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MATTERS OF MOMENT

www.motorsportmagazine.com/author/dsmith



DAMIEN SMITH
EDITOR

JUST HOW SIGNIFICANT WAS the Spanish Grand Prix of May 15 2016 in the history of Formula 1? Beyond the astounding 'youngest ever' record set by teenage race winner Max Verstappen, only time will tell. It will depend largely on the scope of the Dutchman's final career imprint – but right now, the safer money is on a size more Michael Schumacher than Giancarlo Baghetti.

For context, we offer a snapshot of the youngest-ever records on page 40. What's startling is by just how much Verstappen has lowered the mark for youthful Grand Prix winners. Sebastian Vettel was 21 years and 73 days old when he conquered a wet Monza in a Toro Rosso in 2008 – but Max has smashed that by a full two years and 210 days, by my reckoning. Not even close.

Such an achievement inevitably led some to pronounce that modern F1 is too easy if an 18-year-old kid can win, that he'd never have managed it in previous eras when racing cars were somewhat more 'hairy'. I find that a little tedious. Firstly, it denigrates Max Verstappen without a shred of evidence. Who says he couldn't have driven a DFV-powered ground-effects F1 car with a manual Hewland as fast as the likes of Alan Jones or Nelson Piquet? Modern conditioning means he's in better physical nick than such heroes of the past ever were, and from what we've seen there's no guarantee he'd have made old-school driving errors under pressure. Just ask Kimi Räikkönen (who also happens to be twice Verstappen's age – I say again, astounding).

Instead of pitching modern drivers into some virtual past they can never know, we'd be better served to consider the Verstappen example for what it represents today. Countless prodigies have come before him, but Max has set the bar at a whole new level. Even the dad-and-lad Lewis Hamilton model required early years of graft, Anthony Hamilton famously scrapping for every penny before his boy's fateful encounter with Ron Dennis. For Verstappen, the leg-up came even earlier – from birth.

Father Jos was a decent Grand Prix pedaller, from an era that to most of us seems like only yesterday (his final F1 race, for Minardi, was 2003, and he was racing high-powered A1GP cars as recently as 2006). Jos Verstappen's knowledge and understanding of what it takes to cut it in F1 is surely as close as a father's can be to 'current'. That grounding, combined with a clear natural talent and the influence of an accomplished kart racing mother, were the perfect conditions to breed the ideal modern F1 driver. Mature, with just the right amount of volcanic passion sometimes to bubble through the cracks, Max even has a decent sense of humour. He'd be sickening if he wasn't so likeable, proof that it is possible to be both manufactured and natural all at once – just like The Monkees!

The significance of this victory on his F1 rivals, particularly those who've been around the block a few times, was surely not lost in the aftermath of Barcelona. Naturally TV interviewers wanted their views on the new 'sensation' and, in return, they could be forgiven if their praise was offered through gritted teeth. After all, the young man had enjoyed a double dose of luck thanks to the implosion at Mercedes and the right-place, right-time, right-tyre split strategy pitwall call. But the likes of Räikkönen, Jenson Button, Felipe Massa… they're looking down the barrel right now, and they know it. Meanwhile the usually sunny Daniel Ricciardo, hardly a grizzled veteran, appeared uncharacteristically ruffled. He'd just lost a win to this upstart and couldn't hide his feelings – just minutes after stepping from the car – that his team had favoured the kid in its strategy call.

The dynamic at Red Bull is delicately poised for the balance of 2016. If Max is 'the future' for Helmut Marko and co, could it push the talented Australian into the arms of Ferrari as a replacement for Kimi in 2017? Such questions, beside those asked by Mark Hughes about Mercedes further on in this issue, offer tantalising possibilities for a changing of the guard for next season.

Rivals apart, Verstappen's wonder-win was just what we all needed.



Opposite ends of F1's age spectrum: Verstappen and Räikkönen in Barcelona

LAT

IN *REFLECTIONS* THIS MONTH, Nigel Roebuck laments the acceptance of 'the chop' in modern motor sport. Blocking was once considered motor racing's equivalent to the professional foul but, as Nigel notes, now there's even a regulation to forgive it.

The Rosberg/Hamilton incident in Barcelona inevitably split opinion, but for us at *Motor Sport* it boiled down to this. Nico had to dart right to defend, particularly in the context of their three-year niggly rivalry. And Lewis, being the natural-born racer he is, had to go for the gap when it presented itself – especially in the blood-rush of a first lap in which he'd already lost the lead. It's only surprising such collisions haven't occurred more often in the past few years. No big deal – as long as they don't keep happening.

I'm glad neither received official sanction, even if my instinct was to regret, like Nigel, that Rosberg's ruthless block is today deemed fair game. But I was surprised that when the subject came up with John Surtees, in a follow-up phone call to my story with the great man on page 134, he didn't agree.

When I repeated my regret to John, prompting him to recall his own time behind the wheel, his answer suggested the past isn't always as we remember it. "I'm not sure it was all that different," he said quietly. So you would have swept across to defend like that, I



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John Surtees is building for the future, but still happy to recount anecdotes from his past

MATT HOWELL

asked? "Probably," he answered.

I'd tweeted at the time that Rosberg's move had shades of Clay Regazzoni, who gained notoriety for such 'manners' at the end of the 1960s. To John I suggested it had been "a bit Jack Brabham". "With Jack, you wouldn't know which way he'd go next," Surtees agreed. "But that didn't mean I respected him any less."

And from Lewis's perspective: would John have gone for the gap? "Oh yes, I probably would," he said. "Although if it had been Jack ahead of me maybe I would have thought twice! Then again, on the first lap…"

Racing drivers. They haven't really changed at all.

❖

A POSTSCRIPT TO MY PHONE CALL with John Surtees. He'd just returned from a there-and-back drive to Maranello in a Ferrari FF – as you do at 82 years old – and was full of praise for the car. So how had his journey compared to the drives he'd made during the 1960s, in the days when he'd been on the Prancing Horse's payroll?

"Oh, it takes much longer now," he shot back. "Back then I'd leave Maranello in the morning and be home in the evening – 100mph most of the way, no problem. Straight roads, no motorways – and no speed limits or traffic either. Now it's much more complicated."

No wonder we tend to romanticise continental journeys as Denis Jenkinson used to report them. "I used my BMW 507 – the Old Man didn't like me doing that," recalled John. "I'd drive from Malpensa to Bromley, and to cross the channel I'd use Silver City Airways from Le Touquet to Lydd, where the RAC man would always wave me straight through. I'd average 70mph at 23 miles to the gallon. Fantastic."

It really must have been. Ⓜ

SEE PAGE 72
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IN NEXT MONTH'S ISSUE

The making of motor sport's finest movie, 50 years on

ON SALE JULY 1



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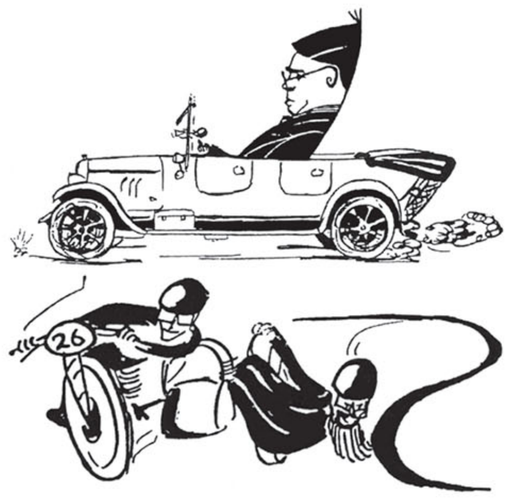
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THE MOTOR SPORT MONTH

IN PICTURES

MAY 21, 2016

Rally Portugal

MATOSINHOS

Partnered by Paul Nagle, Ulsterman Kris Meeke took his Abu Dhabi Total Citroën DS3 to victory on the Rally of Portugal, beating the works VW Polos of Andreas Mikkelsen and Sébastien Ogier into second and third places. He won by almost half a minute. The second World Rally Championship success of Meeke's career came little more than a year after his first, in Argentina.

CITROEN



CREDIT SUISSE

GRAND PRIX HISTORIQUE DE MONACO, MAY 13
Stirling Moss was a busy man during the 10th GP de Monaco Historique, celebrating the 60th anniversary of his victory in a Maserati 250F... and also the 55th of his win in Rob Walker's Lotus 18. Here, he poses with his 1956 winner, which Graham Adelman raced in the principality.



JEAN MARIE BIADATTI

SPA-FRANCORCHAMPS, BELGIUM, MAY 14-15
A racer's perspective. The world is well accustomed to on-board video cameras, now so small that their presence barely registers, but here's a still from Christophe d'Ansembourg's Jaguar XJR-14 as the Belgian encountered spinning traffic during the Spa Classic GpC contest.

SILVERSTONE, ENGLAND, MAY 15
GT racing has been going through a purple patch for several seasons – and the recent Blancpain Endurance event at Silverstone was proof positive. The Rolf Ineichen/ Jeroen Bleekemolen/Mirko Bortolotti Lamborghini leads the 52-car field away at the start, but was down to third by the end. Dominik Baumann, Jazeman Jaafar and Maximilian Buhk (HTP Mercedes SLS) won.



VISION SPORT AGENCY

SPA-FRANCORCHAMPS, BELGIUM, MAY 22
Johnny Cecotto had a habit of getting into scrapes during his GP2 days... and it has followed him into Formula V8 3.5. This time, the Venezuelan was caught unawares as he came upon Roy Nissany's slower car, travelling on the racing line in dense spray at the top of Eau Rouge. Neither driver was hurt in the ensuing accident.



LAT



LAT

WINTON, AUSTRALIA, MAY 21-22
Tim Blanchard (Holden Commodore) leads as the V8 Supercar pack kicks up the dust at Winton. Fellow Holden racer Tim Slade won both races to move up to seventh in the standings. Series leader Mark Winterbottom (Ford) scored two podium finishes, but Blanchard was classified only 20th and 22nd.



MOTOGP

THE MOTOR SPORT MONTH

IN PICTURES

MUGELLO, ITALY, MAY 22
The Mugello crowd pinned its hopes on Valentino Rossi, but disappointment at his engine failure was tempered by a cracking MotoGP battle between Rossi's team-mate Jorge Lorenzo and Marc Márquez. The defending world champion eventually got the verdict by 0.019sec.

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REFLECTIONS *with*



Nigel Roebuck

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ALL OUR YESTERDAYS

Jean Behra leads Stirling Moss's Cooper during the 1959 Monaco Grand Prix, before engine failure sidelined the Frenchman's Ferrari. This month, Nigel Roebuck reflects on the different circumstances in which both men raced.

ALL IMAGES LAT

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REFLECTIONS *with* Nigel Roebuck

FOURTEEN SECONDS IN, NICO ROSBERG was having the Spanish Grand Prix he wanted, having overtaken an unexpectedly tentative Lewis Hamilton at the first corner; 16 seconds later Bernie Ecclestone was having just the Spanish GP *he* wanted: a race without Mercedes. And if we're honest, I suspect most of us felt the same way.

Prior to the start all the talk – well, save that to do with Max Verstappen – had been of Nico and Lewis who, for all their cars' superiority, had yet to do proper battle in 2016. Chances were that they would walk away with it, but at least there was uncertainty about who would win.

In the event, the scrap was over within half a minute of lights out, and it ended messily, as perhaps these things are occasionally bound to do. Unlike the scenario at Suzuka in 1990, however, where Ayrton Senna deliberately took out Alain Prost at the first corner, malice played no part at Barcelona: simply, Hamilton laid claim to a piece of track that Rosberg denied him, and into the sand trap the pair of them went. The great unforgivable sin in Formula 1, first expressed eons ago by Ken Tyrrell: "Whatever else, do *not* take out your team-mate…"

So the inquest began. Nico and Lewis spoke at length with Toto Wolff and Niki Lauda, then later with the stewards, who formally investigated the affair before declaring that no action would be taken: it had been, they said, 'a racing incident'.

Immediately after it happened, Lauda's instinctive response had been to blame Hamilton, to suggest that his move had been too aggressive, that Rosberg – being in the lead – had no obligation to 'give him room'. Jacques Villeneuve, on the other hand, reckoned that it was Nico's defence that had been too aggressive.

Most astonishing to me was that pole man Hamilton was behind Rosberg in the first place. Both made good starts from the front row, but heading into the first turn Lewis was narrowly ahead, with the inside line, and I was stunned when Nico left his braking later and cleanly motored by on the outside. Perhaps more to the point I'll warrant that Hamilton was stunned, too: this is a much more confident and assertive Rosberg in 2016.

Obviously Lewis wanted to take back the lead as soon as possible, before the race settled down, and an apparent mistake by Nico gifted him the opportunity. This was not, in these days of hybrid technology, anything as workaday as a driving error, but instead one of selecting the wrong engine setting: as they accelerated through the long right-hander towards Turn Four Lewis had close to 200 horsepower more, and his closing rate was startling.

At that point Rosberg 'closed him off', in the modern parlance of Formula 1, which is to say that he put his car where his rival wished to go. At that point Hamilton either didn't or couldn't back off in time, got on the grass, and… that's all she wrote.

It seemed to me another example of the folly of the 'one move' rule, a phenomenon which back in the day people like Stirling Moss would describe simply as 'dirty driving'. Giuseppe Farina, the sport's first world champion, may have been supremely talented, but he was notorious for chopping across other drivers' bows. In those perilous days, when touching wheels was an invitation to death, that made him deeply unpopular with his fellows.

Fundamentally, blocking – or 'baulking', as it was known in the days of my youth – remained an unacceptable practice until the latter years of the 20th century. "Any idiot can block," Gilles Villeneuve would say contemptuously, not least after his legendary battle with René Arnoux in the 1979 French Grand Prix. That was hard, uncompromising, racing *in extremis*, but watch the Ferrari and Renault down Dijon's long pit straight and note that, lap after lap, neither Gilles nor René changed their line, the one behind the other, before diving by into the first turn.

Move on to Estoril in 1988, to the end of the first lap, with Prost slipstreaming Senna, then ducking out to pass. At that point Ayrton flicked to the right, obliging Alain almost to graze the pitwall. So untoward was this at the time that the reaction in the press room, I remember, was one of outrage. Had they touched, with 20-odd cars behind them, there would have been carnage.

Senna's ruthlessness was in his DNA, however, and it was no more than inevitable that it should trickle down into the sport as a whole. "Suddenly," Damon Hill said, "every kid in Formula Ford wanted to be like Ayrton Senna…"

As time went by – and the sport got safer and safer – the practice of moving over on someone, of intimidating him into backing off, became mainstream, to the point that eventually it was decreed by the FIA that 'one move' to block a rival's advance was permissible. Whatever your thoughts about that, unquestionably it has contributed in no small part to the endless complaints about the lack of overtaking in contemporary Formula 1. If you doubt me, watch a tape of Stewart and Rindt at Silverstone in 1969.

"BERNIE WAS HAVING JUST THE GP *HE* WANTED, A RACE WITHOUT MERCEDES"

Still, it's kosher to do it now, and that being so Rosberg can't be blamed for the move he made at Barcelona: does anyone doubt that, had their roles been reversed, Hamilton would have done the same? That said, assuming that the wrong engine setting had not been selected through any technical problem, Nico found himself in that position because he had goofed: he hadn't missed a shift or whatever – you can't do that any more – but pressed the wrong button, and time was in motor racing that if you made a mistake you accepted it was going to cost you.

This is the third consecutive season of Mercedes domination, and perhaps – since the world championship has distilled to a two-hander between Hamilton and Rosberg – the surprise is not so much that they had a coming-together in Spain, but that in 40-odd races it has happened so rarely. There have been niggles and the odd tantrum along the way, but prior to Barcelona the only race that caused turmoil in the team was Spa in 2014, when Rosberg's front wing nicked Hamilton's left rear tyre. Lewis may have been livid, but not even he believed the incident had been other than inadvertent, a tiny mistake by Nico that had major consequences.

On that occasion the Mercedes management came down on Rosberg like a landslide, publicly castigating him and exacting a financial penalty. That was the unsavoury day, if you remember, when Nico was booed on the podium, and there was evidence in subsequent races that it took him a while to recover his equilibrium.

This time around the controversy was dealt with in far more circumspect fashion. If Lauda were spontaneously unequivocal in saying

that Hamilton was responsible, Wolff declined to apportion blame, clearly determined to avoid a repetition of the bad feeling stirred up at Spa. Later Niki said that Lewis had admitted responsibility for the shunt, and that was fine: the matter was now closed. All that said, he and Toto will not want an encore at Ste Dévote on the first lap.

The big guns were on hand in Barcelona, and as I noted Dieter Zetsche's reaction to the debacle – a slight shake of the head – the thought occurred that, had it been the Ferrari drivers who had taken each other out, Sergio Marchionne's response might have been rather more overt. These are not relaxing times at Maranello, with rumours of jobs being on the line, but when I asked Wolff about one suggestion – that Aldo Costa might leave Mercedes to return to Ferrari – he firmly refuted it: "No way – not after what happened the last time…"

Once the Mercs had accounted for themselves, we were left with a straight fight between Red Bull and Ferrari, and a reasonable expectation was that ultimately it would come down to the number ones, to Daniel Ricciardo, back to his best this year after a curiously downbeat season in 2015, and Sebastian Vettel.

That said, Kimi Räikkönen, while not the man who showed flashes of genius in his McLaren days, has had his interest reignited by a competitive Ferrari this year, and as for Ricciardo's new team-mate…well, who knew?



It was perhaps not inappropriate that Daniil Kvyat happened to be watching *Game of Thrones* in his Moscow apartment when the call came through from Helmut Marko, advising that he and Verstappen would be swapping places on the Red Bull chessboard, Max moving up to partner Ricciardo, Daniil returning whence he had come, to Toro Rosso.

This was on the back of a disastrous Russian Grand Prix for Kvyat, who made contact – twice – with Vettel on the opening lap, punting the Ferrari into retirement and causing Seb's oddly 'Latin' side to come furiously to the fore.

Undoubtedly the first contact had been Kvyat's fault, but the second was a different matter, for Daniil could hardly have anticipated that Vettel, concerned about possible damage to his car, would back off on a flat-out section of the track.

As well as that, at the previous race in Shanghai, Kvyat had finished third, after incurring Vettel's quite unreasonable wrath for a superb piece of opportunism at the first corner, causing Seb to overreact and nudge his team-mate off the road. Only too aware of Marchionne's presence at the race, Vettel raised the matter immediately before they went on to the podium, but Kvyat dealt with him admirably, declining to be intimidated, laughing the whole thing off.

When the Verstappen/Kvyat switch was announced, some assumed it to be the consequence of the fracas in Sochi, but if Marko's action were characteristically merciless – as former Red Bull boys like Sébastien Buemi and Jaime Alguersuari can attest – rather more to the point is that he was protecting Dietrich Mateschitz's investment in the most startling F1 prospect in a generation. Verstappen was on everyone's list, not least Ferrari's, and to expedite transferring him to Red Bull, on a multi-year contract, was no more than common sense.

Not even Marko, though, can have anticipated what Max produced in Barcelona. It took him little time to acclimatise to a level of grip rather greater than he had known at Toro Rosso, and throughout practice and qualifying he was well to the fore, prompting Ricciardo to come up with an inspired lap in Q3: that in itself will hardly have displeased the management.

Two stops or three? Red Bull and Ferrari decided to split their strategies, and it was their bad luck that Ricciardo and Vettel, the two team leaders, drew the short straws. I was surprised after the race to hear the normally phlegmatic Daniel use the word "bitter" to describe his feelings about the situation: "More stops meant more overtaking –



Spanish aftermath – Rosberg and Hamilton condemned to retirement after four corners

and you can't overtake at this place…"

Sebastian admitted that he had been mistaken in pushing for three stops. Could he have won on a two-stop? "Yes."

That left Verstappen in the lead, with a man exactly twice his age – Räikkönen – trying to separate him from it. "We felt the Ferraris were quicker in clean air," said Christian Horner, and probably he was right, but clean air was what Räikkönen didn't have. Even with DRS and more horsepower, Kimi was never able to take a serious run at Max: "I couldn't get close enough at the last corner, leading on to the pit straight…"

Verstappen – a smart boy already adept at not answering questions – was only too aware of this, and lap after lap made sure of capitalising on his car's superb traction, on exiting the last turn perfectly, keeping himself out of reach. One watched all this with some amazement: Max's inherent pace we long ago took for granted – but how could an 18-year-old kid remain so unflustered, with his mirrors red, with a wholly unexpected first Grand Prix win beckoning?

It was one of those days – think of Senna at Estoril in 1985, or Schumacher at Spa in '92 – when one was aware that here was a

special force scoring the first of very many victories.

Some have suggested that Verstappen, making his debut at 17, would have struggled with the more physically taxing cars of a dozen years ago, and perhaps they are right, but it doesn't matter. We have what we have, and like all the potentially great ones Max from the outset looked born to F1: if anyone were happier at the events in Barcelona, it can only have been Helmut Marko.

❖

REGULAR READERS OF THIS COLUMN WILL KNOW OF MY childhood hero-worship of Jean Behra, whose death at AVUS in 1959 brought me face to face with grief for the first time in my life. That day – August 1 – I was watching *Grandstand*, the BBC's Saturday afternoon sports programme, when the cricket was interrupted by a news flash: "The French racing driver Jean Behra has been killed…" Fifty-odd years on, that voice, those words, are like crystal in my mind.

Obviously I never knew Behra, but over time have met many who did, always asking them for their memories. When long ago someone told me of Jean's arriving late – very late – at the circuit in Buenos Aires on race day, obliging Maserati to take emergency measures, I rather assumed the story to be apocryphal, but when I mentioned it to Stirling Moss, Behra's team-mate in 1956, he recalled it with some relish.

"The traffic used to be appalling in Buenos Aires, and maybe Jean had forgotten – although he was shacked up with some girl he'd met, so more likely he was keen to delay leaving her as long as possible!

"At Buenos Aires I always made sure of getting in early, so I had no trouble, but race time got nearer – and he still hadn't arrived. There was his 250F – on the front row – with no driver…"

So what happened next? "Well, Guerino Bertocchi [Maserati's legendary chief mechanic – and also, fortuitously, test driver] got in just before the start and did the first few laps until Jean got there! Then he came into the pits, hopped out – and Jean hopped in! Not easy to imagine in today's world, is it?"

Not easy, no. One can't really envisage, say, Jock Clear temporarily subbing for Kimi Räikkönen.

As I have collected tales of my idol down the years, so I have built up quite a vault of Behra memorabilia. Just recently, for example, I bought a copy of *L'Équipe*, dated September 14 1954, simply because Jean was the front-page lead.

This was a month after I had seen him for the first time, in the Oulton Park Gold Cup. It was a brief sighting, I have to say: he started from the front row, and immediately took the lead, but after only a couple of laps the Gordini failed, as Gordinis nearly always did.

For several years Behra had been a loyal number one for the small and perpetually underfinanced French team, winning the odd race, but growing increasingly frustrated by the cars' unreliability and lack of competitiveness. As well as that, he had tired of living on what must have been close to 'the minimum wage'.

"Given the way things are now," Phil Hill once said to me, "you'd probably laugh if I told you the two things drivers never talked about in those days were money and safety – there wasn't much of either…"

Other than the time his BRM, leaking oil on to its rear tyres, spun at Spa's infamous Masta Kink in 1958 – somehow missing the house at its exit – there is no evidence that Behra ever gave a thought to safety. He was fearless in the way that Gilles Villeneuve was fearless – indeed Juan Manuel Fangio's only criticism of him was that he was "too brave". Many times badly injured, he always came back for more, and to a kid like me that served only to magnify his allure.


L'ÉQUIPE
LE QUOTIDIEN DU SPORT ET DE L'Automobile
MARDI 14 SEPTEMBRE 1954 — 9e ANNÉE — N° 2624
AU LENDEMAIN D'UNE DOUBLE VICTOIRE des voitures du « sorcier »
JEAN BEHRA VA QUITTER GORDINI pour gagner de l'argent!
Le brillant conducteur français engagé par Maserati laisse sa succession à Pollet, vainqueur du 4e Tour automobile, et à André Guelfi
(D'un de nos envoyés spéciaux Pierre ABOUT)
RÉDELÉ admire le moteur de son vainqueur
CHAMP semble
Sous la d
depuis
Un champion "Super-Rapide"
Comme Jean Behra
champion de France automobile 1956
Soyez "Super Rapide"
Gillette
NOUVEAU!
600 fr. (t.t.c.)

Money, though, was a different matter, something he had to think about, at least to a point. Fiercely patriotic 'Jeannot' may have been, but when Maserati offered him a contract for 1955, for all he felt immense sadness at leaving Amédée Gordini, he knew he had to make the move.

The reaction from *L'Équipe*, however, was predictably one of Gallic outrage: "Jean Behra is leaving Gordini to earn money!" ran the headline. Imagine...

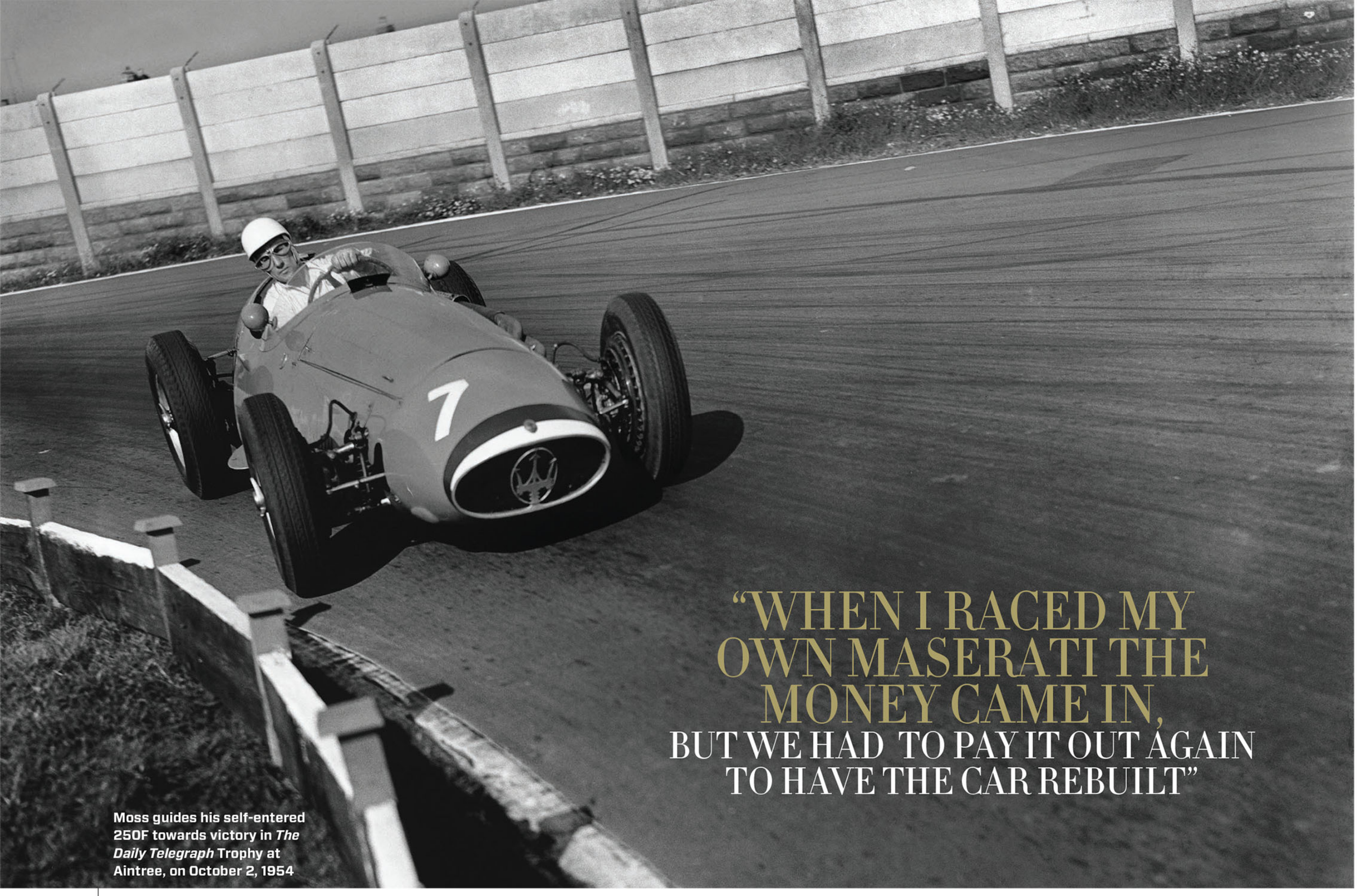
This got me thinking about Grand Prix drivers and money, about how their financial status has changed over the generations. First off, it is worth pointing out that Behra's deal with Maserati, while of greater value than his Gordini stipend, hardly made him a wealthy man. That isn't how it was in the F1 of 50 and 60 years ago. If it seems safe to assume that Fangio earned more than his contemporaries, back then a driver's retainer was minimal, and to make a reasonable living he needed to supplement it with prize money: hence Behra's words: "I am a professional – I need to *earn* money…"

How much he made from driving for Maserati (in both Formula 1 and sports cars, let's remember) I have no idea, but conversations with other drivers of the era lend a clue. Dan Gurney (who shared a Testa Rossa with Behra at Le Mans in 1959) has told me that his Ferrari contract that year paid him $163 a month.

"As well as that, at each race I got half of what they called 'starting money' – which was never defined, incidentally – and one plane ticket from California to Milan and back. And that was it. So, you see, with an offer like that, how could I refuse?!

"Tell you what, though, I never regretted making that decision, because it was a super opportunity. Money was never in your mind – at all. I was just thinking I was a professional road race driver, and it looked pretty good to me.

"I don't think anyone ever mentioned 'marketing' in those days – if you said the word, people would say, 'What does that mean?' Nobody was making much money – but Stirling was certainly the best at generating it, and he deserved every last penny. He was a pioneer!"



Moss guides his self-entered 250F towards victory in *The Daily Telegraph* Trophy at Aintree, on October 2, 1954

"WHEN I RACED MY OWN MASERATI THE MONEY CAME IN, BUT WE HAD TO PAY IT OUT AGAIN TO HAVE THE CAR REBUILT"

I HAVE ALWAYS SAVOURED CONVERSATION WITH S MOSS – Behra apart, the only hero I ever had – about his life and times, not least because of his humour and disarming candour. One day I asked him about the financial aspect of his career, whereupon he dug out all his contracts and put them in front of me.

"In those days, of course, you were paid according to your box office appeal – and that applied to both teams and drivers. Starting money would average out at £200-250 a car, so after paying all expenses a team might make a profit of about 100 quid from a race.

"When I started driving the HWMs for John Heath in 1950, the cars weren't competitive, but for a young guy – I was 20 or so – it was a fantastic life, travelling from town to town, mainly in France and Italy, most of the races on public roads, with a few straw bales strewn about.

"Heath gave me 25 per cent of my car's starting money, which was about £50, and I could just about live on that, so long as I stayed in small hotels, and kept meals to a main course. That was how it was, and there was no sense of being hard done by. You accepted that was the situation – at least until you saw John taking his cow of a bloody girlfriend to expensive restaurants, and you were thinking, 'We need a new gearbox!'

"There really wasn't much money in the sport then. I remember one race – in Rome, I think – when my wheel came off, and when I got back to the pits Heath asked me what had happened. After the race we went to where the car was – and the wheel was missing. John said, 'Well, we've got to find it' – I mean, Borrani wire wheels were 50 quid apiece, and it had a drum in it, which was another 50 quid!

"Anyway, here was this bloke – and the wheel had sailed into his garden. I said, 'Can we have it back?' He replied, 'Yes – when you've rebuilt my wall!' It was a sort of dry stone wall, with rocks sitting on top of each other, and I had to set about rebuilding the bloody thing! Can't really see Lewis & co doing that, can you?"

Back in the day, of course, racing was way less specialised than now, and drivers tended to compete in several types of car. On the one hand, Stirling says, he was happy to do that because he could never get enough of racing; on the other, the more you drove the more you earned.

"When I raced my own Maserati 250F in 1954, the money came in – but of course we had to pay it out again to have the car rebuilt at the factory! When I moved to Mercedes for '55, it was a different world. You got 90 per cent of the car's starting money (with 10 per cent going to the mechanics), and the rest of your pay depended on where you finished: I think it went down to fourth place or something, but of course you never did finish fourth with Mercedes – it was always first or second! They also gave you $20 a day to live on, which was quite a lot then."

Other contracts were rather less lucrative. "For years I drove sports cars for Aston Martin – and you can see from the contract that I got an annual retainer of 50 quid, plus expenses, to lead the team! David Brown was quite mean, whereas Tony Vandervell was pretty generous: I drove for Vanwall in 1957 and '58, and he paid me £1000 a race. I got 60 per cent of the car's starting money, too, and I see that Vandervell also paid for my flights – of course we travelled economy, all of us, in those days. Can't see Lewis doing that, either!"

Moss's best year, from a financial point of view, was 1961, his last full season as a racing driver. "I made a total of £32,600, but had to pay my own expenses, so I probably paid tax on eight or 10 thousand. It was about the same as a top surgeon was making, and I thought that was pretty good…"

Given that this was 55 years ago, it indeed sounds like a healthy amount of cash, but let me take a moment, if you will, to lay out exactly what Stirling did to earn it – and keep in mind that he was forking out for his own plane fares, hotels and so on.

European races apart, in 1961 Moss competed in Australia, New Zealand, the USA, Canada, South Africa and Nassau. Including heats, he started in a total of 56 races (27 of which he won), driving 13

different cars. Throw in that at one point in the season he raced on 18 consecutive weekends, and I'd say he earned his money, wouldn't you? As he points out, it was all for *driving*: "In my day we didn't have to do all this PR stuff for sponsors – I mean, nobody had heard of PR, and anyway there weren't any sponsors!"

Not commercial sponsors in today's sense, anyway, although fuel companies chipped in to some degree. "In the latter part of my career," says Moss, "I was getting a thousand quid a year from BP, and occasionally there'd be offers to promote things unconnected with racing, like Ronson shavers and Craven A cigarettes…"



Such was Stirling's public profile that, as Gurney says, he was better at generating income than any of his fellows. It rather tickles me, at a time when Formula 1 drivers experiment endlessly with facial hair, that Behra's only known 'outside' commercial deal was with Gillette!

Not really a man for diamond studs, our Jean, but even had such things been to his taste, they would have been well beyond his pocket. In 1957, when he won the *Daily Express* Trophy for BRM, his fee was £500. The racing driver's lot has indeed changed over time.

Following the death of Stuart Lewis-Evans at Casablanca, the last race of the 1958 season, Tony Vandervell withdrew his team, whereupon Moss agreed to drive for his old friend Rob Walker, with whom he remained for the balance of his career. There was never a contract – just a handshake – but perhaps more remarkable is that neither, apart from a token affair in 1964, was there ever one between Jackie Stewart and Ken Tyrrell.

❖

"AFTER THREE YEARS WITH BRM," JYS SAYS, "I WAS ALL SET to go to Ferrari, alongside Chris Amon, for 1968. It was all agreed – but then I found out they were also talking to Jacky Ickx, so I dropped that idea, and started talking to Ken, who was on the verge of coming into Formula 1 with a Matra chassis and a Cosworth DFV.

"He never could understand why I went to drive for him when Ferrari was beckoning, but I did it because I couldn't trust them, and I did trust Ken. We'd worked together before, and I'd had a contract in 1964, when I was driving Formula 3 for him. That was for the retainer – which was £5! Ken also offered me an alternative – £10,000, in return for 10 per cent of my future earnings. At the time that was a fortune to me, but fortunately I had enough savvy to go for the £5…

"Whenever we worked together after that, it was always done on a handshake – somehow I felt that if I'd asked Ken for a contract it might have blemished the relationship. My retainer was £20,000 – that was what we agreed when I went there, and I don't think it ever changed!"

Tyrrell himself remembered it this way. "In 1968 you went up to Cosworth in Northampton, you gave them £7500 – and you came away with an engine that could win you Grands Prix: it was like that for years.

"For me the timing was perfect. Matra was keen to make an F1 car, Ford had the engine – and Jackie wanted to drive, although he said, 'You can't afford me.' I asked how much he wanted, and he said, 'Twenty thousand pounds.' I didn't have 20 thousand pence! I went to see Walter Hayes [of Ford] and said, 'I need to get Jackie sewn up, so we can sort things out with Matra, and so on…' And Walter didn't hesitate, he just said 'Yes'. In fact, I never took the £20,000, because I got £80,000 from Dunlop, and gave Jackie the 20 – which left £60,000 to run the team. I never needed the 20 grand from Walter – and I only found out later that he gave it to Jackie!"

If Moss is considered by Gurney and others to be the first truly 'professional racing driver', Stewart picked up that tag and ran with it. "In the late '60s the *total* money situation changed, because more benefits came in from outside. You'd get bonuses if you won a race, and that sort of thing, from Matra, Elf, Dunlop, then Goodyear, but it still wasn't a huge amount, so I raced other things, as well – I did Can-Am with Carl Haas, which paid pretty well, and drove Capris for Ford Germany, things like that. By 1970 I was earning a million, but it certainly wasn't all from Formula 1…"

❖

THESE DAYS, OF COURSE, IT *IS* ALL FROM Formula 1. When last year Le Mans for once did not clash with a Grand Prix, Nico Hülkenberg was able to drive – and win – for Porsche in the *Vingt-Quatre Heures*, but fundamentally in today's world an F1 driver is just that.

"When I won the German GP in 1961," says Stirling Moss, "that was worth £500. Now, no one knows what drivers get when they win…"

In fact, in terms of direct prize money, they get nothing. "Until about 1981," former McLaren team principal Martin Whitmarsh told me, "prize money was paid to the drivers, and by the event, but today the only prize money comes from Bernie Ecclestone's central prize fund, and that stays entirely with the team. The drivers aren't involved – but they do have quite lucrative retainers…"

I went to see Whitmarsh one day in 2012 because I had lately acquired a copy of Gilles Villeneuve's 1977 McLaren contract and thought it might be instructive to compare it with a current one.

"Hmm! McLaren was going to pay Gilles $1000 for each race he drove for them! Well," Martin laughed, "that's not bad, is it? He was also to get 30 per cent of whatever prize money the car won, and the company was going to pay his expenses – stipulating that he had to fly economy!

"That's changed a bit, hasn't it? These days we don't pay the drivers' expenses – mind you, we're not paying them $1000 a race, either! I see there's a clause here saying that, 'Should the driver earn less than $15,000, McLaren will pay him the difference'…"

In fact that worked out quite well for Villeneuve, for in its wisdom McLaren ran him only once, at Silverstone, before letting him slip away to Ferrari, so in effect he got 15 grand for a single race, and 40 years ago that was good money. Whitmarsh then gave me sight of a contemporary contract, albeit with the figures 'redacted'. "It's split into three: a driver's agreement, a promotions agreement and a link agreement. That's saying I'll pay you X million for being a driver, X million for being a promotions machine – and the link agreement says that if you get fired on one, you get fired on the other, too…"

The contract ran to about 60 pages, whereas Gilles's – typed, on foolscap – had been six. I know not how many there are in Fernando Alonso's current contract, but I'm told it is worth $40m a year. Quite a way from handshakes and Gillette ads, is it not? Ⓜ



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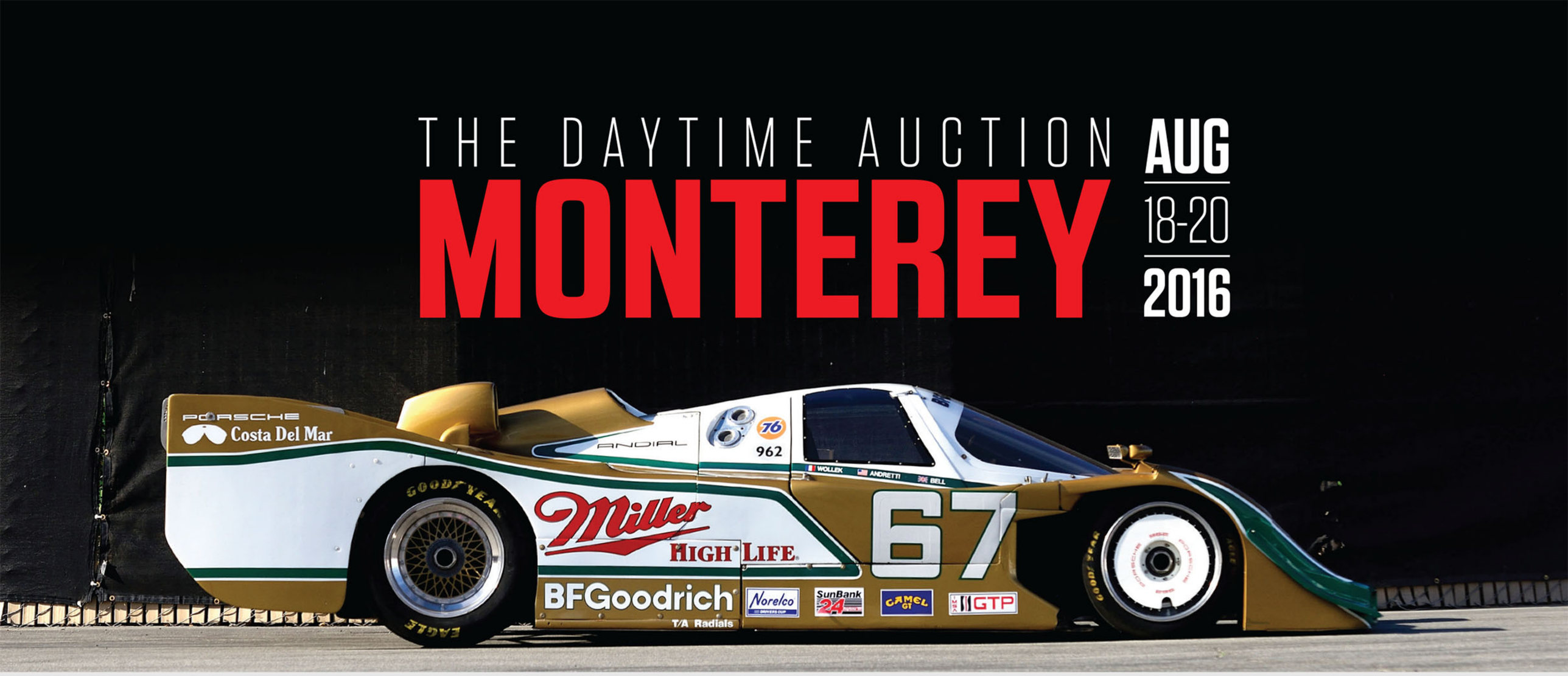
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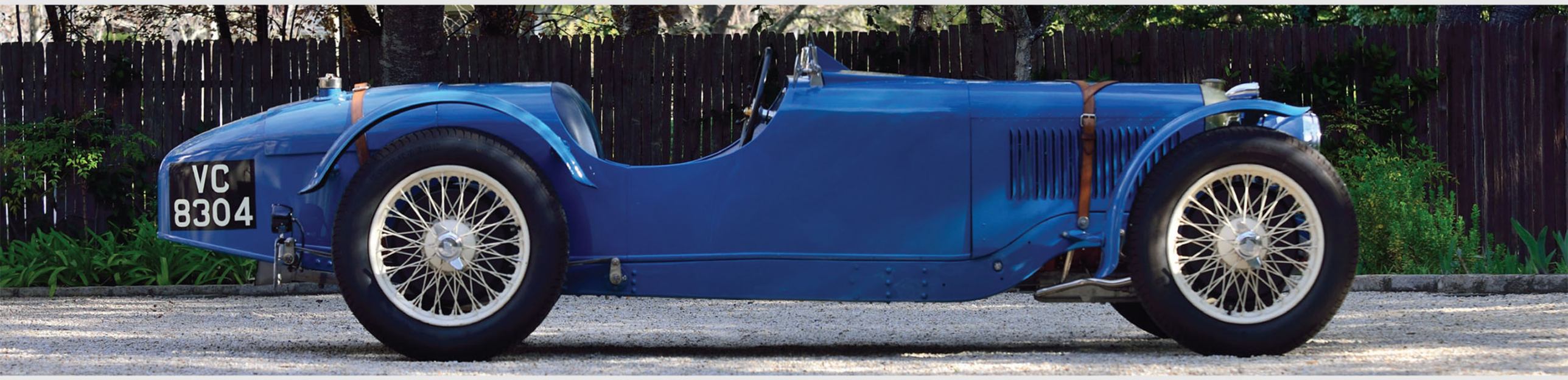
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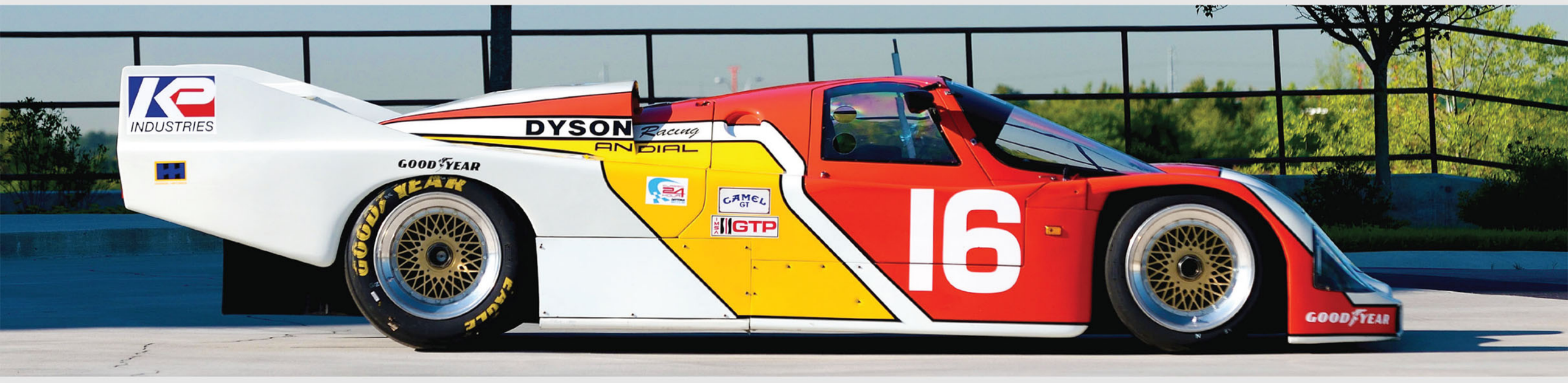
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MAX POWER

In the Spanish Grand Prix, his first race for Red Bull's senior team, Max Verstappen capitalised on a favourable tyre strategy (and astute defence) to become the youngest race winner – at just 18 years and 228 days – in Formula 1 world championship history.

LAT

F1 FRONTLINE *with* Mark Hughes



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Fighting animals: Lewis and Nico both did only what you'd expect in Barcelona – but it may have long-term implications

LAT

THE NICO ROSBERG/LEWIS Hamilton accident in Barcelona was exceeded in news terms only by the identity of the resultant race winner – 18-year-old Max Verstappen. But while arguments raged about blame for the accident, it was a lot of noise about not very much – in isolation. In terms of the driver market it may yet be the defining moment of the season.

Any driver worth their salt, in a potentially title-winning car where the only realistic opposition for the world championship was their team-mate, would have done what each of them did in the situation they faced in Barcelona. Had Rosberg not – without ambiguity – moved right to block the inside line once he realised he was in the wrong engine mode, and therefore vulnerable, he could not be taken seriously as a world-class F1 driver. Similarly, there would have been something wrong had Hamilton not immediately tried to pounce aggressively on a problem for his rival. Responsibility to the team be damned. In this moment it's about raw desire and competitive intensity – and these are fighting animals. At least they should be, in this situation. They each did exactly what they should have done and there is no rule saying that two into one has to fit. It's meant to happen this way occasionally.

But from a team perspective, how does it fit? Maybe it doesn't. If this was Rosberg's response to what happened at Turn One in Austin last year – when Hamilton banged wheels in passing his team-mate, pushing him further to the outside than necessary to claim the lead – Nico's final, definitive statement of 'you will not bully me aside' under any circumstances, then does Mercedes have a problem? It's not as if Hamilton – contracted until the end of 2018 – is likely to change his style any time soon. Would the end of this season, when Rosberg's current contract expires, be a good time to break up the partnership?

STRAIGHT talk

Something or nothing? Only Mercedes knows the answer

Verstappen's amazing victory just underlines the fact that the generations are turning. Mercedes was one of the teams said to be interested in signing the Dutch teenager, but he is now off the market for several years, this the trade-off agreed by the Verstappens as part of his promotion to the senior team from Toro Rosso. But elsewhere Stoffel Vandoorne – flawless on his debut with McLaren in Bahrain as a one-off – is bursting with Verstappen-like potential and Mercedes has two hugely promising rookies of its own in Pascal Wehrlein and Esteban Ocon. The latter beat Verstappen to the European F3 championship two years ago, the former has been putting the Manor into some unlikely first-lap positions this season.

