsche and



Stewart in the P4 at Brands Hatch in 1967, when he and Amon placed second. The Surtees/Hobbs Lola T70 follows

Chaparral. After 126 laps Mike Spence in the Texan winged wonder was chasing down the McLaren Porsche for second place overall, soon rumbling by and charging on to catch Jackie in the leading Ferrari. At two-thirds distance the Chaparral lay 1min 17sec behind Jackie in the still-leading P4. By lap 138 Spence had narrowed the deficit to 1min 3sec, and when Jackie made a pit stop for both rear tyres to be replaced, and have “a great deal” of oil added, Amon – by now feeling better – took over, rejoining third behind the now-leading Chaparral and the Porsche.

One report described how: “Spence came in on the 156th lap to change the rear tyres and let Hill take over, despite a stop of 2min 20sec for the brake pads were changed as well, the Texan car, despite its pit stop, was still in the

lead. The battle now was between Ferrari and Porsche, for this was the all-important issue with only one point separating them in the manufacturers’ championship.”

Chris led the 910 by 1min 38sec, but had to make another refuelling stop. He managed to build a sufficient cushion for Jackie to take over in a final 25.5sec stop that enabled him to rejoin still with 69sec in hand over the works Porsche. And the race ran out in that order, Hill/Spence winning from the Stewart/Amon Ferrari P4, which clinched yet another FIA world title for Ferrari – on team manager Franco Lini’s birthday. He had to make the telephone call to Mr Ferrari back in Maranello, and Franco’s smile was even wider than Phil’s, Mike’s, Jim Hall’s, Hap Sharp’s – or indeed Jackie’s. One way and another he’d had to

make some pretty tough calls that year – not least after the accidents to team drivers Bandini at Monaco, and Michael Parkes at Spa – then the defeat by Ford at Le Mans...

Sitting in the Goodwood queue in Stroll’s P4, Jackie remarked, “You know how the Matra MS80 is very special for me, my favourite Formula 1 car? Well this Ferrari rates as the best sports car I drove. That weekend at Brands Hatch it was just beautifully balanced – ideally matched to the circuit – and I found I could do just anything I wanted to do with it. It had plenty of power, that fabulous V12 noise was something else and it was really agile... which surprised me. I loved driving it – and doesn’t it also look just great!”

Some praise indeed to mark Ferrari’s 70th anniversary – and the P4’s 50th too... ☑

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Exterior colour: Rosso Corsa
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Interior colour: Nero
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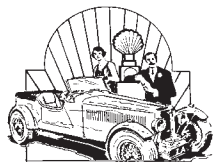
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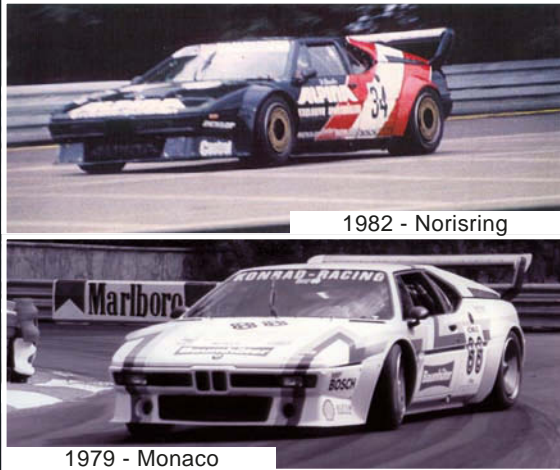


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Sold to Hans Heyer in Feb. 1982 - Leased to "GS-Racing Team" and driven in 15 races by Dieter Quester, Stommelen and Ketterer during the 1982 season. Hans Heyer kept the car until 2005 when it was sold to Graber Sportgarage who restored it from bare metal chassis to race ready condition. Driven 2006-2009 by Christian Traber and Marc Devis in the CER, Le Mans Classic and Oldtimer Grand-Prix – Sold to the present owner in 2010.

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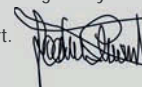
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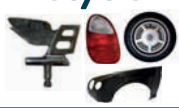
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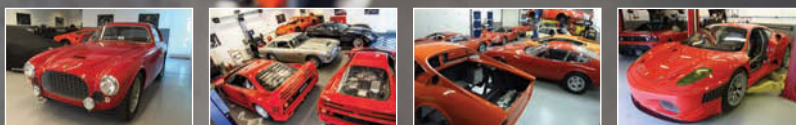
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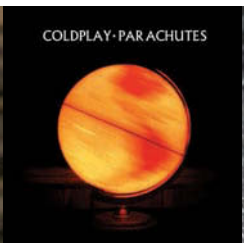
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JAGUAR XFR

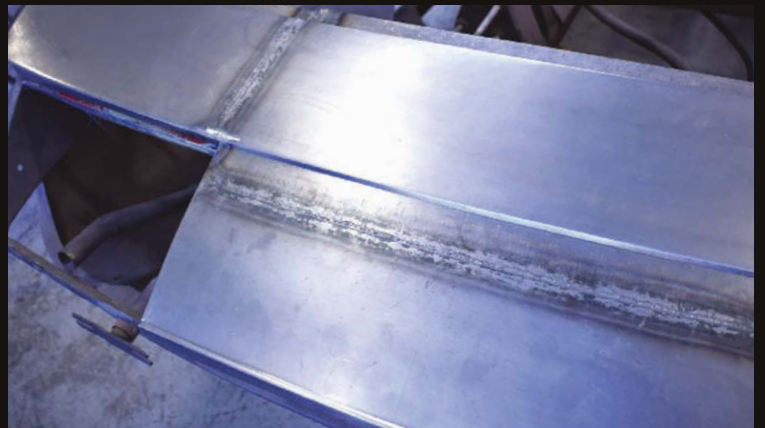


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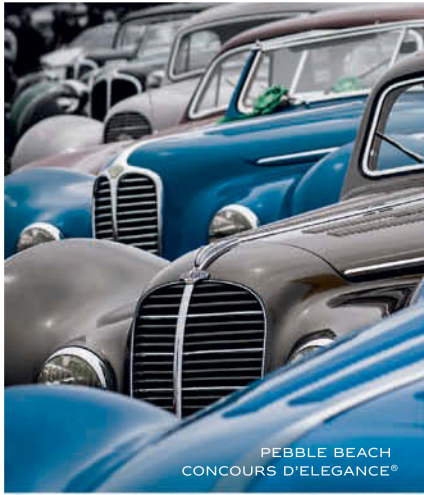
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