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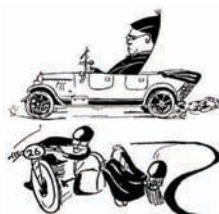
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Joe Dunn
Editor
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Congratulations to France. It is never easy to win a global competition, especially against better-fancied teams, but our Gallic cousins managed it last month.

I am talking of course about Jean-Éric Vergne becoming the 2017-2018 Formula E drivers' champion. The Frenchman claimed his glory during the last meeting of the season in New York, on the same weekend that his compatriots were busy winning a little-known footballing competition in Moscow.

To those yet to be converted to Formula E, Vergne's name may be familiar from his days in Formula 1 where he competed for Toro Rosso between 2012-2014. After losing his seat he moved from there to Andretti in the first season of FE in 2015, then on to DS Virgin before settling with his current team, Techeetah, in 2016. His victory means that FE has had four different champion drivers in as many seasons.

But that level of unpredictability is not all that separates FE from more traditional racing series, because Vergne's win also came at the wheel of what is technically a privateer car - remember those? Techeetah is one of two teams with no manufacturer backing in the series (the other being Dragon Racing). Given that Formula E features some big-name factory teams including Audi (which won the title for manufacturers, which you can read more about on page 68 of this month's magazine), Renault and Jaguar, that is no mean feat.

Techeetah's achievement is a testament to how the rules of FE have helped create an environment where the sport can offer the sort of entertainment that fans want. Chief among these is a power cap. This means there is no need for teams to spend millions on development and levels the playing field during qualifying, by putting the onus on driver ability rather than engineering clout. It also enables relatively small teams like Techeetah to compete - and makes the racing much closer: the 2017-18 season had 12 races and five different winners. In fact, with three victories, Vergne was the only driver to win more than twice. Hardly the dominant Hamilton/Vettel F1 equation.

Of course, too much can be read into this and it is true that the series has a long way to go in terms of the visceral excitement that comes as standard with other forms of motor sport. But the idea of plucky privateer teams taking on established manufacturers and winning in a David against Goliath battle should be an intrinsic part of the modern motor racing landscape. FE seems to understand this.

The irony is that unlike WEC, for example, FE has been making headlines over recent months for the number of manufacturers it is attracting: Nissan, Porsche, BMW and

Mercedes have all signed up for the series. Perhaps the real story is not the big teams, but the success of the existing, smaller ones.

A NOT ENTIRELY UNRELATED THOUGHT OCCURRED to me at the unveiling of the 50-metre tall Porsche sculpture outside Goodwood House ahead of the 25th anniversary edition of the Festival of Speed. It is an enormous event and a huge draw for car fans, but the murmurings of dissent - claiming that size has diluted some of its original charm - have been

growing in recent years.

I am unconvinced, but an antidote to big and brash can be found in the bucolic fields of Suffolk, where the Heveningham Hall Concours d'Élégance takes place.

Much like Goodwood, the event is set against a backdrop of stately splendour - in this case the magnificent Palladian-style Hall itself, reputed to be one of the finest houses in England. Over dinner, hosted by Lois Hunt, wife of estate owner Jon, the talk veered from pre-war Bugattis to paintings by Constable before settling on the subject of cars as pieces of art in their own right.

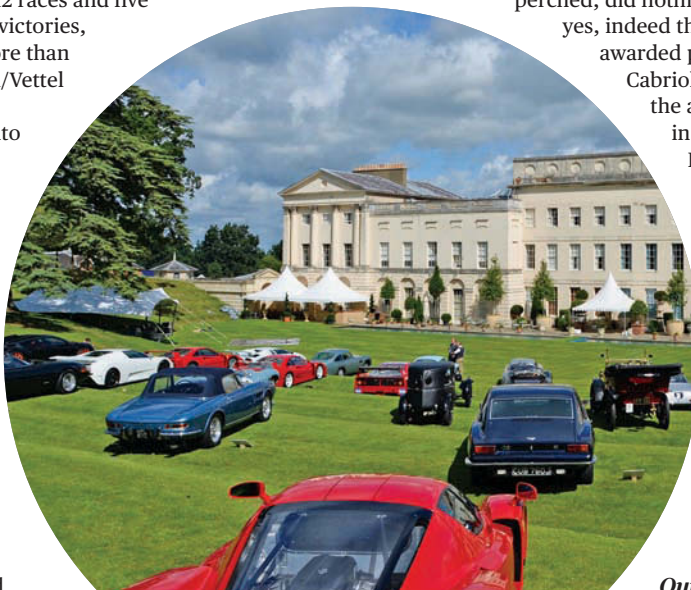
"Vergne's win came at the wheel of what is technically a privateer car - remember those?"