One thing that would make it difficult for Mercedes not to renew Rosberg's contract for at least another year would be if he emerged as 2016 world champion. Turning him loose would cost Mercedes all the promotional benefits associated with having the reigning world champion on hand, not to mention the negative PR of dismissing the guy who's just won you the title. Williams once made a habit of this – Nigel Mansell, Alain Prost, Damon Hill – but that's an independent team. Mercedes has the thrust of a major corporate marketing department and is justifying its F1 spend on the promotional pay-off.

Hamilton, in the equal fastest car, came to Monaco on an eight-race winless streak. Mechanical problems played their part in that and it would not be unusual if the probabilities soon turned in his favour. If he can overcome that points deficit in the rest of the season and take a third consecutive title, thus denying Rosberg, would it spell the end of Nico's Mercedes career? Might we see Mercedes holding off on renewing or extending until the championship has been decided? Will Rosberg therefore be fighting not just for the championship, but his very future? In which case, just how hardened will his resolve be next time he's in one of those 50/50s with Hamilton? M



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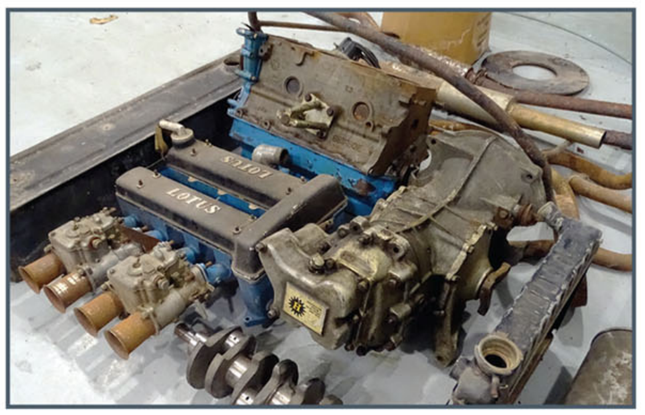
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"Karting is great training. We don't

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IT'S BEEN A LITTLE SAD WATCHING ONE OF F1's truly great drivers making up the numbers in an uncompetitive McLaren-Honda for the past couple of seasons, each underpowered, low-key weekend stretching those glory days further into the past.

"You have to remember where I came from," stresses Fernando Alonso when asked if he has any career regrets. "I come from a normal family. My mother worked in a shopping mall, my father in explosives doing engineering. Me, I started liking karts, then single-seaters, then 17 years in F1 and I have two world championships. Once we start from that point, to be remembered or hope for more titles… well, it is out of the question for someone living that experience. I drove for Renault, McLaren-Mercedes, Ferrari and McLaren-Honda. I think any driver coming out of karts would have signed up for that."

There's an air of acceptance about Alonso these days, as if he's comfortable with the probability that his world title days are over – because that's just the way his career has played out. "Looking back it's always easy to think of better decisions. But if you change things you've done in your life you will not be the person you are now. I'm happy with who I am now."

That last little phrase is perhaps very telling. Because this is not – occasional chippy radio messages aside – the brooding, boiling Fernando Alonso of last time around at McLaren in 2007, when he infamously fell out with boss Ron Dennis and was released after just one season of a three-year contract. This is an altogether more balanced and accepting individual. Maybe it's just the maturity of age, maybe he's had expert help in controlling his impulses out of the car by looking at things from a different perspective. Whatever it is, the difference is quite marked. "Hearing about what Fernando was like when he was back here and from other teams you kind of have a perception," says his performance engineer Will Joseph, "but he's been completely the opposite of that; just very professional. Yes, very frustrated in the car sometimes. But he comes out of the car and he's straight into, 'OK, these are my problems, this was bad, this we can make better.' It's nothing personal, it's wanting to be good, wanting to be the best."

Total competitive intolerance, a wild-eyed refusal to accept anything he saw standing in the way of his ambition, marked him out at McLaren in 2007 (and occasionally before that at Renault). Whatever promises Dennis had made him prior to that season, Fernando felt they were not being honoured and his insistence that Ron correct that – even, if necessary, deliberately to compromise the season of his rookie team-mate Lewis Hamilton – led him down a dark path. Looking back, that was probably the crucial juncture at which his career went from what it could have been to something else instead. It's as if he's forever been stumbling one step behind, unable quite to forge his own destiny since that mis-step, triggered by a combination of intense ambition, deep emotion but less than sophisticated understanding at that time.

"I know I could maybe have more trophies at home, or maybe I could have had better car choices, but at the time I made the decisions I thought they were the right ones, so I always follow my instinct, follow what makes me happy, When you do that you cannot regret. Red Bull was just an energy drink when I had an opportunity to sign for them. Mercedes? Michael was coming back to F1 and signing with Mercedes and it was a nice project, but Michael was often out of Q3 in those three years. No one has a crystal ball to get the right car."

> "I'D LIKE TO HAVE MORE TROPHIES AT HOME, BUT WOULD NOT CHANGE A SINGLE DAY OF MY F1 CAREER"

A lot of self-justification, as if soothing himself of the anger and frustration that would otherwise be there. It would be quite an understandable frustration. A total of just eight more points spread between the 2007, '10 and '12 seasons would have made Alonso a five-time world champion – and that would have been commensurate with his standing in the sport. Instead, he consoles himself with that standing, holds onto it like a life raft to maintain an equilibrium that would otherwise be sorely challenged by the conflict between the intensity of his will and the way circumstances have conspired with his own traits in frustrating that will. Asked if he needs more titles to rubber-stamp that standing, he replies: "No, I don't think so. Gilles Villeneuve is one of the greatest Ferrari drivers in history. For the media it's important to win titles – like the football philosophy. But from inside the sport to have the recognition, the respect from everybody who knows this is a sport of being in the right car in the right moment – even when you are in the wrong car at the wrong moment – that's much more than winning a title. Of course I'd like to have more trophies at home, but it's the way it is and I would not change a single day of my F1 career."

Not even provisionally asking to be released from Ferrari, thereby triggering events that led to Sebastian Vettel taking his place there just as the James Allison-led technical group hit its stride? Maybe his



recently discovered equilibrium just wasn't conducive to the particular challenges of that role. "Not winning [the title] with Ferrari is quite stressing, because there are a lot of pressures when driving for Ferrari. After five years of not winning it, with still another two years of contract and not seeing the possibility of winning it within those two years… the prospect of being there seven years and not winning was not happy for me." He and manager Flavio Briatore tried the obvious solutions – a place at Mercedes or Red Bull, a single-year contract with McLaren so as to be in a place to slot into one of those teams later, even just a single extra year at Ferrari – but there were roadblocks at every turn.

One inevitably wonders how significant it was that Briatore no longer operates within the F1 paddock, for he failed to find the crucial piece of knowledge in these negotiations: that Vettel had a clause in his Red Bull contract that potentially allowed him to be free one year early. "For Vettel, Ferrari is good," Alonso says beatifically. "He is younger than me, at a different stage of his career. He's young, motivated and the car can fight for podiums. But in the five years I did at Ferrari we twice arrived in the last race leading the championship – we were more than just contenders. So yes, Ferrari is much better now than in my final year there, but still I do not see an improvement from where we were for much of my time there. But Ferrari was magic and I take with me some very special memories." Therapeutic rationalisation again? "I will always have Ferrari in my heart. I have its road cars in my garage, I have its cars in my museum and they are the cars people photograph most often."


Celebrating a 2013 home win in Spain and, right, his second – and most recent – world title at Interlagos in 2006

"I WILL ALWAYS HAVE FERRARI IN MY HEART. I HAVE ITS CARS IN MY MUSEUM"

But the only championship trophies in his cabinet date from a decade or more ago. He won those titles by driving harder for longer than anyone else; his appetite for running lap after error-free lap on the ragged edge was insatiable, a fierce bundle of competitive energy that wore the opposition down. He did this in unusual rearward-heavy Renaults configured around the traits of the superb longitudinal grip of the Michelin tyres on which they ran, his almost brutally fast wrenching of the wheel into slow corners not pretty but devastatingly effective for this combination.

But all that stuff's been neutralised for years; his biggest skill – that relentless ability to run flat-out – counts for nothing in the Pirelli control tyre age when the fastest way to finish the race is to drive slowly for most of it… So, with that skill redundant, is he now just another driver, no more effective than a dozen others?

"No, absolutely not," insists Joseph, who has worked since 2012 with Hamilton, Sergio Pérez, Kevin Magnussen and, for the past two seasons, Alonso. "It's very clear he's on a different level to the others I've worked with. That's not putting the others down; it's just his experience, awareness and ability to take on a lot of information, which is pretty incredible. We find ourselves at a level of discussion with him that we wouldn't normally have with a driver – because he'll start thinking about things that you imagine just engineers think about. He's got so much experience he can think about other things, worry about the finer details. It's really refreshing and it changes how you work."

So, how does he go about still making the difference? "It's definitely more difficult now," Fernando says, "because in the new F1 it's not necessarily the quickest way to push all the time because you will pay the price later in the lap or the stint, overheating everything. So sometimes to drive a bit more calm, a bit slower, will pay off at the end of the stint because the overall race time is quicker. It's a little bit difficult but it's still a challenge. As a driver you just try to keep improving and learn from everything, especially from the engineers and the team, because now the approach is different. But it's the same for everybody. As long as there is competition in it. You're still trying to maximise the package you have.

"It's not pure driving. If you want that you need to go to karts – which I do. I push every lap, I spin the tyres and at the next corner I still have the same grip. I do one lap, 20 laps, 75 laps and in the same tenth, all of them. That's pure driving. We don't have that any more in F1. It's less fun. But you arrive here, talk with your team, prepare with them in a different way. You still enjoy it, still have fun, try to learn, try to do something different compared with the other drivers – especially your team-mate – to take care of the tyres, the battery, fuel saving, all the different techniques in trying to be more efficient. Then there are the race starts, first laps, pitstops: a lot of tricky moments where you try to use all your experience to gain."

Mark Temple is Alonso's race engineer. Here's how he sees it: "It's about being able to extract the maximum all the time in a different way, thinking about the whole stint. 'I know I'm going to do a longer stint

than expected here so I need to manage my pace and tyres to achieve that' – and that's something he's incredibly good at. He thinks a lot while driving about things other than that immediate lap. Often he'll ask me stuff about the strategy that shows this very clearly. That amazing awareness is a strength he's always had – that ability to drive very quickly with very few mistakes while also thinking about the whole race and managing it." It strikes a very stark contrast with Hamilton, the one driver Alonso respects above all other rivals. Lewis needs the parameters imposed by the team to work within. Occasionally, he will override them, but only in the most blatant cases of the data not according with on-track reality. Alonso is an active participant in defining those parameters. Hamilton did intuitive things in the car that Alonso saw on the data traces in 2007, individual moments of virtuosity that confirmed to him Hamilton was a special case. But Hamilton's big picture tends to have more missing pieces than Alonso's. That's certainly the view of Jenson Button who's partnered both. "In many ways Fernando is an even tougher team-mate than Lewis was," he says. "Yes, there were days when Lewis would just do something amazing, but there were other days when you got everything right when you wondered where he'd gone. With Fernando there are never any days like that. If he's behind you he is pushing you like crazy."





Temple adds: "Fernando has great adaptability in his driving style. The way he is able to adapt to a car or track or a tyre is very impressive. He will come back and say, 'I think the problem is this,' and you'll look at the data and say, 'I can't really see that on the data,' and it's because he's driving around it. So he's driving around the limitation but it doesn't mean it's not a problem, just very difficult to see. And sometimes if you look at his first laps, where he hasn't initially found the limit, that's often when you see the problem manifest itself for the first time on the data. With him, it's not just about the data, it's often about the discussion of what the biggest problem is. Very much the big picture. That is where he is so outstanding."

Behind that, fortifying it, is belief, the total self-belief he's always possessed. You may have heard him on TV saying to Martin Brundle: "I always feel confident about beating anyone. I don't believe that I'm better than anyone on pure speed in qualifying, I don't think I'm

better than anyone in wet conditions, dry conditions, qualifying, race. But if you put me in the same car at the same moment and same track as anyone, I think that I will beat them. Maybe I'm not best of all sections, but overall I will beat them." Not delivered in a boastful way, quietly, almost shyly. But with total conviction.

Temple largely agrees with that self-assessment. "The truly outstanding thing about him is being strong across all the areas. He is able to identify areas of weakness and really think about them, work on them and minimise them. It's quite a conscious thing." When he is slower than Button in qualifying, for example – as he was five times last year on the seven occasions in which a straight comparison was possible – it's invariably because he's gone over the limit of what's required, not under. "It's difficult to generalise," says Temple, "because it varies with the circuit or the tyre or the type of corner, but Fernando is a driver who likes to be attacking and aggressive on corner entry and that's one of his strengths. But it's one of those situations where... with the very good drivers their strength is not necessarily a strength at every circuit. So being able to carry a lot of speed into corners and attacking on some circuits – like Singapore, where Fernando is super-strong – can be a massive performance advantage and at other circuits it's not. It's all about saying, 'OK, don't do that', reining in the instinct."

It isn't that he is this all-conquering colossus in the mould of Senna or Clark, a driver that can seem to do everything better than all his rivals. He's never been that. It's more that he has a better set of averages.

And anyone who thinks the more accepting, serene Alonso has lost the desire or motivation need note only his response to Johnny Herbert's pondering on that very subject, during the Bahrain Grand Prix, where Alonso made a point of interrupting Johnny's live report to respond – in a not very delicate way. I ask him about this and it's the most animated he is during the whole interview. "Yes, I felt a little lack of professional respect, but also it was because he questioned my motivation. On the very weekend that I was trying to get the FIA to allow me to race with cracked ribs and a pneumothorax! In 2014 with an uncompetitive car I scored triple the points of Kimi Räikkönen, in 2015 I was pushing the car in Hungary to the pitlane. So say I'm slow, ugly or whatever, but not that I'm not motivated. It makes no sense."

> "SAY I'M SLOW, UGLY OR WHATEVER, BUT NOT THAT I'M NOT MOTIVATED..."

And there is the complex competitive animal, the magnificent racing driver that is Fernando Alonso. Not quite the same Alonso as in his full glory, but no lesser than that either, just slightly different. Maybe he doesn't have the all-round emotional intelligence of a Sebastian Vettel, that light touch that gets things exactly as he needs them without ruffling feathers. But he is what he is and surely still has within him some very special performances, whenever McLaren and Honda get their act together. If that doesn't happen, then he has a plan. "I'd like to achieve the triple crown one day," he says. "So Monaco Grand Prix, which I have won already, then the Indy 500 and Le Mans 24 Hours. It's a big challenge and if I'm happy and motivated still, maybe that can be *my* challenge."



Alonso with race engineer Mark Temple, who appreciates the Spaniard's eye for the bigger picture

Heart Racer



Ferrari 512 BB, 1980 model, one previous owner

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GRAND PRIX NOTEBOOK

RUSSIA & SPAIN

BEHIND CLOSED DOORS IN FUSCHI-AM-SEE (AUSTRIA) AND Milton Keynes late last year, it had already been talked about: promoting Max Verstappen from the junior Toro Rosso squad to Red Bull, with Daniil Kvyat being demoted to make room. The Red Bull junior driver programme is a pitilessly demanding regime and Kvyat was adjudged by the scheme's boss Helmut Marko to have underperformed last year, after being promoted to the main squad to replace Ferrari-bound Sebastian Vettel. The Russian had outscored Daniel Ricciardo over the season, but that was just the way the reliability cookie crumbled for each of them; the underlying performance between them indicated that Kvyat was rarely on Ricciardo's pace. In fact, the qualifying average gap between them – in the races where comparison was possible – was bigger than that between team-mates anywhere except Ferrari.

Verstappen the 17-year-old rookie, on the other hand, had been creating something of a sensation at Toro Rosso. His racecraft and calm control allowed him to pull off a series of improbable passing moves, the way he got the car rotated so early into a slow corner buying him both lap time and tyre life, the irrepressible competitive spirit leading him into occasional conflict with the pitwall – but that was considered a positive. All these things, and the sort of bravery that had him passing a Sauber around the outside of Blanchimont at 190mph – or indeed trying a pass on Kvyat around the outside of 130R, a little bit of eighth-gear opposite lock over the exit to control the consequences. Such tell-tales had been noted. This was potentially a very special Grand Prix driver.

But it wasn't only Red Bull noticing these things; it was the rest of the watching world, including Mercedes and Ferrari, both of whom had been in touch. If Red Bull was going to hold onto Verstappen in the long term, they needed to offer something equally attractive. After Kvyat had been told around Suzuka-time last year he needed to up his performance if he was to remain in the main team (see *Motor Sport*, December 2015), the result of him pushing yet harder was him rolling the car in qualifying… But internally, there was a counter-prevailing view to Marko's about promoting the teenager to the big team. Christian Horner felt Kvyat still had something we hadn't seen clearly yet, that it had maybe been an underperformance rather than a shortfall of potential, that he deserved a little more time. Did Red Bull owner Dietrich Mateschitz have the final say?



Whatever, the internal compromise was a loose 2016 plan whereby Kvyat would be given the half-season up to Silverstone to make an overwhelming case for himself. Otherwise the swap would be made after the British Grand Prix. This was not communicated to the drivers. "Red Bull is in a unique position where we have four cockpits," pointed out Horner. "We have an awful lot of information about the drivers. They come through the junior programme, we see how they develop on the simulator, we analyse their performance in the car, we generate a huge amount of data, knowledge, information, together with other testing that we do with the drivers. We came to the conclusion that Daniil has been struggling a little bit for form compared to his team-mate, that there had been a consistent pattern there."

Kvyat's performance in China had been pretty good, his third place there based on what Vettel described as a "kamikaze move" at the first corner. Otherwise, from Red Bull's demanding perspective, there was nothing exceptional about the drive; he achieved what the car should have done, nothing more. He had again been outqualified by team-mate



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"VERSTAPPEN HAD BEEN CREATING SOMETHING OF A SENSATION AT TORO ROSSO. THIS WAS POTENTIALLY A VERY SPECIAL GP DRIVER"

ALL IMAGES LAT & RED BULL



Under pressure: Verstappen leads from Räikkönen in Spain, but the youngster's nerve held – ditto his Pirellis

Ricciardo, this time by a full 0.4sec. A big margin for any team-mate, a disastrous one in these circumstances.

Two weeks later we were at Kvyat's home race in Sochi and the pressure he was under can only be imagined, especially after being outqualified once more by Ricciardo. As if sniffing opportunity in the air, the in-team competition at Toro Rosso had intensified. John Booth – ex-Manor team boss – had been brought in by Marko in an attempt at soothing the waters between the Verstappen and Carlos Sainz camps. Booth got an idea of the job on his hands after Verstappen and his race engineer Xevi Pujolar went against the agreed team plan in their choice of tyres during qualifying – something that potentially might have proved crucial in Verstappen beating Sainz on race day – and team boss Franz Tost had a public stand-up row with the engineer. Career-defining opportunities and massive pressures…

So the gantry lights went out and behind the race-leading Mercedes of Nico Rosberg, there was a tight slipstreaming squabble between the Red Bulls and Vettel's Ferrari through the first flat-out sweep and down to the braking area for the tight Turn Two, a layout that invites incident. Vettel pulled a beautiful move to Kvyat's inside. Daniil in turn had Ricciardo to his outside and was desperately trying to position himself ahead. They brake there from 190mph down to about 50. There was an inevitable concertina effect as Vettel braked while Kvyat was trying to grind ahead of Ricciardo – and the front of Daniil's car hit the Ferrari, knocking it into Ricciardo. A few broadside moments, but on they all continued building speed through the parabolica of Turn Three, with Kvyat still right beneath Vettel's rear wing. At which point Seb, sensing that he might have a damaged car or puncture, backed off… Kvyat couldn't avoid hitting him again – much harder this time. The Ferrari speared off into the wall, Vettel turned the airwaves blue, the races of both Red Bulls had been ruined as they each limped back to the pits for repairs. By the time Putin turned up a few laps from the end, the home boy was running an undistinguished 15th, a long way behind Rosberg, winner of his seventh consecutive Grand Prix.

"People saw what happened in Sochi as a catalyst," said Horner at the next race, in Barcelona, in the lead-up to which Red Bull had confirmed the Kvyat-Verstappen swap with immediate effect. Horner: "Rather than waiting until later in the year we elected to get on and do that in time for the European season… Obviously an awful lot more than just one Sunday afternoon is considered."

Predictably, Verstappen and Kyvat were each called up by the FIA for the Thursday press conference and the Russian was in a feisty frame of

WORD *on the* BEAT

Even though the 2017 chassis regs have been voted through together with the 2017-18 engine rules, drivers are still far from convinced the sport is heading in the right technical direction. **Nico Rosberg** said in Sochi: "Our opinion was that it's not the right direction to go and we were hoping that they would definitely look into it again and



make sure from a technical point of view to double check. Now this is the way it is, so now all we can do is accept it, make the most of it and hope that there are going to be some surprises. Maybe we're going to love the cars and enjoy driving them even more than we do now. Maybe all the grip is going to feel great or whatever. We just have to accept it."

In the Tuesday prior to the Russian Grand Prix, ahead of a crucial Friday vote regarding the 2017 engine regulations, with **Bernie Ecclestone** still pushing to break the accord between the engine manufacturers on meeting cost and supply stipulations laid down by the FIA, there was a forum meeting of the F1 Commission members. All the Ecclestone-aligned promoters failed to turn up… The agreement was voted through on Friday regardless. **Jean Todt** – who



visited CVC's **Donald Mackenzie** in New York before the Chinese Grand Prix – was phoning up the promoters who hadn't turned up on the Tuesday, convincing them not to vote against the proposals. Enough of them didn't. It has led to speculation that Mackenzie, Todt (and the manufacturers) are now aligned against Ecclestone. Has Bernie just lost out in his final stand to retain power? Or does he have a final flourish up his sleeve? Discussions regarding the sale of CVC's controlling share continue. We believe CVC's Donald Mackenzie would like to be one of the buyers.

Pirelli has become convinced that some teams have found a way of circumnavigating the (rather high) minimum pressures it imposes for the race. There's a lot of performance to be found from running lower



mind. "I was in Moscow on my sofa at home watching a TV series," Kvyat said when asked where he was when he received the phone call from Marko. "There was a 20-minute talk… I wanted and I think deserved an explanation. I got to know many interesting details, I must say, which I will keep to myself for now…

"I feel like I've done everything for the team. I feel like I've been bringing the points, I've been bringing all the development work. We've been working well together. So, why [I was taken out of the senior team] is a question for other people who made the decision. I think they can give a better answer to that. I really don't see any reason."

Asked what TV series he'd been watching, he replied: "Oh, *Game of Thrones*." Whether that was true or not, it was a superb answer. Asked then about how the tyre allocation worked, he explained that he and Verstappen each retained the choices made for the specific car, not the driver. "But I get to keep my points," Kvyat pointed out with an underlying chippy message. "And my podium."

But then 18-year-old Max Verstappen went and won the Spanish Grand Prix, setting a new record for the youngest ever Formula 1 victor on his very first drive for the senior team! It was an extraordinary turn of events, put into place by Rosberg forgetting to change a switch from formation lap mode to race mode when sitting on the grid. He beat pole-winning team-mate Lewis Hamilton into the first corner but, as he deselected launch mode through Turns Two-Three, so the engine reverted to formation-lap mode – and Hamilton came out of there with masses more power, gaining fast. Rosberg immediately made for the inside, intent on showing no compromise, just as Hamilton was making a determined bid for the closing gap. They had the full-on first lap accident that they've always been destined to have, two Mercs in the gravel trap – and suddenly a fantastic race was in prospect: Red Bull vs Ferrari, all four cars in the mix.

The way it played out for Verstappen – rather than Ricciardo, who had outqualified the new boy handily – to win was a strategic throw of the dice, something Ferrari's greater race pace forced upon Red Bull. Ricciardo and Verstappen were running one-two in the first stint, but Vettel was quickly upon them. Although he couldn't pass on track, the German was close enough behind, early enough in the race, that he could possibly have passed both Red Bulls by stopping before them. To defend against this, Red Bull had to ensure they pitted before Vettel – and to split the strategy between two stops and three. A three-stopper was theoretically faster at this stage – and so Ricciardo was put on

pressures, but there's a corresponding safety concern. The key seems to be heating the wheel rims massively to temporarily boost the tyre pressure, giving an artificially high reading when it is measured just prior to being fitted for the formation lap.



Then a very slow formation lap allows the temperature – and tyre pressure – to fall below the minimum for the race. There may also be some trickery in the tyre pressure data feed going to the team screens, for Pirelli's perusal. **Jolyon Palmer** suffered a 190mph blow-out of the left-rear in Friday practice at Barcelona. Pirelli noted that even with the tyre in shreds and no longer on the car, the pressure number on the team's screen remained unchanged… A more sophisticated live-feed direct to the FIA is being planned for forthcoming races.

Sergio Marchionne, that aggressive bruiser of a Ferrari boss, often has just a big-picture impression of current developments in



F1. In a meeting discussing the agreement between the engine manufacturers to move towards a convergence of performance, he reportedly stood up and launched a verbal tirade against the idea. "But Sergio, your team has already signed up to it," piped up a mischievous **Christian Horner** who then motioned towards fellow signatory, Mercedes' **Toto Wolff**, who confirmed that Ferrari had indeed done so… Cue an even bigger rant followed by an abrupt departure from the meeting…



Prior to the **Verstappen/Kvyat** swap, **John Booth** was a surprise addition to the Toro Rosso team from Russia onwards. Tech director **James Key:** "We have under-performed in the first three races relative to our competitiveness. We could have done better. John is here as a consultant to help us step back a bit and look at the wider picture. His experience can only help strengthen the team."

Following the stand-up row between Toro Rosso team principal **Franz Tost** and Max Verstappen's



race engineer **Xevi Pujolar** in Sochi, regarding the decision to go against the pre-agreed team plan on tyre choices during qualifying, Pujolar was no longer with the team in Barcelona two weeks later.



The first of many for Verstappen? Vettel, third, looks happier than Räikkönen...

this strategy, Verstappen left on a two. At Ferrari, Vettel was put on a three, Kimi Räikkönen a two. The three was quicker than a two only if an unknown variable – how much the track improved – played out as calculated. But it didn't. The track evolved so that the medium tyres on which the two-stoppers were running remained OK for more than 30 laps (about five more than forecast). The newer tyres of the three-stoppers were not faster by a big enough margin to buy the time of the extra pitstop. So the fight for victory distilled down to Verstappen vs Räikkönen, the youngest and the oldest in the field. Kimi pressed Max hard, but crucially didn't have the Red Bull's traction out of the final chicane, meaning he could never get close enough at the end of the straight to pass. Several seconds behind them, Vettel prevailed over a frustrated Ricciardo for third.

Max Verstappen was even hotter property now. But in exchange for his promotion, the Verstappens had agreed he sign a long-term Red Bull contract. And so the *Game of Thrones* played out.

Rd 4 RUSSIA, MAY 1 2016

				RACE DISTANCE
1	NICO ROSBERG	Mercedes W07	1hr 32min 41.997sec	53 laps
2	LEWIS HAMILTON	Mercedes W07	1hr 33min 07.019sec	
3	KIMI RÄIKKÖNEN	Ferrari SF16-H	1hr 33min 13.995sec	192.467 miles

FASTEST LAP NICO ROSBERG Mercedes W07 1min 39.094sec

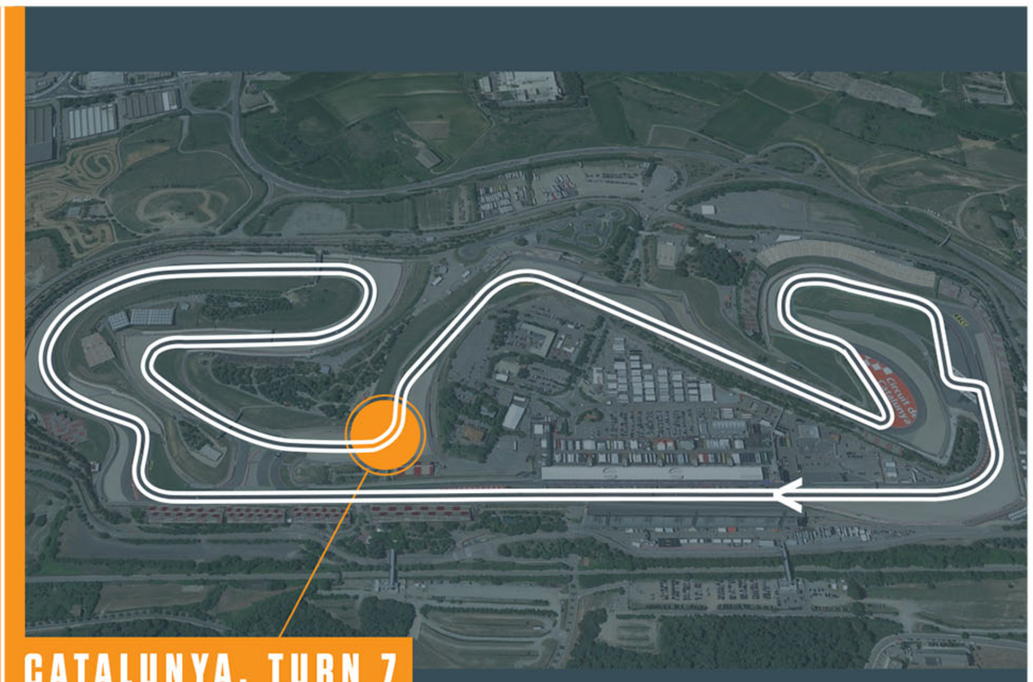
POLE POSITION NICO ROSBERG Mercedes W07 1min 35.417sec

Rd 5 SPAIN, MAY 15 2016

				RACE DISTANCE
1	MAX VERSTAPPEN	Red Bull RB12	1hr 41min 40.017sec	66 laps
2	KIMI RÄIKKÖNEN	Ferrari SF16-H	1hr 41min 40.633sec	
3	SEBASTIAN VETTEL	Ferrari SF16-H	1hr 41min 45.598sec	190.826 miles

FASTEST LAP DANIIL KVYAT Toro Rosso STR11 1min 26.948sec

POLE POSITION LEWIS HAMILTON Mercedes W07 1min 22.000sec



CATALUNYA, TURN 7

Trackside view

"The dust has only just settled from the Verstappen/Kvyat swap as they take to a scorching track in their new mounts – and in these first exploratory laps they are not attuned to them.

Verstappen pugnaciously pitches the Red Bull into Turn Seven and finds it responds instantly - actually turning him directly to where he steered, rather than initiating a slide to where he was anticipating, so much more front-end grip does it have than what's he's been used to. A few seconds behind, on the approach to that corner, Kvyat stands on the brake pedal – and locks up the Toro Rosso's front wheels, so much less grip does it have than the Red Bull. That turn is preceded by the downhill kink of Turn Six and it's all taken as one sequence, 165mph down to about 90 – but with a variety of feasible approaches.

The two Mercedes drivers – running in tandem but about 20sec apart – are demonstrating the extremes. Lewis Hamilton is going for the challenging method: further to the outside through the kink, making less of a turn of it, hanging on wall-of-death style, taking more speed but covering a greater distance than Nico Rosberg's more conventional method.

As they shoot out of there immediately into the braking zone for Seven, the Hamilton technique requires more braking and from a compromised angle. Just as the fronts are about to surrender, ready to understeer him wide, he comes off the brakes and turns in at the same time. It's exquisite in its timing – every time. Rosberg, because his line through the kink has him arriving in the braking zone at lower speed and four-square on a straighter trajectory, isn't troubled; can just stand hard on the left pedal without any latent instability, requiring no conjuring tricks to get the car turned in. Which is quicker against the watch? Only the data analysts could tell you that, but Hamilton's way requires a more acrobatic approach."

MAP DATA: GOOGLE, DIGITALGLOBE

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RED BULL

The youth of today

Nino Farina was 43 when he won the first world championship Grand Prix, at Silverstone in 1950. It would take another 66 years and 2 days for a teenager to stand on the podium's top step...

THE SPORT'S DYNAMIC HAS changed beyond recognition since the early days of the world championship for drivers, when neither corpulence nor seniority were barriers to success. Luigi Fagioli was 53 when he shared Juan Manuel Fangio's winning Alfa Romeo in the 1951 French GP, Fangio 46 when he clinched his fifth and final title in 1957. But there was no high-level karting back then. Even into the 1970s drivers usually learned racecraft in Formula Ford, perhaps in their late teens, before progressing a step at a time towards F1.

Reaching the top required several seasons of hard graft, the kind of experience modern drivers have accumulated long before they are permitted to drive legally on the road.

Max Verstappen is one such: karting prodigy at 15, F3 race winner at 16, F1 rookie at 17 and now a winner at the sport's top table, aged 18 years and 228 days – the ultimate example of how Grand Prix racing success has become ever more the domain of the young.

Here's how the records have tumbled over time.

YOUNGEST WORLD CHAMPIONS



EMERSON FITTIPALDI

AGE: 25 YEARS AND 273 DAYS
YEAR: 1972
WHERE: MONZA, ITALY

Emerson Fittipaldi's victory in the 1970 US GP secured the world title for late team-mate Jochen Rindt, who became the sport's first posthumous champion and also – at 28 – its youngest. Two years later, it was Fittipaldi who lowered that benchmark.



FERNANDO ALONSO

AGE: 24 YEARS, 58 DAYS
YEAR: 2005
WHERE: INTERLAGOS, BRAZIL

Already the youngest driver to have taken an F1 pole position and race victory, Alonso added the distinction of youngest champion when he ended Michael Schumacher's five-year reign. Third place in Brazil was enough for the Spaniard to undercut Fittipaldi by 18 months.



LEWIS HAMILTON

AGE: 23 YEARS, 301 DAYS
YEAR: 2008
WHERE: INTERLAGOS, BRAZIL

Having missed the title by one point in 2007, Hamilton made amends on a dramatic, showery day in Brazil. He finished only fifth, but that was enough to pip Felipe Massa to the crown... by one point. Fittipaldi's status as youngest champion lasted 33 years, Alonso's just three.



SEBASTIAN VETTEL

AGE: 23 YEARS, 133 DAYS
YEAR: 2010
WHERE: YAS MARINA, ABU DHABI

Hamilton's record didn't last long, either. Sebastian Vettel already had more than three full seasons of F1 under his belt by the time he secured his first title – and was still only 26 when he clinched his fourth, in 2013.

COUNTERPOINT

Juan Manuel Fangio was 46 years and 41 days old when he guided his Maserati 250F to victory at the Nürburgring in '57, one of his finest drives securing a fifth world title.

YOUNGEST GRAND PRIX WINNERS



BRUCE McLAREN

AGE: 22 YEARS, 104 DAYS
YEAR: 1959
WHERE: SEBRING, USA

Mike Hawthorn had previously been the youngest GP winner (24 years and 86 days, France 1953) when McLaren triumphed by 0.6sec at Sebring, but Troy Ruttman (22 years and 80 days) remained the youngest winner of a race counting for the world championship, following his success in the 1952 Indy 500.



FERNANDO ALONSO

AGE: 22 YEARS, 26 DAYS
YEAR: 2003
WHERE: BUDAPEST, HUNGARY

After the first nine laps at Budapest, Alonso was so far ahead that he asked, "Where are the others?" Bruce McLaren's record was finally beaten, by 78 days. Kimi Räikkönen and Juan Pablo Montoya were second and third, the top three's average age of 24 years and 7 months creating an F1 record that still stands.



SEBASTIAN VETTEL

AGE: 21 YEARS, 73 DAYS
YEAR: 2008
WHERE: MONZA, ITALY

On a rainy afternoon, Vettel took Toro Rosso's first F1 win. Mark Hughes wrote: "No driver made winning seem more straightforward than Alain Prost. If there is genius apparent in anyone who can make something very difficult appear effortless, Prost had it in spades. On this evidence Vettel has that same quality."



MAX VERSTAPPEN

AGE: 18 YEARS, 228 DAYS
YEAR: 2016
WHERE: BARCELONA, SPAIN

The ink is still fresh. With Mercedes duo Hamilton and Rosberg in self-destruct mode on the opening lap, Verstappen became the beneficiary as Red Bull opted to split strategies – and drove beautifully under pressure to become the F1 world championship's first winning teenager. And on his team debut, too.

COUNTERPOINT

Luigi Fagioli is unlikely ever to be beaten as F1's oldest race winner – he was 53 years and 22 days when he shared the victorious Alfa Romeo in the 1951 French GP.

YOUNGEST POLE QUALIFIERS



ANDREA DE CESARIS

AGE: 22 YEARS, 308 DAYS
YEAR: 1982
WHERE: LONG BEACH, USA

The margin was just 0.012sec, but that was enough to give de Cesaris his sole pole in 208 GPs. The Italian led initially, but lost out to Niki Lauda in lapped traffic and later crashed while lying second. Previously, the youngest pole winner had been Jacky Ickx (23 years and 216 days, Germany 1968).



RUBENS BARRICHELLO

AGE: 22 YEARS, 97 DAYS
YEAR: 1994
WHERE: SPA, BELGIUM

The Ardennes weather was at its fickle best when Jordan took a punt on dry tyres late in first qualifying. "It's far too early for slicks," said multiple GP winner John Watson on Eurosport, but it took Barrichello 2min 21.163sec to prove otherwise. With Saturday's second session washed out, pole was his.



FERNANDO ALONSO

AGE: 21 YEARS, 236 DAYS
YEAR: 2003
WHERE: SEPANG, MALAYSIA

After a striking debut season with Minardi in 2001, Alonso spent 2002 on the sidelines, impatiently biding his time as Renault's test driver. When finally promoted to the race team at Jenson Button's expense, it took him just two races to set the first in what would be a string of 'youngest' records.



SEBASTIAN VETTEL

AGE: 21 YEARS, 72 DAYS
YEAR: 2008
WHERE: MONZA, ITALY

On a rain-affected day when some drivers made incorrect tyre calls, Vettel's driving and decision-making were impeccable. It opened the door to a maiden GP success, after which the German was asked whether he'd just had the greatest day of his life. His reply? "You clearly weren't there when I lost my virginity..."

COUNTERPOINT

Nino Farina was 47 years and 79 days old when he stuck his Ferrari on pole for the 1954 Argentine GP. He would finish second to young upstart Fangio, then 43.

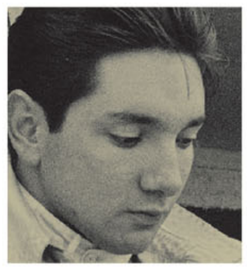


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YOUNGEST GRAND PRIX STARTERS



RICARDO RODRIGUEZ

AGE: 19 YEARS, 208 DAYS
YEAR: 1961
WHERE: MONZA, ITALY

The Mexican teenager was no stranger to the spotlight, having been a podium finisher at Le Mans in 1960, and it shone more brightly still when he qualified his Ferrari on the front row at Monza ahead of his GP debut. Fuel pump failure ended his weekend.



MIKE THACKWELL

AGE: 19 YEARS, 182 DAYS
YEAR: 1980
WHERE: MONTRÉAL, CANADA

Some people still aren't sure this counts, but he definitely took the first start. A pile-up then triggered a race stoppage, after which the young New Zealander ceded his Tyrrell to team-mate Jean-Pierre Jarier (whose own car had been damaged).



JAIME ALGUERSUARI

AGE: 19 YEARS, 125 DAYS
YEAR: 2009
WHERE: BUDAPEST, HUNGARY

Promoted mid-season to replace the harshly axed Sébastien Bourdais, then performed capably until himself being harshly axed at the end of 2011. By the time he was 25, he had announced that he was retiring from racing to focus on his other job, as a DJ.



MAX VERSTAPPEN

AGE: 17 YEARS, 166 DAYS
YEAR: 2015
WHERE: MELBOURNE, AUSTRALIA

Smashed the previous record by almost two years – and led governing body the FIA to impose a rule that no drivers under 18 would in future be granted the necessary F1 superlicence. Hasn't done too badly since then, mind.

COUNTERPOINT

Louis Chiron was 55 years and 292 days old when he started the 1955 Monaco GP, but failed to qualify for the same race three years later with his 59th birthday approaching.

AND THE WINNERS ARE...

Your votes are in, we've counted them and the winners have been announced. *Motor Sport* Magazine's annual Hall of Fame awards took place at a star-studded evening at the Royal Automobile Club's Woodcote Park estate in Surrey, on May 31.

More than 25,000 votes were cast by you – the readers – to decide which great figures from the worlds of Formula 1, sports car racing, motorcycling, rallying and US motor sport would enter our Hall of Fame. Some of the categories were closely fought, particularly the sports car polling, but the results were clear and we are proud to announce the winners for each of the five categories below.

A full report on the evening, including exclusive interviews with key guests, will be published in next month's magazine. For now though, here are the newest entrants to *Motor Sport's* Hall of Fame.

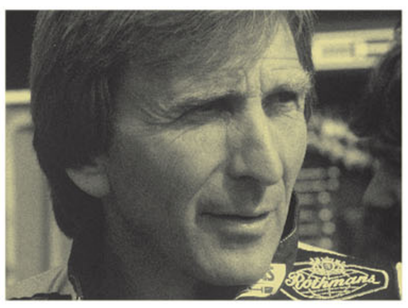




FORMULA 1

PROFESSOR SID WATKINS

Forget winning races, Sid Watkins saved lives. The wry doctor from Liverpool was at the forefront of Formula 1 safety for more than 30 years, until his death aged 84 in 2012. He played a key role trackside in the aftermath of many accidents, but it was his insistence on a number of structural safety improvements in the sport that will be his lasting legacy.



SPORTS CARS

DEREK BELL

Bell's record speaks for itself: he won the Le Mans 24 Hours five times, the Word Sports Car Championship twice and the Daytona 24 Hours three times, having previously raced in Formula 2 and F1. Bell was a top-line star from the days of the Porsche 917 through to the McLaren F1 and was always a fan favourite, as our poll emphasised once again.



MOTORCYCLING

VALENTINO ROSSI

Some categories were close. This one wasn't. The Italian maestro romped home with an overwhelming number of votes. With 113 Grand Prix wins (and counting) placing him second in the all-time list, Rossi's mercurial talents have done much to raise the profile of his sport. As well as winning world championship titles a remarkable nine times, Rossi is the only rider ever to wear all the 125cc, 250cc, 500cc and MotoGP crowns. *Saluti*.



RALLYING

SÉBASTIEN LOEB

Gymnastics' loss was motor sport's gain. Loeb quit the parallel bars to focus on driving 20 years ago and went on to become the most successful driver in World Rally Championship history winning the title a record nine times. After a brief dalliance with touring cars, Loeb is now back doing what he does best – using the handbrake and thrilling crowds – in this season's World Rallycross Championship.



US RACING

DAN GURNEY

The Californian was the only personality to feature in two Hall of Fame categories this year after also being nominated in F1. He invented the traditional champagne celebration as well as the Gurney flap, but it is his record as one of the sport's great all-rounders that surely swung the vote his way. Indycars, NASCAR, Trans-Am, Can-Am, sports car and, yes, F1 were all part of his portfolio – and he was a winner in all of them.

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The full works: Porsche and Audi have one WEC victory apiece this year – but the Toyotas looked very quick at Spa

Who will win the Le Mans 24 Hrs?

Porsche, Audi & Toyota set for close fight in endurance showpiece | BY GARY WATKINS

TWO TOPSY-TURVY ROUNDS OF the World Endurance Championship so far this season have offered little in the way of a form guide for the Le Mans 24 Hours. The only thing that can be said is that Porsche, Audi and Toyota are each heading to the double-points round of the series in with a chance of victory.

Porsche had the fastest car – just – in both six-hour races at Silverstone and Spa, but failed to win either on the road. Audi did just that both times, though it lost victory at Silverstone as a result of a technical infringement. It was, however, outpaced by both Porsche and Toyota when it did finally notch up its first WEC victory for 12 months in Belgium.

The Japanese manufacturer had been nowhere at Silverstone, yet was on course for the win second time out until engine failures put its cars out of the race. That suggests that there might be reliability issues in the Toyota camp. On the other hand, it was the only LMP1 manufacturer to get both its cars to the finish in the season-opener.

If the events of the opening two WEC rounds of 2016 weren't confusing enough, the situation was further complicated by the different specifications of car running at the Circuit de Spa-Francorchamps in May. Porsche and Audi raced their respective P1 hybrids in low-downforce Le Mans specification, while Toyota turned up with the same configuration in which its cars raced at Silverstone.

IS PORSCHE FAVOURITE?

Probably, but only by a narrow margin. That conclusion can be reached because the revised version of last year's championship-winning 919 Hybrid had the pace to win on merit at both Silverstone and Spa and because it is the only proven car in the factory P1 field.



"I really don't think we are favourites and we are not underestimating Toyota and Audi. It will be an open battle."
Andrea Seidl, Porsche principal

PORSCHE

Porsche, which finished one-two at Le Mans last year, reckons it is not sufficiently clear cut for its pair of 919s to be tagged as favourites. That's just two 919s rather than last year's three, because it and sister marque Audi have entered into an agreement to downsize their Le Mans campaigns in the name of cost reduction.

"We have seen that everyone is close together," said Porsche LMP1 team principal Andrea Seidl. "I really don't think we are favourites and we are not underestimating Toyota and Audi. It will be an open battle."

Porsche is, however, saying that it is the best prepared it has been for Le Mans since its return to the pinnacle of sports car racing in 2014. It is heading for Le Mans on the back of a successful run of endurance tests, including 15,000km at the Motorland Aragon circuit in Spain over the course of two simulations undertaken either side of Spa.

That said, the no2 car driven by Neel Jani, Romain Dumas and Marc Lieb that finished second at Spa completed all but half a dozen laps with reduced and sporadic hybrid boost.

"With these complex cars you can never be too confident," said Seidl. "A problem can come at any time, not just for us, but for all the manufacturers. It will again be a big challenge to get the cars to the finish at Le Mans."

TOYOTA BACK IN THE GAME

Everything is pointing to a renewed Toyota bid for Le Mans glory. Last year it was little more than a bit player in the WEC, the 24 Hours included, which forced a major overhaul of its programme. The new TS050 Hybrid not only runs in the eight megajoule hybrid sub-class like the Porsche, but it also has an all-new V6 twin-turbo engine.

Toyota didn't get the most out of the new package at Silverstone, where it lacked downforce, but it was very much in the game at Spa. The fact that it chose to run the same aero configuration in each of the first two races backs up Toyota Motorsport technical director Pascal Vasselon's view that its Le Mans spec is "a very low-downforce package".

Anthony Davidson, who again teams up with fellow 2014 world champion Sébastien Buemi and Kazuki Nakajima in the no5 TS050, is confident that Toyota will be back in the fight at Le Mans after its abject 2015.

"We showed at Spa that we can be competitive when we get it right and we expect that to be the case again at Le Mans, even if we may not be as strong as in 2014," he said. "One of the reasons we were more competitive at

LAT

Spa than at Silverstone is that there is more opportunity for kinetic energy recovery [courtesy of more heavy braking zones]. Le Mans, by the nature of the track, means we will be at least as competitive as at Spa."

Toyota was insistent ahead of round two that it had no major reliability worries as it geared up for Le Mans. Engine failures on both cars in Belgium appeared to contradict that claim, but it believed ahead of press time that the issues encountered were specific to Spa.

Toyota initially said that the two failures were not linked, but it now appears that the root cause was the same on both TS050s. The initial conclusion was that the forces sustained in the compression at Eau Rouge had a detrimental effect on oil flow and that Le Mans would not present the conditions for a reoccurence.

WHERE IS AUDI IN THE MIX?

Audi's victory at Spa, its first in the WEC since the corresponding fixture last year, owed everything to its reliability in a race of attrition. The R18 shared by Lucas di Grassi, Loïc Duval and Oliver Jarvis was the only factory P1 entry to run six hours without problems or delay.

The sister car also ran reliably on the way to fifth place. Its delays, which included the replacement of the underfloor, were all driver-induced.

Audi's claims that it was making progress with its all-new contender after a difficult start to its development programme late last year have proved correct. It was the only factory not to hit technical issues in Belgium.

Audi was able to fight with Porsche at Silverstone, though winners on the road André Lotterer, Benoît Tréluyer and Marcel Fässler probably wouldn't have been able to challenge the no1 919 had not Brendon Hartley crashed out early.

The latest R18 was less competitive at Spa because its Le Mans package was light on downforce for the Belgian track. Audi Sport Team Joest boss admitted that the latest R18 was "too slow", despite its victory, but pointed out that the team knew where it was losing time and "had the tools" to claw back the time it was losing.

"We're not expecting to go to Le Mans and run circles around our rivals," he said, "but then we are not expecting them to run circles around us."

— OBITUARIES —

Eddie Keizan

Prominent South African racer Eddie Keizan died on May 21, aged 71. Born in Johannesburg, he drove sports and saloon cars before stepping up to F5000 and winning the 1972 South African Gold Star title at the wheel of a Surtees TS5. He also competed in his domestic F1 series and started three world championship Grands Prix on home soil, driving a Tyrrell in 1973-74 and a Lotus 72 in '75.

John Hansford

The man behind the well-known Luke racing harnesses, John Hansford, has died after a long illness. Involved in motor sport for most of his career, he went into the retail business, running race equipment shops with Les Leston and Gordon Spice as well as manufacturing a wide range of Luke harnesses. He also raced, competing in Formula Vee, and played drums in a blues band.

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LAT

GORDON KIRBY

PENSKE JOINS DOWNFORCE DEBATE

IN APRIL ROGER PENSKE TOLD ME HE hopes IndyCar can follow NASCAR's lead not only in the way it runs and promotes its races, but also in moving to reduce downforce. Penske believes NASCAR is doing well, despite recent declines in TV ratings and crowds at many races.

"I think NASCAR is in great shape," Penske said. "The average NASCAR race draws close to 100,000 people. I ran the Super Bowl in 2006 in Detroit and we were glad when we had 75,000, so I think to have a Super Bowl every weekend in NASCAR is pretty good. All sports are suffering a little bit from the TV perspective, but you've got to add the social media aspect. There are a lot of new things out there and a lot of streaming, and I think when you look at the whole picture and combine everything NASCAR is in great shape."

Penske pointed to the way NASCAR has worked with its teams in determining this year's low-downforce rules package, which everyone – drivers, teams and fans – prefers to what went before. "I think it puts the driver back in the car and there's also a lot more strategy," he said. "The tyres wear because the car is sliding around a little bit more and there's more passing. If you have a better car at a particular time during the race, you can pass. You're not just sitting there with a bubble between you and the car ahead.

"I think NASCAR has done a good job and now there's a competition and technical committee helping make the decisions and the timing of when any changes are going to be made, so it doesn't come overnight without any room for planning and implementation. There's a thinking process and an opportunity to judge what's happening. They're looking at it from a cost perspective, from a timing perspective and a performance perspective."

Penske says he would like to see IndyCar follow NASCAR's lead. "I think they've got to take the downforce off in IndyCar too, especially on the ovals," he said. "You just can't run around a place like Phoenix in 18sec. I think the cars are too fast at short ovals. There's no chance to pass and if there is an accident it can result in a pretty rough outcome.

"To go fast at Indianapolis, you take the downforce off and that really puts the driver in the car. And I think that's what everyone wants to see. To me, Rick Mears has said it all about cutting downforce. I would let Rick be the spokesman. I support him completely."

Four-time Indy 500 winner Mears has long been a proponent of substantially reducing Indycar downforce and increasing horsepower. "Today, aerodynamics controls the sport," Mears said. "It dictates everything about the car. They've been going down a path with more and more downforce and they're just boxing themselves into a corner. Sometimes you have to say, let's stop and go back to where we were and start again. Let's try another direction.

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

"To me, I want to drive the car. That's what I love doing and that's what I get paid for. There's driving and there's guiding, and they're two different things. I like to drive it, not guide it. The more driver aids we have, the less input. To me, the fun part was: give me more power than I can use and let me figure out how to use it better than the next guy."



Turner had high hopes of a strong race at Spa, but they ended after a clash with an LMP2 car

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DARREN TURNER

LOOKING FORWARD TO LE MANS

ON THE BACK OF AN ENCOURAGING FIRST race of the WEC season at Silverstone, we went to Spa hoping for more of the same. Our Aston Martin lost 20kg of ballast through a Balance of Performance weight break, so we were looking forward to see if that closed the gap to Ferrari and, from what we saw in free practice, it certainly looked promising. Our goal was to get on the podium again and keep the points coming in.

Marco [Sørensen] had a difficult first stint as we tried starting on the harder rear tyre, but when Nicki [Thiim] took over on the preferred tyre his pace looked on par with our podium goal. Unfortunately one of the LMP2s tagged his rear going into Liège, spinning him into the end of the tyre barrier, which then rolled the car and that was the end of our race. Things were looking positive for a podium finish, but all those points just disappeared.

It's frustrating, because that corner is flat in a GT and you don't expect to have an LMP trying to sneak up the inside if they haven't already done it way before the corner. He could have made the pass on the next straight, on the way to Blanchimont, and both cars could have stayed out and raced to the flag. It was all very unnecessary.



"I really enjoy jumping into the GT3 Aston Martin with its Bosch ABS system; you can be a real hooligan and get to enjoy the fact you can't flat-spot your tyres!"

The focus now is on Le Mans. We have a number of days testing with Dunlop, then of course the official test at Le Mans itself. Normally you have a good feeling for your pace at Le Mans relative to your opposition, but this year it's hard to call. Corvette has looked very strong in America, so you know they will turn up and be competitive. Ferrari is already showing that the 488 is strong and we've yet to see what the Ford is like in low-downforce configuration.

In the midst of all of that, before we even get to Le Mans, we have the Nürburgring 24 Hours, which is one of my favourite races of the year. The Nordschleife is an incredibly challenging circuit, but to race there with almost 200 cars makes every lap entertaining! We recently did a VLN race as a warm-up and finished fourth, so we've every reason to believe we'll be competitive in the 24 Hours. I really enjoy jumping into the GT3 Aston Martin with its Bosch ABS system; you can be a real hooligan and get to enjoy the fact you can't flat-spot your tyres!

Going back to Le Mans for a moment, I have been reading about the new SAFER barriers from America being installed at the Porsche Curves. I'm so happy that the ACO has gone down that route, rather than doing anything to change the circuit or add run-off. The beauty of that section is that it's like threading the eye of a needle. These new barriers maintain the challenge but increase safety and that's a difficult balance to achieve.

Elsewhere, what a weekend for Max Verstappen in Spain! I was lucky enough to be his father Jos's team-mate in 2009 and I enjoyed his tales of being a karting dad. It was good to hear about all of his adventures with Max. I can only imagine the feeling he had after the Spanish GP, seeing his son on the top step. It has been an incredible climb for Max and he has delivered every step of the way.

Although Max has proved you can get to F1 at an early age and be a winner, my feeling for the single-seater ladder is that there should be a timeframe or you'll have drivers who are basically done and dusted by the age of 20 if they haven't made it to F1. For that reason I agree with the changes the FIA has made to the regulations, to make sure drivers are in future more experienced before they are eligible for their superlicence.

There's no harm in doing a couple of years on the lower rungs of the ladder. Max is an exception, but even if regulations had delayed his entrance for a few years, he would still have become a Formula 1 superstar!

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High five: Ian Hutchinson's TT quintet presaged a tougher trial – battling back from serious injury

IOM TT

MAT OXLEY

HUTCHY'S PAIN, TORTURE AND GLORY

IN JUNE 2010 IAN HUTCHINSON DID WHAT no one had managed to do in more than a century of motorcycle racing on the Isle of Man: he won five TT races in one week.

Hutchinson's success is all the more remarkable considering his late entry into the sport. He started racing when he was 21, so he is a very different creature from today's MotoGP dominators, who mostly began when they were four or five.

Born just a few months after Valentino Rossi, Hutchy had just bought his first road bike and was doing his motorcycle mechanic's apprenticeship when Rossi won his first world championship. So he is very old-school: his love of speed came from misbehaving on Her Majesty's highway, not by grinding out endless laps around minimoto tracks.

"From the first time I got a road bike when I was 17 I was pretty disrespectful on the roads – I was lucky to get away with it," says the 36-year-old from Bingley, West Yorkshire. "We used to get up at 6am on a Sunday morning and set off to the Lake District."

Inevitably, Hutchy's love of bikes and speed took him to the Isle of Man with a few friends. During that first TT visit they spectated at Rhencullen, a notorious right/left kink between the walls, taken at 140mph with the front wheel hanging in the air.

"It was fantastic, unbelievable to watch there, but I never once thought 'I want to do this'. I still didn't have a clue about racing. We were obsessed with the Mad Sunday thing [when part of the 37-mile course is opened to road riders: one-way traffic, no speed limit]. We did lap after lap."

Four years later, with much the same inevitability, Hutchy started racing on short circuits. In 2003 he was back at the TT, doing pit-board duty for David Jefferies, a work colleague and at that time the undisputed king of the island. That was the year DJ died in a 160mph crash during practice week. "When the news came through I was devastated. But at the end of race week I went to Douglas casino and won 300 quid, so I stuffed it in an envelope, filled in an entry form and gave it to the organisers of the Manx GP [the amateur TT]."

Hutchinson won his first TT in 2007, three years before his five in a week, an astonishing achievement around a racetrack where merely living to tell the tale is an achievement.

Although even the best TT racers can't be sure of enjoying a long career, Hutchy at least had joined the pantheon. However, his joy was short-lived. Just weeks after he made history his career very nearly ended; ironically at Silverstone, a track that's immeasurably safer than the TT.

Injury is a given in motorcycle racing – a lot of limping goes on in bike racing paddocks – but few riders have had to endure what Hutchinson went through over the next five years.

Surgeon after surgeon told him they had no option but to amputate his shattered lower left leg. Hutchy would have nothing of it. "I said to them from the start: 'I don't want my leg repairing so I can walk, I want it repairing so I can race.' That was always the thing."

Two years later he re-broke the leg because the bones were infected. More operations followed – surgeons removed the fibula bone, encased the leg in an internal fixator and once again came close to amputating the limb. Meanwhile his gear shifter was switched to the right side of his bike, because he could no longer change gear with his left foot. It took a total of 30 operations to save the leg, including one op from which he awoke convinced he was on his way to meet his maker.

"A lot of the skin had died because I'd lost two of the arteries that feed blood to the foot. You could see the tendons and bone, so the surgeons said, 'This a real problem: if we can't cover the bone, we'll have to take your leg off.'

"I wouldn't let it go; I said, 'Try anything, I don't care what goes wrong, just try anything.' So they took me into theatre and took a lot of skin from the thigh. That was a 12-hour op. The next morning they came in and the leg was all purple, it wasn't looking good, so they took me back into theatre. That was a 16-hour op.

"I came around in the middle of the night, having scary hallucinations because of all the drugs. It was dark and eerie, with orange lighting and machines bleeping. This time they'd taken all the skin off my back, so I was laid down and I couldn't move. I couldn't work out what was going on, so I asked where I was. A nurse said: 'ICU'. Then all these weird thoughts went into my head that I'd died and I was on a space shuttle, being taken away. The only thing I was pissed off about was that I still had a frame on my leg – I thought, 'If you're dead you'd be brand new!'

"But I never considered giving up. Occasionally, doubts crept in that I might not be able to win again, but I tried my hardest to fight against those doubts."

Hutchinson slaved over his rehab, always looking forward, never daring to look back. "Nobody has any idea of the pain, torture and worry I went through."

Last June his grit was finally rewarded: he won another three TTs, beating John McGuinness, Michael Dunlop, the lot.

This year's TT starts on June 4, with ITV4 showing every race.



"I said to them from the start: 'I don't want my leg repairing so I can walk, I want it repairing so I can race.' That was always the thing."

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Tip-top tin-tops at Classic

Silverstone saloons set to take centre stage | BY PAUL LAWRENCE

MORE THAN 200 RACING SALOON cars are set to be part of Tin-Top Sunday at Silverstone Classic, as four major historic saloon and touring car grids head the final phase of the festival on July 31.

The programme has been arranged to group the major touring car action into one day, with races for the 1990s Super Touring Trophy, the Historic Touring Car Challenge for cars of the 1970s and 1980s and the U2TC and Pre-1966 'big banger' races.

On the Super Touring grid will be former British Touring Car driver Frank Wrathall, in an ex-Emanuele Pirro Audi A4 owned by series promoter Jonny Westbrook. Wrathall has twice won Super Touring races at the Classic and will now drive the last four-wheel-drive A4 to have been built. The car was more recently driven by Pirro (below) at the Goodwood Members' Meeting.



LAT

Meanwhile, sports-prototypes from the 1990s will feature at the Classic for the first time in demonstration sessions. Cars such as the Ferrari 333SP and Riley & Scott will join 1990s GT cars in a series of high-speed track sessions.

"There will be some beautiful cars you don't see anywhere else," said promoter Nick Wigley about the sports-prototypes. "They're just as attractive as GTs from that period and their presence broadens the event's interest."

Beltoise races dad's Matra

SPORTS CAR RACER ANTHONY Beltoise honoured the memory of his father Jean-Pierre by racing a 1970 Matra MS120 at Monaco, the scene of Beltoise Sr's only Grand Prix win (with BRM in 1972).

Anthony, a double French GT champion, contested the race for early 3-litre F1 cars in a chassis his father originally raced during the 1970 season.



SIMON ARRON

"My father was an example to me," said Anthony. "I wanted to follow in his footsteps and become a driver, which I have now been for 20 years."

Making its European race debut in the Pre-66 race at Monaco was the South African Assegai F1 car designed and built by Tony Kotzé in 1962. Kotzé, who sadly died three weeks before the GP Historique de Monaco, built the 1.5-litre Alfa Romeo-engined car to contest the 1962 Rand Grand Prix in Kyalami, but failed to qualify.

New owner John Carpenter entrusted the project to Iain Rowley at Delta Racing for restoration and Rowley took the helm at Monaco.

New Goodwood GT event

A NEW PRE-63 GT RACE AND A celebration of the life of Jack Brabham will be key features of the Goodwood Revival Meeting in September.

The Kinrara Trophy will be an hour-long, two-driver race into the dusk on Friday evening (September 9), for GT cars of a type built before 1963. The field will include Ferrari 250GT SWBs and GTOs, steel-bodied Jaguar E-types and Aston Martin DB4 GTs and Zagatos.

"It's a new race at the Revival and should be a fabulous spectacle," said event promoter Lord March. The race will complement the Royal Automobile Club TT Celebration, which is for slightly later GTs.

Demonstrations at the Revival will pay tribute to the life of Sir Jack Brabham, on the 50th anniversaries of his final world championship win and F1's move to 3-litre engine regulations.

— OBITUARY —

Mike Stripe

The former secretary at the Vintage Sports-Car Club has died at the age of 64. Mike Stripe joined the VSCC in 2000 and served as secretary from 2006 until he retired in 2014. He was a hugely popular member of the vintage motor sport fraternity and guided the club's sporting programme with skill and good humour.

Pure gold at Silver Flag

THE 21ST SILVER FLAG HILL CLIMB in Vernasca, Italy (June 17-19) will celebrate Alfa Romeo's racing heritage.

The demonstration event for race cars up to the early 1970s takes place on a five-mile section of closed roads and

more than 300 applications were made for 200 places. Arturo Merzario, one of the best-known Alfa Romeo drivers, will drive the Giulietta Zagato in which he started his career, while rally great Sandro Munari will handle a Lancia Stratos, the car that took him to a hat-trick of Monte Carlo Rally wins.

Alan Mann Escort returns

ONE OF ALAN MANN RACING'S 1968 British Saloon Car Championship Ford Escorts has returned to the track after a 40-year gap.

The red and gold MkI, registered XOO 347F, was raced in period by



JEFF BLOXHAM

Jackie Oliver and later taken to Barbados by Alec Poole before being sold. It went through various stages of development with several owners and only returned to the UK in 2010.

Model enthusiast John Mitchell has had it restored to period specification, with the support of Alan Mann Racing. Mann's son Henry took the wheel in the car's comeback race, during the Donington Historic Festival.

Bond quits single-seaters

STEPHEN BOND, WHO WAS LUCKY to escape major injury in an accident at the Goodwood Members' Meeting, will not race single-seaters again.

Bond's Lotus 18 flipped after contact with another car and ended up dropping down into a spectator tunnel. He suffered injuries to his shoulder and right ankle and continues to make a good recovery. Bond confirmed that he has decided not to return to racing old Grand Prix machinery, though he does plan to contest some races in his 1955 Lister Bristol sports car.

He will enter his ex-Stirling Moss Lotus 18 for some events, and Andrew Hibberd drove it in Monaco recently.



LAT

■ **One of only two BRM P154 Can-Am cars is due to run at the Goodwood Festival of Speed after a total restoration. The late David Hepworth acquired the ex-Pedro Rodriguez chassis in 1972 and it has remained with his family since. "It has been in bits for more than 40 years," said Andrew Hepworth.**

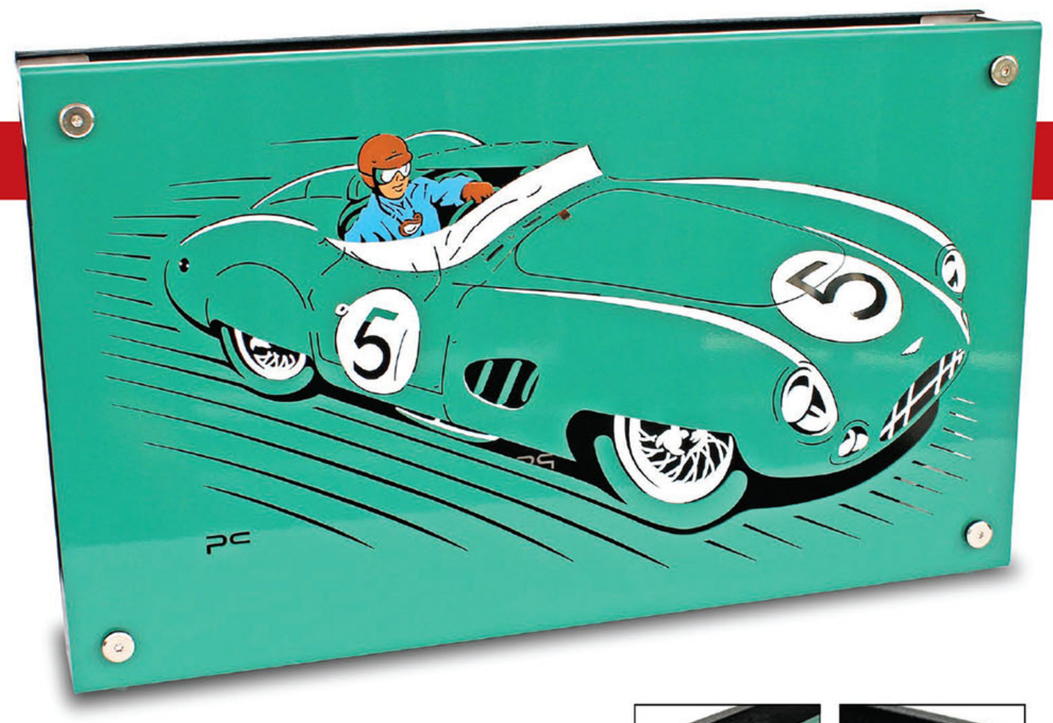
■ **Robert Barrie and Andy Prill are taking a famous Porsche 911RS back to Le Mans in July, 40 years after it won its class in the 24 Hours. The 1974 car is owned by Chris Wilson and was prepared and raced by the Alméras brothers. It competed at Le Mans four times and in 1976 finished 12th overall and won the GT class.**

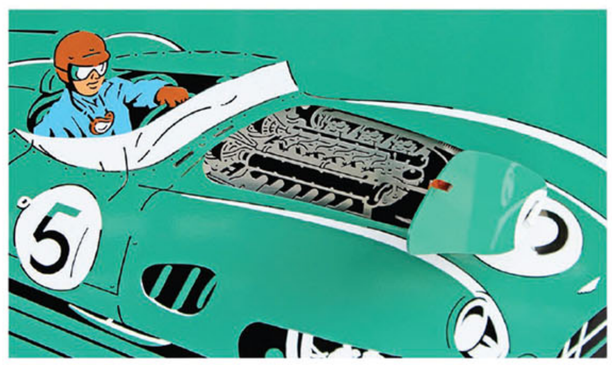
■ **A new concours d'elegance is set to be staged in the UK this summer. Heveningham Hall, an 18th Century estate in Suffolk, will host 50 rare pre- and post-war cars at its annual country fair on July 2/3. Aerobatic displays and vintage aeroplanes will also feature at the event.**

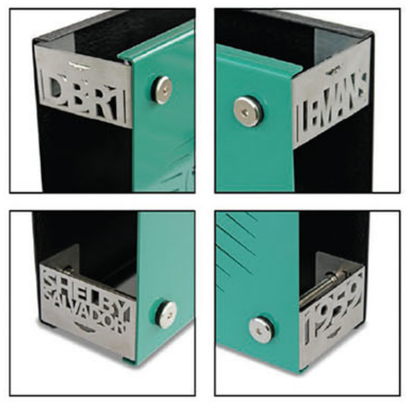


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27: Patrick Tambay

The Ferrari Years

Massimo Burbi with Patrick Tambay

There are solid commercial reasons for focusing on the Ferrari element of one's racing history – and sound practical considerations, too. "If I were to dedicate a book to my whole career," Tambay says, "it would probably turn out bigger than most bibles..."

The Frenchman's life story will feature shortly in the pages of *Motor Sport*, but here the former skiing champion deals briefly with the early stages of his Formula 1 career before concentrating on the 18 months he spent with racing's most celebrated team. In essence it's a detailed, event by event account that runs from Holland 1982 – when he subbed for the first time for fallen friend Gilles Villeneuve – to South Africa 1983, by which stage it was clear that his time at Maranello had run its course.

These were interesting times politically and emotionally and Tambay's recollections are neatly catalogued by co-author Burbi, whose interest in his subject was fired by watching the Frenchman win the 1983 San Marino GP at Imola. Maurice Hamilton used his respected quill to apply finishing touches to the English edition and the whole is sumptuously illustrated with photographs from the excellent Paul-Henri Cahier.

Whether or not you have a particular fondness for early 1980s F1, the thoughts of an intelligent, articulate racer were always likely to translate into a worthwhile read – and so it proves. ***SA***

Published by Evro
ISBN: 978-1-910505-12-0, £60 (some signed copies available for £65 or £225 for the leather-bound edition)

Racing Team VDS

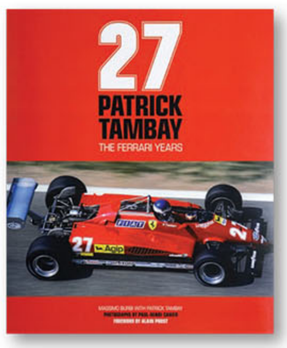
A Story That Never Ends

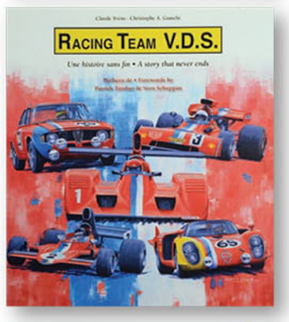
Claude Yvens, Christophe Gaascht

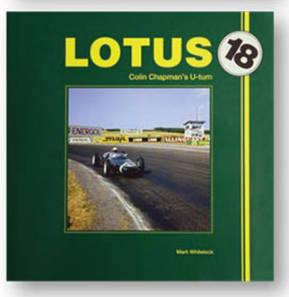
To racing aficionados, the VDS livery was every bit as much a part of the 1970s as Marc Bolan, The Cold War or *The Godfather*: red cars with lots of power plus a blue-and-white stripe running from tail to snout.

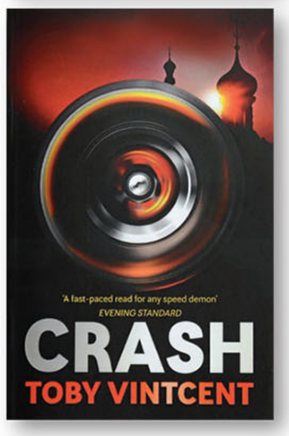
The story actually began in 1964, when Count Rodolphe ('Rudi') van der Straten created Team VDS to add a little impetus to Belgian motor racing, which he perceived to be in sharp decline.

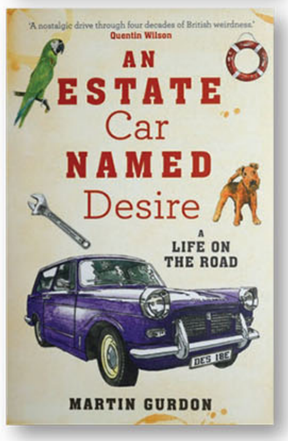
The adventure began with a turquoise Mini, but by 1966 the team had switched both colours and focus as it moved on to run bigger sports and saloon cars with distinction, before stepping up to become a fixture in both











Formula 5000 – Teddy Pilette winning British titles in 1973 and '75 – and Can-Am.

Its colours were later carried in Indycar and Champ Car races and its spirit lives on today in Blancpain and other endurance races, through Team Marc VDS.

This is a year-by-year account of the team's heyday, related in some detail in French and English and handsomely illustrated with period photos (plus an inset of *Motor Sport*'s cover from December 1974, featuring Peter Gethin's VDS Chevron B28).

Not a story for the masses, perhaps, but one with great soul. ***SA***

Published by Benoît Dellege
ISBN: 978-2-960101-92-8, £49.99

Lotus 18

Colin Chapman's U-turn

Mark Whitelock

Author Whitelock calls the Lotus 18 'Chapman's U-turn' – not so much because the engine finally went behind the driver but because the boxy 18, now seen as a bit of a giant-killer, sprang from one of the Lotus chief's 'clean sheet of paper' brainstorms.

And it worked.

After outlining the 16's weaknesses, Whitelock describes how the 18's rigid chassis and highly adjustable suspension (too adjustable, to Stirling's mind) pointed Chapman along a path that would soon bring titles as well as victories.

Backed by driver opinions and generously illustrated, including technical diagrams, the book gives a thorough outline of the car's development and race career, including its many variants and its 'afterlife'.

Showing a good grasp of the technicalities, Whitelock (who saw the 18's first win) also analyses its context and adds comprehensive chassis histories.

There are perhaps a few too many green and yellow headlines, though. ***GC***

Published by Veloce
ISBN: 978-1-845845-20-9, £50

Crash

Toby Vintcent

It is a publishing oddity that Formula 1, with all its inherent drama and big money intrigue, hasn't spawned more thrillers.

Toby Vintcent hopes to change that. *Crash* is his second book set in the high-octane world of Grand Prix racing and it races along through various twists and turns like Lewis Hamilton after one can too many of Red Bull.

The plot revolves around the eponymous crash during the Russian Grand Prix when fiery female racing driver Remy Sabatino inexplicably botches an overtaking manoeuvre at 210mph and ploughs into the crowd. The team suspects foul play and calls in the help of Matt Straker, a hard-boiled former British special forces colonel with an eye for a lie and a tooth for the truth.

With Russian authorities apparently using the crash as an excuse to target the decadent, thrill-seeking West, the investigation leads deep into the murky world where oligarchs, power and politics collide.

The plot rattles along at breakneck speed and Vintcent, a former army officer, banker and lifelong Formula 1 fan, is good on conjuring the raw excitement of racing: drivers revving their engines on the start line sound like "the discordant tuning of instruments before a theatrical performance," while the forensic examination of post-crash telemetric data is used well to offer tantalising glimpses of what might have happened.

Some details fall flat – Vintcent's penchant for mixing real-world events such as Russia's aggression in Ukraine and Crimea as well as the shooting down of flight MH17 jar next to the fantastical goings-on around the racetrack – but overall *Crash* is every bit as dramatic as an afternoon at Silverstone.

The perfect book for F1 fans to take to the beach this summer. ***JD***

Published by Arcadia Books
ISBN: 978-1-910050-78-8, £9.99

An Estate Car Named Desire

Martin Gurdon

Anything adorned with a purple Triumph Herald estate scores marks for style – and much of the writing that follows is as colourful as the cover.

Gurdon's prose will be well known to those familiar with *The Daily Telegraph*'s automotive output and this is a light-hearted journey through a car-obsessed life – a sort of autobiography with wheels.

There are cultural references that will strike a chord with readers of various ages – boarding schools, Margaret Thatcher, the décor in UK job centres, Eric Cantona and so on – but it's the car anecdotes that hold it all together and the whole is written with a welcome light touch. ***SA***

Published by Gerald Duckworth
ISBN: 978-0-715650-35-6, £12.99

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STAR LOT @ BONHAMS

BENETTON B191/191B
{ Monaco, May 13 }

A remarkable result for the Benetton in which Nelson Piquet and Michael Schumacher ended and began their F1 careers – it fetched almost four times its estimate. Piquet raced it in his last GP at Adelaide in '91 and Schumacher scored his first podium in Mexico the following year, with the car updated to 'B' spec. Retaining the correct 3.5-litre Ford HB V8 and fully operational, the car sold for £834,000.

UNDER THE HAMMER

Key highlights at classic and racing auctions from around the world

RM Sotheby's

@ MONACO MAY 14



1951 Ferrari 340MM Barchetta
Competed twice at Le Mans, driven by Louis Chiron and René Dreyfus; ex-Bardinon collection; eligible for many prime historic events
Sold for €7.28m



MGC GTS Sebring
Sold for €140,000



1948 Tucker 48
Sold for €1.3m

1982 Gp4 Renault 5 Turbo
Driven by Jean Ragnotti and Jean-Luc Therier
Sold for €476,000

1953 Bentley MkVI
Mike Couper's 1953 Monte Carlo Rally entry
Sold for €47,000

Bonhams

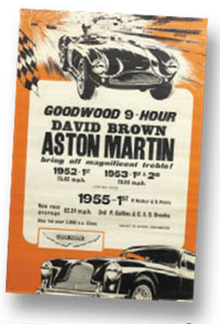
@ MONACO MAY 13

£12m OF CARS SOLD

1953 Jaguar C-type
The Ecurie Francorchamps entry at Le Mans in '53. Owned by one family for 53 years
Sold for £5.715m



AUTOMOBILIA
BONHAMS



1955 Aston Martin victory poster
Sold for £937



Scalextric James Bond set
Sold for £1500

1925 Bugatti Type 35 Grand Prix two-seater
First owned by Bentley Boy Glen Kidston
Sold for £834,000

@ GREENWICH JUNE 5

1957 Bill Frick Special GT Coupé
One-off Cadillac V8-powered GT, built in 1957 to Michelotti's design by Vignale for US tuner Bill Frick. Large roll-back fabric roof
Estimate: £120-150,000

Historics at Brooklands

@ BROOKLANDS JUNE 11



1972 Lotus Elan Plus 2S
Supplied to Formula 1 star Ronnie Peterson in 1972. Comes with extensive history file, including photos of Peterson with the car.
Estimate: £28-35,000



1964 Apollo GT
Buick V8-powered coupé built in USA in small numbers; Scaglione bodywork; one of only two in UK
Estimate: £100-120,000



1951 Cooper 500 MkV
Delivered new to Ken Wharton for the 1951 season; equipped with JAP V-twin and Norton gearbox. Goodwood eligible
Estimate: £28-38,000



1959 Elva MkIII
First owned by Carroll Shelby's chief mechanic, raced in USA. Restored, original bodywork and Climax 1450 motor
Estimate: £75-85,000

Finest Automobile Auctions

@ HERSHEY, PA JUNE 11



1985 March-Buick 85G IMSA

Pole-sitting car at 1985 Daytona 24Hrs; Buick V6 turbo with claimed 1000bhp at maximum boost; fully restored after long-term storage

Estimate: $325-450,000



1952 Siata 300BC

Lithe two-seater styled by Bertone; 750cc Crosley motor; restored to factory state. Rarer than a Ferrari Barchetta...

Estimate: $350-425,000

1949 Maserati A6 1500

Maserati's first production road car, styled by Pininfarina; restored in 2008, Mille Miglia eligible

Estimate: $675-700,000

Classic Car Auctions

@ LEAMINGTON SPA JUNE 18



1965 Fiat 850L Coupé

Attractive rear-engined 2+2; imported from Tuscany

Estimate: £7-9000

1960 Ford Zodiac

Eye-catching way in to classic rallying, in unusual two-tone scheme; 2.6-litre straight six; fully restored

Estimate: £16-20,000

H&H

@ CHATEAU IMPNEY JULY 10

1914 Saxon Model A

Early survivor of long-gone US maker, restored by drag racer Don 'Big Daddy' Garlits, fitted with electric starter

Estimate: £11-13,000

AUCTION CALENDAR

JUNE

4 *BARONS*
Sandown Park, UK

5 *BONHAMS*
Greenwich, CT

11 *HISTORICS AT BROOKLANDS*
Brooklands, UK

11 *FINEST AUTOMOBILES*
Hershey, Pa, USA

18 *CLASSIC CAR AUCTIONS*
Warwickshire, UK

23 *BARRETT JACKSON*
Connecticut, USA

24 *BONHAMS*
Goodwood, UK

25 *BARONS*
Stamford, UK

25 *AUCTIONS AMERICA*
Santa Monica, US

JULY

2 *COYS*
Blenheim Palace, UK

9 *H&H*
Chateau Impney, UK

12 *BARONS*
Newmarket, UK

28 *H&H*
Donington Park, UK

30 *RM SOTHEBY'S*
Plymouth, Michigan

30 *SILVERSTONE AUCTIONS*
Silverstone, UK

AUGUST

13 *BARONS*
Sandown Park

19-20 *RM SOTHEBY'S*
Monterey

20 *HISTORICS AT BROOKLANDS*
Brooklands, UK

29-30 *CLASSIC CARAUCTIONS*
Carfest South



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DREAM GARAGE

FERRARI DINO 246GT

IN 2018 FERRARI WILL BROADENS ITS range with an 'affordable' smaller supercar. But the new car will revive a concept from 1967, when the first small-engined Ferrari appeared. To avoid whisperings about its parentage, this junior half-brother didn't even wear the prancing horse. Instead it bore the simple word Dino, in memory of Enzo's deceased son.

Mutterings from purists didn't stop the entire world referring to it as a Ferrari, even if the engines came from Fiat.

However, there was no fear of this offspring dragging the family name into disrepute. Instead, the Dino earned instant affection with its svelte Pininfarina curves and rev-happy V6, developed from the small units the Scuderia was using in Formula 2.

Though the Dino line launched with the 2-litre 206GT, boasting alloy block and bodywork, it is the similar (though slightly longer wheelbase) 2.4-litre version that's best known. And there can't be a better example than the unusual white one that Howard Wise has on offer, with the amazingly low mileage of 34,000 miles from new under its single owner.

"He kept everything," says Howard. "The bill of sale, service book, even 34 tax discs and MoT certificates showing the mileage is right. It was completely untouched – the original tools, interior, even fanbelts and tyres, though of course we've replaced those."

Wise sent it to Ferrari experts Foskers who checked out the running gear and pronounced it healthy, and it's had its first ever repaint, but otherwise it is unmolested.

"You just don't get cars like this now," says Howard. "The owner only used it on a few special occasions a year. It even has both keys and immobiliser fobs, and the factory-installed eight-track cassette player."

There's a risk with a car like this that a new owner might shrink-wrap it rather than push up that remarkable mileage – or worse, fit a modern sound system.

"I don't think anyone would tear out the eight-track," says Howard. "It's purists who buy them now, people who value originality. I took it to the Salon Privé concours at Blenheim Palace, and Derek Bell came over and said it should have won. But it is such a useable car, so easy to drive compared to, say, a Daytona."

There's just one snag: where can you buy eight-track cassettes of Beyonce?

FACTFILE

YEAR 1972

ENGINE V6, 2400cc, 195bhp

TRANSMISSION five-speed

SUSPENSION double wishbones front and rear

TOP SPEED 146mph

PRICE £499,995





Alfa Romeo chief Harald Wester with the new Giulia – the model that will define the marque's credibility... or otherwise

Alfa's moment of truth

Company's future hinges on success of new Giulia | BY ANDREW FRANKEL

ALFA ROMEO BOSS HARALD Wester has confirmed the new Giulia is a 'make or break' car for the beleaguered Italian brand. "With more than €1 billion invested in this architecture and billions to be spent developing other cars from it," he said, "our credibility hangs on this car."

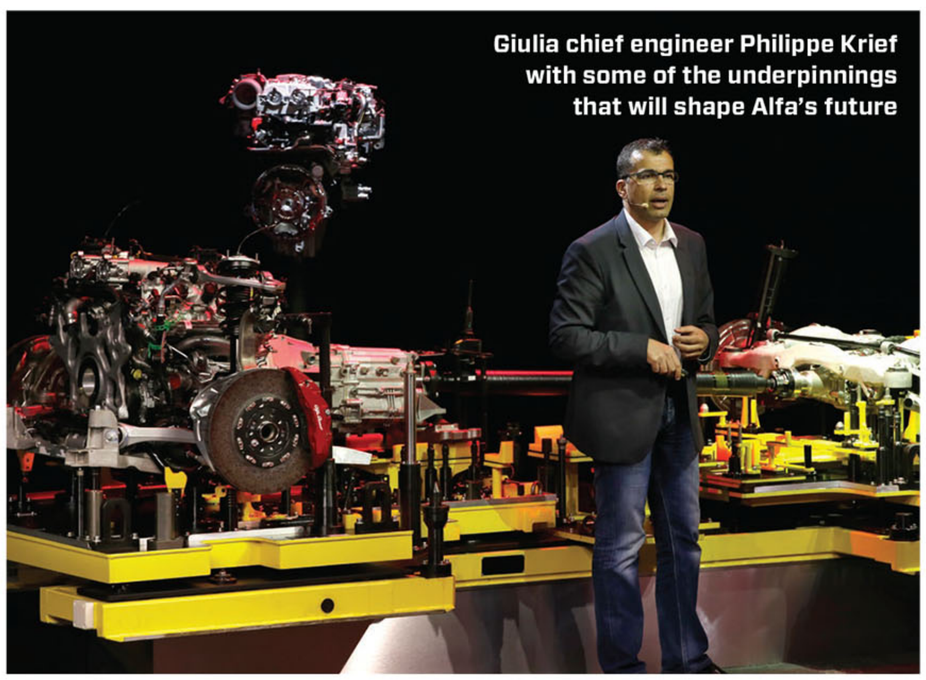
Wester was speaking at the Giulia's international launch at its Balocco test track near Milan, where he also confirmed that the all-new platform on which the Giulia sits will by 2020 spawn eight different variants. There has been much speculation concerning exactly what kind of Alfa Romeos they might be, but two are known to be a replacement for the extant Giulietta and an SUV to rival the likes of the Jaguar F-Pace, Porsche Macan and BMW X3. A Giulia estate is also widely anticipated.

It has also been privately suggested that the Giulia's underpinnings could soon become the basis for a sporting coupé and convertible. It seems these cars will not be positioned to replace the old Alfa Brera/GTV and Spider but, more ambitiously, be driven into a more upmarket, expensive part of the market, past even where the likes of the Porsche Boxster and Cayman reside and straight onto 911 territory. It is further understood that in order to maintain sufficient brand separation, these cars will be overtly sporting in nature and avoid the luxury GT market seen today as the natural home of its sister brand Maserati.

Such a car would certainly make sense, given that Alfa already has the platform and powertrain to make it. Sports car sales are modest compared to those of saloons or SUVs, but if properly built and engineered such a car would unquestionably be well received in the US market to which Alfa is now returning after decades away. And all around the world it would be seen as an effective brand-builder for a marque once considered among the world's greatest.

Sadly, it seems a return to racing remains firmly off Alfa's agenda. Wester says it is a subject often discussed but that, "There is nothing planned, nothing we wish to communicate at this time."

Even so, a front-engine, rear-drive Giulia-based coupé powered by the 503bhp, twin-turbo V6 from the Giulia saloon is an enticing proposition and a convertible version scarcely less so. With the Giulia in saloon and estate form, a new Giulietta and the SUV, two of Wester's eight variants have still to be identified. One is likely to be a smaller crossover to compete with the likes of the Mercedes-Benz GLA and BMW X. The other is anyone's guess: a long-wheelbase Giulia to appeal to the Chinese market, perhaps?



Giulia chief engineer Philippe Krief with some of the underpinnings that will shape Alfa's future

Testing scandal rolls on

ANYONE HOPING THE ECONOMY and emissions crisis was going to go away any time soon will by now have become used to having their hopes dashed.

Not only are Volkswagen and its affected brands apparently years away from putting the scandal behind them, but other manufacturers are being dragged into the mire – some more guiltily than others.

Most noteworthy for the outrageous extent of its dishonesty is Mitsubishi, which revealed it had been lying about the fuel consumption of some of its cars for the last quarter of a century. The news didn't hit the front pages to anything like the same extent as the VW scandal, despite the astonishing scale of Mitsubishi's deception, but only because Mitsubishi is a bit player over here. No affected cars were sold in the UK and, I suspect, scandal fatigue is starting to set in. Even so the effect for Mitsubishi was catastrophic: sales plunged in Japan and its share price nearly halved before its long-term business partner Nissan stepped in to buy 34 per cent of the company and

take a controlling interest. As an aside, now that Nissan, Renault and Mitsubishi live, if not quite under the same roof then at least the same umbrella, together they create a presence in the car market similar in size to the giants of GM and Toyota.

In the meantime, manufacturers such as Vauxhall, Mercedes and Porsche have all issued voluntary recalls as a result of a German government investigation highlighting disparities in NOx emissions between those achieved in testing and those measured on the road. Although no illegal defeat devices were discovered, they were found to be using equipment that reduced emissions in the strictly controlled conditions used for laboratory certification, but not always on the open road. At another time any one of these companies might have stood by their products because all are compliant with the regulations as they exist, but this is not the time for manufacturers to be seen to be attempting to avoid the issue on a technicality.

There is a larger point here: there appears to be some surprise that vehicle emissions on the open road bear little relation to those achieved in the lab. In truth it would be astonishing if they did correlate: under formal test conditions all other factors affecting how much fuel a car uses and therefore how many nasties emanate from its exhaust pipe – wind, gradient, air quality, driving style and so on – are fixed. On the open road they are variable and massive discrepancies are not so much predictable as inevitable. More realistic test procedures are now being developed and cannot arrive one moment too soon.

Does diesel have a future?

THERE IS FURTHER EVIDENCE that diesel-powered cars are struggling to recover from the combined assaults of the 'dieselgate' scandal and increasing concerns among legislators about their high NOx emissions. Figures released by the Society of Motor Manufacturers and Traders (SMMT) showed that while monthly car sales rose two per cent to record the strongest April in 13 years, sales of diesels actually fell by 0.6 per cent. In contrast, sales of hybrid and full electric cars increased by a massive 27 per cent – though with sales of fewer than 6400 cars, they still account for less than 3.5 per cent of the market.



SMMT CEO Mike Hawes speaks during the launch of a nationwide consumer campaign challenging the demonisation of diesel and championing the fuel's evolution

And now the poor old diesel is coming under further fire from new London Mayor Sadiq Khan, who has proposed a brand new Toxicity Charge for cars with high NOx emissions. This will almost certainly apply exclusively to diesels. The new charge will be incremental to, rather than a replacement for, the extant CO_2-based congestion charge.

Are politicians correct to persecute diesel? As ever it depends on your perspective. In the past, governments across Europe have used taxation policy to encourage people to drive diesels because they are more economical than petrol engines and for the same reason emit dramatically lower levels of CO_2, believed to be the primary cause of global warming. But now the focus has fallen on urban pollution levels and therefore the higher NOx emissions of diesel. To my mind, if Mayor Khan's new tax stops people driving into London with old diesel cars lacking modern technology, I am all for it. If he comes up with a sensible idea for a scrappage scheme for these cars I'll back it. Off-hand I can't think of many classic diesels the world would miss too much, so I think there'd be much to gain and little to lose from such a scheme. But it is disproportionate to aim it also at modern catalysed diesels, with technology such as Ad Blue and particulate filters. Far better to focus the fire on the commercial and public transport lorries, vans and buses that still use stone-age diesel technology and are, as far are vehicle emissions are concerned, the real villains of this piece.

But the days of diesel might still be numbered. While it remains sufficiently popular in Europe for about half of all cars sold on the continent to have diesel engines, there is little demand for it in China, America, Japan or Russia. Also, while there is consensus that petrol engines emissions can still be significantly reduced with advancing technology, it is getting much harder and more costly to do the same with diesel. In the end it may just require too much effort and expense to develop new diesel technologies relative to probably small global sales.



TVR appears to remain on course for rebirth. At a press conference at the London Motor Show last month, company boss Les Edgar revealed a teaser image of the car and claimed to have nearly 400 deposits – not expressions of interest, but actual orders secured with money. The specification of the new car, likely but not certain to be called Griffith, will be built in collaboration with Gordon Murray Design using the former F1 designer's patent iStream carbon fibre production process. We know the car will be powered by a Cosworth-developed engine, though whether it is new or, more likely, based on a pre-existing design is unclear. What is certain is that it will be a front-engined, rear-drive manual car with a choice of coupé and convertible bodywork. TVR remains intent on building the car at a new facility in a yet-to-be-announced location in the Welsh valleys.

ALFA ROMEO GIULIA QUADRIFOGLIO

Crucial car with the potential to win buyers away from Germany | BY ANDREW FRANKEL



I HAVE RECENTLY DRIVEN two cars reputed to be the most important in their company's history. One, the Aston Martin DB11, is clearly not and I'll explain why on these pages next month. The other is the Alfa Romeo Giulia and it unquestionably is.

To Alfa Romeo in 2016, the Giulia is as was the Elise to Lotus in 1994, or the DB7 to Aston Martin two years earlier. For the Elise and DB7 the outcome was not so much success or failure as life or death for their proud brands: the same is true for Alfa Romeo today. After decades of product that unerringly failed to live up to its on-paper promise and for reasons explained on the preceding news page the Giulia simply has to work. It also has a near impossible act to follow in the form of the original Giulia which advanced the art of the three-box saloon so far past the class norm as to barely be in sight. As early as 1962, here was a family car offering a twin-cam engine, a disc brake at all four corners and a five-speed gearbox. It was also brilliantly set up to offer endless driving pleasure.

Essentially two Giulias are coming to the UK and I'll cover them both because one is important, the other exciting and both therefore deserve a fair hearing here.

The important one is the 2.2-litre diesel version almost everyone will buy. It's a good-looking car with an interior that's at least sufficiently spacious in a category where expectations in this regard are not high. The cabin is attractive but let down in the detailing: much of the switchgear looks cheap, as do the dials. Hunt around below the eye line and you'll find cheap, hard plastic at your first prod.

The engine is all-new, all-aluminium but only available with automatic gears, at least when UK sales begin this autumn. It's a little noisy, especially relative to an Audi A4's powertrain, but it's willing enough for the very punchy performance figures claimed for it to seem only slightly ambitious.

Far more notable is the chassis, which provides quite the most exquisite ride quality of any car I've driven in this class. The car's structure feels granite-strong and provides Alfa with a superbly stable platform from which to hang a pair of wishbones at each corner. It's actually quite softly sprung and correctly so, for those spring rates come also with excellent damper control ensuring the body's movements are always kept in close check.

Which should make the Giulia a wonderfully engaging sporting saloon to drive, as it would have been had Alfa Romeo not dropped the ball with its steering. Alfa proudly proclaims its rack is quicker than any other in the class, and this is precisely its problem. Trick front suspension geometry designed to make sure the car doesn't feel darty and nervous has a calming influence but the car still steers too aggressively the

FACTFILE

£57,000

ENGINE
2.9 litres, 6 cylinders, twin-turbocharged

POWER
503bhp @6500rpm

TORQUE
442lb ft @2500rpm

TRANSMISSION
eight-speed automatic, rear-wheel drive

WEIGHT
1650kg (approx)

POWER TO WEIGHT
305bhp per tonne (approx)

0-62MPH 3.9 sec
TOP SPEED 191mph
ECONOMY 34.5mpg
CO_2 189g/km

moment you are off-centre, a trait not helped by there being very little real feel coming back through the wheel.

It's a serious fault for those who have spent so long looking forward to once more savouring a traditional front-engined, rear-drive Alfa Romeo sports saloon on the open road, but in the interest of balance I'd say it's the one truly disappointing aspect of the car, as opposed to minor annoyances of which there are plenty. Even so this Giulia pleased me far more than it bugged me and, for anyone looking for a change after too many years of German saloons, so long as you're prepared for the caveats outlined above, it has my recommendation.

The other Giulia is called the Quadrifoglio and is a very different beast, not least thanks to the 503bhp twin-turbo, 2.9-litre V6 parked under its carbon fibre bonnet. More than anything, this is a colossally brave car and Alfa is to be respected and commended for simply having the balls to do it. For a company that has not launched a truly credible sports saloon in more than 30 years and never into a corner of the class as sharp as this, deciding to tackle the BMW M3 and Mercedes-AMG C63 head-on is gutsy to say the least.

But it's all there, at least on paper: it has the power, the 190mph top speed, the sub 4sec 0-62mph time. The engine is brand new and described as 'Ferrari-inspired', which turns out to mean former Ferrari employees worked on it. What Alfa is less keen to talk about is the strong probability that it will also be a development of this engine that goes into Ferrari's forthcoming new Dino.

The single most annoying aspect of my drive in the Quadrifoglio had nothing to do with the car but the fact that Alfa Romeo wouldn't let us drive it on the road, and I'll allow you to draw your own conclusions as to why that might be. In the meantime don't ask how it rides or how quiet it is at a steady cruise because I don't know, nor does any other journalist, no matter what their words might suggest.

What I can tell you is that it is mightily fast. The 0-62mph claim is a little surprising, only because of the traction limitations inherent in having an engine in the nose and just two driven wheels – but the impression of real-world performance it provides is accurate. The engine itself is not without problems in its power delivery and very heavy flywheel effect, but happily both issues are neutralised by quite the best conventional automatic gearbox ever to be fitted to such a car. I didn't like the gearchange of the manual version I briefly drove nor the clumsy way the power came in, but the auto shifts brilliantly, stacking its eight gears close enough to cover the engine's inadequacies entirely. The noise is somewhat synthetic and less pleasing even than the M3's straight six, let alone the C63's V8, but does not lack purpose.



And the chassis is at least a match for it. Changes to the tyres, geometry, spring rates and steering calibration means there's more feel through the helm than in the standard Giulia, though still less than I'd like, and it's refreshingly easy to dose the rear tyres with just enough torque at the exit to either merely neutralise its natural inclination towards mild understeer or slide it around at will. Unlike the cooking Giulia, you can disable all electronic driver aids save the ABS.

Neither Giulia is a world-beater and you'll not find designers scuttling back to their drawing boards in Munich, Ingolstadt or Stuttgart as a result of its arrival in the market place. But both are competitive cars for which no apology need be made. They will provide sound reasons to prick the interest of customers, beyond not being a BMW, Audi or Mercedes-Benz. In short, these are cars that deserve to succeed; but they need to be sensibly priced and better built than any Alfa in history, at least as good in this regard as the Germans. If Alfa Romeo can crack that, the Giulia has the talent to turn around the company and, even after all these years of mismanagement and inadequate offerings, set Alfa back on a course for success.



Auto shift is nicer than manual in rapid V6 Qf version, which bravely squares up to the BMW M3 – and makes a decent fist of it





PORSCHE 718 BOXSTER

Cheaper – and better – than the S version we tested last month

HISTORY HAS AN OFTEN strange way of distorting the truth. If you leaf through old magazines and read verdicts on cars long out of production, you will often find them at significant variance to how those cars are perceived today. One handily relevant example is the first water-cooled 911, whose 20th anniversary is now not so far away. History has it that the so-called 996 is the weak link in the 911 chain. This is reflected in the market, which prices equivalent versions of its air-cooled 993 predecessor at double the value of the later car. But that's not how most of us judged it at the time.

And I fear that history is going to be equally unfairly unkind to the current generation of Boxster in general, and this entry-level model in particular. Not only has it been made to suffer the indignity of its classic flat-six engine being replaced by a four, but in this car it displaces a mere two litres. The last time Porsche sold a car with so small an engine, it was 40 years ago and had 924 badges on the back. Worse, at least for this car's likely future reputation, is the undoubted fact that Porsche will work night and day to rectify its sole serious fault: its rather dull noise.

But we don't yet have that perspective and my job is to judge it here and now on its merits as presented. The more important comparison to my way of thinking is how it stacks up against the Boxster S with its 2.5-litre engine. This stock Boxster has 50 fewer horsepower than the S, smaller diameter wheels (by one inch), thinner front brakes and a single rear tail pipe (unless you choose a sports exhaust). But it's still got almost 300bhp, is still at least as fast as the last Boxster S and still has a chassis so sublime nothing else in the class can begin to compete for pure driving pleasure. And it costs almost £9000 less than the new S.

Most importantly, it also has the better engine. It might not have quite the same kick, but the smaller motor is both smoother in the mid-range and sweeter at the top end than its big-bore sister. No, it doesn't come close to replacing the unique, sharp sound of the six and that's still a serious problem, but its more pleasant nature and lower price tag make it a far more acceptable kind of powerplant for this kind of car.

So I'll wrap with a request to anyone reading this in 2036 or similar. Presuming there are still cars to drive and verdicts to be read, get in touch by whatever social media is called 20 years from now and remind me I wrote this. I'd like to see if my prediction turned out correctly and bend my arthritic fingers to the keyboard once more to set the record straight.

FACTFILE

£41,793

ENGINE
2.0 litres, 4 cylinders, twin-turbocharged

POWER
296bhp@6500rpm

TORQUE
280lb ft@1950rpm

TRANSMISSION
six-speed manual, rear-wheel drive

WEIGHT
1460kg

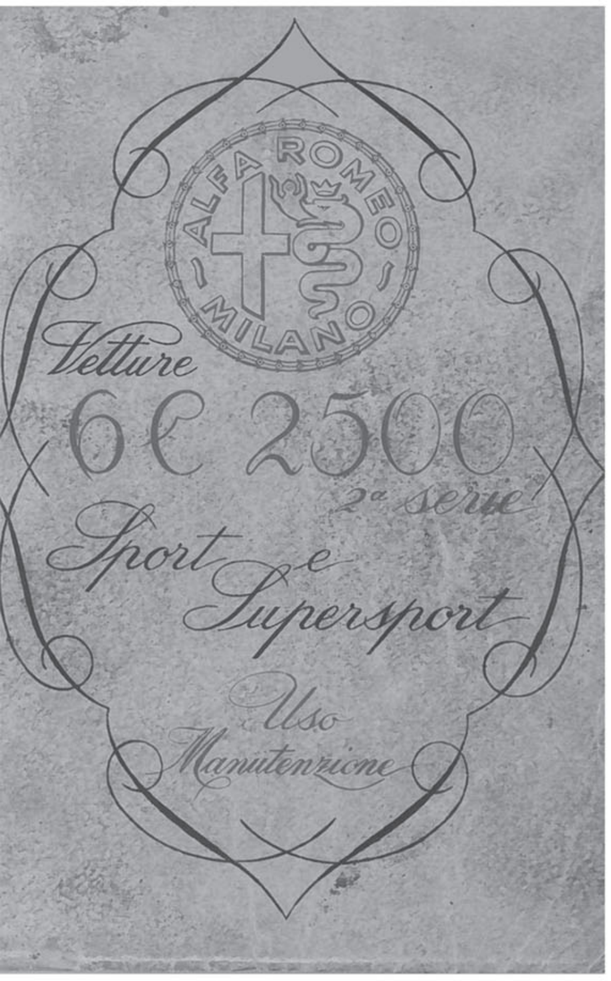
POWER TO WEIGHT
236bhp per tonne

0-62MPH 5.1sec
TOP SPEED 171mph
ECONOMY 40.9mpg
CO_2 158g/km













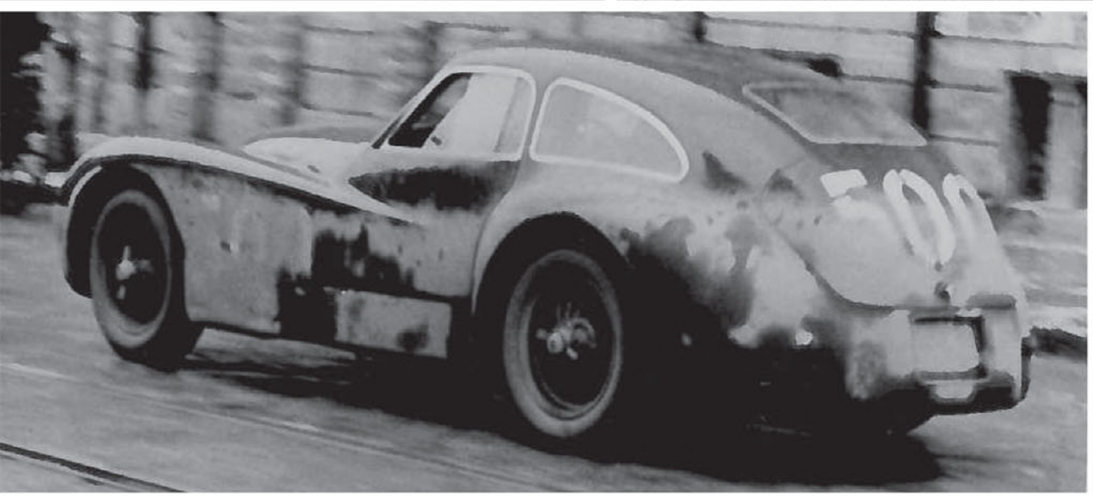
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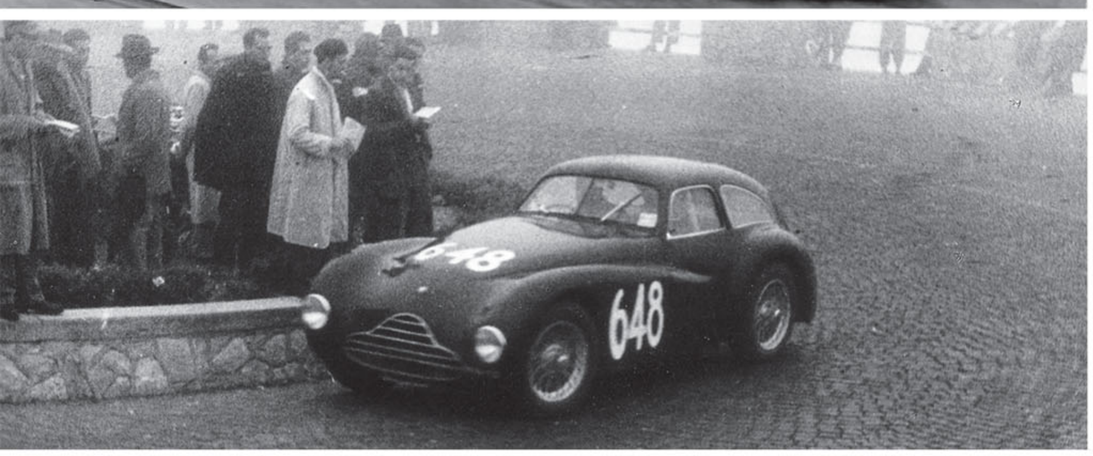
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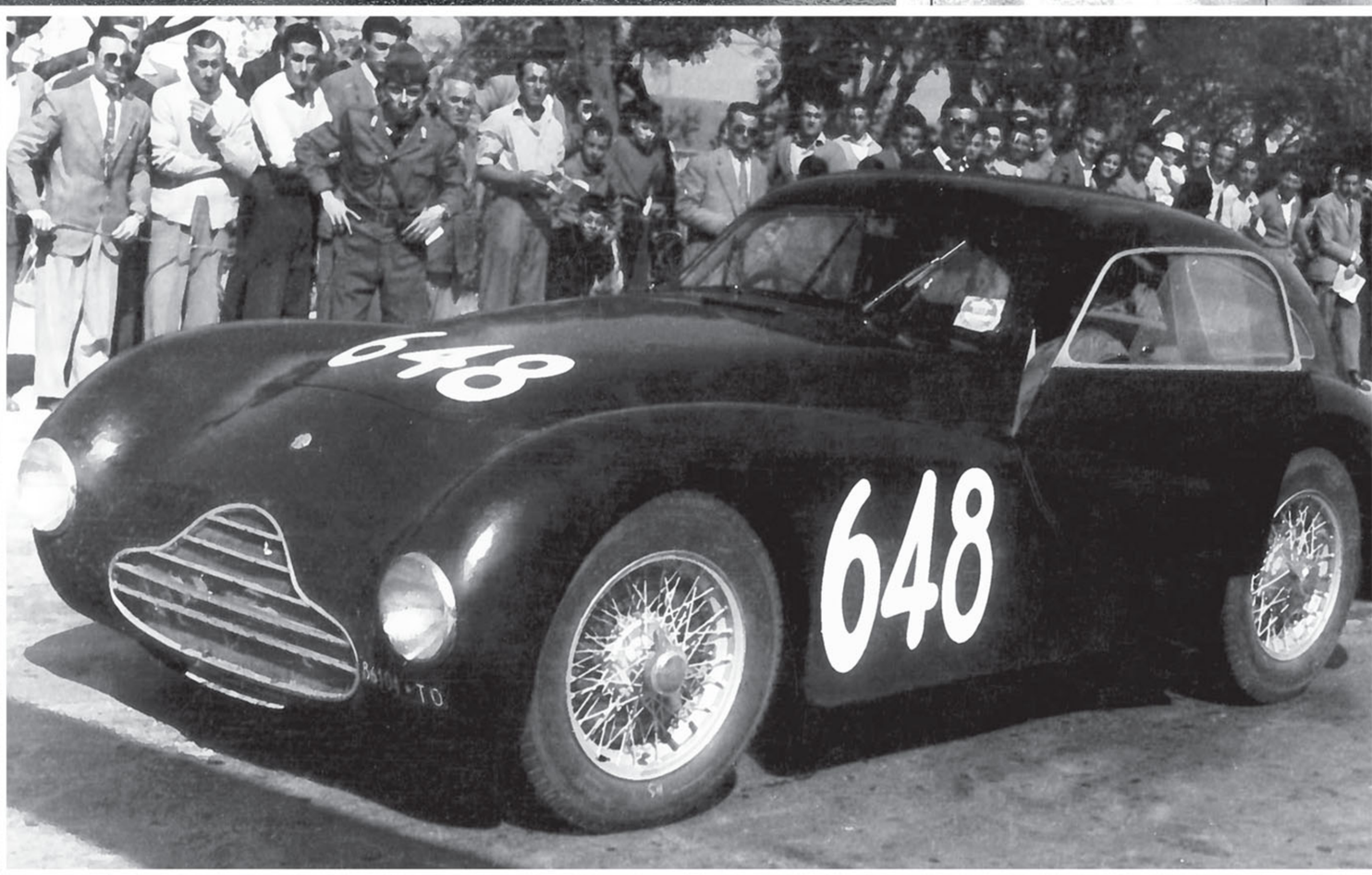
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1948 ALFA ROMEO 6C 2500 COMPETIZIONE COUPÉ
Multiple Mille Miglia and Targa Florio entrant

One of three cars produced by the Alfa Romeo racing department, chassis 920.002 made four consecutive Mille Miglia starts from 1948-51 with a third place finish on the 1948 edition and made three consecutive appearances on the Targa Florio culminating as runner-up in 1949, third place in 1950 and a fifth place in 1951. The car then formed part of the fabled Michel Dovaz 'Sleeping Beauties' collection in the South of France. The subject of an exceptional restoration the car was fittingly awarded a 100 point score at Pebble Beach Concours in 2015

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ASTON MARTIN V12 VANTAGE S

Subtle change benefits ancient warrior



THREE PEDALS RATHER than two and the same seven gears selected by hand rather than finger might not seem that dramatic an update, particularly in the autumn of a car's life. And normally it would be and never earn much more than a mention on the news pages of a magazine like this. But for this new manual V12 Vantage S, the significance is not only what, but why.

Originally there was no plan for a manual V12 Vantage S. You may remember that the original V12 Vantage had a great six-speed gearbox, but with the extra power of the S came its robotised seven-speed paddle shift transmission. Most hacks loved it, but few missed the chance to lament the passing of the manual which, we were assured, was gone for good.

But then a change of management: arch enthusiast Andy Palmer replacing Dr Ulrich Bez and, with his arrival, a change of heart. This is Aston Martin's most sporting production car and such a model should be available with manual gears. And so it is. I understand also that at least one manual Aston Martin will be in the line-up for the foreseeable future, so I'm guessing it will be in the next Vantage too, scheduled to go on sale in 2018. In that move, Aston has joined Porsche and Jaguar in returning to the three-pedal way of thinking for its most extreme sports cars.

Happily for Aston, they didn't even need to find a transmission, merely remove the electronic operation from the one it already had. The result is a seven-speed manual with, get this, a dog-leg first: not even Porsche has that.

The Vantage is so old it is not a difficult car to pull to pieces. Whether you focus on its ride, refinement, interior space or ergonomics, it's now far from the pace and it's not only Audis and Porsches that compete with and beat it in these regards, but also McLarens. But I can confirm that if you get up at 3am to ensure you're in the mountains by dawn and then drive until the tank is as dry as you dare, you'll still be thinking and smiling about it many weeks later, as I do today.

The gearbox is good, better than Porsche's seven-speed manual but still confusing for the sheer number of ratios in use, and too weak in its cross-gate springing from sixth to fifth. But its simple presence in the car as another means of connecting man to the machine provides a new dimension in what was already one of the most enjoyable supercars on sale. Allied to that wondrous engine, superb chassis balance and steering bettered in the class only by the aforementioned McLaren, to me it epitomises what an Aston Martin should really be. I'll go further: this car offers the most satisfying and involving driving experience of any Aston Martin, probably since the DB4GT. In this most critical regard if no other, it will be a fiendishly hard act for the next hot, manual Vantage to follow.

FACTFILE

£138,000

ENGINE
6.0 litres, 12 cylinders

POWER
573bhp@6750rpm

TORQUE
457lb ft@5750rpm

TRANSMISSION
seven-speed manual, rear-wheel drive

WEIGHT
1665kg

POWER TO WEIGHT
344bhp per tonne

0-62MPH 3.9sec
TOP SPEED 205mph
ECONOMY 19.2mpg
CO_2 343g/km





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BMW M2

Good to drive, but a little less raw than its peers

Watch all four of our road test cars in action
@ THE MOTOR SPORT DIGITAL EDITION

IT IS AN OCCUPATIONAL hazard of being a one-man band that sometimes I get to cars somewhat later than others. Car manufacturers hardly ever talk to each other and it is common to find two really important cars being launched at the same time, which is why it will take me until next month to tell you about the new Ford Focus RS – don't feel sorry for me: I was away driving the 911 Turbo at the time.

Being late to the game is often a little disquieting. Take this BMW M2: I don't think I've come across a review for which the prefix 'rave' wouldn't be suitable, but that's not quite how I feel about the car.

It's most closely related to the M235i coupé, an 'M-sport' car rather than a proper M machine. But by raising the output of the same single turbo 3-litre straight six by 44bhp, it claims to have carved a useful 0.5sec off the 0-62mph time. A wider body is used not only to make it look more punchy, but also to conceal a suspension system derived from that of the larger, more powerful but scarcely any heavier M4.

On paper it looks promising and in the real world it doesn't disappoint: the car is fast, the engine smooth and the performance gain sufficient to carry the additional £6000 cost with confidence.





FACTFILE

£44,080

ENGINE
3.0 litres, 6 cylinders, turbocharged

POWER
365bhp@6500rpm

TORQUE
368lb ft@1400rpm

TRANSMISSION
six-speed manual, rear-wheel drive

WEIGHT
1860kg

POWER TO WEIGHT
129bhp per tonne

0-62MPH 4.5sec
TOP SPEED 155mph
ECONOMY 33.2mpg
CO_2 199g/km

It seems even better value when you consider that also makes it £13,000 cheaper than an M4, which appears to be only a little faster.

It's nicer to drive than an M4, too, particularly in its more tolerant nature on the limit. So what, exactly, is wrong with it?

Nothing at all. I liked the car. I thought it really rather good and certainly decent value for money. I just wasn't quite bowled over by it, which is what I want from every true M car I drive and what, once, you could near enough take for granted from the Motorsports department. The engine has more lag than some later turbo motors from rival manufacturers and, at 1570kg, the car is surprisingly heavy. I enjoyed driving it, but that sense of connection, of being at one with a car in the peak of physical fitness, is lacking.

Maybe I'm expecting too much, thinking too hard about 1980s E30 M3s and not enough about the fact that a true successor to such a car would be difficult for BMW to make and might well not sell if it did. We just like our creature comforts too much, of which the M2 has an entire suite.

And I agree with my colleagues who say this is the best M-car in some time, even though it is the least expensive. The department appears to be turning around and, while I wish it would go further faster, the direction is unquestionably right. But I cannot help but hanker for a limited-edition M2 with a stripped-out interior, very little sound deadening and some no-nonsense suspension settings to show us unequivocally that BMW has remembered the spirit of the cars that created the reputation of M in the first place. And then this unquestionably good car would have a chance of becoming a true great. Ⓜ

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Taking over from Fangio

Following your recent four-page spread on the Ferrari driven in the 1956 Mille Miglia by Juan Manuel Fangio, and the interest generated by the car's recent $28m sale, I have a personal story to add.

A friend and I were in Brescia prior to the 1956 Mille Miglia. We spent one whole day at scrutineering, observing the great mass of cars and people crowding the main piazza. As the afternoon dragged on the only thing of real interest was the Porsche team. None of the works Ferraris or Maseratis had appeared and closing time was approaching when suddenly the crowd became very excited, leaping and running about. From a side street about 10 red Ferraris and Maseratis arrived nose to tail. It was like the triumphal march from *Aida*. The Italians are especially good at anything theatrical.

On the Monday after the race we drove to Maranello and had a letter of introduction that allowed us to have a real look around. We spotted the three Mille Miglia cars sitting out in a field, on their own, so we walked over for a closer look. It rained all weekend, but there had been no attempt to cover them. We took pictures and sat in Fangio's car, getting our trousers soaking wet – just two car enthusiasts having fun. It never entered our minds that these racing cars would become priceless works of art. Simpler times for folks interested in racing and so much easier to get close to the drivers and the cars. Car 548 was Castellotti's winner and Luigi Musso drove car 556.

Ken Lyon, Dana Point, California

Mixed emotions at Monza

With regard to Nigel Roebuck's recollections about Jochen Rindt, the Austrian is to my mind one of the greatest and thankfully not forgotten. I was also at Monza that weekend in 1970, on a weekend coach trip with Page & Moy. The Saturday began so well in the scorching sun and the shock of what later happened was palpable. As Nigel mentioned, nothing was said over the PA as we took our places on Sunday.

I most remember the incredible sound, the noise of period F1 cars resonating in that famous cauldron. Clay Regazzoni won and back at the hotel (in Lugano, his home town) that evening we honoured Rindt's memory with fizzy wine. It was hardly champagne, but that's what the hotelier liked to call it. The locals hooted horns and likewise knocked back the fizzy stuff, but they were toasting their hero. Nigel was right when he said F1 was strong meat in those days. Motor racing, though, had lost a gentleman and a thinker, without doubt one of the greats.

Roy Smith, Milton Keynes



They're just cars... Top: Mille Miglia winner and brethren out to pasture; above, Ken Lyon takes a seat in Fangio's mount

Sweet and sour source

As everyone has a view on F1 and its ills, I'd like to add my two penn'orth and tie it in with Nigel Roebuck's thoughts about Jochen Rindt. (Good to see Nigel back, by the way.)

The scene is a Formula 2 meeting at Oulton Park in the late 1960s, when Rindt was driving a Winkelmann Brabham. I don't know if Bernie Ecclestone was there, as I did not know of him as a 15-year-old. But I did know my racing drivers and so politely began to ask for autographs. I can still remember the look of utter disdain on Rindt's face, which he very quickly turned away from me to look at nothing in particular while he scribbled a squiggle on my programme. For me Rindt was never a hero, because heroes care for people. Perhaps if he had lived he might indeed be running F1 with Bernie today, and perhaps with that same disdain he showed me 40 years ago.

Nobody owns Formula 1; we all do, and we should all get a better deal from it than we do at present. I was lucky to have been raised when it was possible to see our heroes and speak to them. I became intoxicated by motor racing and have followed it ever since.

I feel that as the older F1 enthusiasts die out, we will not be replaced by a generation of new, young fans who will tramp around the circuits of the world in pursuit of their heroes, because nowadays Grand Prix racing treats most fans with contempt.

David Fisher, Salisbury, Wilts

Let's keep the fizz in F1

Here's to Nico Rosberg's start in Spain, the ballsy move by Lewis Hamilton and cheers to Max Verstappen for bringing it home... May it be an all-out contest at Silverstone. Let them *race*.

Mark Tyrrell, Burgess Hill, West Sussex

Trading places

I believe that there is a very simple, and inexpensive, solution to Formula 1's ongoing loss of support.

There are two significant top-level road-racing programmes under the FIA umbrella. One involves open-wheel single-seaters. Driven by some of the best in the business, they race for less than two hours and must be conducted at speeds well below their potential. Using the throttle to pass another car is not possible, since this would cause fuel flow to exceed the maximum allowed. And driving flat out for much more than one lap is not possible since it would destroy the fragile tyres and put the car out of contention.

The other series involves sports cars and prototypes. These are also driven by excellent drivers, who share a car during the race. Races are basically sprints, with the cars bring driven flat out for the entire distance, which might be anything from six hours to 24.

The solution to me seems obvious – switch the names of the two series and let the real racing take place under the Formula 1 banner.

John Tuleibitz, Simpsonville, USA

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LETTERS

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The reign in Spain

I don't usually expect too much of the Spanish GP, so this year's race came as a pleasant surprise. The Mercedes prang looked like a simple racing incident. I think, however, that Hamilton's part in it shows his immaturity – too impatient, desperate even, to reassert his 'superiority' over Rosberg. This tendency to the puerile is more usually demonstrated by his self-obsessed, petulant manner off the circuit.

Their retirements left us with a fascinating race, culminating in Verstappen's record-breaking victory. For me the one disappointment was the failure of Ferrari to capitalise on the Mercedes DNFs and take victory. I say this as an unashamed supporter of Vettel, whose focus on racing and not 'celebrity' makes him everything Hamilton is not.

Having improved its car technically for 2016, Ferrari now seems to have inadvertently 'counter-compensated' for the power and aero gains by consistent under-performance in terms of tactics. Surely, Spain would have been Seb's race with an alternative strategy. While I don't think the answer is to fire Maurizio Arrivabene, I do hope he will be able to enlist better expertise to ensure Vettel is able to win again.

I would love to see a driver as great as Vettel winning a fifth championship – and with the most charismatic team, too – but I've a feeling that it won't be long before Verstappen and Vandoorne lead a revised F1 driver hierarchy.

David Buckden, Walmer, Kent

Cinéma vérité

Being only six when the movie *Grand Prix* was released, I have had to enjoy watching it on the small screen with videos and more recently DVD.

Well, in May I finally had my long-awaited chance to experience it on the big screen when our local Cinema Versailles in Stavelot (yes, that one) decided to celebrate the 50th anniversary of its release with a special one-night showing. The fact it was dubbed made not a jot of difference as I can recite that film word for word!

During the interval, Joseph the cinema owner asked how many of the audience were at the race on the day of the filming at Spa and 22 people raised their hands. The fellow next to me was 14 at the time and reminisced about sitting in the field before Masta with sandwiches his mother had made and just how drenched they got when the storm hit!

It was great to see all John Frankenheimer's multi-shot and fuzzy-wuzzy stuff up on the screen writ large, and with a modern sound system it made the hairs on the neck stand up. That's another ambition realised. Now I just need to drive a Porsche 917...

Neil Leigh, Spa, Belgium

Risk and racing

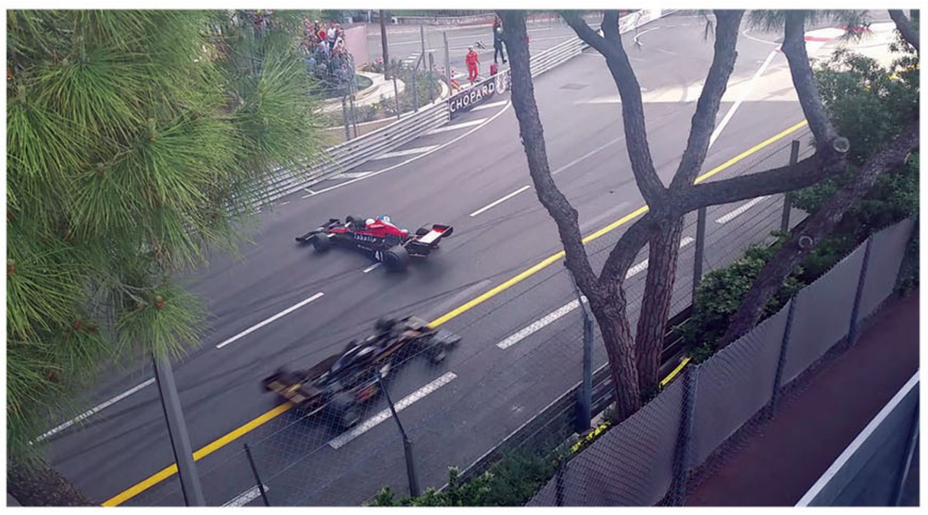
I am just back from a wonderful weekend at the Historic Monaco Grand Prix. A highlight to me, and many others I spoke to, was the sight but even more the sound of a 1964 Ferrari 1512.

What did concern me, though, was the size of the grids and the disparity in driver performance, particularly in the more powerful cars. On a circuit such as Monaco, qualifying races would work better so as to limit the number of competitors on the track at any one time. During the final race of mid-1970s F1 cars there were about 40 cars on the track. A car spun below me into Ste Dévote and ended up perpendicular to the flow of traffic in the braking zone.

With the danger that a car closely following another might pull out at the last minute, and one ex-Lauda Ferrari did, I stopped filming the incident for fear of what I might capture.

In the end a number of very brave marshals dealt with the stranded car under waved yellows. I was surprised that the race was not red-flagged. I think it is time for the authorities to take a good hard look at how risk is managed during historic events.

Patrick Kenny, Dublin



Sideways at Monaco – but not in a good way. Are there too many cars and too great a range of skill levels in some historic races?

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Making plans for Nigel

I'd like to say a very warm welcome back to Nigel Roebuck. I've followed him since his *Competition Car* days in the early 1970s and was very concerned by his recent absence. I've just picked up your June issue - and all seems well with the world again!

Tell him to take it easy.

Martin Bull, London NW6

Signs from the times

I am restoring the AEC transporter that my father Tom Wheatcroft had built for Roger Williamson's 1973 Formula 1 campaign. I am desperately looking for any photographs of the interior and the signwriting on the rear doors. Any shots or leads would be greatly appreciated.

Kevin Wheatcroft, The Wheatcroft Collection, Conqueror House, Lutterworth Road, Arnesby, Leicester, LE8 5UT

Meddling in history

What makes Sir Chris Hoy the most successful and most decorated Olympic athlete in history (*Motor Sport*, June)? According to the records he has won six gold medals and one silver. Michael Phelps, USA, has (so far) won 18 gold, two silvers and two bronze medals.

In Sweden we have Gert Fredriksson, canoeist, with six gold, one silver and one bronze (the one Hoy does not have). He is the most decorated Swedish Olympian, but we don't claim him to be most successful in history.

I find most *Motor Sport* articles interesting but, above all, everything is very well written. For a Swede it is an education in English.

Unfortunately the devil is always in the detail and I'm afraid your article is misleading. Making Hoy "the most successful British Olympic athlete in history" would have changed it totally.

Håkan Bäcksin, Lidingö, Sweden

Erratum

In June's Ford GT story, Simon Arron was confused by his own digital recorder. When Marino Franchitti said, "You had to leave the pits with the torque turned down, because full torque would blow the gearbox," he was talking about the Peugeot 908 HDi, not the Ford GT. Apologies.

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1



2



3



4



5



6



7

MICHAEL RANCE

Northampton-based Michael Rance used to cycle to Silverstone "mostly for club meetings", although his images are laced with significant international pedigree 1 Fitzpatrick/Walkinshaw (BMW) head for victory in the 6 Hours, 1976 **2** Grohs/de Fierlant took fourth in the same race... **3** ...but the troubled Porsche 935 of Ickx/Mass finished well down **4** Gerry Marshall (Magnum) passes the Coffey/Williams Escort, 1975 TT **5** Xhenceval/de Fierlant (BMW), 1975 TT **6** Tiff Needell's FF2000 Hawke DL14, 1975 **7** Michel Leclere (March 752) locks up under pressure from Brian Henton (Pilbeam R18), European F2 1975 **8** Andy Rouse (Triumph Dolomite), 1975 TT

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8

LAP63

by Ludovic A. Parayre



Mike Hailwood and Niki Lauda at Brands Hatch, 1973
photo: Ian Dawson

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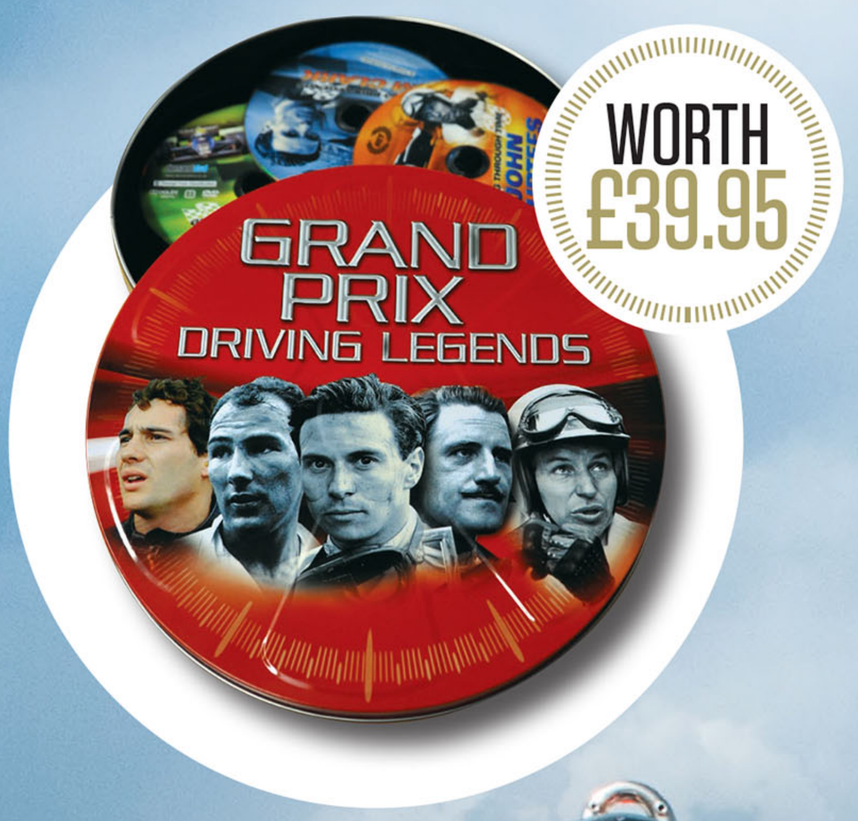
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Almost all of you were there...



BRANDS HATCH, JULY 18, 1976

The story is familiar and has been retold many times, but we don't think it has ever previously been related in the following manner. That summer's British Grand Prix threw up the latest of many twists in a compelling world championship tussle between Niki Lauda and James Hunt – and July was a particularly effervescent month. Hunt won in France, recovered nine points he thought he'd lost following his reinstatement as winner of the Spanish GP and was then knocked off at the first corner in his home race. He returned to the pits to have his car repaired, only to learn that a regulatory technicality might make him ineligible for the restart. When news of the home favourite's potential predicament filtered through to the stands, fans let their feelings be known in a manner rarely – if ever – seen at any circuit. Faced with a brewing riot, stewards let Hunt take his place on the reformed grid and the McLaren driver eventually picked off Lauda's leading Ferrari to take a popular victory. Ferrari appealed, but it would be another two months before the FIA finally ruled in the Italian team's favour. Not much the crowd could do by then, but this is how *Motor Sport*'s readers recall a tumultuous day as F1 began its metamorphosis from an enthusiasts' pastime to a constant source of global news headlines...


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The Choice of Champions
PLACE 1st. 2nd. 3rd. 4th. 5th. 6th.
No. 11 1 3 28 16 19
LAPS COMP 76
EVENT 3
76 LAPS
G800+S
G800+S

SUTTON

6.00AM

Circuit gates open and the annual stampede begins as the first of an estimated 77,000 fans rush to annex their favourite spots and reserve them with a cocktail of folding chairs, hampers and picnic blankets.

"I was 16 and took a coach from Rochdale with my life-long friend Andy Kershaw, then caught a bus from Victoria to Kent. I remember being horrified when he appeared laden down with a huge tape recorder on top of a camera and much camping gear. We arrived late Friday evening to the sound of the Alfa mechanics firing up a V12 as we looked across to the pits from the grandstands opposite."
Jonathan Barnes, via motorsportmagazine.com

"It was the last year of the Isle of Man TT races as part of the Grand Prix calendar – they were about to strip it of its championship status. They were having this huge international Grand Prix at Silverstone and all the top riders were going to be there, so I said to [my friend] Johnny, 'Lets go to this.' He said 'Well, I'll go to that with you if you go to the F1 at Brands Hatch with me.'

"What I remember was the effort we had to make. We were both 16, neither of us could drive and we had no parental help because they weren't interested in motor sport at all.

"We did this a lot! We got the coach down to London Victoria, carrying tents and everything for a long weekend. We had a hell of a job finding out where we caught an ordinary bus to Brands Hatch – we caught it from Regent Street, near Broadcasting House, the BBC, never imagining that one day I would work there!

"It took forever to reach the track – you can imagine a bus winding its way across south London into Kent. We found the campsite, which happily was right by the circuit. It was amazing how quiet it was in the days leading up to the race. There weren't the crowds, you could wander around, get close to most of the drivers. I remember sitting in a grandstand early one evening and there was a photoshoot on the grid. I think Clay Regazzoni was sitting on the front of the car surrounded by a cluster of the most beautiful women I'd seen in my life!"
Andy Kershaw, via email

"I was nine and my late father and uncle woke me early to set off from Essex. My father was a regular FF1600 competitor at Brands and Lydden Hill throughout the '70s and we were aiming for a spot in the 'Paddock dip'. There was lots of 'Excuse me, can the lad just squeeze in?' so I do wonder whether I was taken along as a means to wrangle a spot against the fence! I recall the buzz as the day built. I was – and





LAT

still am – in the Lauda camp, so must have been in a very small club that day."
Craig Caldwell, Rayleigh

"Having driven down from High Wycombe, I had hoped to park on Death Hill but the police refused to let anyone near. I ended up in Eynsford and joined a huge crowd of mainly James Hunt fans, trudging up toward the track. Clearways was my usual Brands bend of choice, but with all the costly temporary grandstands and everyone else with their garden chairs, it was full by the time I arrived. Paddock seemed to be absolutely heaving, so I ended up on the inside of South Bank."
David Fox, Pennsylvania

"I had driven down in my Mini Traveller and, for the first time, had been able to watch Saturday practice. Sleeping in the back of the Mini, with the seats down, I was up before dawn to stand in the queue at the main entrance. I had already decided to watch from Paddock Hill Bend, strategically placing my picnic chair in front of a loudspeaker – the better to hear the commentary."
Paul Truswell, Woking

"We sprinted from the gate when it opened, clutching our folding chairs and a box full of corned beef and tomato sandwiches, plus beer... My mate Dick and I were at the bottom of Paddock Hill Bend as always, at that precise spot where you seem to look down on the cars as they oversteer through the apex and get hard on it – a great viewing place to this day."
David McLaughlin, Abinger Common

"My girlfriend and I made a long weekend of that year's Brands GP, hauling our two-berth caravan all the way down the A1 from York behind our MG Midget…"
Peter Sharper, Milton Keynes

"As a 15-year-old attending my third Grand Prix at Brands, the excitement was tempered by a 2am alarm call as my father, friends and I sought to beat the queues en route from Hastings. Foregoing the expense of a grandstand, my father fashioned our own, from scaffolding and planks."
Julian Mains, Cardigan

"At 4.30am my Kiwi friend Jim and I left a party in Cambridge to travel to Brands Hatch in his VW Camper. When we got to Brands it was still very early, despite the fact that there was no Dartford Crossing in those days and we had driven through London. On arrival at Brands we climbed the fence and sat down on the outside of the circuit, looking across from Clearways. We had a terrific view of the drama that unravelled."
Martin Tomlinson, Duxford

11.00AM

Track activities commence with practice for the* Evening News *ShellSPORT celebrity race.

"We were probably quite unusual in that we were not Hunt fans. During the run-up to the race we chatted about the fact Hunt was just some jumped-up public school dilettante while Lauda was the real deal. Of course those around us tuned in to our conversation and there was some good-natured banter..."
David McLaughlin, Abinger Common

"Much like nothing prepares you for the sheer scale of a proper stadium – the richness of the greens, the dirt on the baseball diamond – nothing had prepared us for Brands Hatch. I was there on the inside of Druids, which was about as close as you could get to the cars. It was a hot day, not helped by my being dressed all in black with a very Seventies JPS jacket (thankfully there are no pictures)."
Simon Marsh, Podington, Northants

"A few hours before the race a smiling Emerson Fittipaldi was to be seen on a huge motorbike, threading his way through the crowds."
Colin Blackhall, via motorsportmagazine.com

11.40AM

Formula 1 cars on track for a 20-minute pre-race warm-up – remember those?

"We had just moved from Worcestershire to west London, so Brands Hatch was a lot closer for us – especially as my ageing MGB was becoming less reliable with every trip. The summer was long and hot and Formula 1 had exciting racing, personalities in abundance and competitive controversy, so our trip to Brands was eagerly anticipated. We arrived early and took up our position at the entrance to Druids.

"My wife and I were astonished when the couple nearest to us set up the most amazing camp with enough food and drink to feed 5000 – one of our first experiences of American-style catering. They were military service personnel and enthusiastic supporters of Mario Andretti. The build-up to the race was great – plenty of sun and refreshment and all the main protagonists ready to do battle. By this time our American neighbours were well fed and watered and becoming joyously noisier as we approached the start."
Nigel Gardener, Cerney Wick, Cirencester

"Durex sponsored the Surtees driven by Alan Jones and was giving away free perforated card hats with their name prominently displayed. While waiting for the race to start, my sister spotted one of these and started to read out aloud, letter by letter, 'D, U, R, E, X'. After completing this, she then asked, 'What does that mean, Daddy?' At this point, a spectator behind voiced, 'Get out of that one, Dad'…"
Gary Hicks, via motorsportmagazine.com

12.20PM

Evening News ShellSPORT celebrity race, involving identical Ford Escorts. The winner receives £500 to donate to the charity of their choice, plus a cutting-edge (four wavebands!) Hitachi radio.

"Light relief was provided by Shellsport Escort celebrity race, the field having been determined by *Autosport* readers, so some of the best British racers were involved – Andy Rouse, Mike Wilds, David Purley, Derek Bell, Barrie Williams and others seemed intent on driving each other off the track. I think Gerry Marshall and Tony Lanfranchi retired in protest."
David Fox, Pennsylvania

12.40PM

With the British F3 round having taken place the previous afternoon, the Keith Prowse British Saloon Car Championship is the day's only significant supporting race. Vince Woodman triumphs in his Ford Capri, with Derek Bell (Triumph Dolomite) a class-winning second overall. Barrie Williams (Toyota Celica, 10th) and Bernard Unett (Hillman Avenger, 11th) win their respective divisions. Woodman collects £50 for his race victory, plus another £150 for topping his class.

"Not everyone at Brands Hatch that weekend was convinced that Hunt was the new messiah. In the back window of a caravan I spotted a large sticker that proclaimed: 'James Hunt Is a Steaming Turd'. I do not think I would go that far, but many of us favoured Lauda over Hunt in the same way that we had previously favoured Stirling Moss over Mike Hawthorn – and for very similar reasons."
Rev Philip J Morse, Cirencester

"1976 was a banner year for the British in motor sport and probably tipped the balance for me. I can even remember a morning prayer at my junior school offering thanks to James Hunt and Barry Sheene. That gave me goosebumps at the time."
Paul Charsley, Sonoma, USA

13.30PM

Lunchtime demonstrations and air displays.

"The GP was preceded by support races and the usual magnificent air display – [Brands Hatch promoter] John Webb certainly knew how to put on a show. The Red Arrows made us half-close our eyes as they duelled above the pit straight in those politically incorrect, hair-raising days of the 1970s."
Peter Sharper, Milton Keynes

"I left home in the Cotswolds at 4am and returned at 4am, an absolutely hellish journey, super hot and my car was overheating. The M20 was being constructed at the time and on the way back I think it took us four hours to reach London. During the lunch break the new Ford Fiesta was demonstrated – and they are still producing them 40 years on."
David Cook, via motorsportmagazine.com

14.30PM

F1 cars begin their warm-up laps.

"We were sitting in the last of the startline grandstands, eagerly waiting for the cars to come out onto the grid. A big roar erupted around us and I remember Joe Bugner, then the British heavyweight boxing champion, standing up from his seat and taking a bow to huge applause."
Ray Miller, Xativa, Spain

ANDY HODGSON

15.00PM

Race commences over 76 laps and chaos ensues, as Clay Regazzoni clips team-mate Niki Lauda and then strays into the path of James Hunt. "The whole affair looked catastrophic," wrote Denis Jenkinson in the August 1976 edition of* Motor Sport, *"but had proved to be completely harmless, with only three cars (those of Regazzoni, Hunt and Jacques Laffite) hors de combat, but someone flapped, pressed the panic button and the British Grand Prix, for the second year in succession, was stopped by the official red flag." It is initially announced that the field will restart in the original order, but minus those drivers who failed to complete the original first lap – and no spare cars would be permitted. The crowd – of whom Jenks estimated "50,000 to be Hunt fans" – starts to make its feelings known...

"It was one of those sunny summer days that seem to exist only in your childhood. My overwhelming memory is of the 'unBritishness' of it all. The chanting and throwing of bottles and cans was a European thing and not something done in Britain – well, not outside a football stadium. I had just turned 17 and schoolmate Russell Bulgin [the late, respected journalist] and I travelled down from Bromsgrove by coach to watch our first Grand Prix. Our viewing point of choice was the exit of Druids, so we dug in for the duration. The track commentator tried to keep the crowd informed. When he told the masses that Hunt would not be allowed to restart the uproar began. If they had not allowed the McLaren to take part there might well have been a track invasion and sit-in until justice was seen to be done. I have been to many sporting events over the last 40 years and none has come close to the drama of that day."
Robert Wall, Neen Sollars, nr Kidderminster

"For the race we had seats in a huge grandstand that had been erected by Clearways. I used to carry around one of the earliest ghettoblasters – not to play music, but because you could make high-quality stereo recordings. It was about the size of a suitcase and weighed a ton. We were really squashed in those seats, but I had this enormous thing on my lap and my mate Johnny was moaning the whole time."
Andy Kershaw, via email

"I was where the Desiré Wilson grandstand is now located and am sure a bloke two rows behind me chucked the first can onto the track!"
Mike Sheppard, via Twitter



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Trigger point: Regazzoni's rush punts Hunt in the air. Left: before and after, from spectators' viewpoint

LAT



"I WAS AMAZED HUNT'S McLAREN DIDN'T ROLL AND NO ONE WAS INJURED"



SUTTON



GETTY

"Between the two starts, and while the recriminations were going on as to who should and shouldn't make the grid for the restart, someone poked a microphone in Denny Hulme's face. He'd obviously been there as a guest and was in the pitlane. Ever the voice of reason The Bear said, 'Well, I think everyone should race.' This was clearly a popular view as it spawned an oasis of cheering amid the boos and slow hand-claps."
John Norris, Derbyshire

"I was 15 and managed to wriggle my way to the front at Druids, so had a fantastic view down the hill to Paddock. After the initial accident, for nearly an hour there was debate about whether James would be allowed to restart again, along with the loudest slow handclap I've ever heard. The atmosphere was near to boiling point and when [commentator] Brian Jones announced that Hunt wouldn't be allowed to restart the crowd erupted, with beer cans being thrown onto the track. I truly believe the organisers and Kent Constabulary thought they would have a total riot on their hands if they did not give in to 'people power' and let Hunt restart. It was in some respects like a football crowd, not like any Grand Prix I've attended before or since."
Dennis Scoging, Torpoint, Cornwall

"James Hunt was my absolute hero and I had followed his career through the pages of *Motor Sport*. I even answered an advert to act as his Formula 3 'gofer', James's mum informing me over the telephone that I had just missed out. Lord knows how my life would have turned out if I had landed that opportunity. In 1976 my brother and I spectated halfway around Paddock Hill Bend and witnessed first-hand the Lauda-Regazzoni shunt, and the subsequent chaos with James getting partially airborne. We could see red flags on the startline and James trickling down the hill from Druids. When the PA system initially announced that he could not restart, the crowd was outraged. I had not witnessed such unadulterated passion at a motor racing event and have not since. Beer cans were hurled on to the track, Union Jacks were lowered to half-mast and 'We want Hunt' became the chant. Who knows what would have happened if he had not been allowed to race?"
Tim Major, Northampton

"We heard the chanting and the sound of cans and bottles landing on the track – it seemed as though we were in the grip of a riot. While this was going on, McLaren fixed Hunt's race car and wheeled it onto the grid. After the race finally resumed, Hunt passed Lauda going into Druids – right in front of our group. Although the win was later taken away, in my mind the real winner of that race was James Hunt. I saw it with my own eyes, saw him take the lead and saw him spray the champagne."
Tony Condon, Chilton Polden, Somerset

"We were on the exit of Paddock and got a good view on the incident – Regazzoni was clearly the culprit."
Peter Stiff, Knottingley

"Brands Hatch 1976 was my first Grand Prix as a marshal – and I was on post two, at the top of Paddock. I don't think any of us could tell exactly what happened during the first-lap incident, as we were ducking to avoid debris. For a while we were busy clearing up, but we noticed that James Hunt's car had taken a short-cut to the back of the grid at Clearways. We couldn't see if he had gone into the pits but were pretty sure he would not make the restart as there appeared to be suspension damage. We were surprised to hear over the Tannoy that there was a debate about whether he could start. We tended to agree with the commentary that this would not be allowed, because he had not driven the full circuit, but someone suggested that marshals might have directed him to take the cut-through at Surtees.

"During the break we sat down and noticed that fans were getting restless. They started shouting abuse, but were making so much noise we couldn't hear why. Then the beer cans started flying over the fence! One landed with a clunk not a rattle and was quickly retrieved to go in a marshal's bag for later consumption. They must have been upset to throw full cans... The crowd only calmed down once it was announced that the stewards were going to allow James to restart."
Chris Whitlock, Silverstone

"When it appeared James would not be able to restart, things got ugly and I strongly suspect that the first beer cans were thrown from our area. I am sure that had he not taken the start there would have been a track invasion."
David McLaughlin, Abinger Common

"My wife and I were in the stands across from the pits. When the news came over the loudspeakers about James Hunt not being



Grid reassembles with unsanctioned Hunt, while crowd mutters. Below, Forghieri gets impatient; left, critical moment – Hunts takes short cut to pits



LAT

allowed to restart, the fans erupted in dismay. If there had been seat cushions in the stands, the front straight would have been deluged with them (we had driven up from our home in Madrid, where cushions were regularly tossed into the bullfighting arena when the event was not up to scratch)."
Timothy Ennor, New Jersey

"The crowd did not personalise the Hunt vs Lauda thing out of animosity. Both sides were respected, but the Ferrari management and its tricks were not."
Paul Spensley, Hadlow

"Finally, 20 minutes after the race had been stopped, a bombshell: it was announced that the stewards had decreed the race would restart only with those cars that had completed the first lap. Instantly, and as if on cue, the whole crowd booed – and who could blame us? We'd paid a lot of money to see James Hunt."
David Fox, Pennsylvania

"I can still see the two Ferraris heading towards the corner side by side – Regazzoni had made a superb start and was really going for it. What really stood out for me was the instantaneous change in the mood of the spectators immediately after the announcement that Hunt would not be allowed to restart; they were bloody well going to see Hunt race and that was the end of it.

"Racing crowds have always been good-natured, putting up with crap food and dreadful sanitation with a smile and a shrug, but on this day they demonstrated their collective muscle. I believe there would have been a serious riot had Hunt not been allowed to restart. I still have my grandstand ticket (£5.00!) and married the wee Scottish lass sitting next to me, holding my hand in sheer excitement at the drama of it all."
Colin Blackhall, via motorsportmagazine.com

"Brands Hatch was an important part of my first overseas trip outside the Antipodes, at the tender age of 20. It was my first 'proper' F1 race, having witnessed the likes of Clark, Hill, Stewart, Rindt, Brabham and Hulme race in the Tasman Series at Lakeside and Surfers Paradise.

"We made our way to Kent in a rented Cortina estate and arrived in time for the final qualifying session on Saturday. I recall seeing Frank Williams in the grandstand – when was the last time a team principal did that at a Grand Prix? After sleeping in the car overnight we secured a spot at Paddock early on the Sunday morning.

"The clash between the two Ferraris happened just in front of us and then all hell broke loose. I recall seeing Hunt's McLaren on two wheels and being amazed it didn't roll and that no one was injured. When Hunt's disqualification was announced the crowd erupted, although I recall being happy with that as I was a Lauda fan and thought Hunt a boorish jerk at the time. I subsequently revised that opinion later, particularly after his drive at the Nürburgring two weeks later. It was certainly a memorable first Grand Prix."
Tony Geran, via motorsportmagazine.com

"On race day it became pretty obvious to most motor sport enthusiasts that this was not your normal British GP crowd, thanks to a frenzy of British chauvinism whipped up by the UK tabloids. We watched the race from the outside of Clearways and saw the first-lap carnage unfold. Dear old Regga was on a mission, that is for sure. The beer cans certainly did rain down on the start and finish straight and to be honest that was pretty unsavoury, but it made good press."
Charles Norman, via motorsportmagazine.com

"I was nine and my dad drove us to Brands in a blue Renault 8 that was sprayed matt black on most panels, to hide the rust. I'd been to every GP at Brands since '68, so was excited but wasn't expecting anything out of the ordinary. The accident happened right in front of us, but I don't remember very much about it. I clearly recall the jeers and whistles coming from the crowd. Beer cans and other junk started to be thrown on the circuit and I remember my hair was dampened with beer that dripped from flying cans."
Robert Bruce, Surrey

"After the accident things got feral and I am not sure I liked being part of it. Brands was always a bit 'fur coat and no knickers', compared with Silverstone's blazered conformity and stuffy commentary, but what a circuit on which to watch a Grand Prix."
John Aston, via motorsportmagazine.com

"I was at Clearways in a deckchair by the paling fence, with my friends the Rees brothers – Gareth and Graham. We would have been there from the time the gates opened and had a good view, although as the cars came through Paddock for the first time we could only see some dust going up. After everyone had passed through you could just make out a McLaren and a Ferrari, plus one or two other cars. I did not notice the red flag until the field pulled up.

"When it was announced Hunt would not be restarting, the crowd quite quickly became restless and angry, something I had only experienced standing on the terraces at Cold Blow Lane [Millwall FC's home at the time]. It was actually quite easy to see how large crowds of people can be wound up and become a self-generating hysterical entity…

"By then the careers of most of my teenage F1 heroes – including Ickx and Amon – were fizzling out, but Clay was still going strong on occasion. It was hard to envisage that, just three years later, I would be his race engineer at Silverstone when he delivered Frank Williams's first F1 win."
Neil Oatley, Farnham

"At first, the decision not to allow James to restart caused a pregnant pause to blanket the circuit, save for a few Ferrari fans. Once the reality dawned I initially felt deflated and a little cross. Had I not woken at 2am in order to watch James win the British Grand Prix? The crowd stirred, vocal in its reproach, and after the first can or bottle landed at Paddock Hill Bend missiles were launched from all around. It was a little scary."
Julian Mains, Cardigan

"When it was announced that Hunt would not be allowed to take the restart, the crowd in my stand started stamping on the wooden floor. This racket only added to the jeering from around the stadium."
Andrew Hodgson, Bury

"I was there that sunny hot day, by the fence on South Bank. That race wasn't happening without Hunt – cans made sure of that."
Ian Perry, via Twitter

"When it was announced that Hunt would be excluded from the restart, the atmosphere turned to anger – something I've not experienced at a motor race before or since; I think the crowd would happily have lynched the race stewards."
Neil Kirby, via Twitter

"I was a flag marshal at the event. When the race was stopped and cars made their way back to the grid, Emerson Fittipaldi joined us on our post to get a better view of what was going on. With that traditional Emmo smile, he said, 'Bloody Formula Ford drivers!' Emerson was at the 'wrong' end of the pits, struggling with brother Wilson's Copersucar. When not on circuit he joined us on a couple of occasions to share the view we had. He informed us that the Café do Brasil booth behind his pit had been given instructions to serve marshals first whenever there was a queue…"
George Copeland, vice-president BMMC

15.45PM

British GP begins again with all 26 cars. Jenks: "A state of deadlock was fast approaching, with Regazzoni in the spare Ferrari, Laffite in the spare Ligier and Hunt in the repaired McLaren, all in position on the grid along with the other 23 competitors. There was no way out but to start the race again and continue the arguments afterwards." Lauda leads from Hunt, but gearbox problems slow the Ferrari and the local hero passes his rival on the 45th lap of 76 before going on to take a comfortable win, with Jody Scheckter (Tyrrell) third and John Watson (Penske) a lapped fourth. The stewards of the meeting reject Ferrari's initial appeal against the result, but an FIA tribunal would overrule them in September.

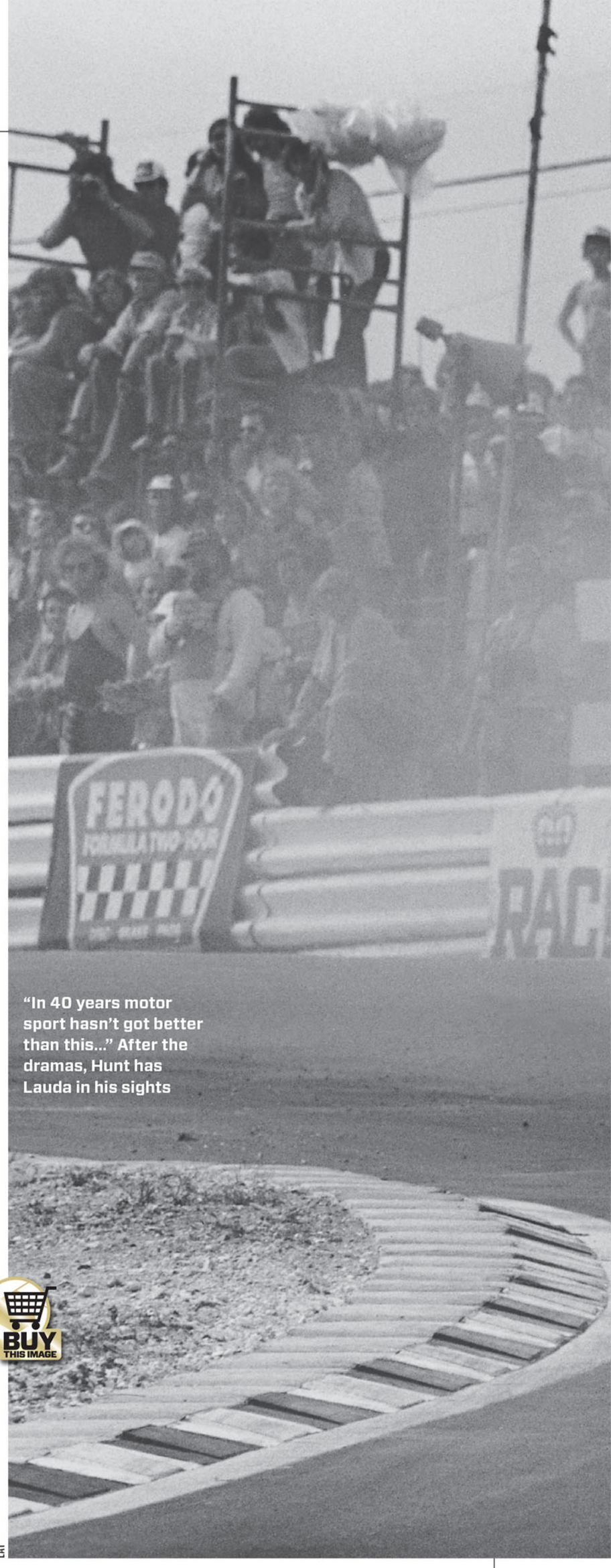
"In the end of course, the stewards relented. Hunt was allowed to start and beat Lauda fair and square. Looking back, the highlight of the weekend was after the race, finding Denis Jenkinson in the pitlane, encircled by a small band of enthusiasts and piecing together what had happened: not just in the first-corner incident, but in its aftermath.

"Over the weekend I had been able to get up close to the driving heroes of the day, but an interchange with the man who brought so much of the action through my letter box each month rounded it off perfectly. The fact that men in Paris later changed the result doesn't spoil any of those memories."
Paul Truswell, Woking

"It's funny how details stay with you – Hunt getting closer and closer until he and Lauda were a single flash of red and Day-Glo. But catching and passing are two different things – we knew that even then. Our English reserve returned… Hunt would be second, surely? But no, he would pass on the inside into Druids right in front of us. In 40 years of following motor sport it hasn't got any better than that. This was the iconic day when my passion began."
Simon Marsh, Podington, Northants

"We were cheering Lauda until Hunt passed him. Little did I know that I would later become the owner of that very McLaren M23 for some 18 years…"
David McLaughlin, Abinger Common

"The restart was, of course, bonkers. The atmosphere was brilliant despite being a bit like a football match. F1 was much better then, if too dangerous, and it's still sad (after all this time) that Niki remains in the pitlane without James."
Jonathan Barnes, via motorsportmagazine.com



"In 40 years motor sport hasn't got better than this…" After the dramas, Hunt has Lauda in his sights

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"After the race I woke my mate Jim (he'd slept through the whole thing) and we set off for the pits. There I bumped into Jenks and we had a conversation about the events of the day and in no uncertain terms he let us know just how he felt about the crowd's behaviour – he shared our distaste. In retrospect that was probably the defining day, when F1 started to evolve into the commercial show it has now become."
Martin Tomlinson, Duxford

"Afterwards I crossed the track to walk into the pits and saw James scrounging a cigarette from a fan. We then came across Mario Andretti chatting to what seemed to be an American



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journalist and hearing his tale regarding the first-corner accident. He said he'd 'just shut my eyes and prayed' to miss the carnage before him. As usual in those days, it would take hours to be able to exit the car park, so my friends and I retired to a pub on the A20 to chew over the day's events before driving home."
Ray Miller, Xativa, Spain

The traffic was horrendous on the way out, and that – combined with the high temperatures – made many a vehicle overheat, mine included. I pulled off into a south London suburb for several hours until it all quietened down."
Charles Norman, via motorsportmagazine.com

And at various points afterwards...

"If the FIA refuses to allow the RAC to run another Grand Prix on the grounds of incompetence, you could hardly blame them, but it will be a great shame for they certainly put on some splendid entertainment, even if they cannot organise a motor race. It cannot all be bad luck; some of it must be bad judgment."
Denis Jenkinson, Motor Sport

"It was only as we were on our homeward journey that we learnt of the protest against Hunt, seeking his disqualification. Then anger ensued: how could he have been allowed to race and risk his life (not just a turn of phrase in those days) only to be excluded after winning? I am still pleased to have been there and to have seen those two great drivers and characters, Niki and James, fight wheel-to-wheel in an era when prime/super-soft compounds, race strategy, aero winglets and DRS zones were still to be invented. Why can't we go back to that?"
Nigel Gardener, via email

"After the race we decided to stay in the car park, sleep in our Austin Maxi and leave the following morning, to avoid the queues. We were parked close to a hedge, behind which



Brief bliss: perfect result for most of the crowd – until two months later when the FIA decreed Lauda the victor

LAT

was an airstrip from which those far more affluent than ourselves were departing in rapid succession. Then we noticed one aircraft taking off in the wrong direction; instead of accelerating into the wind and away from us, it was doing the opposite. We saw it approach us at no height at all, skim over the hedge and crash next to us. Nowadays it would have been on YouTube within minutes but, even though I had my camera with me, out of respect for the embarrassed pilot I didn't take any photos. I have never seen or heard any reference to this anywhere else and have been disbelieved so many times that I sometimes doubt myself. Do any other readers remember it, I wonder?"
Andrew Wardle, Consall

"The queue to get out of the car park was horrendous, but we were kept entertained by all the light aircraft taking off from the makeshift airstrip – right through the middle of our car park. Until, that is, one idiot tried to take off downwind and failed. Did a lot of damage to someone's shiny new Cortina, that…"
Mike Chaundy, via motorsportmagazine.com

"I moved house three years ago and was unpacking these boxes I'd been carting around for the last 30 years. Beautifully preserved, I found a poster from the British Grand Prix."
Andy Kershaw, via email

"As a postscript, John Webb put on a celebratory event at the end of season, after the title had been secured, and James stayed late to serve beer to marshals in the Brands Clubhouse (these were pre-Kentagon days). That was much appreciated; it would not happen today."
Chris Whitlock, Silverstone

"A final addition to what had been an amazing and unforgettable day. I was wheeling my caravan water bottle over to the tap in the camping field at about 6.30pm. Nearby was a hand-painted black Mini with accompanying small ridge tent and a wood camp fire with four friends sitting around it cross-legged, each laughing and toasting sausages on sticks in the flames. I did a double take when I saw that one of the four was James, just a couple of hours after winning the Grand Prix – totally chilled out and having a ball with his old mates, dressed in jeans and with bare feet. As I strolled past I asked James why he wasn't still in the paddock, defending the protest that we knew Ferrari had lodged against McLaren's win. He just gave a cheery grin and a shrug, then said 'Well, I've done my job. I'll leave the rest to Teddy Mayer'."
Peter Sharper, Milton Keynes Ⓜ



PETER SHARPER

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Motor Sport would like to thank the many, many readers who submitted memories for this feature. There simply wasn't space to include everything, but all were gratefully received

HERE COMES THE SON

Freddie Hunt does not share the Formula 1 dream that inspired his father James, but he would like to race at Le Mans. First, though, there's the small matter of a quick run in his dad's McLaren M23

writer ROB WIDDOWS
photographer JAYSON FONG


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THE LIKENESS IS almost spooky. The long limbs, the slight stoop, the slightly edgy vibes as he prepares to drive his father's McLaren M23. Had we been at Brands Hatch this really would have been surreal. But we are at Silverstone and this is Freddie Hunt, not James, stepping into the car.

It might have been 40 years ago, but the drama of the 1976 British Grand Prix and James Hunt's subsequent world championship win will be savoured and discussed for decades to come. These are moments in motor racing history and I'm so glad I was there that day at Brands to see Hunt win on the road in the most tumultuous circumstances. Looking at the red and white McLaren brings it all back, triggering so many vivid memories.

Freddie wasn't even born, of course, and never saw his father race, but he has heard all the stories, seen the photos and watched the film. Good as it was, however, *Rush* could never have captured the visceral atmosphere that July afternoon in Kent.

❖

UNSURPRISINGLY FREDDIE HAS inherited his father's love of racing and has driven his Hesketh on several occasions, but the M23 is the car I remember when I close my eyes and imagine being back on the bank at Paddock Hill Bend, when the partially airborne Hunt landed with a thump that deranged his front suspension. I remember taking a pace backwards as cars slid and flew in all directions after Clay Regazzoni spun in front of the pack as they came through on the first lap. You could have heard the groans from Dartford, such was the reaction to what looked like the end of the race for the local hero. But those soon faded and the cheering began as Hunt drove away up the hill towards Druids and, with the red flag out, turned into the back of the pits where the McLaren mechanics waited to see what damage had been done.

By now the huge crowd was on its feet, shouting, cheering, spurring the team to get its man back out for the restart. Ferrari, meanwhile, saw a chance for Lauda to take advantage and lodged a protest, saying that Hunt should not be allowed to take any further part. The stewards, possibly fearing a riot as cans and bottles were thrown onto the track, sensibly said the incident would be reviewed after the race. People power won the day.

How much of this, I pondered, had Freddie known, or thought about, ahead of climbing into James's McLaren and sliding his feet down to the pedals where his father's feet, in those tatty old red race boots with cut-off toes, had been so many years ago? This is M23 chassis number 06, the car James used to win both the French and German Grands Prix in 1976. I wondered how it felt, surrounded by TV crews and photographers, to drive the car that brought his dad a world title. By now he looks a little flustered by the attention, a certain shyness on his face – like James who, contrary to popular opinion, had little interest in stardom.

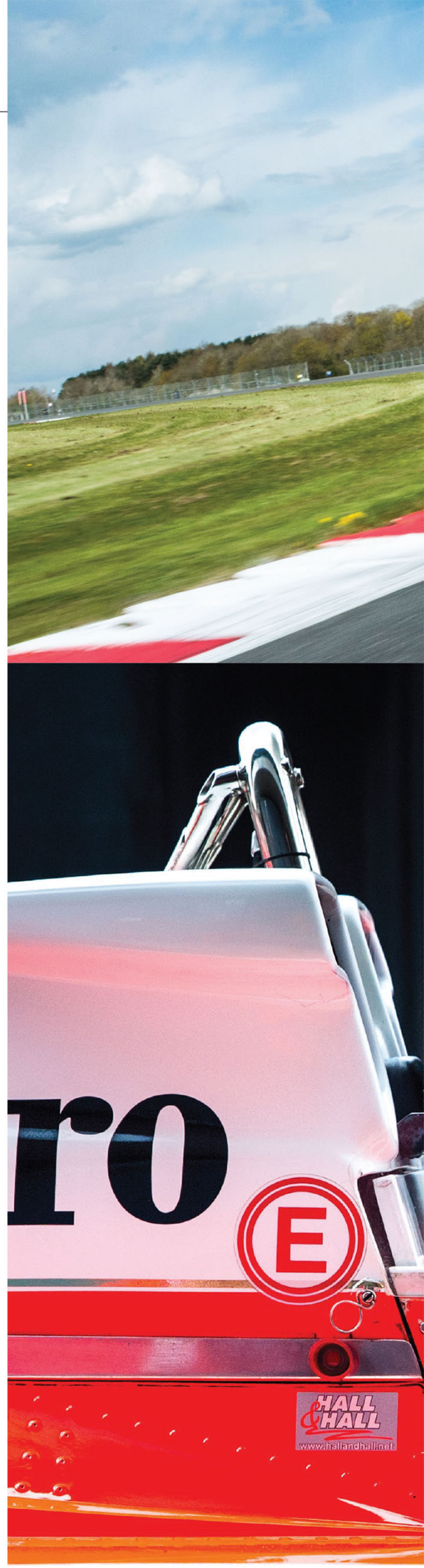
"I'd always wanted to drive this car on a circuit," he tells me, a slightly glazed look in his eyes, "and it was all over so quickly, just such a brief sensation of what it was like for Dad. It's great to be here because this is where he notched up his first F1 victory, the BRDC International Trophy in 1974, and where he won the British Grand Prix in 1977, starting from pole and beating Niki Lauda's Ferrari into second place. So yeah, it was a great experience, a great day, I loved the car and just want to race it now. It was pretty emotional for me, a real honour to be in the McLaren at last, but once I was out on the track I wasn't thinking about

"I HAD A LUMP IN MY THROAT BEFORE GOING OUT, HAVING BEEN INTERVIEWED BY MURRAY"

Dad. I was too busy looking after the car.

"I only managed one flying lap, but I got my foot down on the straights and it felt more powerful than the Hesketh, really nicely balanced, an amazing feeling. It was a very tight fit; the pedals were further forward than Dad would have had them, and my knees were jammed up against the chassis, quite uncomfortable. The tyres were cold and I didn't want to do anything silly, but it felt predictable so that was good. The gears are so close together. I did miss one, and was just praying I hadn't damaged the engine, but it was fine.

"I'd had a bit of a lump in my throat before going out there, having been interviewed by Murray Walker. And Alastair Caldwell was there too, just like he'd been there with Dad, so... yeah, that was pretty emotional. They told me some good stories and Murray had some amusing tales about the BBC TV commentary box. That was quite a moving conversation





In the old man's tyre tracks; Freddie Hunt has his first taste of James's race-winning McLaren M23

for me. I was only six years old when Dad died, but I've heard so many stories, seen so many videos and photos. It's almost as if I know him better now than I did when I was a child. That's quite weird."

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THE 40TH ANNIVERSARY OF JAMES Hunt's world championship will be celebrated in some style at the Silverstone Classic in July and at the Goodwood Festival of Speed in June. Thanks, in part, to the success of Ron Howard's *Rush* there is renewed interest in Hunt, in his maverick personality and his battles with Niki Lauda. But according to Freddie the film did not accurately portray the real James Hunt.

"I liked the film as a whole, but what upset me was that Chris Hemsworth never spoke to anyone in our family, never asked us about Dad, what he was really like. By contrast Daniel Brühl spent a month with Niki and I think that showed in the film. I just didn't think Hemsworth came across as my Dad, or the man I've heard so much about since meeting so many people in motor racing who knew him well. So yeah, as a family we were disappointed with the film in that respect."

So where now for Freddie Hunt? How did he get to where he is today and what does the future hold for the young man with racing in his genes?

"Well, I think I have *some* talent, but I don't know if I'm as good as my Dad. That's what I want to find out, that's why I'm going racing. My name has helped, of course; I would not have got the drives I've had thus far without being James Hunt's son, that's obvious, and as a child I had no interest at all in motor racing. It wasn't until I started finding out more about Dad, talking to people, reading reports, that I started to think about racing myself. What got me hooked was the competition, it was the joy of competing, not the speed or the cars, and now I know my Dad was a very competitive guy too, so it must be in the genes. The challenge for me is getting the track time, the experience of racing, because I didn't start in karts like all the other guys did when they were very young. Over a lap, or two, I'm as quick as anyone, I can do that no problem, but I find it hard to be consistent, to string those good times together lap after lap, and that's down to experience. I've had too many accidents, made too many silly mistakes, and that's just trying too hard to win. And winning is what it's all about for me."

Watching Freddie cruising around Silverstone in that famous McLaren, you'd think he'd been around racing cars all his life. This is not the case. As a child his passion was the natural world, wildlife his abiding interest, and he's an Ambassador for the David Shepherd Wildlife Foundation. He'd learnt to ride a horse, and catch a wild animal, before ever he went near a racing car.

"I didn't even know the difference between a road car and a racing car. I did go to Silverstone with Dad, but I was more interested in catching the ladybirds in the hedge around the hospitality area. The first time I ever drove a high-performance car was at the Goodwood Festival of Speed in 2006. It was a Maserati, and then I tried a Formula Ford and I was quick but erratic. I don't know if I have Dad's talent, but I hate losing and have inherited his competitive spirit. When I drive his Hesketh, or today in the McLaren, it is pretty emotional, and I've heard a lot about the first F1 race he won here in '74, overtaking Ronnie Peterson's Lotus with two wheels on the grass at the old Woodcote."

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THIS YEAR FREDDIE IS RACING A Chevrolet in the Euro NASCAR series. His team-mate is none other than Mathias Lauda, son of Niki: Hunt versus Lauda all over again.

"We get on really well. He's a great guy and we have a lot of fun, but of course we both want to win and he's the first guy I have to beat. We were team-mates in the [Asia-based] MRF F2000 series back in 2014, and he helped me get the drive in Euro NASCAR, so we work well together. He has a lot more experience than me and I've learnt stuff from him, like I did from Nick Tandy in my first season in Formula Ford. What I need is more time in the car, but that means money, and finding sponsorship is proving incredibly difficult. I know I have the speed but I need to be more consistent and that only comes with more time, more experience. I don't have any ambitions to get to F1, I started racing too late for that, but I am very keen to do Le Mans. That's my goal."

Both Freddie and his brother Tom will be out on track at the Silverstone Classic, in the McLaren M23 and Hesketh 308 respectively, while a superb collection of James's road and racing cars will be on display. "I know the Silverstone crowds really took my Dad's heroics to their hearts," says Freddie, "so it's going to be a very special weekend for all of us." Ⓜ

Silverstone Classic takes place on July 29-31. For tickets go to www.silverstoneclassic.com



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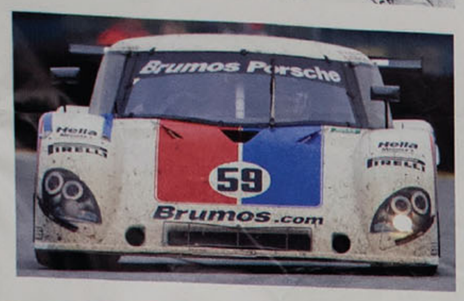
Haywood, who owns a record five overall Rolex 24 victories, joins a long list of racing legends to have served as Grand Marshal including Dan Gurney, Jackie Stewart, Vic Elford and Derek Bell.

With a record 40 starts, Haywood, a resident of nearby Jacksonville, competed in his first Rolex 24 with the late Peter Gregg in 1971.

Haywood captured four of his five Rolex 24 victories in the 1970's, including two with Gregg in 1973 and 1975 in the Brumos Porsche 911. He also delivered an incredible eight-hour nighttime driving shift in his 1977 Rolex 24 win as his co-drivers did not like driving at night.

In 1991, Haywood won his fifth overall Rolex 24 in a Porsche 962, which set the mark for the longest span between first and last victories in the Rolex 24 at 18 years.





CELEBRATING HURLEY HAYWOOD

A RECORD 40 STARTS



HURLEY HAYWOOD ROLEX 24 STARTS AT DAYTONA

YEAR	CAR #	CAR	START POS.	FINISH POS.	LAPS
1971	#59	Porsche 914	23	29	280
1972	#59	Porsche 911	22	7	166
1973	#59	Porsche Carrera	8	1	670
1975	#59	Porsche Carrera	7	1	684
1976	#61	Porsche Carrera	28	3	530
1977	#43	Porsche Carrera	12	1	681
1978	#95	Porsche Turbo	60	40	400
1979	#0	Porsche Turbo	8	1	684
1980	#59	Porsche Turbo	4	11	584
1981	#66	Porsche Turbo	4	42	232
1982	#66	Porsche Turbo	3	13	598
1983	#65	Porsche Turbo	5	16	515
1984	#66	Porsche Turbo	14	4	604
1985	#44	Jaguar	8	46	203
1986	#04	Jaguar XJR7	12	24	430
1987	#44	Jaguar XJR7	7	54	216
1988	#12	Jaguar	13	61	122
1990	#2	Porsche 962	13	4	704
1991	#7	Porsche 962	7	1	719
1992	#52	Porsche 962	9	3	749
1993	#6	Porsche 962C	3	41	258
1994	#59	Porsche 911 Turbo	8	25	467
1995	#01	Porsche 911 Turbo	21	4	655
1996	#01	Porsche 911 Turbo	20	43	264
1997	#39	Porsche 911	49	10	638
1998	#39	Ford R&S Mk 3	11	26	550
1999	#3	Ford R&S	11	23	590
2000	#74	Chevy R&S	9	35	495
2001	#38	Porsche Lola	6	50	209
2002	#38	Porsche Lola	8	4	681
2003	#59	Porsche Fabcar	3	5	661
2004	#59	Porsche Fabcar	9	41	343
2005	#59	Porsche Fabcar	27	44	432
2006	#59	Porsche Riley	10	36	559
2007	#59	Porsche Riley	18	4	662
2008	#59	Porsche Riley	17	23	
2009	#59	Porsche Riley	7	3	
2010	#59	Porsche Riley	7	26	
2011	#59	Porsche GT3 Cup	27	17	
2012	#59	Porsche GT3 Cup	1	13	

CELEBRATING HURLEY HAYWOOD

2013 GRAND MARSHAL



1973 ROLEX 24 CHAMPION

NO. 59 PORSCHE 911 CARRERA RSR



A return to the 24-hour format this year also highlighted a trend to more "street looking" cars. But looking "street" did not mean slow, as the cars from Stuttgart would show tail lights to the favored prototypes. Porsches fielded by Brumos Racing and Roger Penske battled for the lead as the first place Matra dropped out just after midnight. By 5:30 a.m., the Brumos entry, driven by Peter Gregg and Hurley Haywood, had managed a 35-lap lead over the field. Their final margin was 22 laps over the second place Ferrari, giving Haywood and Gregg their first win at Daytona.



1991 ROLEX 24 CHAMPION

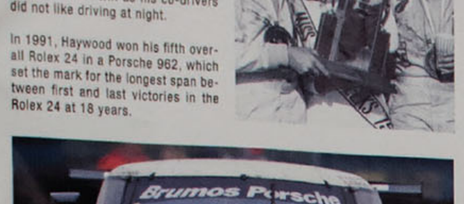
NO. 7 PORSCHE 962C

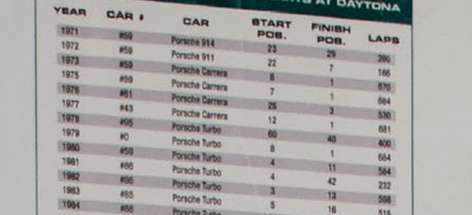
Hurley Haywood won his record fifth Rolex 24 At Daytona with Bob Wollek, Henri Pescarolo, Frank Jellinski and John ...nter in the No.7 Blaupunkt Porsche 962. The car survived ...ple challengers and mechanical problems over the last ... of the race to give the famous 962 one last trip to ...ona's Gatorade Victory Lane.



ROLEX 24 DAYTONA











{ LUNCH WITH }

HURLEY HAYWOOD

He'd never raced abroad before, but he won first time at Le Mans. Now considered the US's top endurance driver, he says it's all due to Porsche

writer SIMON TAYLOR | **photographer** JENSEN HANDE

STATISTICS ARE NEVER THE whole story. But they are often a good place to start, so here's a man who won the Le Mans 24 Hours at his first attempt and went on to be victorious there in three different decades. He also won the Daytona 24 Hours five times, and the Sebring 12 Hours twice. During a racing career lasting a remarkable 43 years – the majority of it in Porsches – he scored more than 40 wins in major sports car races.

In his homeland, Hurley Haywood is renowned as the greatest endurance racer America has ever produced. Elsewhere this quiet, self-contained man is less well known. So when we both found ourselves as judges at the recent Amelia Island concours d'élégance, that was an excellent opportunity for me to fly out to Florida a day early and persuade him to sit down to lunch.

We meet at the Jacksonville Porsche dealership that has been central to his entire working life on and off the track, and repair to a sun-warmed table outside JJ's Bistro, along the Atlantic shoreline on Ponte Vedra Beach. A spare, fit 68, Hurley chooses gazpacho, a chicken salad croissant and iced tea, unsweetened.

He hails originally from Chicago. "I spent most of my vacations on my grandmother's farm west of the city. When you're a kid with a lot of land to roam in you learn how to drive very young, in any car that happens to be lying around. By the time I was 12 I knew all about understeer – not the terminology, perhaps, but I'd learned that if you go into a corner too fast you're not going to get around it.

"I came to college down here, and I had a Corvette I used to race in local autocrosses." In the USA autocross means not racing on grass, as it does in the UK, but slalom sprinting. "I was pretty much unbeatable, but one day I did an event laid out in a supermarket parking lot and the guy who owned Brumos, the Jacksonville Porsche dealership, turned up. He was a well-established endurance racer with 904s and Carrera Sixes, and he'd brought an immaculately prepared 911 and a whole race team to support him.

"Well, we tied for FTD, so there was a run-off, and I beat him. He came up to me afterwards and said, 'You must be pretty

good to beat me. Why don't you come back to my place, my wife's cooking a barbecue.' That was how I met Peter Gregg.

"After that he took me to the Savannah Raceway to give me my first run in a proper race car, a 911S. By the end of the day I was faster than him, and he said, 'Looks like I'm not going to teach you anything about driving, but what I can teach you is the mind-set of a professional racing driver. And you and I are going to do the Watkins Glen Six Hours next month.' That was a round of the World Sports Car Championship, with works Porsches, Matras and Mirages, Siffert, Rodriguez, Ickx, Elford. I said, 'I can't possibly, I haven't even got a regional racing licence.' Peter said, 'That's no problem. We'll get you a NASCAR licence. For that you just fill in a form and send $20 through the mail. On the back of that we'll apply to the FIA and get you an international licence.' When we turned up at Watkins Glen the SCCA freaked out: 'Where did this guy come from?' Peter told them, 'Don't worry, he's fine.' And fortunately I didn't screw up." He didn't: their 911S won the class and finished eighth overall.

A MONTH AFTER THE WATKINS GLEN success Uncle Sam intervened with the arrival of Hurley's draft papers. "Soon I was on a plane to Vietnam. I was stationed 100 miles south of Hanoi, and my senior officer knew I was into racing. About 20 years later a guy came up to me at a race in Atlanta and said. 'I bet you don't know who I am.' I said, 'I know exactly who you are…'

"When you go into a combat theatre you have to grow up in a big hurry. I went out as a 21-year-old kid and I came back having learned the protocol of when and where to do what, and how to be very efficient with my time and my energies. There had been a lot of lessons that I would use in racing. After that it was just listening to Peter, taking his advice, and practising what he was famous for, which was perfection. He was known as Peter Perfect. Everything had to be right, everything had to be immaculate, everything had to be ready for any eventuality. Nothing was taken for granted.

"From the start he'd established the Brumos team colours – white with two broad stripes, one red, one blue – and the shades of the red and blue paint had to be a very specific colour code. The cars were brought to the track in the biggest hauler in the paddock, immaculate in the team colours of course. All his mechanics wore spotless matching uniforms, at a time when nobody did stuff like that. And the Brumos cars almost invariably ran as number 59. Back when Peter was in naval intelligence he was flying a fixed-wing aircraft over an aircraft carrier one day, and the number on the front of it was 59. He decided he liked the way the numbers hung together, so that's what had to be on his cars.

"Peter was very short on compliments: he expected excellence from everyone as a matter of course. And if you didn't perform to his standards you were in the shithouse." The team motto was hung on the race shop wall: *kein Vergleich* – literally, no comparison. For Peter, Brumos had to be in a different league.

It was 1971 before Hurley was home from Vietnam, and at once there was a job for him at Brumos. "I was put through the wringer: workshop, parts, showroom. And I was racing with Peter. He was now running the Porsche 914/6 GT, because the 914 was what Joe Hoppen [Porsche North America's Motorsport director] wanted to promote at that time. Peter and I had a lot of success with it and were IMSA champions, and the next season I was IMSA champion again with a 911. In 1973 we had the 911RS, which evolved into the RSR, and things really started to go well." Sensationally the Haywood/Gregg 911 beat all the big works cars to win the Daytona 24 Hours outright. Seven weeks later they repeated the feat in the Sebring 12 Hours.

Hurley's reputation in the USA was mushrooming, and Vasek Polak, who had bought one of the fearsome 917/10 Porsches for the Can-Am Series, signed Hurley to drive it. "Peter was always happy to release me to other people, because he encouraged you to drive anything you could, get outside your comfort zone, learn about the strong and weak points of different cars and different teams. So I drove a Ferrari Daytona at Sebring, I drove one of Tony di Lorenzo's Corvettes which was crude and very fast and I later I drove a Ferrari F40 for somebody. Horrible thing, it would always blow up or something would break, not Porsche philosophy at all. The only plus point was the team used to serve great food.

"With that 917/10 Can-Am car I went from 300bhp with the 911 to 1200bhp. It was a monster, very difficult to control. At Edmonton in the wet I had brake failure, went over the bank and upside down. If it hadn't been for Mark Donohue I would never have been able to get my hands around that car. Mark, driving for Roger Penske, had the longer-wheelbase 917/30 that was easier to handle, but he helped me a lot with sorting out the 917/10. He and I became close friends.

"In 1976 Peter fell out with Porsche over money. He was a businessman and he'd won them Daytona, Sebring and plenty else, and he'd done a lot for the standing of Porsche in North America. He said, 'If you won't give me what I want I'm going to run with BMW.' They never thought he'd do it, but he did: so we had a one-year deal racing the 3.0 CSL, which was a great car, and Brumos also became a BMW





HURLEY HAYWOOD
CAREER IN BRIEF

Born: 04/05/48, Chicago
1969 professional debut: class win, Watkins Glen 6 Hrs; then drafted to Vietnam **1971-on** rejoined Brumos, twice IMSA GT champion, Can-Am for Vasek Polak, five Daytona 24 wins, two in Sebring 12 Hrs **1977** Le Mans win, Porsche 936 **1980** contested Indianapolis 500 in Lightning **1983** Le Mans win, Porsche 956, then IMSA with Tullius Jaguars **1988-9** Trans-Am with Audi, '88 champion **1994** Le Mans win, Porsche 962 **2012** 40th Daytona and final race



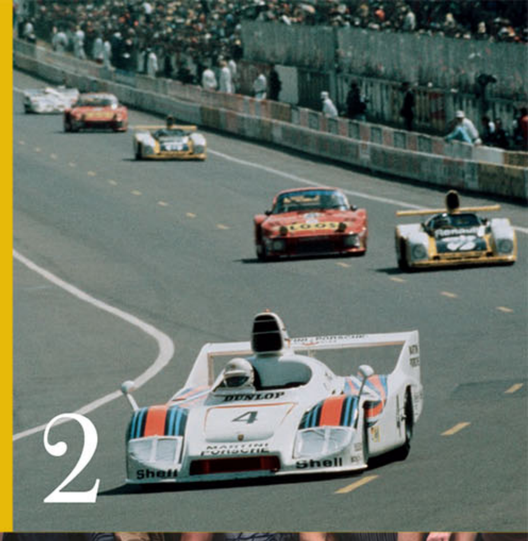
LAT, PORSCHE, IMS & PETE BIRD

1 In 1973 Haywood gets to grips with Vasek Polak's Porsche 917/10 Can-Am car **2 & 3** Victorious 1977 Le Mans debut in 936 with Ickx and Barth **4** Another Daytona 24 win the same year in RSR **5** Sole Indy 500 run ended in invisible flames

6 More Sarthe champagne after '83 win **7** Exploiting GT rules brought third Le Mans triumph in Dauer 962 **8 & 9** Haywood reckons 2009 Daytona 24 one of his best, in Brumos Riley prototype **10** Last outing and 40th Daytona, in Brumos colours with iconic 59



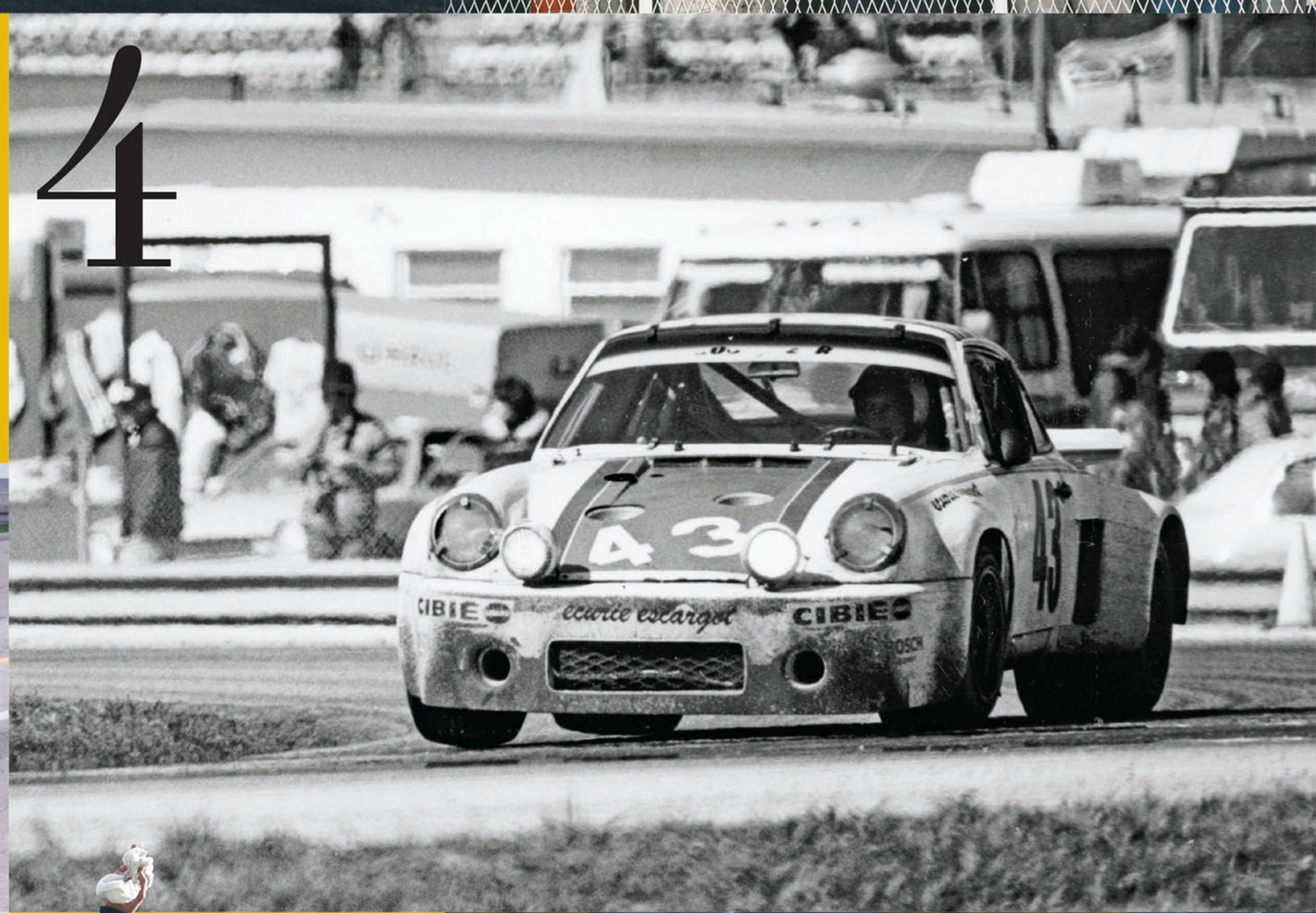
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dealer. But not for long: after his year racing with them Peter hated them, didn't find them nice to deal with. Meanwhile I carried on driving Porsches for other teams, like Vasek Polak's 934 in the Trans-Am.

"In 1977 I scored my third Daytona 24 Hours win in five years. After that Jo Hoppen told me, 'You need to call Stuttgart. They want you to drive for them at Le Mans.' Well, I had to pick myself up off the floor. I'd read about Le Mans, I'd seen the McQueen movie, but I'd never done a race outside North America, I'd never even been to Europe. So I fly to Paris, land the Tuesday before the race, hire a car at the airport, get completely lost getting out of Paris. Somehow I make my way in the general direction of Le Mans, but of course I don't speak a word of French, and all I have is a piece of paper with the name of a village where the Porsche team hotel is.

"It's the middle of the night, and I've no idea where I'm going. Then, driving along this silent country lane, my headlights pick up a guy walking along in the dark with Porsche written on the back of his jacket. I stop and wave my piece of paper at him, and he says, 'Ah, Herr Haywood, we are waiting for you. Come and meet the boys.'

"It was race engineer Klaus Bischof, and he took me to this bar. I hadn't slept since leaving Florida two days before, and they got me completely plastered. Klaus got me to bed at 2am. Next morning I'm woken by this banging on the window, and it's the Porsche media chief, Manfred Jankte, saying in excellent English: 'Where the f*** have you been?' That was my introduction to being a works driver for Porsche.

"We go to another village, Teloché, where Porsche has taken over the local garage to prepare the cars. Back then the teams weren't based in the paddock, they were scattered around in different villages, and all the race cars were driven on the road to the track each day. We walk into this little workshop and there are the most beautiful cars I've ever laid eyes on: a pair of white Porsche 936s, with the red and blue stripes of Martini running from headlights to tail. There was my co-driver, Jürgen Barth, whom I'd never met: he was a lot bigger than me, but we managed to sort the seat out OK. In the other car were Jacky Ickx and Henri Pescarolo. Jacky was like a god to me, I was just this young brat."

Wednesday's qualifying was torrentially wet, but it was dry for Thursday evening. Ickx in Porsche No3 qualified third among the very fast Renaults, Hurley and Barth qualified seventh. "After that they say to me, 'Haywood, you will drive the car from the start.'

"So the race starts, we take off, this huge traffic jam of 55 cars rushes under the Dunlop Bridge and down the other side – and my throttle jams wide open. Oh shit. There was a little bar to kill the engine, so I hit that, try to keep out of everybody's way, and I get it stopped on the verge coming out of Arnage. I get the rear bodywork off, get the throttle unstuck, get the body back on, drive it back to the pits. That was fixed and away we went, now a lap and a half behind everybody else."

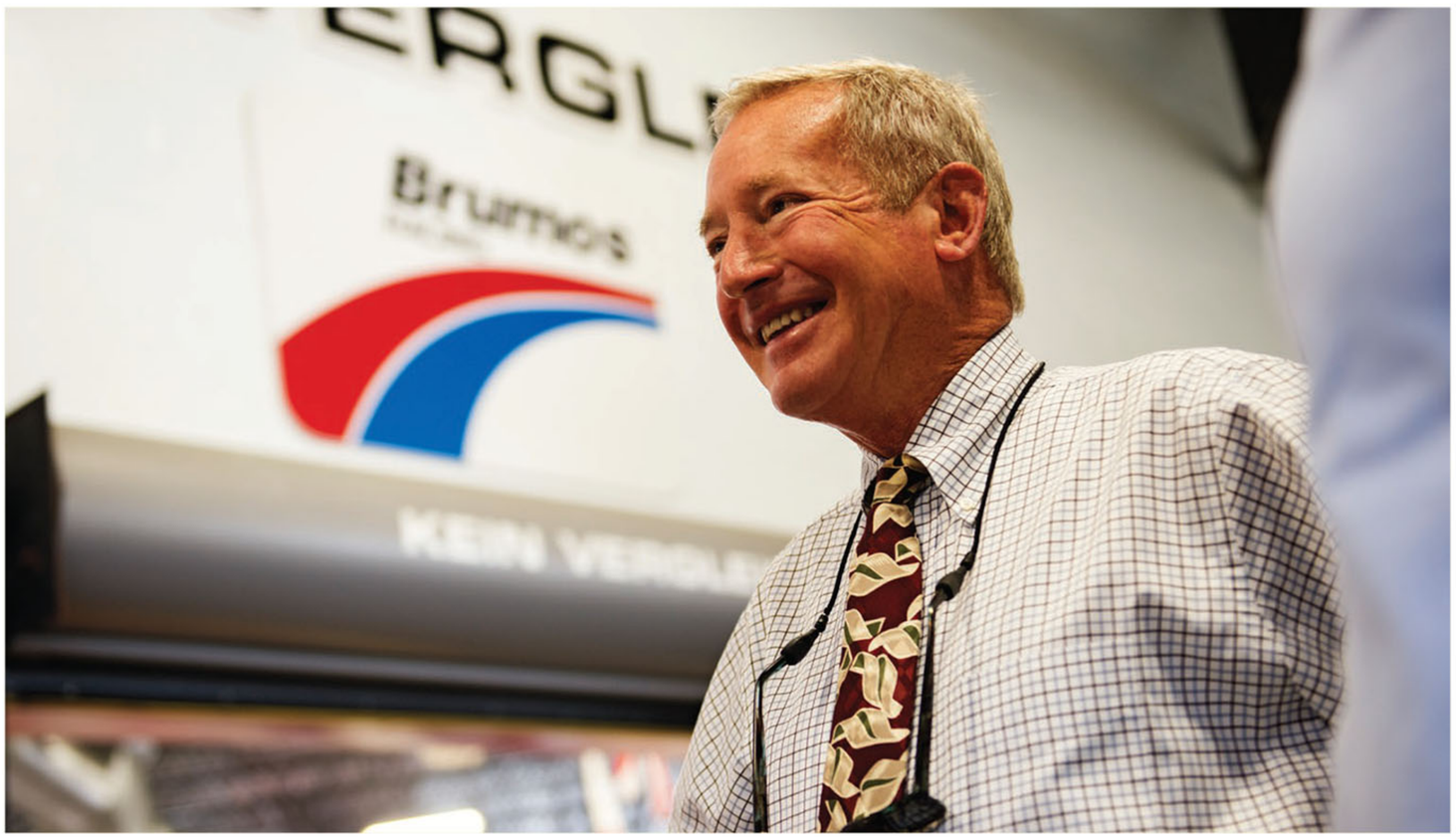
After a couple of hours the Haywood/Barth Porsche lost more time – a fat 24 minutes – to replace a broken injector pump. Gradually they moved back up the order: and then just before 8pm Pescarolo blew the engine in the No1 936. "That's when they said, 'OK, Jacky will drive with you guys now.'

"Jacky was brilliant at night, especially when it rained around dawn and the conditions were horrible, and he maintained amazing pace. Gradually we climbed up the field, and by 10am on Sunday we were in the lead." From then on Ickx stood down, and Hurley and Barth reeled off the final hours. Right at the end the car suffered a major engine malady, but Barth was able to limp to the chequered flag. Ickx had won his fourth Le Mans, and his third on the trot; Hurley had won Le Mans at his first attempt.

Hurley drove Porsches at Le Mans for the next six years, finishing on the podium three times: two thirds, and then in 1983 another victory with Vern Schuppan and countryman Al Holbert. There had also been two more Daytona 24 Hours wins. But meanwhile there had been cataclysmic changes at Brumos.

PETER GREGG'S RELENTLESS HUNT FOR perfection could not hide, and in fact was evidence of, his very complex character. "Peter had a multitude of problems. He was a manic-depressive, and mental health issues of that sort were much less well understood then than they are now. He was married to Jennifer, who was part of the Johnson & Johnson medical supplies family, and they had two sons. But that marriage eventually failed. His personality swings made him like Dr Jekyll and Mr Hyde. He was a Harvard graduate and a naval officer, and he could be a dreadful snob: sometimes, if you didn't have the right education and the right money, he'd treat you like shit. Another day he'd befriend some down-and-out in the street and say, 'You and I have a lot in common. Let's sit down and talk about it.' One day he'd tell me what a great guy I was, the next he'd throw me out of his office. But our relationship carried on working because I accepted all this. I knew that was Peter.

"Something which must have been tied up in his torment was the terrible thing that had happened in his childhood. On his seventh birthday his mother went out to buy him a birthday cake. Coming home on the subway she carefully put the cake down on the platform and jumped in front of a train.



"ONE DAY PETER WOULD TELL ME WHAT A GREAT GUY I WAS, THE NEXT HE'D THROW ME OUT OF HIS OFFICE"



Daytona 24, 1973: Gregg/Haywood 911RS beats the works entries outright. Left: united in victory

GETTY LAT

"Peter lived inside a sort of cloak. As long as he took his medication he was fine. But he was so clever, so highly educated, that at times he'd decide he was strong enough and smart enough not to have to be managed by medicine. When that happened you never knew which direction he'd go."

Gregg's own motor racing achievements were substantial. He was IMSA GT champion six times in nine years, and had showed well at Le Mans. In 1977, while Hurley was scoring his first win, he finished a fine third in a 935. In '78 he was in the third-placed works 936 with Hurley and Reinhold Joest. In 1979 he took a drive in a French Ferrari BB, which didn't finish, but for 1980 he was given a drive in one of three works 924 Carrera GTs.

"Before qualifying he was on his way from his hotel to the track, with his then girlfriend and the American abstract painter Frank Stella in the car with him. A tractor and farm trailer pulled out in front of them. Peter swerved, and they went into the ditch and turned over. All of them seemed physically OK, but at the track Peter failed the pre-race medical because his eyesight seemed to have been affected. After the race we flew back to the States together, and three weeks later we were due to do the Paul Revere night-time race at Daytona in a Brumos 935. Peter said, 'I'm not feeling great. You set the car up and qualify it, and in the race I'll stand by to take over if you need me.' I put it on pole, and it was hotter than hell that night, and with half an hour to go I was exhausted and running out of speed. I came in and he took the car out – and in that half-hour we lost two laps, although we still finished third.

"After that Peter blamed me for making him look bad. We'd been racing together and working together for more than a decade, but now he told me he didn't want to see me on the Brumos property any more. So I was effectively thrown out. Our homes were close to each other, but I never saw him, I kept away – and then more than five months later, one Sunday in December, he called me up as though nothing had happened. He'd met a girl called Deborah and had married her very quickly, a few days before. He said she was cooking lunch and why didn't I come over.

"It was a total surprise. I went over, everything was totally cordial, I met Deborah, and we had a really nice lunch. Peter was full of plans for the future. He was planning to go Indy racing with me as the driver, he had it all mapped out. Next morning he went to a shop, bought a gun, walked onto the beach and shot himself.

"He left an almost illegible note, addressed to his wife of nine days, saying he wanted to leave the entire business to the general manager Bob Snodgrass, to his race crew chief Jack Atkinson, and to Sigmund, his service chief. Deborah said she wasn't going to let that happen, and of course the scribbled, unwitnessed note would never have stood up in court. Bob continued to steer the business for her: with her lack of experience the manufacturers would never have let her be in sole charge without him, and he'd already been running the dealership for Peter since 1972. But she did make changes that severely compromised what Brumos was doing: like she changed the famous colour scheme, she started to race Mustangs instead of Porsches.



"Then in 1991 a major car dealer entrepreneur, Dan Davis, came along, and he and Bob Snodgrass bought her out. It was like those 10 years had vanished and all the original philosophy was back, with those unmistakable racing colours of white with the broad red and blue stripes, which just said Brumos to everybody."

AFTER GREGG'S DEATH HURLEY'S racing continued for other Porsche teams, notably those of multi-millionaire Seattle refuse disposal king Bruce Leven and Bob Hagestad, a Porsche dealer from Denver. "Plus the Whittington brothers, Bill, Don and Dale. There was a weird bunch of guys. Back in the day more than one big team was fuelled by drug money: that's just the way it was. The Whittingtons always treated me very nicely, but they were very strong-willed. It was their way or no way, and no discussion. They would always pay on time, but it came in used notes in a brown paper bag. In the end Bill and Don got busted and both went to jail: I think Bill got 15 years."

A bad accident in 1983 was responsible for Hurley changing his allegiance from Porsche to Jaguar for four seasons. "I was in a 935 in the Mosport Six Hours. In the last hour I was lapping a car that didn't see me and moved over on me. I got on wet grass, and hit the bank. The way the car angled into the wall shattered all the bones in my left leg from my ankle to my knee. I didn't race again for the rest of that season. Come Daytona the next February in Bruce Leven's 935 I simply could not push down the clutch pedal without screaming in pain. Then Bob Tullius asked me to do a test in the Group 44 Jaguar XJR-5.

"THE WHITTINGTONS PAID ON TIME, BUT IT CAME IN USED NOTES IN A BROWN PAPER BAG"

"Now unlike the Porsches, which had synchronised gearboxes, the Jaguars used straight-cut Hewlands, and once you'd got it out of the pits you could shift without using the clutch. When Bob saw this guy sitting in his car with his leg in a cast he said to himself. 'God, what have I done?' But straight away my lap times were right on the money, and that was it. Over the next three seasons Brian Redman and I did more than 40 IMSA races together in Bob's XJR-5s and XJR-7s. Driving with Brian was great: he is very competitive, of course, but always a perfect gentlemen. Our times were comparable, and there was mutual respect.

"For Le Mans in 1986 Brian and I got summoned by Tom Walkinshaw to join the Silk Cut works operation with the XJR-6s. The money was really good, but the whole thing was a nightmare. As soon as Brian and I get there Walkinshaw lines us up and says, 'I'm the boss, you're going to do exactly as I say, and we're going to win this race. From the start I want my cars to be running 1-2-3.' I said, 'Tom, surely that's the wrong mindset. What matters is the last lap, not the first.' He said, 'Don't tell me what to do, it's my team.' Well, the car I was in with Brian and Hans Heyer stopped after barely three hours, fuel pump failure, so they moved me across to the Win Percy car. Win was great to drive with, I really liked him. But a driveshaft went in the early hours of the morning. The other car retired too, so at the end Porsches filled the first seven places…"

HURLEY SPENT THE NEXT TWO YEARS in Audis, first in the big four-door 200 turbo quattro with which he scooped the Trans-Am Championship outright. The SCCA responded by making the Trans-Am for two-wheel drive cars with American engines only, so Audi switched to IMSA with the Audi 90 quattro, a 720bhp 4WD spaceframe and carbon fibre silhouette car. "The Audi engineers weren't sure this car would last the 12-hour and 24-hour races, so we missed Daytona and Sebring. That cost us the championship, because we won seven of the remaining 11 rounds."

Hurley had had an uninterrupted attendance at Le Mans from 1977 to 1987, apart from 1984 because of the leg injury. Then after the two Audi years he was back, driving Porsches of different hues up until 1994 – when, having won his first Le Mans, he won his last. "In its way that was the most rewarding of my three Le Mans wins. The ACO had changed the regulations to try to equalise the Group C and GT1 categories, and [Porsche competitions boss] Norbert Singer worked out that we could take the Dauer-built 962 road car and run it as a GT." The GTs had more weight and narrower tyres, but put out about 100bhp more – and could run larger fuel tanks and therefore stop less often. "It was like a 962 without the ground effects. We did a lot of testing at Paul Ricard, and the cars ended up really good.

"I was down to drive the number 1 car with Hans Stuck and Danny Sullivan, but we had seat problems because they were taller than me. Plus Thierry Boutsen didn't fit well with Yannick Dalmas and Mauro Baldi in the number 2 car. So we swapped and I went with Yannick and Mauro. We were delayed by a broken driveshaft but we came back to win from the fastest Toyota, while Hans, Danny and Thierry finished third.

"Norbert was a genius. If you were in the Porsche family he was like your father, and he never got excited – even when panic mode might have been justified. He was always calm, always matter of fact, making calculations, taking sensible decisions. And that transmitted down through the rest of the team. Everything was very controlled, very disciplined. But afterwards, if the race had gone well, you'd celebrate, and the team dinner was

Ferrari 250 GT SWB

Right Hand Drive

DK Engineering
Est. 1977









Just 14 RHD SWBs were built from the total production of 167, this spectacular example is one of just eleven steel bodied examples completed in Right Hand Drive. This superb example is presented in its original and striking colour, with its original and matching numbers engine, gearbox, and rear axle as confirmed by the car's red book Ferrari Classiche certificate. Also accompanying the car is a correct spare wheel and toolkit. This award winning, UK Registered, RHD 250 SWB is as perfectly suited to the Concours Lawn as to the Open Road and is available immediately. **£POA**

Additional Motorcars Available for Acquisition



Ferrari 275 GTB *"Short Nose"*

This LHD early 275 GTB "Short Nose" was delivered new to Spain in 1965, remarkably the car had just two owners until 2012 when the car was brought to the UK. In recent years the car has been well maintained by DK Engineering. The car is presented in its stunning original colour of Verde Pino. The car is UK registered & Classiche Certified (confirmed as a matching numbers example throughout). **£POA**



Bentley Continental GT3-R

The Continental GT3-R was inspired by the Bentley GT3. Labelled as the most uncompromising and focused road car Bentley has ever produced.
This LHD example from the limited production run of these homologation specials has delivery mileage.
£POA



Ferrari 599 GTO

This LHD 599 GTO is presented in Nero with a Grigio "Racing Livery" stripe. The interior is appointed with Nero seats and Nero Alcantara highlights. Having covered 11,050 miles from new it is presented in superb condition and has been fitted with Paint Protection Film all over to preserve the original paint. The car has also been well maintained and was serviced most recently in January 2016 by HR Owen and is supplied with its spare key, tools and all books. **£474,995**

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mandatory. After my first win in 1977 Martini, who were the sponsors, threw a party first, and we didn't get to dinner until about 11pm. Of course I hadn't been to bed since Friday night, and I was drowning in my soup. But with a victory to celebrate you just get this surge of adrenaline from somewhere. They were all there, from Professor Porsche down to all the mechanics who'd played such a major part in the win. Everybody knew everybody, it was like a family gathering. Each year there was the Le Mans dinner, to celebrate the successes and mourn the failures.

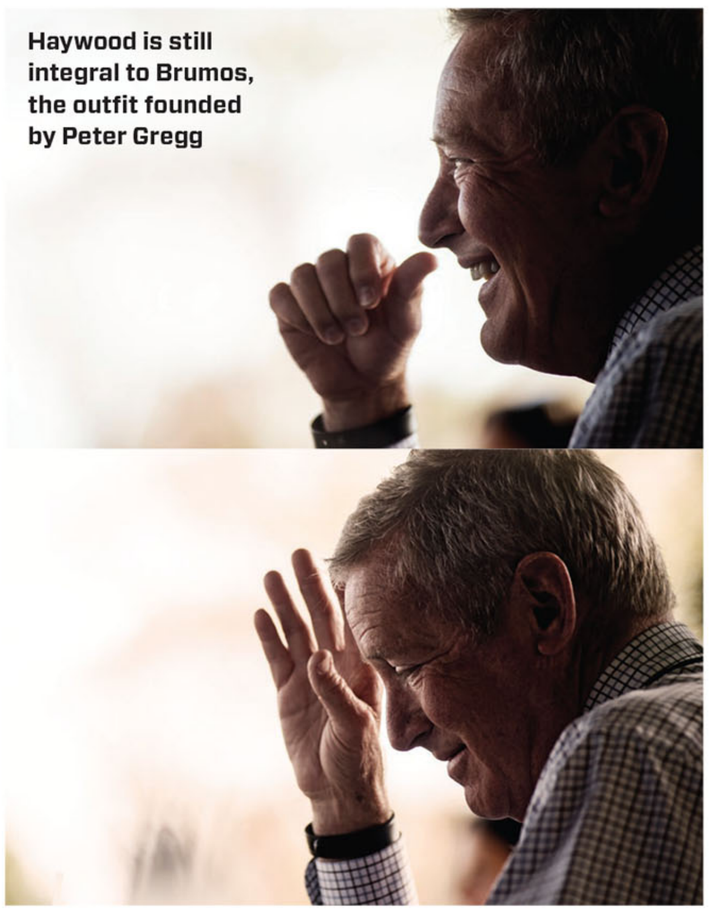
"When I started with Porsche it was a really intense learning process. I was like a sponge soaking up information. Sitting in the briefings listening to people like Hans Stuck and Bob Wollek talking to Norbert, and listening to Norbert quizzing them, it was a lesson in how a driver should communicate with an engineer. It was something that Peter always told me: when you come in, be very succinct: describe what the car is doing, but don't tell them how to fix it. Don't say, I think we should try more wing at the back. It's your job to tell them how the car behaves, it's the engineer's job to decide what to do about it. After they've done it you assess how it has changed, and tell the engineer if it's better.

"Bob Wollek was a wonderful guy and a great Porsche racer. Very early on he said to me: 'If you want to have a long career with Porsche you'll do two things. You'll drive as fast as you know how to go, and you'll keep your mouth shut.' We were together at Le Mans in 1979, but that year we didn't finish. We started from pole and ran at the front until an electrical problem stopped us.

"Bob was mad about cycling. He had bikes everywhere, usually he'd have one brought to each event with the race cars, and he'd bike between the track and where he was staying. I said to him once, 'You want to be careful, you're going to be riding through some real redneck places, somebody's going to knock you off into the bushes.' He said, 'Don't worry about me, I ride in lots of different countries, thousands of miles a year.' In 2001, after Friday practice for the Sebring 12 Hours, he was on his way back to his motel and an old guy in a motorhome passed too close. The motorhome's door mirror hit him on the head, killed him.

"When people asked me who was my favourite team-mate, I'd say Al Holbert. And to drive against, too, because he was fierce but fair. He would never deliberately put you in harm's way, or bang into you like they do today. If you did that with a 962 or a 935 you'd probably need a pitstop. Now the cars are so strong, you'll probably get away with it. They need to make the penalty for that type of driving into something that really hurts, not just a fine.

"I knew Al before he became a born-again Christian. Back then he was a hell-raiser, he'd drink and party with the best of them. Then



Haywood is still integral to Brumos, the outfit founded by Peter Gregg

overnight he got religion, and the whole framework of his life changed. But he never lost that intensity in the cockpit. It was a tragedy when he died in his plane in 1988." Flying home after the IMSA Columbus street race, the door on Holbert's Piper PA-60 came open just after take-off. He was able to divert the crashing aircraft away from a stretch of houses before it hit the ground.

NOT ALL OF HURLEY'S RACING WAS IN sports cars. "When Lindsay Hopkins asked me to drive for him in Indycar, it was an instant 'Yes'. As a kid I'd sat in the Indy 500 stands with my dad. I wouldn't say it was enjoyable, but it was challenging. You have to go so close to the wall, and the banking is only seven or eight degrees. Back then, if you hit the wall you were going to hurt yourself.

"In the Hopkins Lightning in the 1980 Indianapolis 500 I was the first to run the Chevy V6 engine, and top brass from GM came to watch. It was a good engine, but there was a problem with a valve in the refuelling system, and every time I came into the pits it would catch fire. Methanol burns with an invisible flame, and all of a sudden you'd feel kinda hot. I began to dread the summons saying it was time for my next stop. In the end, when the fire damage got too bad, that's what stopped us – we called it a day at about two-thirds distance, but I think we were classified 18th.



"My professional career lasted until my last Daytona 24 Hours in 2012, 43 years after that first Watkins Glen with Peter. In all I did Daytona 40 times, won five of them. One of the best was 2009, which was my last race in a prototype. Brumos had two Rileys with Porsche engines, and Chip Ganassi had Juan Pablo Montoya in a Riley with a Lexus V8. After the full 24 hours we were so close you could have put a blanket over us, David Donohue, Montoya and me 1-2-3. I was nearly 61 then.

"I did my last Daytona in a GT3 Cup car in 2012, and with Marc Lieb as one of our drivers we led the GT category for much of the race. Then we had a few problems, but still finished third in class. Then I thought, maybe it's time to stop.

"I was still vice-president of Brumos. That whole wonderful business is Peter's memorial. He built it, and you can't measure how much it has done for Porsche over the years. It's been an integral part of the brand's progress in America. A Mercedes-Benz or a Lexus dealership is like printing money, because of the breadth of their ranges, but being a Porsche dealer doesn't make you tons of money. It's the prestige that counts.

"Actually Dan Davis has just sold the dealership, and it has become Porsche Jacksonville. The Brumos name and its racing enterprises, and the Brumos private car collection, have remained with Dan. I've agreed to stay on for a while and help the new guys forge their relationship with Porsche Cars North America, and with the Brumos customer base. I still do stuff for Porsche's media people, and I'm very busy as chief instructor at Barber Motorsports Park in Birmingham, Alabama: I do 40 days a year there. I now live south of here at St Augustine. I spent a lot of time developing the plans for my house there, getting all the details right. And I have a new Chris Craft yacht that looks like an old Chris Craft, a 28-footer, 5.7-litre V8, all electronic, all the bells and whistles.

"Working with Peter from the start of my career, I quickly understood three key ingredients in the recipe for making a successful racing driver. First, you must really, really want to finish first. Lots of people go into racing not expecting to win, they're just doing it because they enjoy it. I couldn't be like that. I was in it to make a name for myself and make a living, and I wasn't going to do that by just loping around.

"The second key ingredient I learned was that you have to drive for a really great team. And the third: you need to drive a Porsche." M

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Two elements central to the hand-finished works of Greubel Forsey



TWO-SEATER TIMEPIECE
Bell & Ross reveals its sports car concept

1000- MILE TIME TRIAL
Chopard commemorates italy's greatest road race

PUSHING THE ENVELOPE
How far can watchmakers go in pursuit of innovation?



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RUE ROYALE GMT

Pequignet is unveiling two new complications at once for the new version of its Calibre Royal: the GMT and the day/night indicator. The Rue Royale GMT, with its more contemporary feel, is aimed at young professionals and frequent travellers. To date, it's the only timepiece in the world to feature UTC dual time and a full calendar with triple instant jump.

Calibre Royal EPM01.5

Double window for the big date at 12 o´clock, with instantaneous jump at midnight

GMT included in the small second (red arrow) at 3 o'clock

Day / Night indicator indexed with central hands

Crown with push button for the GMT function

Power reserve of 88 hours



New Signature 1 (from £170,000) and, left, the Double Tourbillon 30 Degrees launched in 2004
www.greubelforsey.com

■ Greubel Forsey watches available from Marcus, London.
www.marcuswatches.com



Stephen Forsey equates the mechanical expertise in his Bentley with his firm's watchmaking skills

EDWARD FORSEY

GREUBEL FORSEY

EXQUISITE TIMING

THIS FIRM COMBINES INNOVATIVE WATCHMAKING WITH IMPECCABLE HAND-FINISHING

ALONG WITH FELLOW watchmaker Robert Greubel, Stephen Forsey founded the watch company Greubel Forsey in 2004. A combination of technical innovation, audacious design and exquisite hand-finishing has won them the industry's most prestigious awards along with a legion of fans. Forsey talked to *Precision* about parallels with the car industry and the pursuit of perfection.

"Up until the 1970s watchmaking was almost exclusively mechanically orientated. The electronic watch brought a massive shock across the whole industry. For 10 to 15 years in the 1970s and 1980s there was little or no investment in the mechanical watch development because people assumed it was finished. But of course it wasn't.

"The arrival of quartz in some ways freed up the mechanical watch industry. Because quartz now occupies so much of the cheaper, utilitarian end of the market, the mechanical watch market has evolved to be a very different thing. It has become more artistic, while continuing to improve upon all of the technical side.

"Now, of course, you can tell the time by looking at your smartphone. But this technology is very transitory. If you have a nice mechanical watch it's something that stays with you, just like when you have a car that has some deeper significance than just being everyday transport.



"I drive a 1925 Bentley 3-litre Speed Model. It's partly a family story as my grandfather did his apprenticeship in the service department on those cars when they were almost new and I am a third-generation Bentley driver. My father Stuart also has a 3-litre, which he has owned since 1959. The design is approaching its centenary and yet it's still a perfectly usable car that you can drive comfortably at the legal limit.

"It is also the first car WO Bentley built, and there is a purity to the first time you create something. This is something I thought about when I was making my first timepiece with Robert. It took us four and a half years to build our first piece, the Double Tourbillon 30 Degrees. It has two rotating cages, one inside the other, so it is two tourbillons in the space of one. With the angle of inclination, and other elements, we were able to bring a new level of performance.

"It was fantastically difficult to do because we had very limited resources. But we were lucky that what we were working on was ready to launch in 2004. The watch-collecting public was receptive in that year and in the first few days after the launch we had orders far in excess of our expectations.

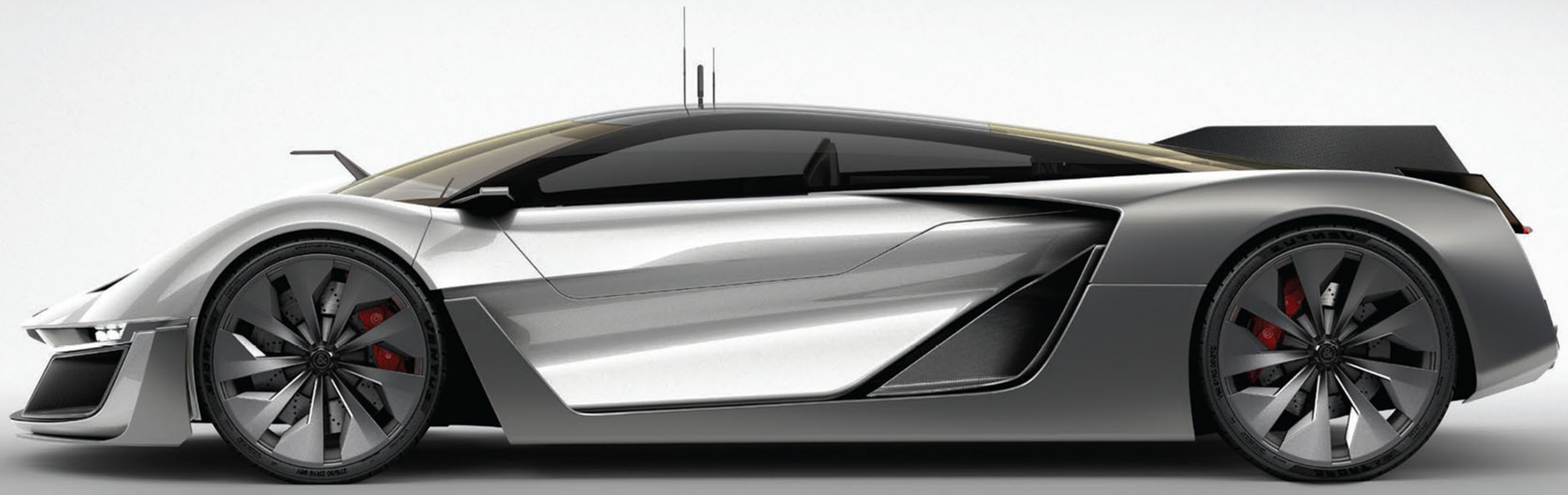
"We were able to make the maximum number of watches that we'd hoped, which was one or two each month. This is a very small number, but within a few months we were able to reinvest and finance the building of a slightly larger team.

"We entered the Double Tourbillon 30 Degrees in the International Chronometry Competition, which is a bit like the Le Mans 24 Hours for mechanical watches. It is a gruelling independent test in which you hand your watch to this organisation and they subject it to successive tests of temperature, shock testing and magnetic field exposure. And it's all independently done. So it's like preparing your car for Le Mans but having no control over the driver. They test it and they score every 100th or 1000th of seconds a day of variation in performance under these different conditions.

"Not only did our piece survive all the tests – which wasn't the case for all of the entrants – it maintained the highest level of accuracy, a variation of between 0.3 and 0.8sec per day over the whole competition. This performance has not been matched to date in the tourbillon category.

"Today we produce just over 100 pieces a year. So it is very small and very bespoke. Maybe one day we'll be able to make 150, possibly even 200. But it takes a long time to put all the techniques together. One of the most time-consuming things is the hand-finishing. When looking through the eyeglass you can really see the difference between machine-made parts and hand-finished ones.

"Finishing is extremely important to us. Think of the interior of a car: you can make it perfectly well from moulded plastic, but the touch and the aesthetics of beautifully hand-sewn leather gives you something that is beyond comparison."



With a number of stylistic flourishes derived from fast jets, including aerodynamic 'canard'-style wing mirrors and a vertical tail fin, the Aero GT is fully planned out concept, with a body weighing 1320kg and a 4.2-litre, 610bhp engine giving a theoretical top speed of 195mph.





BELL & ROSS

SPEED DIAL

WATCH FIRM TAKES A BOLD STEP INTO THE AUTOMOTIVE FIELD

BELL & ROSS IS A BRAND known for its links to aviation, with easily legible dials and signature square cases that take design cues from cockpit instruments. Bruno Belamich, the brand's co-founder and creative director, talked to *Precision* about his brave decision to veer off-piste by designing a concept car.

Why did you decide to create a concept car? "We've been working with the automobile sector for several years now, with Infiniti and Peugeot. And now of course we have teamed up with the Renault Formula 1 team. This doesn't mean that we'll turn our back on aviation. With this newest creation, we are keeping in touch with our aeronautical roots. The Aero GT concept car is actually a combination between a plane (Aero) and a car (GT). The aim was to create a car directly inspired from aeronautics."

How did you find the transition from watch designer to car designer? "It was a real challenge and it took us more than a year to design this car and the related watches. We wanted to obtain optimal results on this 3D concept so we've worked with car specialists. It was essential for us to create a high-performance car whose characteristics will be very realistic."

And how was the automotive influence carried over into the watches? "We wanted to create the archetypal driver's watches, and thus the aim was to highlight the sophistication and beauty of the watch motor. The two timepieces have details recalling the dashboard counters of GT sports cars, such as the small fixed triangle indicated 12 o'clock and the use of cultured red on the three-handed version. But there are also functions devoted to measuring short periods of time, with the chronograph movement or the tachymeter scale. It is also translated in the straps, which feature black quilted leather reminiscent of luxury car interiors, with micro-perforations and red topstitching that recall sports car seats."



Left, BR 03-94 features a tachymeter scale, and a red chronograph pusher £6300. Right, BR 03-92 emulates the dashboard instruments from classic GT cars £3950
www.bellross.com

Why do you think there is such a correlation between watches and cars? "These two fields are related in many ways. They can be both collected and considered as pieces of art. They also share the ongoing pursuit of innovation, precision and performance. In the present case, the vehicle adopts the main principles of Bell & Ross watches: form follows function and a passion for mechanics. Moreover, historically there is a strong link between car drivers and watches, especially chronographs, which are useful tools during races."

Will the Aero GT car always remain a concept? "We are watchmakers above all, so our priority is to manufacture perfectly reliable timepieces. By entering into this new universe, we have extended our creativity to another domain, one with which we share the same values. Above all, this challenge was a great joy. Even though we have a full concept enabling us to create a fully functional car, at the moment we do not have any plans to produce it. But who knows? We are open to any possibility."

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RAYMOND WEIL is proud to be supporting Swiss sailing team Realteam as its Official Timing Partner and to introduce a new freelancer able to support the crew in the most extreme sailing conditions. A nice little tip of the hat to Mr Raymond Weil who was a member of the Geneva Yacht Club.

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freelancer collection

CHOPARD

ROAD-RACE WRISTWEAR

CHOPARD PAYS TRIBUTE TO THE 'WORLD'S MOST BEAUTIFUL RACE'

WHEN CHOPARD BEGAN SPONSORING THE Grand Prix de Monaco Historique in 2002, the choice seemed entirely natural. The watchmaker fitted the world of classic motoring like a deerskin driving glove. But that association was relatively recent, as Chopard wasn't one of the brands – like Rolex and Tag Heuer – that had long been associated with cars. Chopard was steered in an automotive direction by Karl Scheufele, who bought the company in the early Sixties, and his son, co-president Karl-Friedrich Scheufele. Under their guidance, the family-owned watch and jewellery giant became chief sponsor and official timekeeper for the Mille Miglia in 1988. While some sponsorships are all about brand positioning, this one is clearly led by the Scheufele family's passion for cars in general and the Mille Miglia in particular, with both father and son being enthusiastic participants. Thus the watchmaker became an indelible part of such an important event in the classic car calendar, and every year Chopard celebrates what Enzo Ferrari called "the world's most beautiful race" with special edition watches.



Mille Miglia GTS Automatic Speed black
The GTS Automatic Speed black comes with a sturdy 43mm case in stainless steel blackened by diamond-like carbon (DLC) coating and is water-resistant to 100 metres. A crystal caseback gives a look at the in-house automatic movement with "engine-style" finishes and the open-worked winding rotor. It has a black rubber strap inspired by Dunlop racing tyres from the 1960s. Limited to 1000 pieces, £5010
www.chopard.com

Chopard Mille Miglia 2016 XL Race Edition
This 1000-piece stainless steel limited edition has a COSC-certified, in-house chronograph movement and a dial that pays tribute to vintage car dashboards. It has a tachymetric scale around the edge, so that the stopwatch can be used to measure a car's average speed over a mile. The weathered, calfskin strap is inspired by the leather binders that were used to tie down car bonnets in the golden age of motoring. £7120

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LOUIS ERARD

LOUIS ERARD 1931
ULTRA THIN

Louis Erard founded his eponymous watch company in Neuchâtel in 1929. The Erard family owned it until 2003, when it was bought by a small group of investors led by Alain Spinedi, who is now the company CEO. Spinedi's aim is to produce high-quality mechanical watches at affordable prices. The 1931 Ultra Thin features a hand-wound Peseux 7001 movement finished with blue screws and Côtes de Genève decoration. £1095
en.montres-louiserard.ch



BAUME & MERCIER

CAPELAND SHELBY
COBRA 1963

Baume & Mercier brought out two watches last year to celebrate the half century since Carroll Shelby's Cobra Daytona Coupé won the 1965 FIA World Sportscar Championship. The limited-edition pieces were designed in conjunction with Peter Brock, who shaped the aerodynamic Shelby Daytona Coupé. That watch range proved so popular that another Cobra collection was developed for this year. The Cobra 1963 'Spirit of Competition' watches are this time offered in two versions, each limited to 1963 examples. £3200
www.baume-et-mercier.co.uk



RICHARD MILLE

RM 50-02 ACJ TOURBILLON

It can be very difficult to keep up with Richard Mille. The man and the brand have been shaking up the watch industry ever since launching in 2001, creating outrageously technical pieces that never lose their power to astound. This year there was even a Richard Mille mechanical fountain pen. He has formed partnerships with an ever-growing list of sports stars and motor racing teams. The new RM 50-02 ACJ Tourbillon is the product of a collaboration with Airbus Corporate Jets, the private jet arm of the French aviation giant. The watch features a split-seconds chronograph and an aeroplane-window styled case made of grade-5 titanium. Limited edition of 30 pieces. £841,500
www.richardmille.com

PUSHING THE ENVELOPE

THERE SEEMS NO LIMIT TO THE COMPLEXITIES THAT CAN BE BUILT INTO A TIMEPIECE

HUBLOT

MP-05 LAFERRARI

The watch that pays tribute to Ferrari's LaFerrari is as impressive a technical achievement as the hybrid hypercar itself. It has 11 barrels, giving it an incredible 50-day power reserve. Such things are not easily generated, so the watch is supplied with a winding device in the form of a miniature power drill modelled on a Formula 1 tyre-changing tool. First unveiled in 2013, the Hublot LaFerrari now comes with a sapphire case, all the better to admire the engine within. £POA
www.hublot.com



JAEGER-LECOULTRE

REVERSO ONE RÉÉDITION

Jaeger-LeCoultre produces a vast range of watches, from the fantastically complicated to the elegantly simple. But when it revealed its new models to the press earlier this year, each and every one was a Reverso. The flip-over watch, originally designed after a request from a British cavalry officer to protect his timepiece from the vicious swing of the polo mallet, is celebrating its 85th birthday, so the brand has declared that 2016 is officially The Year of the Reverso. £3700

www.jaeger-lecoultre.com

TAG HEUER

2016 HEUER MONZA CHRONOGRAPH

The Heuer Monza was designed to celebrate Niki Lauda's first Formula 1 championship with Ferrari, which was clinched with a podium finish at the Italian Grand Prix in the penultimate race of the 1975 season. The watch came out the following year, and is now celebrating its 40th birthday with a new edition. The new titanium-cased chronograph features a pulsometer for measuring heart rate and a tachymetric scale for measuring average speed across a mile. £4000

www.tagheuer.co.uk





ROLEX

ROLEX COSMOGRAPH DAYTONA

Rolex has a level of brand recognition that fills its competitors with both envy and awe. And the Daytona Cosmograph, first produced in 1963, is one of the best-loved models offered by the mega-brand. As such, levels of excitement were sky-high when the new version was unveiled. It features a black bezel, a look that harks back to the mid-Sixties version of the watch. Looks aside, that bezel is very much at the cutting edge, being made of Cerachrom, a type of ceramic that is corrosion resistant, virtually scratch-proof and impervious to UV rays. £8250

www.rolex.com

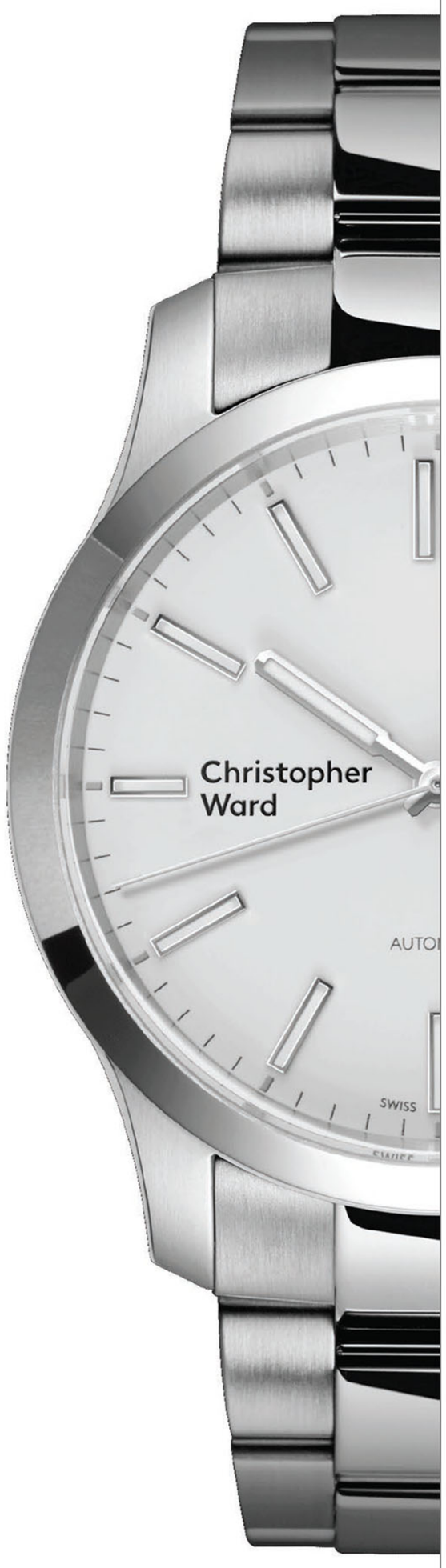


PEQUIGNET

CHRONOGRAPH ELÉGANCE

Pequignet was founded in 1973 in the French town of Morteau – in the Jura mountains a few miles from the border with Switzerland. Originally the watches were signed EP in honour of the founder Emile Pequignet, while new versions bear the French royal fleur-de-lis emblem. The Chronograph Elégance has a self-winding automatic movement with a column wheel for chronograph coordination and a 40-hour power reserve. It has a sunray dial with Arabic numerals and luminova-coated hands and is water resistant to 100m. £1450.

en.pequignet.com



C65 Trident Classic
Mk II from £499

IT IS REFRESHING TO SEE THE OPENNESS THAT Christopher Ward has towards the price of its watches, stating: "Our pricing model has been the same since day one. We design in-house, use the best possible components, calculate the cost of the watch and multiply it by three to get the selling price. This allows just enough margin for us to make a fair profit. It also means our watches are up to a quarter of the price of equivalent ones from our more famous Swiss competitors. We didn't know it at the time, but apparently we 'disrupted the industry'."

The idea for the brand was formed by three friends while they were sitting on a boat on the River Thames in 2004. Following successful retail careers, Mike France, Chris Ward and Peter Ellis were discussing their shared love of horology when they came up with the plan to start a company that would bring quality watches within the reach of a much greater proportion of the buying public.

The first watch, the classically styled C5 Malvern Automatic was launched the following year, with the brand's first mechanical chronograph, the C7 Grande Rapide, coming in 2008. Selling the watches exclusively online allowed them to keep overheads low, and the brand quickly gained a following for producing elegantly styled, well-made watches at extremely competitive prices.

CHRISTOPHER WARD

CLASSIC BRITISH STYLE

TRIDENT – A NEW WATCH FROM THE 'DISRUPTIVE' UK BRAND

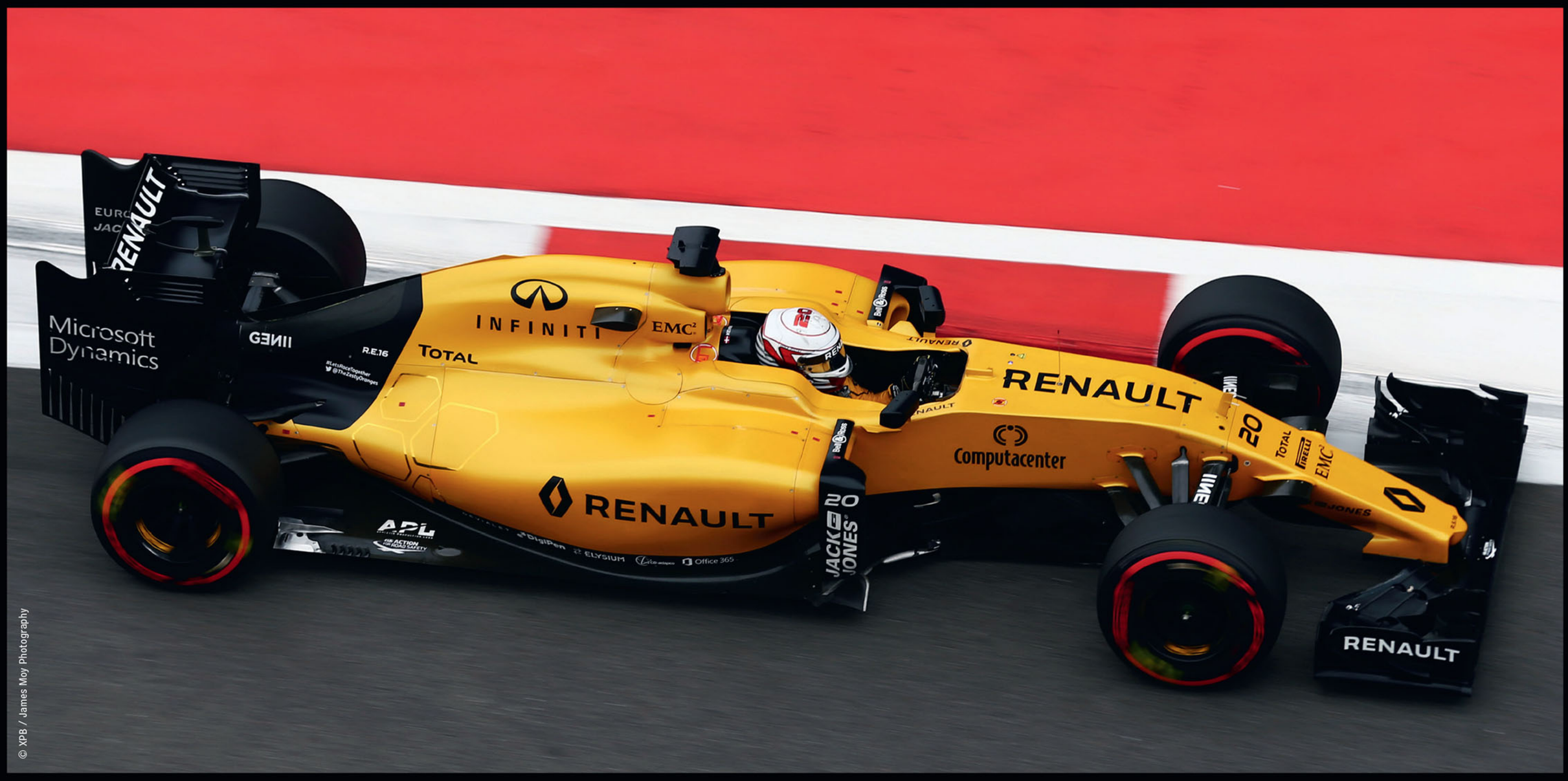
Although the designs are British – the company base is in Maidenhead, Berkshire – the watches are made in Switzerland. In 2008 Christopher Ward began working with the Swiss watchmaker Jörg Bader and his company Synergies Horologères. The relationship grew closer and the finally the two companies merged in 2014. Under the guidance of Johannes Jahnke, the Master Watchmaker, Christopher Ward has increased its offering of both mechanical and quartz watches.

This year heralds a bold rebrand, with the new logo – written in a deliberately unassuming font – appearing in the unusual 9 o'clock position. The first watches to carry the new logo are two handsome, clean-dialled models in the Trident range. Both come with automatic movements and a 38-hour power reserve. The C65 Trident Classic Mk II is priced from £499 and measures a chunky 43mm in diameter. It comes with either a white or black dial, on a leather strap or on a bracelet.

The C65 Trident Vintage, priced from £549, has a more retro-sized 38mm case with a domed 'glass box' sapphire crystal over a black dial. It also comes with a choice of straps, but with the Vintage the leather strap comes with an appropriately aged finish.

C65 Trident Vintage from £549
www.christopherward.co.uk









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THE ALPHABET OF TIME

THE LARGEST SINGLE-OWNER WATCH COLLECTION EVER OFFERED AT AUCTION IS SO DIVERSE THAT IT COVERS A FULL A TO Z OF BRANDS

WHEN YOU COMPILE an A to Z list, there is almost always some cop-out for one of the difficult letters – so, for example, a list of animals will have the X being for ox, or for some tropical bird that a child can't hope to pronounce correctly. But a private watch collection being auctioned this year is so extensive that every letter of the alphabet is covered, from Arnold & Son to Zenith, even the X being taken care of, courtesy of the Swiss boutique brand Xemex.

"The Alphabet of Time is part of the Collection of a European Nobleman, one man's 2000-piece collection, believed to be the largest ever offered at auction," said Jonathan Darracott, Bonhams Global Head of Watches. "Looking through this assortment of watches, we realised that due to its sheer size and diversity, we were able to assemble the A to Z of watch brands."

The watches will be auctioned at the Bonhams Fine Watch sale in London's New Bond Street on June 22.
Bonhams.com



A

Arnold & Son Dual-Time
This 18K gold Arnold & Son watch comes with a 42-jewel Cal.1209 manual-wind movement adjusted to five positions with double barrel and escapements, and has a semi-skeletonised silvered dial with visible balances. It has two dials for dual time zones, one with Roman numerals, the other with Arabic numerals, both with minute tracks and arrow tipped hands. Fitted with brown Arnold & Son crocodile leather strap with signed 18K gold buckle.
Estimate £8000-10,000.

B

Breitling Navitimer
This 18K rose-gold Breitling automatic calendar chronograph has a black dial with applied gilt baton hour markers, gilt outer 1/5th second divisions with luminous dot five-minute markers, further outer base and kilometre scales, gilt pointed baton hands with luminous inserts and red arrow-tipped centre chronograph hand with sunken silvered subsidiary dials at 3, 6 and 9. Fitted with black Breitling crocodile leather strap with signed 18K rose gold buckle.
Estimate £3000-4000





C

Cartier Tank
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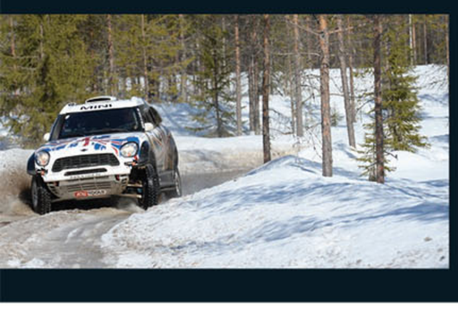
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WEIGHT CHAMPION

On paper its competitive credentials aren't obvious, but the Mini All4 Dakar Racing is perfectly tailored to the world's toughest endurance rallies – and has a track record to prove it

writer ANDREW FRANKEL









WHAT WOULD YOU DO if you wanted to make a useless competition car? Job one, clearly, would be to build it heavy enough to make any self-respecting race car designer choke on his cornflakes. A couple of tonnes ought to do it. What next? Well, you've got to make sure the centre of gravity is nowhere near mother earth, so you're going to jack it up high enough to make its occupants feel more like watchtower guards than motor sport competitors. Finally it needs an engine with less power than you'd get in a top-of-the-range Ford Focus and, of course, run it on diesel. And while you're there, why not price it at a million euros?

You'd think a car fitting such a description would scarcely be able to get out of its own way, let alone win one of the most famous motor sport competitions on earth four times on the trot, but such is the strange parallel universe into which you venture when you try to understand the weird and unpredictably wonderful world of the Dakar Mini or, as it's officially known, the Mini All4 Dakar Racing.

Whisper it, but it's not really a Mini. The only parts it shares with the Mini Countryman, whose shape it apes, are the door handles and the windscreen. But because the car is nine per cent larger than a Countryman, it needs a specially thickened A-pillar on the co-driver's side just to make it fit.

"IT WILL START WEIGHING MORE THAN 2500KG. A RANGE ROVER IS LIGHTER"

It's related to the Mini only insofar as X-Raid, the company that designs and assembles it, is owned by different members of the same Quandt family that owns BMW, which writes the cheques and also owns Mini.

Actually it's far more interesting than anything based on a mere road car could possibly be. But before we delve into that, how on earth did a car with such an unprepossessing specification become the most successful rally-raider of recent years?

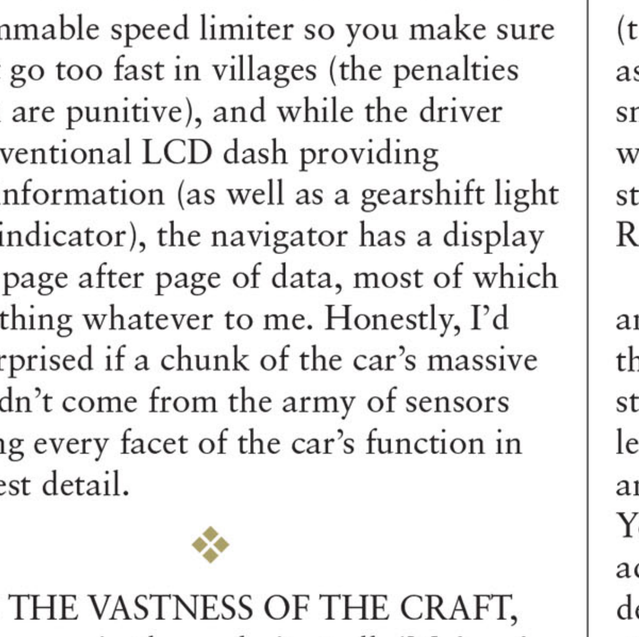
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IT'S MAINLY DUE TO THE RULES OF THE Dakar Rally and other FIA events for which it is eligible. There are many different regs and sliding scales aimed to balance the performance of the top cars in this form of motor sport, but if you want to use a four-wheel-drive turbodiesel it is not allowed to start a stage with a kerb weight of less than 1952.5kgs. The height is determined by the maximum amount of suspension travel it's allowed to run (250mm compared to more than 450mm if the car were two-wheel drive) and the power of the engine governed by a restrictor. As for the price, well, a quick look at the specification and suddenly a million euros doesn't look so expensive after all.

For a start, this is a hand-built prototype competition car. X-Raid has been building them for five years yet has only just completed its 17th Mini. The chassis is a bespoke spaceframe with a double wishbone suspension unit at each corner. The dampers are supplied by Reider and, despite being entirely passive, adjust more









Dakar Mini shares only screen and doorhandles with road-going cousin. Cockpit seems to have been sourced from a spaceship

ways than I thought possible. Each one costs €3500 and there are two at each corner. So that's €28,000 just in shock absorbers. If that sounds expensive, consider that on the Dakar the Mini will get through three sets even if none is damaged, so that's an €84,000 bill there and then. If you want to rent a Mini from X-Raid on an all-inclusive Dakar package, the price is precisely 10 times that amount.

The transmission is unique and features front, centre and rear Xtrac differentials that receive power from a Sadev six-speed sequential gearbox. The engine is comparatively homespun – Mini is allowed to use motors from within the group, which is why it has a 3-litre, six-cylinder diesel motor from a BMW 330d, albeit with sequential twin turbos. The block, crank, pistons, rods and most of the head is road car standard, though tuning enables its output to reach 330bhp despite the restrictor with, significantly, almost 600lb ft of torque.

But the real cost lies not in this hardware, but their support systems and those for the people on board. The cooling arrangements alone beggar belief. In addition to those for the engine, additional systems using oil, water, air and sometimes combinations thereof are used to cool all three differentials, the gearbox, each shock absorber, each brake, the steering box and, yes, even the fuel. The drivers have a massively powerful air-conditioning unit but try not to use it because it costs four horsepower to run, leading to cockpit temperatures that have been measured at 65deg C in northern Argentina.

The cockpit is probably the most complicated I have encountered, a bewildering splat of dials, screens, switches, knobs, levers and fuses. Many turn on various coolers, but there's also a telescopic on-board system with jacks almost a metre long that use the power steering hydraulics to raise either side of the car. There's a programmable speed limiter so you make sure you don't go too fast in villages (the penalties for which are punitive), and while the driver has a conventional LCD dash providing essential information (as well as a gearshift light and gear indicator), the navigator has a display featuring page after page of data, most of which meant nothing whatever to me. Honestly, I'd not be surprised if a chunk of the car's massive weight didn't come from the army of sensors monitoring every facet of the car's function in the smallest detail.

❖

DESPITE THE VASTNESS OF THE CRAFT, there's no room in the cockpit at all. 'My' car's usual driver is Dakar newcomer Harry Hunt, who's a good four inches shorter than me and, in the way of such people, is built like a racing snake. But even he is quite cramped inside. The driving position places you a similar distance from the ground as a Range Rover, which is not at all what I'm used to from competition machinery. But the visibility is good to the front and side (though largely absent to the rear) and, once the engine is running and warm, actually getting the thing to move is as simple as it is in the Mini it's pretending to be, albeit with a gearlever that shudders into first with a satisfying clonk.

While the car may weigh almost two tonnes in base form, once you've added fuel (280kg for 80 gallons – yes, that's gallons), 160kg worth of driver and co-driver, 102kg of (three) spare wheels and tyres, 2kg of navigation equipment (to allow the organisers to know where you are as the occupants aren't allowed so much as a smartphone on board) and 10kg of emergency water supplies, it will actually burble up to the start line weighing more than 2500kg (so a Range Rover is lighter).

What then? Engage stage mode, activate the anti-lag, arm launch control and go? No, no, thrice no. You're not allowed any of it: this state-of-the-art machine doesn't even have ABS, let alone traction control, stability control or any more blackly magic electronic trickery. You can set the diffs up how you like in advance (but these are purely mechanical devices) and lock one, two or all three if you get stuck, but once underway responsibility for continued progress lies solely in the feet and hands of the driver.

For some reason that's never clearly explained – other than Hunt's suggestion that "it's fun" – we find the Dakar Mini in the frozen north of Finland, some distance the chilly side of the Arctic Circle. They're not testing here, there's no ice rally approaching but it seems everyone is curious to see how the Mini performs on a surface about as different to that of the Atacama Desert as you're likely to find. The car looks odd on thin Michelins ▶



Handling is OK once you acclimatise – and use the handbrake to defeat the Mini's slow-corner apathy

Relive the spectacular highlights of the 2016 Dakar Rally, as Peugeot made its bid to wrest Mini's crown

@ THE MOTOR SPORT DIGITAL EDITION

brandishing long sharp studs like some medieval weapon of war. A navigator in the form of Xavier Panseri hops in next to me, connects our comms system and starts giving directions. The plan is to travel to a frozen lake, get a feel for it on the way and then thrash around a track Mini has thoughtfully hacked out of the ice.

❖

FIRST, SECOND AND THIRD IT IS THE ride you notice. The car doesn't actually feel super-soft as I'd expected, but the damping is such that the smooth road I feel through the seat and steering appears to be one other than the cruelly rutted track spooling out in front of the Mini. It feels strange, the driving position and suspension contriving to make this more akin to a simulation than an experience.

The car wanders slightly on its studs and that is encouraging, for it makes the Mini feel as if it will actually change direction reasonably well. The brakes on this sub-zero surface of compacted snow are other-worldly.

We drive straight onto the lake and, without ceremony, Xavier simply says: "Push now." There's a pleasant roar of approval from the engine and the car charges forward far more urgently than its great weight and modest power output suggest. It's the torque we're feeling: gear up, revs down is clearly the way to go. A tight hairpin approaches and as I turn the wheel all my hopes about the car's agility evaporate. It doesn't want to turn in at all. Just as I think I'm about to bury the Mini in a snow bank before even negotiating the very first corner I have attempted, Xavier thoughtfully leans over and yanks on the handbrake. Instantly the Mini abandons its headlong charge into oblivion and meekly tucks into the apex. Power on, it oversteers so readily I want to broadside it in triumph and discover only just in time just how little lock the Mini has. It would be incredibly easy to spin having been in complete control right up to the moment the steering wheel turned no further.

Now I'm learning all the time. You can forget trying to avoid the potholes, deep grooves and lumps in the ice – the car scarcely notices them. It holds slow corners in such contempt you have no choice but to goad it with the handbrake to dissuade it from such obstinacy. Later, when Hunt takes me along a forest special stage, I note he's using it regularly even in medium-speed curves, just to keep the car in trim. It's the high-speed stuff at which it excels.

FROM THE MOTOR SPORT ARCHIVES

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There's a sequence of virtually flat left and right kinks, one after the other, and here you can actually use the mass of the car to your advantage to make it pendulum gently from apex to apex, as you power through marvelling at how accommodating this vast machine feels, how completely on your side it seems.

The reason for its mulish nature in slower turns is provided, somewhat implausibly, by Rauno Aaltonen, who pops up at some stage in the proceedings to explain the car retains a Dakar set-up that includes a very tight centre diff. "It makes the car easier to control at 200kph," he says with a smile, "and there aren't many hairpins on the Dakar…"

Make no mistake, this is an extraordinary car, a fascinating confection of technologies both state of the art and ark, a beast as highly evolved for its chosen discipline as any circuit racer. Ultimately it is the way it is because its first priority is not to win the Dakar but to protect the frail, vulnerable humans it carries within as they try to traverse some of the most hostile environments on the planet.

It is a 120mph survival capsule that must run not for a few short stages over a three-day weekend, but for more than 9000km over a fortnight. See it in that context and it suddenly makes perfect sense. The Dakar Mini might look odd, it might not even be that fast, but out there for day after day in the vast expanses of roasting hot nothingness, there's not a thing on earth I'd rather be driving. Ⓜ

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"I suspect I was never destined to be an F1 driver..."



AUDI



He spent two seasons competing against Lewis Hamilton in cars and beat him both times, yet he hasn't raced a single-seater since the end of 2004. But Jamie Green harbours no regrets about the hand he's been dealt. He's a professional racing driver – and that alone would once have seemed fanciful

writer SIMON ARRON

FORMULA 1 WAS OFTEN discussed in the Green family household, but not in the way you might imagine. "My dad raced stock cars and my brother still does," Jamie says. "That's what F1 meant in our world…"

It was on short ovals that the young Green cut his teeth, winning the BriSCA Ministox title as a 10-year-old before switching to karts in 1996 and finishing as runner-up in the Junior TKM series at his first attempt. This early turn of speed attracted the attention of the Fletcher family – owner of the PF International kart circuit, near Newark – and they agreed to support his fledgling career as he competed against Lewis Hamilton, Robert Kubica and others of similar calibre.

"Racing in Italy for the first time was a bit of an eye-opener," he says. "It was just so competitive and many of the guys had been there for years. I was used to Long Eaton and places like that. I didn't race abroad until I was 15 and quite a few of the quick guys had been there for a year or two, learning the language, the culture and the different driving style – it's warmer than Britain, so there was more rubber on the track and you had to adapt to that. It wasn't quite like Shenington... It was at a different level and I had to learn from scratch."

By 2001 he was in Formula A and splitting his time between Britain, where he finished second in the championship, and Europe, where he notched up a couple of wins.

"That's when I received a phone call from [former Jordan F1 team manager] Trevor Foster," he says. "He'd seen me race, wanted to help and had arranged a Formula Renault test for me, with Fortec. I didn't need to bring any money – I just had to turn up."

He did and – with continuing support from the Fletchers – contested the 2001 Renault Winter Series before graduating to the full British championship, in which he finished second to Fortec team-mate Danny Watts – and one place ahead of Lewis Hamilton. At the end of that year he won the McLaren *Autosport* BRDC Award.

"We tested a Mercedes DTM car as part of the MABA assessment," he says, "and you had to write down your mobile phone number before you took the wheel. A few weeks later I received a call from HWA, which ran the DTM team, telling me that they were building an F3 engine and asking whether I'd like to try it. I gave them Trevor's number, he spoke to HWA and I went to do a test at Hockenheim, after which I was offered a contract for European F3."

It was a slightly bewildering time for a driver with just one full season of car racing under his belt. There was a potential British F3 seat with Carlin in the pipeline, the Renault Driver Development scheme had approached him and now this.

"It would be the first year of the revived European F3," he says, "so Trevor thought it might be a bit of a gamble. It was only my second year in cars and I'd just learned most of the UK circuits. I didn't know the European tracks and wouldn't have been able to choose the team, because Mercedes would have placed me somewhere. I'd already tested for Carlin, whose Honda engines were a known quantity, so I thanked HWA very much, told them I'd decided to do British F3 but that I'd like to stay in touch. I didn't burn any bridges.

"I then went to Donington for the first British F3 meeting and won both races, after which Mercedes rang and invited me to a meeting with [then motor sport director] Norbert Haug. He told me they'd been impressed by what they'd seen and offered me a contract as a Mercedes junior, with a place in the European F3 team for 2004. I signed later that summer."

Green finished second in the British F3 Championship, behind South African Alan van der Merwe, then joined ASM for a European F3 campaign that netted seven victories and the championship title. The list of those in his slipstream included Nico Rosberg (fourth), Hamilton (fifth) and Kubica (seventh). At the time it seemed inconceivable that his single-seater career would at this point stall, but such has been the reality.



After single-seater promise in F3 (above, Zandvoort, 2003; left, winning European title in '04), Green switched track to DTM with Mercedes and then Audi

AUDI & LAT

❖

"THE END OF THAT SEASON PROVED TO be something of a crossroads," he says. "My team had secured a 2005 entry for the new GP2 Series [under a fresh identity, ART], but again Trevor wasn't sure because it was a step into the unknown. And we'd have had to find quite a bit of money. Could we have done that? Possibly, yes, but we had a Mercedes DTM contract on the table and McLaren had been taking a bit of an interest – although I think I was a bit of a thorn in their side, as they'd invested a lot in Lewis and I was the British kid who'd been beating their British kid. They took me under their wing a little bit and I did some bits and bobs over the next few years – simulator testing and so on. They trusted me enough to put me in the car – I did some shakedown laps wearing Alonso's helmet when he first joined the team in 2007, for instance – but they never really gave me a chance to show how quickly I could go."

For 2005, then, Rosberg and Alexandre Prémat took the ART GP2 seats, finishing first and fourth in the championship, while Green switched to the DTM with a side salad of McLaren simulator work.

"The two things went together quite well," he says, "and you have to remember that four years earlier I'd been racing karts. All of a sudden I was a professional. It was a good thing to be part of the Mercedes set-up, I knew there would be opportunities if I kept doing a solid job and it was a chance to start repaying the Fletchers for some of their investment. I had my McLaren contacts, too, although I knew I was never

going to be ahead of Lewis in the pecking order.

"Besides, I was getting paid to be team-mate to Mika Häkkinen and Jean Alesi – and it was quite hard to get my head around the fact that I was faster than both of them. A few years beforehand I'd been watching Mika winning F1 races, yet now I was two tenths quicker in a DTM car. How on earth had that happened? During the season I managed a couple of poles, a few podiums and set fastest lap in my first DTM race, at Hockenheim, against Bernd Schneider, Mika, Heinz-Harald Frentzen and so on. I was just a kid from Leicester, so it was still a ridiculous dream story."

And that is where he has remained, driving for Mercedes until the end of 2012 and then switching to Audi. He has scored wins along the way – four of them last season, when he finished second in the standings to the F1-bound Pascal Wehrlein – but a first tin-top title has thus far been elusive.

"It was a big decision to leave Mercedes," he says, "but it was time for a change. There was interest from BMW and Audi, I still had plenty of seasons left in me and felt if I made the right choice that I could remain with one marque for the rest of my career. Audi's focus was very much on sports cars and DTM and it was clear that they did both properly. With Mercedes I felt the DTM had become slightly half-hearted because there was so much investment in F1. For the longer term I felt Audi offered other possibilities [he has his eye on a parallel GT programme, perhaps from 2017]. If you look at Audi's motor sport centre in Neuburg, it's awesome, with its own test track and wind tunnel – better than anything McLaren has! I sensed the firm's commitment to racing and that fitted with my plans. It was a great opportunity."

❖

DOES HE HARBOUR ANY REGRETS, when he sees how some of the youngsters he regularly beat have since flourished? "I've never really thought about it," he says. "I suspect I was never destined to be an F1 driver – indeed it's hard to believe I was ever destined to be any kind of racing professional. I earn a good living, I live in Monaco [although he also has a holiday home in his native Leicester, which might make him unique] and I get paid to race – that's all I do, so I think I'm massively fortunate. In terms of ability I think I was probably good enough to race in F1, but things just didn't pan out that way.

"I remember Lewis racing a Cadet kart at Kimbolton when he was about 10 and it was already pretty obvious that he was special, not merely good. Cadets provided some of the best racing you'll ever see, with a lead train of eight or 10 karts. It was a bit like MotoGP, in that whoever led into the final lap was unlikely to win. Watching it was fascinating, but watching Lewis was even more fascinating because he always seemed to know where he needed to be in order to win. He was only a kid, but it was hard not to be impressed by his natural racecraft. Then I'd talk to him afterwards and he didn't seem all that switched on. I thought at the time, 'How does that work?' because in the kart he so was incredibly sharp. Even now you sometimes hear him on the radio and he sounds a bit lost, but he has so much raw ability that I don't think his naivety holds him back.

"If I watch TV and see Lewis winning, I appreciate that he's very, very good and beating him wouldn't be easy, but I think it's fair to say that I could have reached at least a similar level. I can sit back and feel quite content about what I've achieved, but if I'm that good – and he's won three F1 world championships – then on paper I should have won a few DTM titles by now, which I haven't. That's the greater frustration."

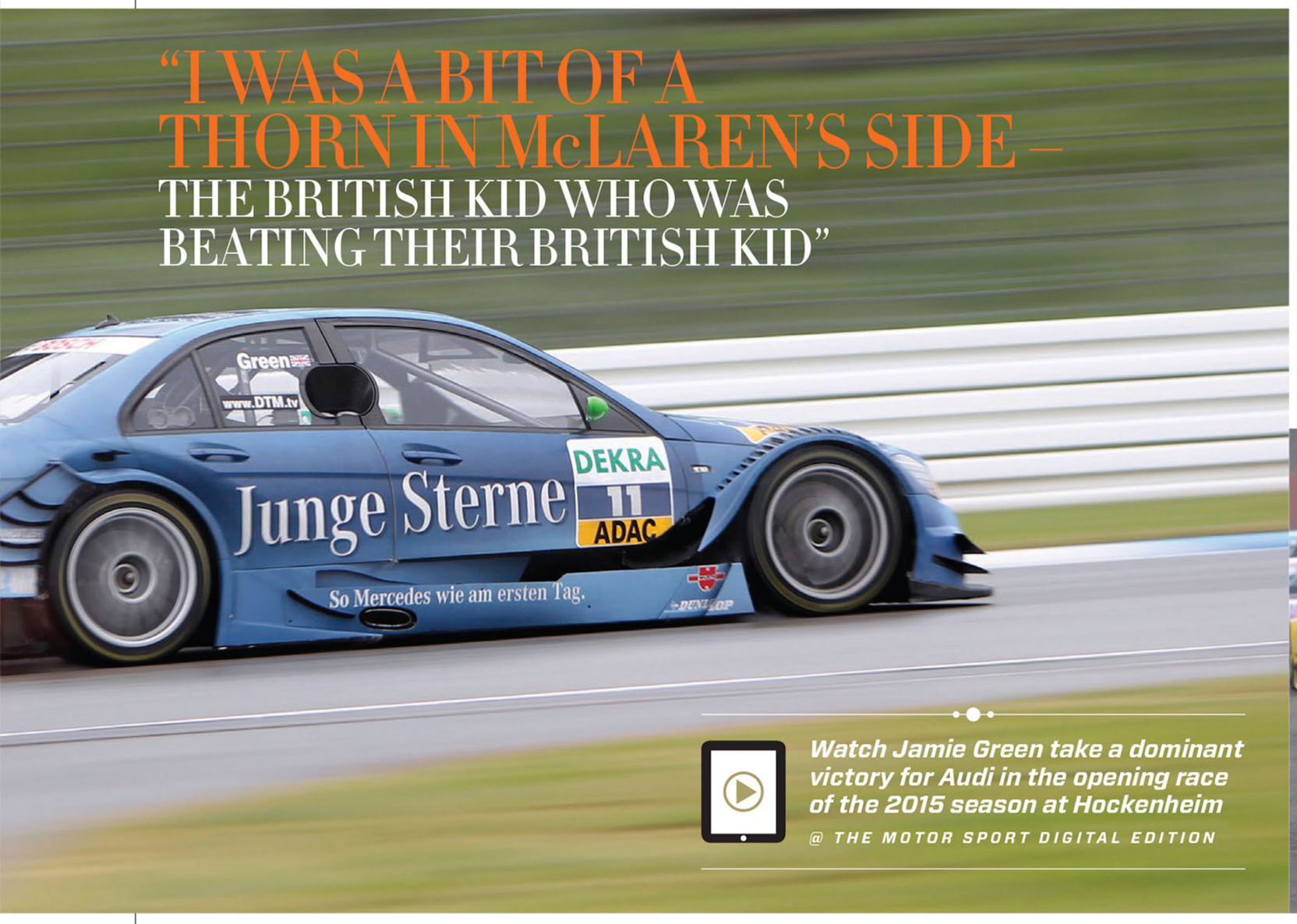
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WEHRLEIN BEAT HIM BY 19 POINTS IN 2015 – and he lost a likely 25 with a gearbox failure when leading at the Red Bull-Ring ("A standard part, which everyone uses, so just one of those things") while also drawing a blank in two wet races – and here he accepts that he and the team simply didn't do their sums right.

The DTM is known for its intra-team politics, but Green points out that everybody starts the year on an equal footing, with zero success ballast. "There are occasions when you have to respect team orders," he says, "and as a driver you don't always want to be doing that. But Audi and the other marques are doing this to promote their brands and don't want drivers taking points off each other in a title fight. The trick is to make a flying start to the season, so that you're the guy they need to back. I've been in both positions – playing a supporting role and going for the title – and I don't enjoy letting a team-mate past, but the cars are mega-quick and there are lots of positives.

"If you look at opportunities to make a decent living as a racing driver in Europe, we have F1, WEC, DTM and that's about it. I'm in one of the three best places I could be – and realistically there are only two for me, because F1 isn't going to happen at this stage. I'm in a good place." Ⓜ

"I WAS A BIT OF A THORN IN McLAREN'S SIDE – THE BRITISH KID WHO WAS BEATING THEIR BRITISH KID"



Watch Jamie Green take a dominant victory for Audi in the opening race of the 2015 season at Hockenheim

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Lando Norris

He can't yet hold a driving licence, but this karting prodigy is set to impress in F3 & Formula Renault, says Jamie Howlett

LANDO NORRIS MAY ONLY BE 16 BUT he has already won seven championships. This season he has taken a hat-trick of pole, fastest lap and victory in the opening race of the relaunched British Formula 3 championship, and finished on the podium on his Eurocup Formula Renault debut.

Falling in love with motor racing at a young age, he received his first Bambino kart on his seventh birthday, won his first crown in Mini Max in Formula Kart Stars at the age of 12 and realised he could follow his dreams: "That's when I thought 'I need to start working hard if I want to be a Formula 1 driver'."

During 2014, at the age of 14, he became history's youngest world karting champion, displacing Lewis Hamilton by winning the CIK-FIA title.

That same year he took his first step out of karts, competing in the Ginetta Junior Championship, finishing third and taking the Rookie Cup with three victories. "Jumping from a car to a kart wasn't too difficult, even though they were so different," he says. "The racing was hard, though – both drivers who finished ahead of me did a whole year before. I took some wins and some poles, which was better than I thought I'd do in my first season in cars.

"A lot of drivers struggle with the transition from karts to cars, but I didn't. I had a good team behind me – ADD Motorsports – they helped me with the switch."

If there were any doubts about his abilities heading into the inaugural MSA Formula Championship, the youngster quickly dispelled them by taking eight victories en route to the title. He was in prime position to wrap up the series at Brands Hatch, but rather than playing it safe in the second race of the weekend he made a bold, brave move around the *outside* of Hawthorns to follow home rival Ricky Collard.

"I wanted to finish as well as possible," he says. "It's not too satisfying just to sit behind and do nothing. I wanted to have some fun. It was a pretty good move, I think." This secured him the title with a race to spare.

There were two wins and two second places in four BRDC F4 Autumn Trophy races in November, and he continued this momentum into 2016, heading to New Zealand to compete in the Toyota Racing Series. "Going that far was quite different. I've never been anywhere like that before, so the experience was something cool and I enjoyed it a lot." In the 15-race championship Lando beat rivals Pedro Piquet and GP2 racer Artem Markelov to the title. "To be honest the car wasn't too different. I got to grips with it quite early. I was slightly disadvantaged compared to some who had been there before, and you can't do any testing."



LAT

CAREER IN BRIEF

Born: 13/11/1999, Bristol, UK
2010 Super 1 Cadets **2012** Mini Max (1st); Super 1 Mini Max (2nd) **2013** winner, three int'l series **2014** CIK-FIA World – KF (1st); Euro KF(3rd); Ginetta Jnrs (3rd) **2015** MSA Formula (1st); BRDC F4 **2016** Toyota Series (1st); BRDC British F3; Eurocup F Renault 2.0

He took six victories including the prestigious New Zealand Grand Prix (one of only two non-F1 events to carry the GP title), which he won from pole. "That was good, not just for me but for the whole team," he says.

He's tackling British F3 with Carlin in 2016, but focusing on Eurocup Formula Renault 2.0 (against 2015 BRDC F4 champion Will Palmer, among others) with Josef Kaufman Racing.

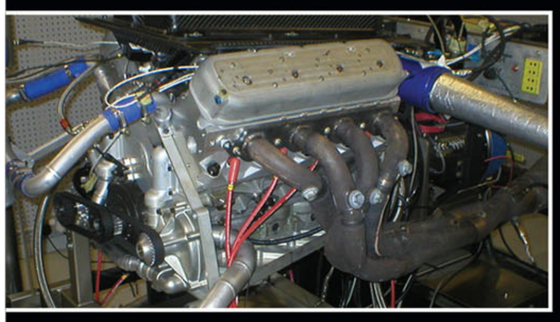
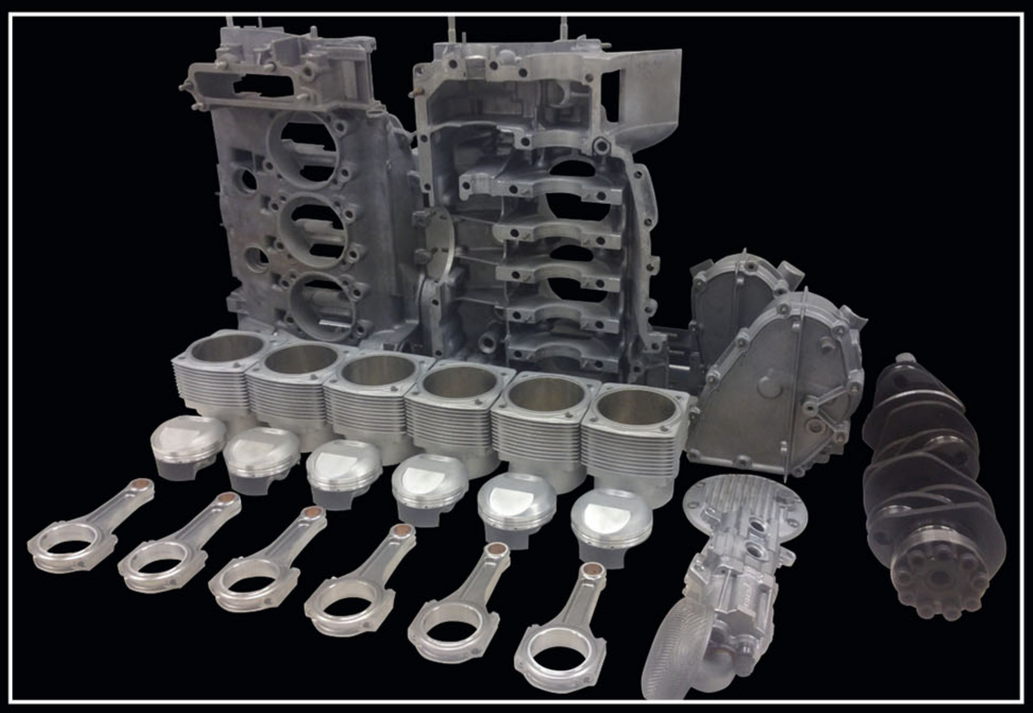
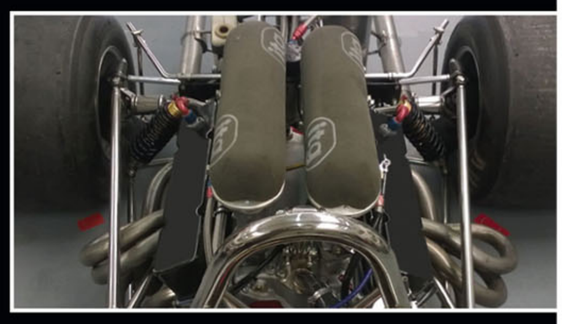
His commitment to a full season in Eurocup means he will miss a couple of Formula 3 meetings. With three races per weekend this will effectively take him out of the title hunt in that series. He will get some respite, though: "I'm being home-schooled now and have cut down on studies, which makes my life easier," he says. "It helps me not having to catch up on work all the time, I don't have to go from one thing to another and be completely tired before I go racing. I have a bit of time off."

Given how his 2016 campaign has begun, that might not be good news for his rivals. Ⓜ

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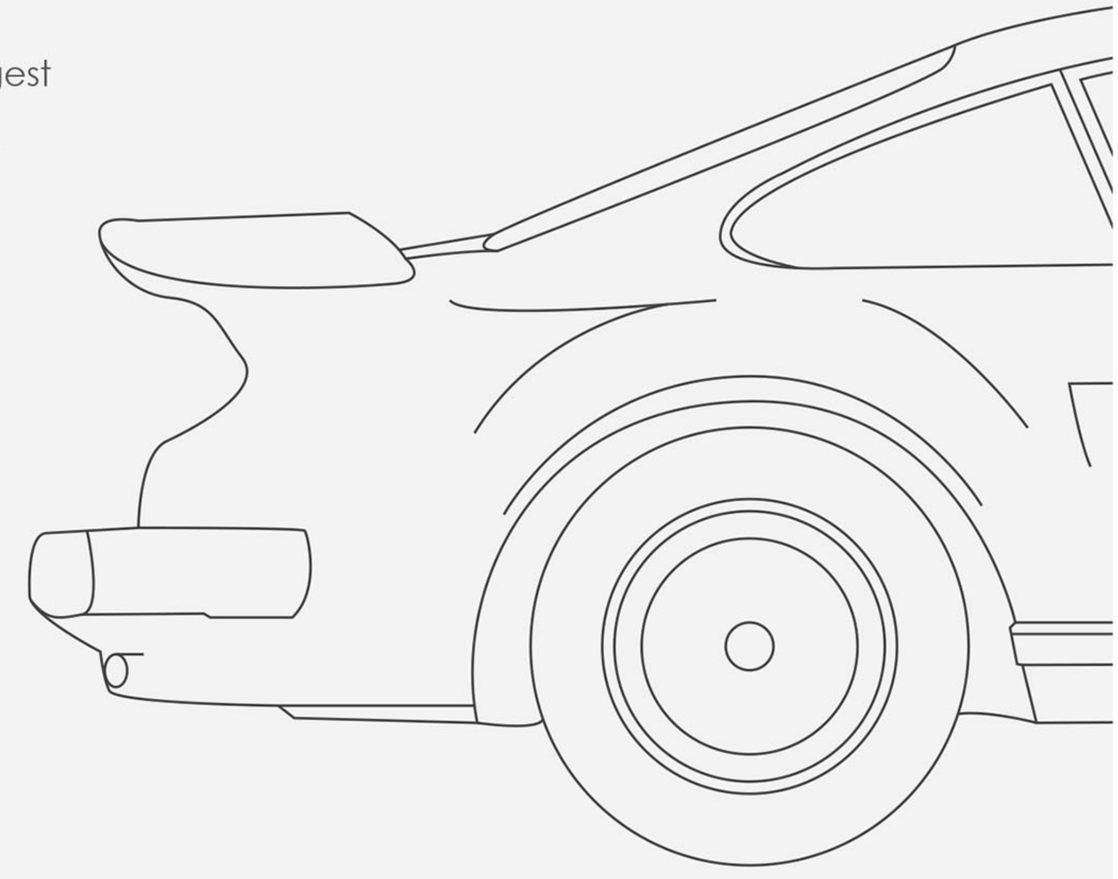
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Surtees is keen to develop Buckmore Park and the circuit facilities have improved significantly since he became involved

"I AM STILL ON HENRY'S ADVENTURE"

Inspired by the memory of his late son, 82-year-old John Surtees has bought a kart circuit. He tells us about his ambitious plans for Buckmore Park

writer DAMIEN SMITH | **photographer** MATTHEW HOWELL

"SEE THE SIGN OVER there?" says John Surtees as we walk around Buckmore Park to survey the upgrade that's progressing apace and search for suitable spots best to photograph the kart circuit's famous owner. "Might that work?"

The great man is pointing to a hoarding on the outside of Turn 2, at the far end of the tree-dappled track. On it there's a familiar outline, of a white helmet with a blue stripe, a large 'H' to its right and in the middle the words 'Henry's Bend'. Ah yes. That'll work, John. In fact, it couldn't be more fitting.

John Surtees, 82 years old and our cherished world champion of both two wheels and four, springs with a noticeably boyish step as he guides us around his latest project. He perches on one of the new and comfortably pliant safety barriers, feet dangling in a manner again more redolent of youth, and beams his wonderfully wide smile. Behind him, the sign reminds us precisely why he is here.

When his beloved son was killed in a freak Formula 2 accident at Brands Hatch in 2009, we might have been forgiven the assumption that John's lifetime of motor racing graft had come to the most tragic of all conclusions. Instead, Surtees channelled that unimaginable grief into the founding of a charity created in Henry's honour and began using his great sporting legacy to raise funds to help those who have suffered serious injuries in accidents.

Barely a month goes by without the launch of a new initiative from the Henry Surtees Foundation. Combined with his continuing business interests, John shows the zest to outstrip a man half his age (and I should know). But patently it's still not enough. This kart circuit will allow him to do more – or to be precise, give more back, in his quest to find something positive from the horror he has lived through. But why Buckmore Park?

❖

NESTLED IN WOODLAND BESIDE A scout camp and the M2 motorway in Kent, Buckmore is long established as a much-loved breeding ground for racing talent, most famously from Johnny Herbert to the likes of Jenson Button and Lewis Hamilton. It's not the longest kart circuit in the UK and, until now, others have been better equipped. But under Bill Sisley's guiding hand, Buckmore found its place at the heart of both the kart racing community and the associated business of turn-up-and-drive.

"It's a little like Brands Hatch," says Surtees. "It's got a lot of character, with gradient and a challenge where you perhaps learn a little more. And it's where Henry had his first sit in a kart."

It was longtime friend Derek Redfern rather than Dad who gave Henry his first taste of motor sport. "When he came back," says John, "he said, 'Daddy, that's what I want to do!' So I became a karting father. I had my first acquaintance with Buckmore, when it was all Nissen huts, a little later. Of course, karting was something totally removed from my career."

His first business involvement at the track began in 2003 when Sisley called on his help. "I got involved in creating the clubhouse we are sitting in now, which relative to a karting circuit is of a quality rather unusual." That's no boast; it's an addition certain UK long circuits would covet, never mind kart tracks.

"I did it on the understanding of one day buying the circuit," he says. "For various reasons, the people who owned it ignored that until they got into trouble – not the kart circuit, but the overall company – and it fell into the hands of receivers. Fortunately I was able to safeguard the circuit and make sure it wasn't lost by buying the freehold."

That was about three years ago. Then last April Surtees sprang a surprise by taking over from Sisley as the man running the place. At the launch, he unveiled an impressive fleet of new Sodi RT8 390cc karts, all presented in Team Surtees yellow and blue.



The "incentive", while tied into the memory of his son, is to make a difference to other young people. "Having established the Foundation, I thought that it would be nice to establish a facility here to get youngsters in the community on a career path. Not necessarily to make racing drivers – I must stress that. If you look at the history of karting, it has also produced an awful lot of engineers and technicians, too.

"The important thing in life is if you can get someone enthused about a subject, it can be a driving factor in their life. Racing activities and the racing environment can be something

that makes that imprint, and can drive someone forward into a career. I saw in Henry when he started at eight how it actually helped him develop, to communicate with people. He had to communicate with stewards for one thing! But also with the press, and with us about what was happening out there on the track. He had to analysis and work with us from data, too.

"With that in mind I felt we must ensure Buckmore continues – and if we can get this other facility going, a learning centre, that would be very special. That part of it can be for the Foundation. The normal business, including the racing, has to be healthy as well. But the whole thing frankly had to be lifted up in standards. So we are busy now trying to bring it into the 21st century and make it even more special than it was before."

The learning centre of which John speaks is an ambitious project that includes a long-rumoured extension to the circuit's current 1200m length. Subject to planning consent, the new section would continue beyond the current Turn One and would require serious excavation of land and trees. The new education centre, in the Foundation's name, would be constructed within the new section.

"I had the idea way back and mentioned it to Bill," says Surtees. "We did some doodles and Bill released some comments, so it became a 'thing'. There was no real substance to it at that time, but I did say to him that if I bought the circuit I'd want to buy some extra land which would allow for an extension.

"I must stress that although I want to put the Foundation on to that extension I wouldn't want to use Foundation money for that. Foundation money is meant for the purpose for which it exists, such as the support of air ambulances. We might put some money into training programmes, but certainly not into bricks and mortar. I've got to justify the building and until I've got the ideas of the planners I can't get final costs together. When we've got those we will see if it's a goer."

Unsurprisingly, the colleges and universities that have been approached to use such a centre have voiced enthusiastic support. "It's an added thing, isn't it?" says John. "To come along and tinker your spanners to put a kart together, then to track test and evaluate it using data – you're linking together the mechanical and IT sides to offer a good training area that you couldn't do in a classroom. We expect to build a workshop and a lecture/IT area."

Along with the intention to inspire future careers, Surtees would also like the facility to be used to train young people for life on the open road. "We've got too many accidents with youngsters," he says. "Karting can help. The kids who get involved, at least their first skid or lock-up of their brakes won't be out on the road. They come together and start to get a feel for things through the seat of their pants, which is what it's all about. One of the best things I had from my career was the relationship you can create with a piece of machinery."



Surtees will skip the final day of this year's Festival of Speed to attend a round of UK karting's Super One Series at Buckmore

❖

AHEAD OF ALL THESE BIG PLANS, SURTEES is looking forward to welcoming the cream of British kart racing to Buckmore when the Super One Series visits on June 25/26. "I've had to tell Charles March that I can be at the Goodwood Festival of Speed for the Friday and the Saturday, but I can't be there for the Sunday because I've got to be here," says John. "It's a British championship race and it should be special."

By that time, the upgrade work on the circuit should be complete. As we speak, the company responsible for the Circuit of the Americas Grand Prix track in Austin, Texas is beavering away on newly asphalted run-off areas, while old-fashioned tyre barriers are replaced by something that appears much safer. Only the best for Buckmore, it seems. "We don't want karting to be seen as downmarket," says John. "We want to bring the facilities up to where they are comparable to a Grand Prix.

"Our first act when we took over was to decide 'Right, let's try to give the best possible upgrade to the circuit'. That's why we have taken various rows of tyres away, very much in consultation with the MSA and John Symes, who has been very helpful. We have followed some of his suggestions and have opened up more run-off space. We've also Tarmacked those areas, like at F1 circuits, so there is a chance to make a good recovery rather than slide on matting. By the Super One weekend, the whole circuit will be completed, with purpose-built barriers which we've been working on with a company called Champion. They supply similar barriers for speedway."

There's no sign of giant corporate sponsorship plastered around the place – so how is he funding all this?

The answer shows that famous Surtees



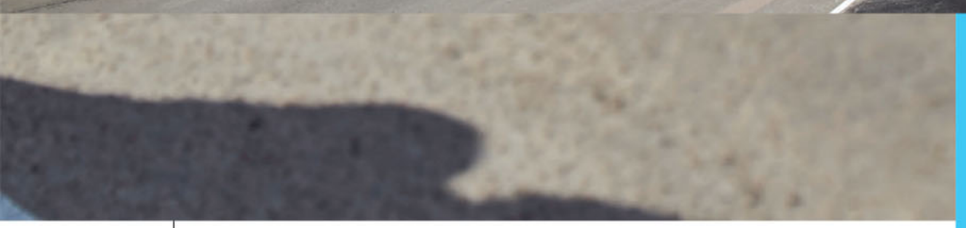












commitment to any challenge laid before him.

"We fund it from my own business," he says. "Following the closure of my race team in the 1970s, I went into the property development and leasing business because the only asset I had left was a factory. I expanded that. In fact, this circuit has largely been bought from the proceeds of my selling of the original Team Surtees factory!"

You have to admire the man, especially when his intentions are so pure. But I have to ask – as politely as possible: does he never think about slowing down, at this… advanced time of life?

He smiles before answering. "I have a great regret: I have lots of bits and pieces that have been sitting in my workshop and it's been one excuse after another why I can't get to them and put them together. I need to take off some time to get in my workshop. I've been told I've got to relax more – and that's the sort of thing I'd do to relax…"

So no sunny beaches or world cruises, I ask, knowing the answer before it comes? "No. I'd relax more by picking up some spanners!"

❖

SUCH LEVELS OF CAPITAL INVESTMENT require time to recoup and while the businessman in John will demand the whole project to one day turn a profit, it's clear hard cash is far from a motivating factor.

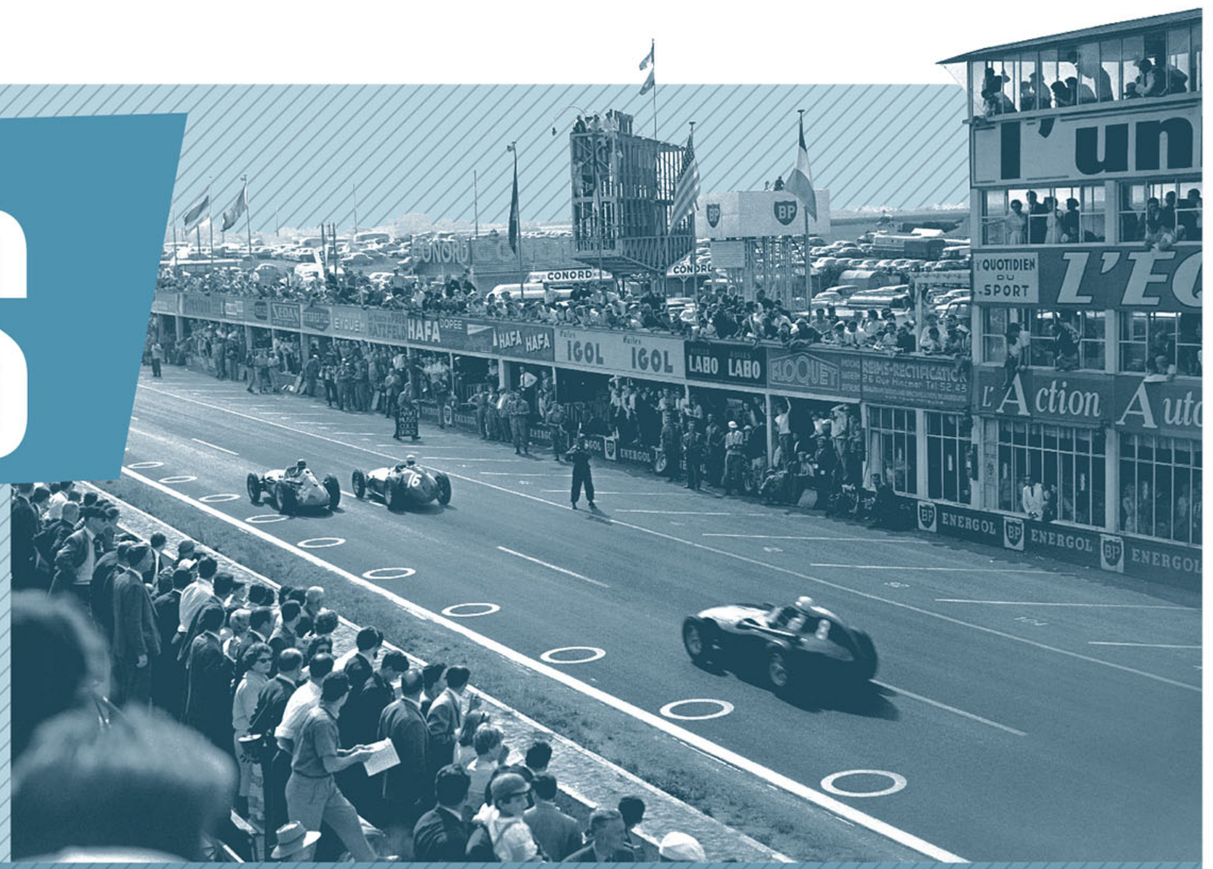
"The fact we are upgrading everything here is something that will be appreciated and will bring in business," he says. "It's nice that I have a family involvement as well, in that my younger daughter Leonora has joined us. Permanent and seasonal, we have about 80 people here.

"Again, dating back to Henry, we have Steve Hollman managing the place. He was team manager of Carlin's Formula BMW team when Henry drove for them. Steve has long experience in motor sport, has been heavily involved in the construction of both karts and cars and that deep involvement with Carlin. He was very enthusiastic about getting involved in this exciting adventure."

John's eyes light up for the umpteenth time during our interview. "Henry used to use that term when we went off to a race meeting: 'Daddy, we're off on another adventure!'" He pauses, and smiles again. "Well, OK. I am still on that adventure." Ⓜ

"THIS CIRCUIT HAS LARGELY BEEN BOUGHT FROM PROCEEDS OF SELLING THE ORIGINAL TEAM SURTEES FACTORY!"

REIMS



A romantic relic for half a century, this was the scene of some epic feats of Grand Prix endeavour

writer PETER HIGHAM

PUBLIC ROADS TO THE WEST OF Reims formed the fastest circuit to host the Grand Prix de l'Automobile Club de France – and it is 50 years since the race was last held there. Its triangular plan called for "more skill than bravery" according to Denis Jenkinson in 1974, four years after financial concerns and disputes with local authorities forced it to close.

The Grand Prix de la Marne was first held in 1925 and developed into a week-long racing festival that included the main single-seater feature and a 12-hour sports car race. The French GP first visited Champagne country in 1932, with the incomparable Tazio Nuvolari winning for Alfa Romeo.

Mike Hawthorn scored his maiden GP victory here in 1953 and Giancarlo Baghetti unprecedentedly won on his championship debut eight years later. These Ferrari victories came after epic duels with Juan Manuel Fangio and Dan Gurney respectively. Fangio won thrice here during the 1950s – notably leading a Mercedes-Benz one-two on its championship debut in 1954. The 15th and final French GP at Reims was won by Jack Brabham during his successful 1966 campaign. His Brabham-Repco averaged more than 136mph, at the time the second-fastest GP in history.

Central to the event was the Automobile Club de Champagne and its larger-than-life secretary general Raymond 'Toto' Roche, an influential figure in French motor sport. A driving force behind the event from the start, Roche was famed for his extravagant flag waving at the start and finish to each event.

MULTIPLE WINNERS

OF THE FRENCH/MARNE/REIMS GP

3

JACK BRABHAM
1960, 1966[1], 1966[2]
LOUIS CHIRON
1928, 1934, 1949
PHILIPPE ÉTANCELIN
1927, 1929, 1933
JUAN MANUEL FANGIO
1950, 1951[3], 1954
JEAN-PIERRE WIMILLE
1936, 1937, 1948

2

RENÉ DREYFUS
1930, 1935
MIKE HAWTHORN
1953, 1958
JOCHEN RINDT
1965, 1967

[1]French GP, [2]Reims GP F2 race, [3]shared with Luigi Fagioli

POLE POSITION AVERAGE SPEED

145.296mph

1966, LORENZO BANDINI (FERRARI 312)

OLDEST WINNING DRIVER

53 YEARS, 21 DAYS

AGE OF LUIGI FAGIOLI WHEN HE SHARED THE WINNING CAR IN 1951

GP WINNERS AT **REIMS**

1932 TAZIO NUVOLARI (Alfa Romeo Tipo B 'P3')
1938 MANFRED VON BRAUCHITSCH (Mercedes-Benz W154)
1939 HERMANN MÜLLER (Auto Union D)
1948 JEAN-PIERRE WIMILLE (Alfa Romeo 158)
1950 JUAN MANUEL FANGIO (Alfa Romeo 158)
1951 LUIGI FAGIOLI/JUAN MANUEL FANGIO (Alfa Romeo 159)
1953 MIKE HAWTHORN (Ferrari 500)
1954 JUAN MANUEL FANGIO (Mercedes-Benz W196)
1956 PETER COLLINS (Lancia-Ferrari D50)
1958 MIKE HAWTHORN (Ferrari Dino 246)
1959 TONY BROOKS (Ferrari Dino 246)
1960 JACK BRABHAM (Cooper T53-Climax)
1961 GIANCARLO BAGHETTI (Ferrari Dino 156)
1963 JIM CLARK (Lotus 25-Climax)
1966 JACK BRABHAM (Brabham BT19-Repco)

'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 will expand in time. Add to those 7000 driver profiles (and counting), 750 circuit histories and a compare/contrast function for all F1 drivers...

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EVENTS
OF THE MONTH

GRAND PRIX DE MONACO HISTORIQUE ❖ DONINGTON HISTORIC FESTIVAL



Multiple Le Mans winner Marco Werner drove Ulrich Schumacher's Ferrari 312B3 in the 1973-76 Formula 1 race

JAYSON FONG

Grand Prix de Monaco Historique

NOTIONALLY THIS WAS THE 10th GRAND PRIX de Monaco Historique, though at times it felt more like an unofficial Formula Junior Festival, more than 40 front-engined cars having been gathered for the occasion. The entry was such that two qualifying heats were scheduled, despite which every driver was permitted to start the final. Science is powerless to explain the Automobile Club de Monaco's rationale: best just to sit back and enjoy the show.

Highlight of the weekend should have been the closing race, for 3-litre Formula 1 cars from 1973-76. It was a triumph for glorious diversity, both sonic and visual, but 41 cars lined up – and there are good reasons why Monaco once restricted its Grand Prix grid to 16. A rolling start was imposed in a bid to dilute potential chaos, but Stuart Hall's ▶

Right, safety car boards neutralise 1973-76 F1 race with Alex Caffi leading Katsu Kabota. Below, sports cars exit Portier



stricken McLaren was dropped by a 'recovery' crane before the race began in earnest and a safety car then triggered further mayhem by exiting the pitlane in the middle of the accelerating pack, a few drivers subsequently hitting each other in the confusion. The red flag came out while marshals cleared the mess, after which former Grand Prix racer Alex Caffi (Ensign N176) won comfortably from the closely matched Katsu Kubota (March 761) and Joe Twyman (Shadow DN8), with Emanuele Pirro (Ferrari 312B3) completing the top four. It was the only time all day that a non-British national anthem was played.

On his maiden visit to the principality – and first time out in a Lola Mk2 – Jonathan Hughes took a comfortable Formula Junior victory after early leader Joe Colasacco (Stanguellini) spun at Mirabeau. Colasacco recovered from eighth to third before another mistake dropped him back again. Christian Traber (Lola Mk2) and Ray Mallock (U2 Mk2) completed the podium, the latter competing in Monaco for the first time (although the car knew its way around, his father Arthur having raced it here in 1964). Colasacco and Hughes won Saturday afternoon's two heats, although Chris Drake (Terrier) would have taken the first without a jump-start penalty that dropped him to third. He would be a first-lap casualty in the final.

History records that there weren't too many 1-2 finishes for Tec-Mec and Scarab in period, but Tony Wood and Julian Bronson were the class of the field in the Pre-61 race for F1 and F2









JAYSON FONG & SIMON ARRON

Clockwise: Chris MacAllister's Lotus 49; Andy Middlehurst (Lotus 25); rooms with a view

cars, with Roger Wills (Lotus 16) an in-touch third. Ian Nuthall (Alta) was best of the F2 runners, in seventh.

Andy Middlehurst (Lotus 25) completed a hat-trick of Monaco victories in the 1.5-litre F1 race, after passing Joe Colasacco's Ferrari 1512 in a superbly judged move at Mirabeau on the second lap. Martin Stretton threatened to be a nuisance in the Scirocco, which he handled with wonderful aplomb during qualifying, but a broken driveshaft put him out after just half a lap. Dan Collins (Lotus 21) completed the top three.

Chris Ward picked up a couple of practice knocks while hurling JD Classics' C-type Jaguar through the streets, but the patched-up car – twice previously a winner here in Alex Buncombe's hands – was no slower for a couple of scuffs. Fred Wakeman (Cooper-Jaguar) and Till Bechtolsheimer (Allard) joined him on the podium. John Ure (Cooper T24) should have started on pole, but a slower car moved across on him in qualifying and a glancing blow translated into a significant impact that precluded further participation.

Before his misfortune in the most modern F1 joust, Stuart Hall dominated the 1966-72 race in the Rofgo Collection's McLaren M19A, a beautifully judged performance that put him almost 40sec clear of Max Hilliard-Smith (Surtees TS9B). Charles Nearburg's Brabham BT33 suffered a tweaked front wing in the early stages, but his closest rivals' more serious maladies enabled him to salvage third.

During the race, a cheer from the portside yachts signalled that Max Verstappen had taken the lead in the Spanish GP… while Red Bull aero architect Adrian Newey was concurrently on course for a slightly less conspicuous success. He took his Lotus 49B to a class-winning seventh, one lap behind Hall.

The weekend's most disappointing element was the absence of a race for pre-war cars, which were restricted to two rather dreary demonstration runs – longer than most of the races, at half an hour apiece – that added nothing to the spectacle. It could also be said that there's scope to incorporate more than six races and a couple of pointless qualifying heats over the course of two and a half days…

The event is a magnificent slice of sporting theatre, but with a little more thought it could be better yet. *Simon Arron*





Mad Jack field sets off. Top, Super Tourers tackle Craners. Above, heavy rain hit Jaguar Challenge. Below, Bill Shepherd leads away



JAKOB EBREY & EDD HARTLEY

Donington Historic Festival

EVEN THE CAPRICIOUS BRITISH SPRING weather could not derail the sixth Donington Historic Festival as the first major event of the European season brought together an expansive array of leading categories.

Spread across three long days and 17 races, including several hour-long contests, the Donington Festival is all about the racing as many cars emerge from winter rebuilds.

Ironically, the low point of the weekend should have been a key feature as the three-hour race for the 1000Km series cars ran into the early evening on Saturday. Unfortunately, only a dozen cars came to the line and rather proved that demand for long races, particularly at this stage of the season, is muted. A better-supported feature race will doubtless take this prime slot in 2017.

That race aside, grids were strong and racing was competitive, regardless of track conditions. Some of the worst weather arrived during Monday's Jaguar Classic Challenge opener as the heavens opened, but that did little to hinder Julian Thomas and Calum Lockie who duly splashed Thomas's E-type to a stylish victory. This was recompense for the GT and Sports Car Cup event 24 hours earlier, when Thomas had the gearlever come off in his hand.

Over the preceding two days, Lockie starred in Sean Danaher's Maserati 6CM within the pair of Nuvolari Trophy pre-war Grand Prix car races. In Saturday's wet and oily race, Lockie had even less grip than most as oil leaks from the Maserati's rear hubs ensured the 1938 voiturette spun its wheels in every gear.

On Sunday, Lockie and Saturday race winner Michael Gans (ERA R11B) had a mighty lead contest as they went wheel to wheel and it was only finally decided in Lockie's favour by seven tenths of a second.

Showing the event's reach, other races ranged from the 'Mad Jack' Trophy for pre-war sports to the Super Touring Trophy for cars as little as 16 years old. However, top of the tin-top pile was the opening round of the Historic Touring Car Challenge with a mighty 40-car grid for the rejuvenated series. Chris Ward and Steve Soper – with an ex-Broadspeed Ford Capri from JD Classics – proved too strong a package for the rest of the field. Ward also stormed to victory in the Stirling Moss Trophy for 1950s sports cars in the JD Lister Costin. *Paul Lawrence* M

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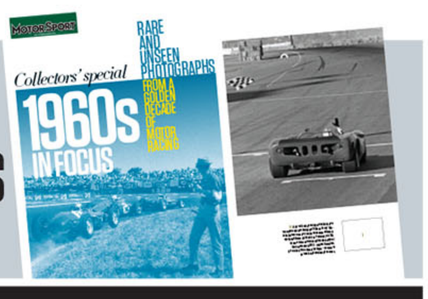
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Ralfs Sirmacis flies towards victory on his maiden outing in a Skoda Baltic Motorsport Fabia

ALL IMAGES SIMON ARRON

GREECE IS THE WORD

Acropolis Rally, May 7-8: a weekend of firsts as the 2016 European Rally Championship celebrates its third different winner in as many events

THE SOUND GREW louder by the second. A series of crackles and barks preceded the arrival of a Skoda Fabia R5 partially obscured within its own dust cloud. It dispatched a right-left-right sequence of kinks with minimum fuss, maximum elegance and colossal momentum, its fading rasp soon replaced by the whooping and hollering of a small group of Latvians to my left. They exchanged hugs and high fives as the Fabia's passage – three corners from the end of one of the world's most celebrated rallies – all but confirmed an unexpected victory for 21-year-old Ralfs Sirmacis. It was the first time he'd done the Acropolis – and also the first that he'd driven the Skoda competitively.

It helped that pre-event favourite – and defending champion – Kajetan Kajetanowicz rolled his Ford Fiesta on the first stage. "There weren't enough spectators on hand to assist," the Pole said, "and those present were too busy taking pictures with their phones…"

The incident cost him 14 minutes, after which he and co-driver Jarek Baran were comfortably the quickest crew, their spirited recovery carrying



them to eighth by the end. That was enough to keep them in a clear championship lead after main title rival Alexey Lukyanuk mistook a tight hairpin for a quick right-hander and badly damaged his Ford Fiesta's suspension in the ensuing accident. That left the road clear for the swift, consistent and promising Sirmacis, a product of the ERC Junior Championship and a symbol of systemic intent.

Although it lives in its global counterpart's shadow, the FIA-backed ERC is the world's oldest international rally championship – first run in 1953 – and features three separate classes plus bespoke divisions for juniors (which in rallying means drivers under 27) and ladies. Jean-Baptiste Ley co-ordinates the series for promoter Eurosport Events and says: "It is designed as an intermediary step between national championships and the WRC. Our 10 events feature a mixture of asphalt, loose surfaces and occasionally snow, although unfortunately there is less of that around nowadays. The events are spread across the whole of Europe, from the Azores to Estonia and Cyprus to Northern Ireland. Last season we had 120 different drivers taking part across the campaign, with a group of 30 or so contesting every round, and the vast majority are privateers. One of our primary targets is to keep things accessible for those with relatively limited budgets.

"We think a 10-event schedule is realistic given market conditions, so there are presently no plans to expand."



Local fan videos Tibor Erdi's Mitusbishi, above. Mechanics repair Katejanowicz's rolled Fiesta, left. Tomek Kasperczyk's Fiesta kicks up the dust, below

Once a world championship staple (although it hasn't featured on the calendar since 2013), the Acropolis has a reputation for being hot, rough and dusty, although this year it was temperate, drizzly and dusty. At various points during the 12 stages, crews returned from the hills to a busy service park in Lamia, where the PA hammered out loud, contemporary R&B featuring language inappropriate for an arena packed with young kids, but they seemed more interested in collecting free hats and balloons than they were in the music.

Up in the mountains things were a little quieter, with ornithology providing much of the soundscape and a modest but appreciative audience lining the route. On the first morning, 1978 Monte Carlo Rally winner Jean-Pierre Nicolas offered three of us a guided tour (at the wheel of a rented Volvo XC70, rather than anything flame-spitting) and this confirmed the terrain's challenging nature, with fast, smooth sweeps intersected by tightening turns and, occasionally, vicious ruts. It also underlined that, at 71, Nicolas retains a significant degree of commitment and fine car control. We were supposed to cover the opening three stages (each of which competitors would tackle twice), but picked up a puncture shortly after completing the first. Doing the second on a partially inflated space-saver spare might have been unwise, so we repaired instead to find an air pump and some coffee.

The problems affecting Kajetanowicz and Lukyanuk would later strip the event of some lustre, but Sirmacis's impressive victory sprinkled a little of the feelgood factor that ever accompanies new winners. A word, too, for rising Polish star Wojciech Chuchala, who took his Subaru Impreza to a class-winning fifth overall behind an all-Skoda top four.

There was also a remarkable conclusion to the battle for the remaining podium spots, with local favourite Lambros Athanassoulas badly held up by a slower car on the final stage – to the extent that he thought he'd lost second place to Czech Jaromir Tarabus and burst into tears when he reached the end. It transpired that they were 0.1sec apart after 235.52 competitive kilometres, with the Greek still ahead, but circumstance led stewards to credit Athanassoulas with 32sec he didn't need.

It would have been a much better story had things been left as they were.





Despite its airfield origins, the Darley Moor circuit features a few elevation changes

INTO THE UNKNOWN

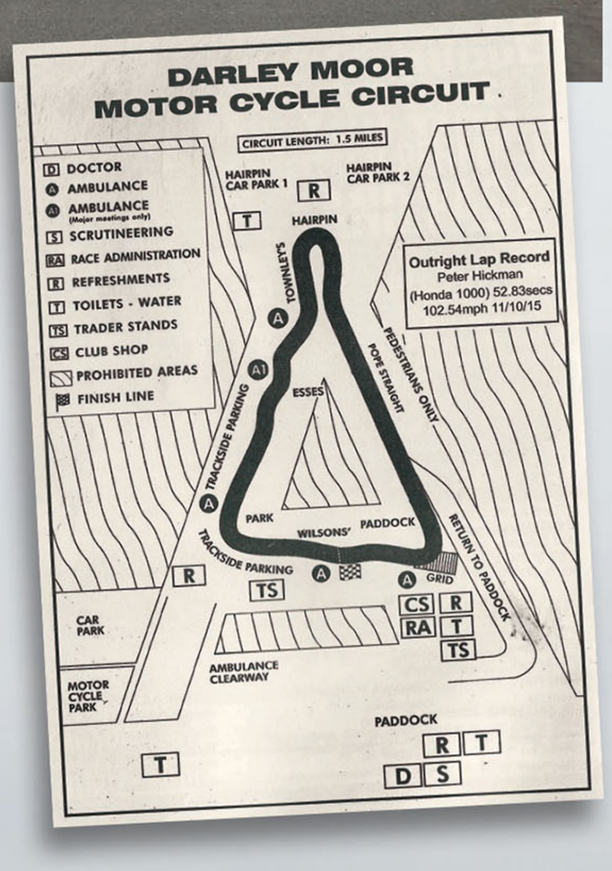
Donington Park, May 1 & Darley Moor, May 2: two racetracks, about 25 miles apart, but one is rather less familiar than the other

HAVING WATCHED THE OPENING round of this year's British GT Championship on the full-fat version of Brands Hatch, I had intended also to take in the second at Rockingham – a circuit that has been off my radar since Champ Cars roamed Europe. Such is the congestion on the UK racing calendar, however, that sometimes I set out intending to visit one circuit but reset co-ordinates en route. Aston Martins and Lamborghinis at Rockingham or older cars tearing around the East Midlands on three wheels? The dilemma of choice. Much as I believe that British GTs produce the most spectacular contemporary racing in the UK, the Donington Historic Festival it would be.

The northbound journey was inspiring, the radio airwaves containing little but news of Leicester City's proximity to the Premier League title (a slight contrast to the fact that my own team, Altrincham, had the previous



View from beyond the hairpin. Top, two wheels or three? Above, simple café offers decent food and wi-fi connectivity



evening been relegated to UK football's sixth tier), the circuit's condition no less so. With each passing season Donington Park becomes ever greener, memories of the building site left by the previous leaseholder more distant.

It's a fabulous setting for an event such as this, the circuit's natural contours a perfect complement for the competing cars' body language, yet I can't help feeling that it would be better still if the action was compressed from three days into two – to create one of the finest, most intense historic celebrations on the planet. Saturday evening's three-hour sports car race had attracted just 11 starters, which makes no sense on any level.

There were no complaints about the bits I saw, mind. The Nuvolari Trophy tussle between Calum Lockie (Maserati 6CM) and Michael Gans (ERA R1B) is likely to be as good as any race I see this season – and Lotus Cortinas remain every bit as appealing as they were when I was about four...

❖

TO THE WEST OF DONINGTON PARK, THE A515 feels like an old friend – part of the route that once connected the circuit to my native Cheshire. Science is powerless to explain how I passed so close to the Darley Moor racetrack without ever realising it existed. Converted from an old RAF airfield and used for bikes and karts, often at the same meetings, it has been active since 1965, remains one of British motor sport's great secrets and is not far from the stillborn Peak District road circuit Simon Taylor described in the May 2012 edition of *Motor Sport*.

Vaguely triangular in shape, with a hairpin at one end and quick chicanes bisecting two of the straights, it is a wonderful throwback, with scrutineering taking place next to corrugated sheds and the paddock mostly made up of gravel and puddles, which gives the circuit a sense of soul (even if there is a fairly fresh asphalt strip down the centre to facilitate access). It also had a remarkably high dog count, all of them safely restrained and unperturbed by the sport's sights and scents.

The Darley Diner looks unpromising from the outside – a hut that appears not to have changed much since the 1970s – but served decent food and coffee for a fair price and also had wi-fi. The £3 programme featured a table correlating lap times with average speeds (BSB race winner Peter Hickman set the outright record last October, at 102.54mph), something I haven't seen in a car racing counterpart for many years, and there is very little in the way of fencing to obstruct anybody's view – the accompanying photographs were all taken from public areas. The location is potentially bleak, confirmed by an afternoon downpour of such ferocity that my jeans were still soggy by the time I returned to Kent, but for £12 per head it's an exhilarating day out.

People of a certain age often reflect that the past was a better place, so I'm pleased to inform them it still exists in the Peak District... Ⓜ



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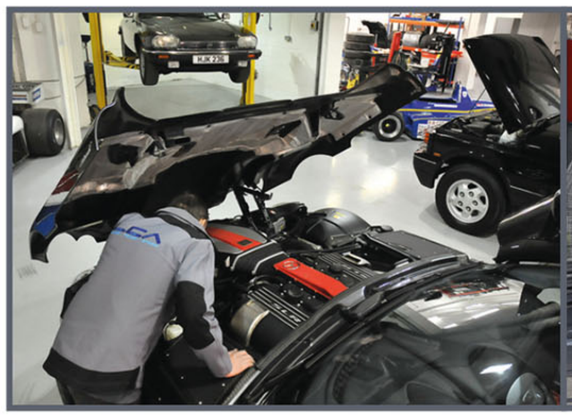
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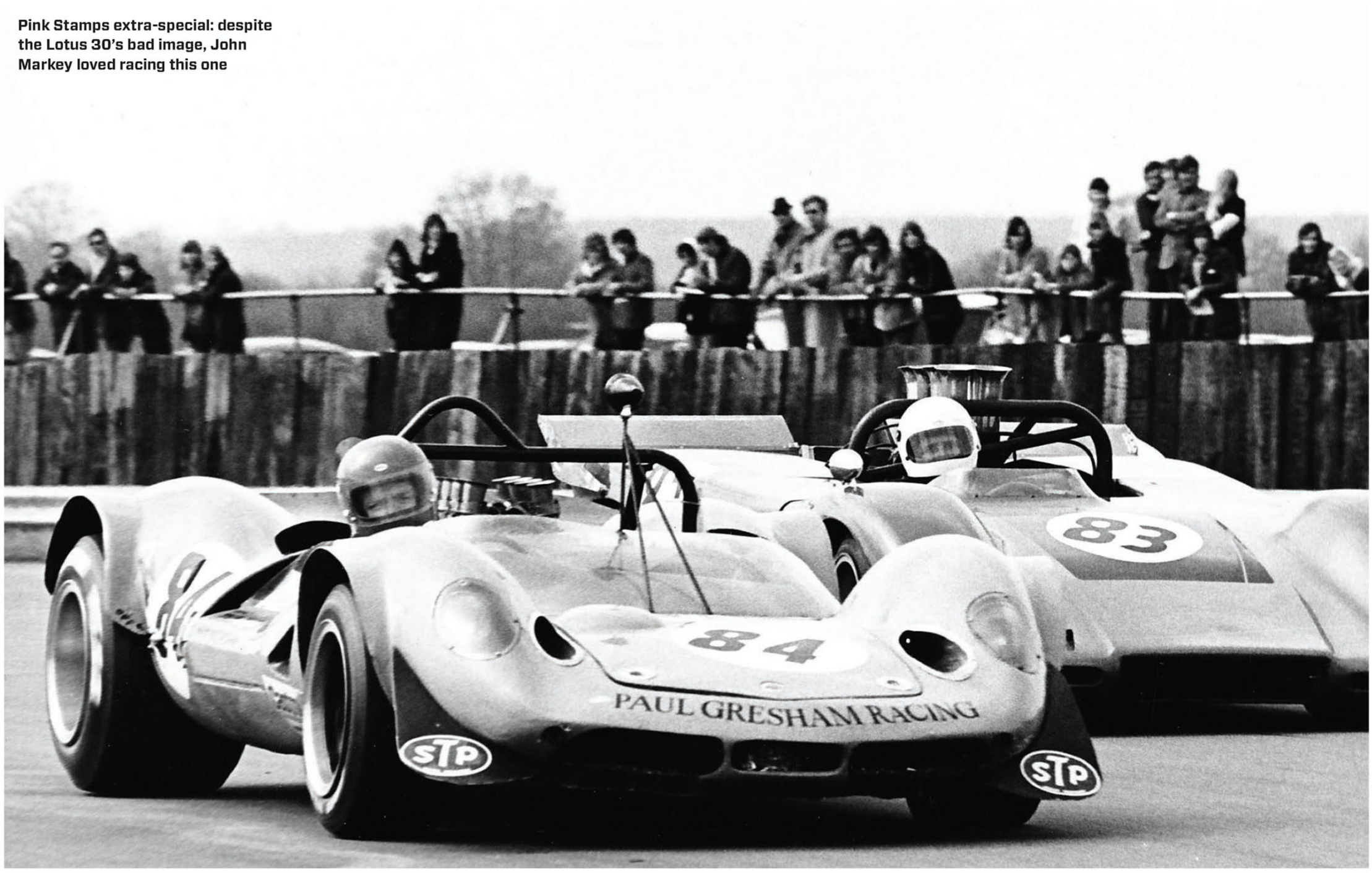
HISTORIC SCENE WITH

GORDON CRUICKSHANK



One wheel in the past: searching out what's new in the old car world

www.motorsportmagazine.com/author/gordon-cruickshank



Pink Stamps extra-special: despite the Lotus 30's bad image, John Markey loved racing this one

ALL IMAGES JOHN MARKEY

RACING THE WAY IT WAS

Giving up a job to go motor racing shows serious commitment – especially when funds are tight

ODD HOW ONE THING triggers another. Since I wrote about Roger Nathan, his name keeps cropping up – for instance, when talking with John Markey, who runs the private sales wing of H&H Auctions. Although he has now mostly retired from racing to concentrate on the business from its showroom at Hindhead, he was a prolific racer who ran the Targa Florio, became a works saloon driver and got to Formula 1 – or at least Formule Libre in an ex-F1 machine. And he was one of Roger Nathan's happy customers, buying and racing one of the eponymous timber-monocoque machines. "Roger was onto a winner there. It was very light, handled well," he says of the wooden wonder, "but people were scared of the timber construction." Nevertheless it was the Costin-Nathan he took to the punishing Targa Florio – and not as you might assume backed by a healthy private income but scraping together the cash for a season race by race. It takes you back to a way of racing life long gone.

It began with a Lotus 6: "That was a cheap way in – a racing car I could use on the road. It was my everyday car,

and I went on holiday in it!"

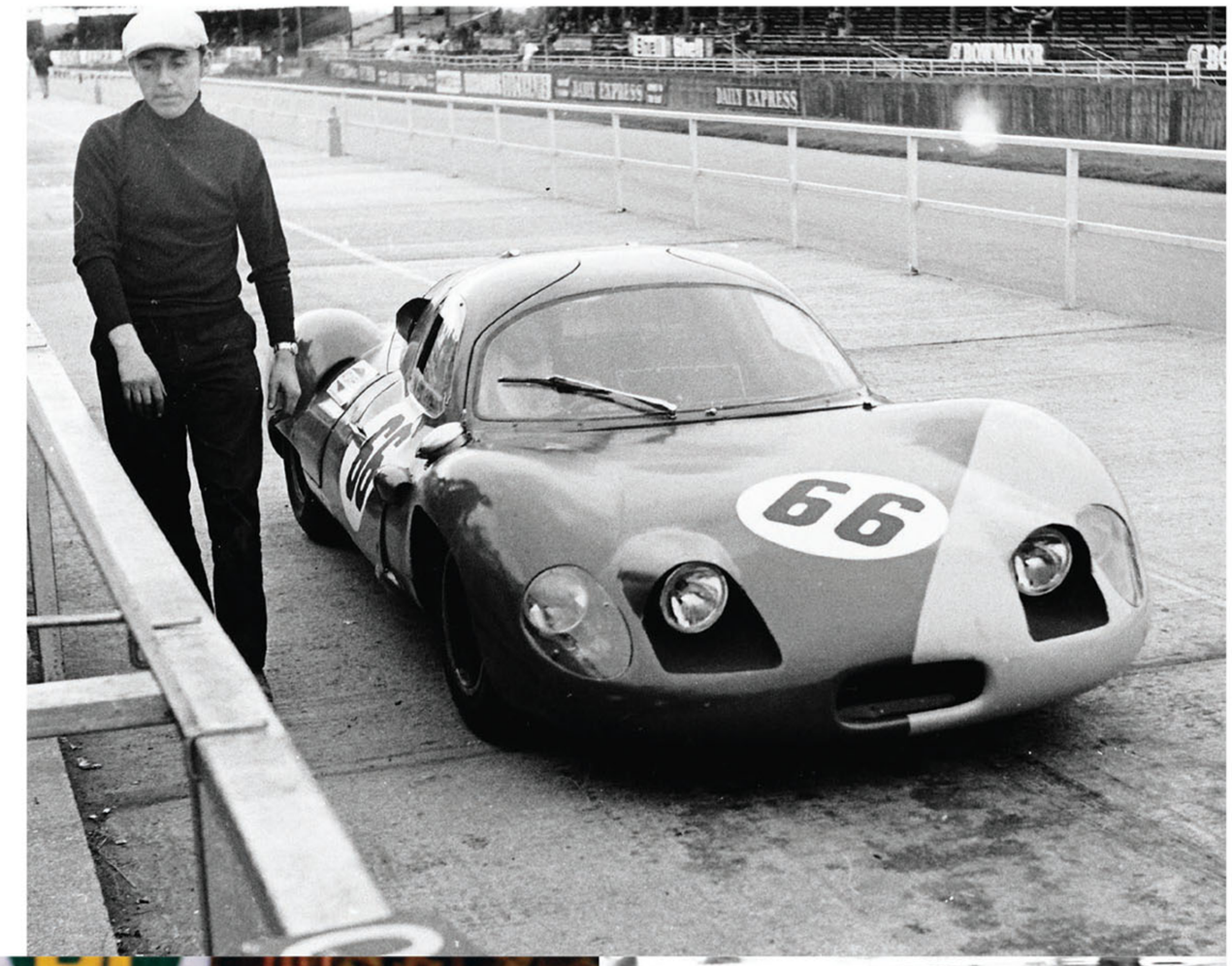
Trading up via a tweaked Mini to a broken Emery GT in which he fitted a Cosworth – "an absolute flyer!" – then a Diva GT – "a disaster, a travesty. Couldn't make it handle, but then no one could" – and a Ginetta, he began to race abroad in the World Sportscar Championship, getting to experience Spa, the Nürburgring and Vila Real in Portugal. "A fabulous circuit. Yes, there were cobbles and lamp-posts and tramlines, but that's the way it was. We didn't consider the dangers then, it was just the way you raced. You had a choice – you didn't have to go…"

Markey did have a job – with his engineering background he became technical manager at Fiat's UK operation – but chucked it in to race full time, even if that meant pulling pints off-season just to pay for his racing. "It was an obsession," he says. "I'd have sold my soul to race." That was a deal he didn't have to do, as far as we know, but by 1966 he was part of the travelling Brit pack who turned up wherever start money was on offer, many sleeping in their vans.

"We were gypsies," he says. "After a race at Vila Real we'd ring Paul Watson, who negotiated our entries and start money, saying 'what next?'. He'd say 'there's a hillclimb in Switzerland' so we'd go there, then ring home again and find there was £200 on offer for a race in Sweden, so off we'd go." It was a hand-to-mouth existence that went wrong in Italy. "With my friend in his Chevron B8 I did the 1000Kms at Monza, on the banked circuit, then set off to Sicily for the Targa Florio with my Costin-Nathan towed behind my Maserati 3500. But that was worthless then – just a few hundred quid. It broke down on the way but the Maserati factory fixed it – free, because we were going to the Targa. I got to Sicily but my co-driver didn't turn up so I had to fish for another." Through Jo Bonnier he found someone, the nephew of a Bolivian tin millionaire, but after John had put the Nathan ahead in the class, his co-driver took over, crashed, and walked away. "He just never reappeared," says John, clearly still riled. "by the time I could collect the car everyone had gone and I didn't get my start money. I had nothing in my pocket – I got to the *autostrada* and couldn't pay the toll. The police gave me a lift to Bologna so I could have some money wired from my bank."

Things became more settled in 1970 when John went to BMW, where as competitions manager he would later manage the dealer team in the vigorous ETC, while in 1969 he took on that Formula 1 Cooper-Maserati, once steered by Jochen Rindt and Vic Elford. "I bought that from Colin Crabbe," Markey recalls, "for £1500 including two spare engines, and I drove it round the streets of Bourne to try it out!" After some Formule Libre fun he came back to sports cars, driving Paul Gresham's ex-Willment Lotus 30 – and here's a comment I've not heard before. "Bloody good car, the 30! And bloody quick – it matched a McLaren M6B fastest lap at Brands." Much modified and updated to 40 spec, and latterly packing a full Weslake GT40 unit, that device ran in the funky Pink Stamps livery and John posted three seasons of success in it "until the fat wheels broke an upright and sent me into the bank at Mallory!"

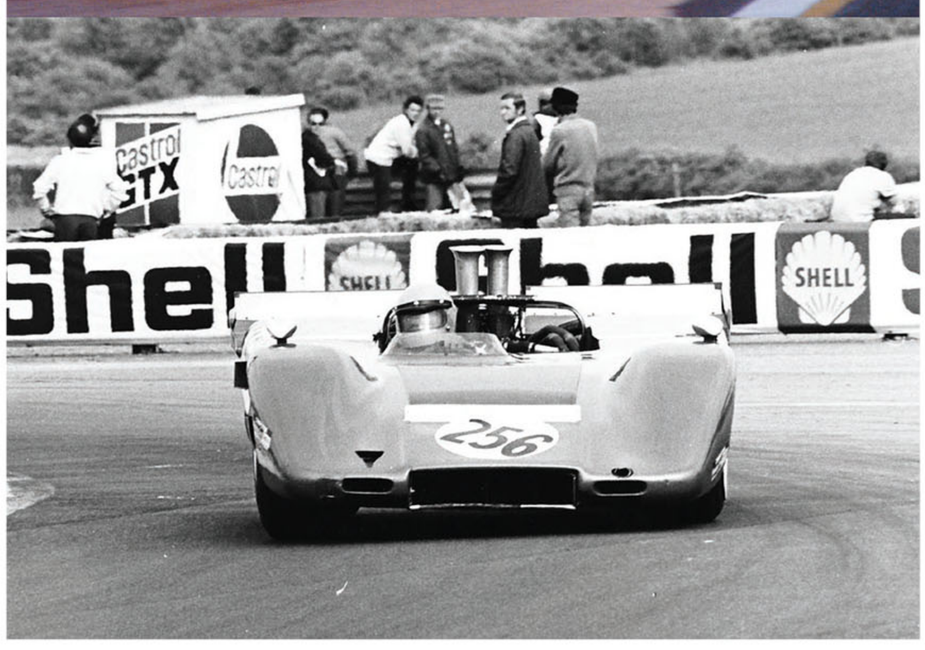
Things got tough for BMW Concessionaires in the mid-70s, what with recession and the three-day week, and Markey opted to leave – "they gave me a CSL!" – before landing a Toyota works seat in saloons and then racing those piercing Group 2 Mazda RX-3s in Production Saloons and the ETC with David Palmer. "Mazda gave us some help but we prepared the cars ourselves.











Right: testing Costin-Nathan with extra lights before Montjuich 12Hrs; below right, Diva Valkyr flew with 2.7 Climax; below, Mazda RX-3 in Spa 24 Hours

John Markey's favourite drive was aboard M6 Can-Am McLaren – "it really stretched you"

Sad – that could have been competitive if Mazda took it seriously. They made 230bhp and revved like hell, but it was not a lovely noise. Ralph Broad made an official complaint about it, and I'm still deaf in one ear!" That was still a bit shoestring, "although a sweets firm backed us. We practically lived on those sweets in the season."

Somewhere in the mix Markey raced an AMC Spirit with a Formula 5000 engine – "Hopeless. I was always one for lost causes…" and a 660bhp McLaren M6, the machine he recalls with most longing. A Mazda-powered Thundersports Ginetta provided a not hugely triumphant wrap-up to John's three decades of racing in the mid-1980s – "the Walkletts were 30 years behind the times" – before he formed a restoration business with Peter Colborne-Baber. "We built Proteus C- and D-type replicas very, very carefully – too carefully to make money on them."

With the rise of historic racing he and Peter began to prepare classics for competition before deciding to follow different paths, John's to H&H Auctions to create a private sales operation. "Some vendors don't like the publicity of an auction," he says, "and some worry that if their car doesn't sell first time, people may shy away from it afterwards." That's why John is based at the company's Hindhead showroom where customers can pore over a car without the time pressure of an auction viewing, and negotiate in private.

For someone in the business he's very frank about the market. "I don't like what's happened in the last five years – cars in the hands of investors, not enthusiasts. How can an E-type be worth more than £100,000? There are thousands of them." Does that mean he foresees a bubble burst? "No, I'm not convinced there will be a collapse. In 1989-90 it was triggered by the banking crisis, as it was all borrowed money. Now it's all cash – these people own these cars. But the market is levelling out."

Perhaps John should have cashed in his Ferrari Testarossa (1980s version), but he enjoys driving it too much, in between the MGB and Austin Big Seven. He has returned to racing in historics too, sharing various cars at Spa, Le Mans Classic and Silverstone Classic with his son Stephen who coaches drivers and prepares historic cars. And there's a Costin-Nathan in H&H's Chateau Impney sale this month, which John's been poring over with Roger Nathan…



WHEN LEFT WAS RIGHT

Trust *Motor Sport*'s readers to answer an abstruse query

SUCCESS. LAST MONTH I posed readers the challenge of digging out an example of a left-hand-drive car with a left-hand gearchange. Step forward Nick Anderson from Crawley, who points me to the Riley Pathfinder which topped the British company's range in the mid-1950s. This large, sophisticated 2.4-litre twin-cam four-door came well equipped – a heater was standard, not the norm in the Fifties – and offered buyers the choice of either two comfortable front seats or a full-width bench.

Which meant finding somewhere for the gearlever. Presumably Riley, with its proud reputation for quality engineering, did not feel a column change with its inevitable 'ankles and elbows' jointing was going to be good enough, especially given the substantial re-engineering needed between right- and left-hand-drive variants. Instead, customers received the straighter, more positive linkage of a floor-by-the-door change nudged into the outside corner of the bench – on whichever side the steering wheel found itself.

Just to prove it, Nick found a left-hooker example (top) for sale at Netherlands classic car dealer Lex Classics, whose pictures I've borrowed.

Nick, I'm sorry we don't do prizes, but give yourself a pat on the back.

ROUND BRITAIN WHIZZ

A coastal adventure for E-type owners – and all to raise funds for a good cause

FANCY DRIVING YOUR E-TYPE JAGUAR around the coast of Britain? E-type expert Philip Porter wants to hear from you – but don't worry, he isn't going to make you do the whole 3600-mile periphery. The plan is a relay run by the E-type Club, which Philip founded, formed of 18 one-day stages of about 200 miles a time starting near Goodwood right after the Revival and running from September 12–29.

Participants can do just one stage or as many as their stamina holds out for, the overall aim being to raise money for Prostate Cancer UK. To that end passenger rides will be auctioned off for each day. Porter himself, a top author and historian of the model, will drive one of his two historic E-types, 848 CRY, which as well as having a busy race history in period went on to appear in the film *The Italian Job*. Let's hope they don't meet any sinister black Fiat Dinos on a mountainside. More details from louise@e-typeclub.co.uk



E-types will assemble in September for a relay run around Britain



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FROM THE ARCHIVES WITH

DOUG NYE



Our eminent historian dips into the past to uncover the fascinating, quirky and curious



Fernand Gabriel's 'Dauphin' Mors led when Paris-Madrid race was stopped, having averaged 65mph to Bordeaux – 103 years ago

GP LIBRARY

THE GORILLA IN THE ROOM

A racing driver's skills have been negotiable assets from the start, as Mercedes has cause to know

TO GO MOTOR RACING at any level requires an 800lb gorilla in the room, one that drivers' memory and the record books seldom unveil. Money's the thing. Back in April 1903, the enthusiastic and provenly capable Belgian Baron, Pierre de Caters, signed a contract with Mercedes of Stuttgart. He was the originator of the Circuit des Ardennes multi-lap road race, and a most capable driver with the personal wealth to fulfill his enthusiasm.

Even so, he was effectively on an earner from Mercedes for 1903, when he agreed to drive the latest model Mercedes 'Ninety' in both the Paris-Madrid race and the Gordon Bennett Cup. In return the Cannstatt company agreed he could either keep the 'Ninety' provided for him to drive, or select any other model from the German manufacturer, to be delivered within six months. Should he finish in the first three places in Madrid, he would also be rewarded with a second Mercedes of choice. Any finish in the next three places would earn him a 33 per cent discount, and should he set a speed record over either a timed kilometre or mile during the great race, Mercedes would give him a 50 per cent discount.

While the good Baron was no doubt working out in the gym with his fitness coach and earnestly consulting his dietician on where and when whatever porridge compound should be ingested – a rather different breed of driver sparked Mercedes' interest.

This was Fernand Gabriel, the Mors 'scorcher'. Continental Tyres director Tischbein wrote to Emile Jellinek – the mastermind Mercedes promoter – to report rumours that Gabriel had split from the French manufacturer and his services as a professional racing driver could be available. Tischbein went on: "I ask you to arrange for Gabriel to start on Continental… Of course we are prepared to remunerate Gabriel accordingly."

Tischbein later specified "5000 francs for Gabriel" – but the doughty driver knocked back Mercedes' blandishments. He wanted 20,000 francs (about £62,000 today), writing: "To avoid litigation, I had to go back to the house of Mors. But I have a new idea. At the moment I am on the books of Mors. With a corresponding allowance I would be able to disengage in order to switch to Cannstatt… You could divide the sum as follows: Continental 7000, Charley…" – Lehmann, Jellinek's flamboyant Paris salesman – "…7000 and you…" – Mercedes – "6000 francs. Thus all would be clarified and open."

Emile Jellinek approached the Cannstatt board to increase their Paris-Madrid expenses budget of 25,000 francs, but Gustav Vischer – Mercedes' marketing director – vetoed this. So Gabriel stayed with Mors and his no168, its upturned boat-bodied aerodynamics slicing through the air, averaged 106kph on the opening Paris-Madrid race leg from the French capital to Bordeaux. There – since the great race had left a trail of death, and mayhem in its wake – the competition was stopped by Government authority. Only 114 cars of the 224 that left Paris actually reached Bordeaux – and they were ignominiously towed by horses to the railway station to be freighted back to Paris. That May day of 1903 marked the nadir of international motor racing in its developmental period, and the death of city-to-city racing on open roads. Marcel Renault, Claude Lorraine Barrow, Pierre Rosez, Willie Nixon, a Brouhot mechanic, a spectating soldier, a child and another spectator were also dead – and many more injured, some critically.

Money, mechanics and irresponsible, sheer bloody murder were all embodied within the fabric of major-league motor racing, back in that pioneering period.



Variety show – 1981 British Grand Prix would culminate with a different marque in each of the top 14 slots

PUB QUIZ HEAVEN

The go-to volume to discover racing trivia you didn't even know you didn't know

MOTOR RACING FACTS, AND factoids, make a fascinating study for some enthusiasts. Less so for others, though the common interest makes a 'fact book' – absolutely packed with all the information you could ever wish to know about world championship Formula 1 racing (and much that you would never dream of needing) – a very diverting and intriguing thing in which to dip.

Any such work is always limited by its date of publication, since Formula 1 racing is an ongoing serial that has been with us in essence since 1948, and has been organised into the FIA world championship series since 1950. It's against this background that easily the finest Formula 1 fact book that I have ever seen, has just been published.

Formula1: The Knowledge – Records and Trivia since1950 compiled and published by David Hayhoe – *Autocourse* annual's respected statistician – is a most remarkable piece of work. It's not only packed with facts, factoids and intriguing trivia. It's also nicely produced and well illustrated. And it's a really substantial, hefty tome, extending to fully 434 pages, jam-packed with small print data.

In an era when TV race commentators fill the dull and uninspiring longeurs of Grand Prix tedium with statistical observations of mind-numbing crassness, here's the work to which they really should refer.

Item 276: 'Consecutive podium one-twos by drivers of the same nationality'; Item 573: 'Drove three or more different car models during a race weekend'; Item 574: 'Murdered Formula 1 drivers' (a mercifully brief list of just two, Jackie Pretorius in South Africa and Ricardo Londono in Colombia); Item 825: 'First race with a front row immediately followed by others' (look it up, it's not as complex a concept as it sounds); Item 914: 'Percentage of laps led in a season without becoming constructors' champion'; Item 1013: 'Different front row position engine makes in a season'.

Amongst all of this incredible data, Item 953 captured my interest, reminding us of the record for the number of 'Different constructors in each of the top finishing positions'. Good Lord, that's an intriguing notion. How many might that be, contrasting cars from perhaps five, seven, maybe nine different constructors coming home at the top end of the results? Surely it can't be into double figures?

But it is. The 1981 British Grand Prix at Silverstone finished with no fewer than an incredible 14 different makes filling the top 14 positions. The result read, in fact, as follows: 1st, McLaren (John Watson); 2nd, Williams (Carlos Reutemann); 3rd, Talbot Ligier-Matra (Jacques Laffite); 4th, Tyrrell (Eddie Cheever); 5th, Brabham (Hector Rebaque); 6th, ATS (Slim



LAT

Borgudd – remember him?); 7th, March (Derek Daly); 8th, Osella (Jean-Pierre Jarier); 9th, Renault (René Arnoux); 10th, (classified though retired) Arrows (Riccardo Patrese); 11th, (also classified though retired) Theodore (Marc Surer); then notionally 12th although retired came Alfa Romeo (Mario Andretti); 13th, Fittipaldi (Keke Rosberg); and finally 14th Lotus (Elio de Angelis). The first team-mate for any constructor team to feature in this result list was then Alain Prost's Renault, in 15th place.

I find this an incredible statistic, one that underlines the strength of support at that time for a practical, affordable, still sporting-orientated Formula 1. It was one in which the importance of a multiple cast of runners and riders – supplying a now much-missed supporting cast of cannon-fodder to make the superstar teams and drivers look really good while materially contributing to their difficulties on track – was actually not only understood but was provided for the viewing, paying, spectating enthusiast audience. Makes you want to spit?

David Hayhoe's remarkably thought-provoking book is available from all good dealers; published by David Hayhoe Publications 2016, just quote ISBN: 978-0-9935329-0-0. UK price is £35. You really do get your money's worth too... as did the British Grand Prix spectators that unusually significant day at Silverstone in 1981...

WORKING MORE OR LESS EVERY day with archive motor sporting photographs, it takes something quite unusual to catch the eye. Sifting through some 1966 Le Mans 24 Hours material just now, here is one such negative. It's actually pretty prosaic – just an overhead view of the cars being readied on the pit straight to be arranged into their starting echelon, ready for the traditional run-and-jump Le Mans-type start.

What makes the photo startling – at least to my eye – is how much it looks like a model car diorama; hardly reality at all, more like someone's beloved display of 1:43-scale miniatures, or some such.

The nine cars in the scene provide pretty much a cross-section of Le Mans at its then pinnacle period. Heading right to left are the two 7-litre Ford GT Mark II cars – number 4 the Holman & Moody-entry for Mark Donohue/Paul Hawkins whose transmission will fail after a mere 12 race laps – and no7 is Alan Mann Racing's XGT-2 for Graham Hill/Brian Muir, who would survive for 98 more laps... but still not reach the finish.

ONE CAPTURED MOMENT

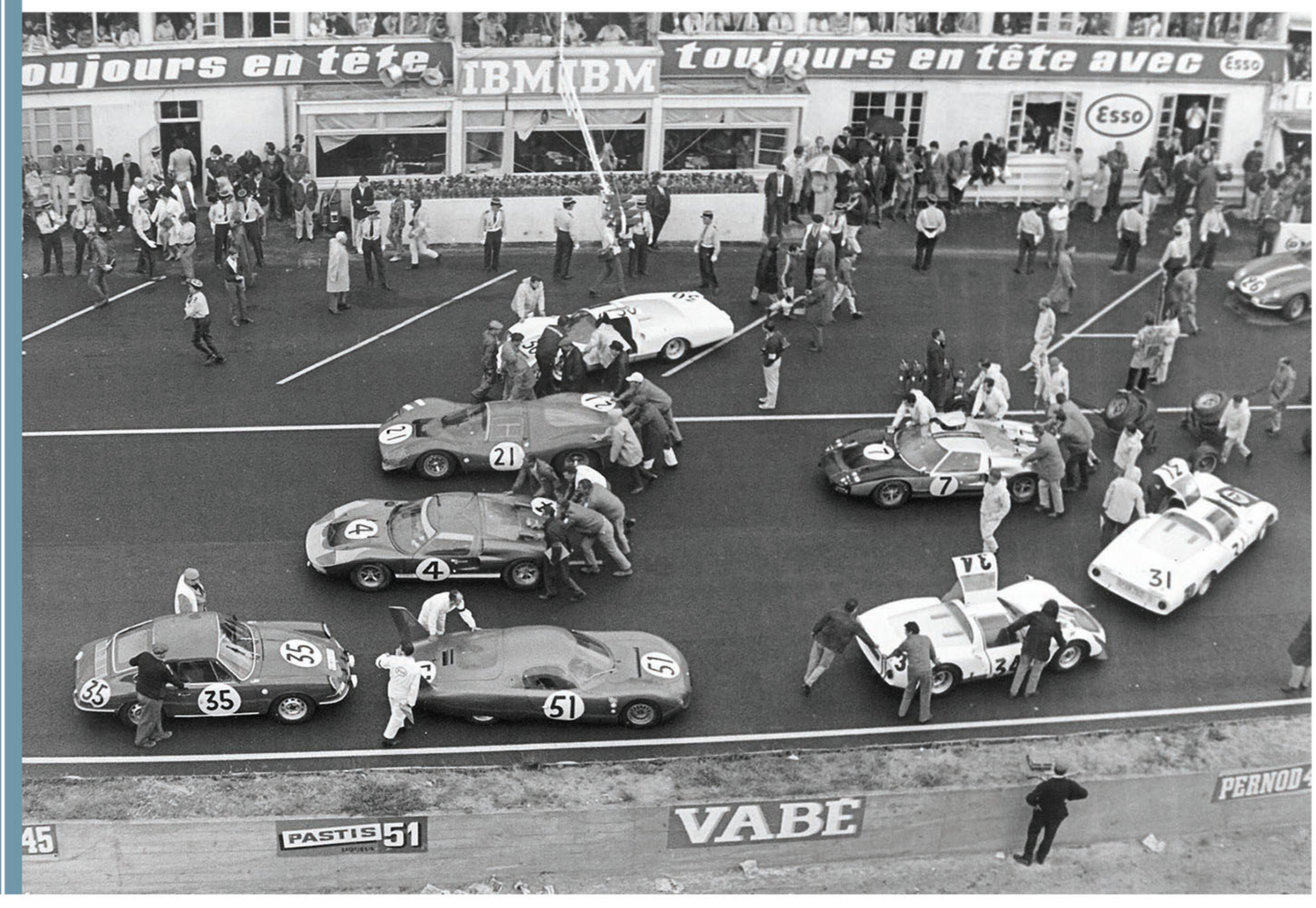
A casual photograph, snatched before the action starts, and yet a truly evocative scene from five decades ago

These big Fords characteristically outnumber the lone works Ferrari there, no21, which is the 330P3 Berlinetta for Lorenzo Bandini/Jean Guichet – another retiree, its engine expiring 226 laps into the day-long grind.

In the background, top of the frame is no30 – the first finisher amongst this selection – the works-entered Porsche 906 Langheck coupé co-driven by Jo Siffert/Colin Davis to finish a remarkable fourth overall and win the 2-litre prototype category. Over to the right can just be seen the nose of no26 – the Ed Hugus-entered Ferrari 275GTB/C shared by Giampiero Biscaldi/Prince Michel de Bourbon-Parme. Would they make it? No. Sidelined by transmission trouble, 218 laps completed.

And heading left to right in the foreground of this remarkable frame: no31, Hans Herrmann/Herbert Linge works Porsche 906LH, destined to chase home Jo Siffert/Colin Davis, fifth overall. No34 is French importer Auguste Veuillet's standard-bodied Porsche 906 for veterans Robert Buchet/Gerhard Koch, crashed after 110 laps; no51, first of the French aerodyne tiddlers, the Claude Laurent/Jean-Claude Ogier CD-Peugeot SP66, which would crash after 54 laps, and no35, yet another car crewed by real Le Mans veterans, in this case 'Franc'/Jean Kerguen's private Porsche 911S which would finish 14th overall, or second-last, but winning the 2-litre Grand Touring class.

OK, you might say, very clever – so that's covered the cars, now name the people. Well... I might get back to you on that one. I just liked the photo – commemorating the 50th anniversary of that event upon a much wider front than Ford's great win alone. M



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PARTING SHOT

JULY 7

1974

DIJON-PRENOIS, FRANCE

The Lotus 72 was by now in its fifth F1 season – but that was no barrier to its continued success (the team having temporarily abandoned the complex 76 that was supposed to replace it). Ronnie Peterson qualified on pole for the French GP – and won convincingly after closest rival Niki Lauda (Ferrari) dropped back with handling problems.

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