The view from the window over the terraced gardens on which more than 50 extraordinary cars - including Nick Mason's 250 GTO, a C-type, a couple of Frazer Nashes and a Pagani Zonda - were perched, did nothing to challenge the conclusion, that yes, indeed they are. For the record, the judges awarded prizes to a 1939 Delage D8-120

Cabriolet, winner of the pre-war category, the aforementioned 1962 Ferrari 250 GTO, in the post-war category and a 1987 Porsche 962 in the supercar category.

The Concours is allied to a traditional county fair - complete with shire horses and dog and duck displays - but it has petrol coursing through its veins with a hillclimb, classic car rally and air display all part of the mix.

But perhaps its greatest asset is its modest size (about 10,000 people visit over the weekend, all proceeds going to charity) and independence of spirit - qualities motor sport should continue to celebrate. ☑



Our October issue is on sale on August 28



French, Austrian & British Grands Prix

THE BATTLE FOR POWER

Mercedes and Ferrari have introduced mid-season engine and aero upgrades, but that hasn't made the competitive hierarchy any clearer

Mark Hughes

As the F1 circus arrived at Paul Ricard for the first time in 28 years, and at the first French Grand Prix in a decade, Mercedes was nervous but excited. There was still a question over the new engine spec that had been due to go into the cars at Montréal, but which was withdrawn at the 11th hour after a tolerance issue was discovered on the dyno at Brixworth. It wasn't something likely to have stopped the cars in Canada, but it potentially made it unlikely that the engines would have been able to complete their allocated seven-race stint in this era of three engines per season. So the original high-mileage Phase 1 engines had remained in the cars in Canada, where Valtteri Bottas and Lewis Hamilton finished second and fifth respectively, well behind Sebastian Vettel's flying Ferrari, newly fitted with a Phase 2 engine of its own.

For the Friday practice sessions in France, Mercedes would run the modified Phase 2 (now labelled 2.1) and make a call immediately afterwards. As a precaution, there were a couple of newly built Phase 1s waiting, but it would be a potentially damaging blow if they had to be fitted, for it would mean they'd be without the Phase 2's power gains for seven races or thereabouts - possibly

crucial in the midst of a close title fight with Ferrari. Those gains were significant, in the region of 20bhp and surely now nudging the motor towards the 1000bhp barrier on full electrical deploy.

The practice sessions went fine, aside from a minor water leak for Bottas - and the decision was confirmed. The more potent Phase 2.1 motors would be in the cars for the next stage of the season. Mercedes duly wrapped up the front row, pole-sitter Hamilton an impressive 0.4sec clear of Vettel's third-fastest Ferrari. "The new engine isn't the reason we're on pole," he said, boldly. No, but it was at least half the reason. The rest of it was the W09's aero efficiency - which is particularly valuable down that long Mistral straight. Ferrari feels its slightly shorter car still lags behind the Merc on how much drag it carries for a given amount of downforce and Mercedes feels that the Ferrari might just have a little more total downforce. As for grunt, the various team analyses suggested Mercedes had edged narrowly back in front.

Hamilton won the race unchallenged, his task made far easier by Vettel locking up and hitting Bottas on the first lap - sending Hamilton's two strongest challengers to the pits on lap one. So far, so good - and Hamilton retook the championship lead. ☑



Sebastian Vettel leads Lewis Hamilton, left, en route to victory at Silverstone, where Mercedes had been expected to set the pace

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Verstappen won in Austria after a rare double DNF from Merc. Things were simpler for Hamilton in France, above



“Mercedes went out with its first double mechanical retirements of the hybrid era”

— RED BULL'S HOME WIN —

Next in this mid-summer triple-header sequence was Austria, one of the calendar's most power-sensitive tracks. Two very significant developments, one each from the title-contending teams, played out here - and that of Mercedes was highly visible. The top corners of its sidepods had been pared right back, even exposing part of the upper side impact structure. This stopped short of separating the pods entirely from the structure - the 2017 Ferrari innovation that had proved so influential on this year's crop of cars, but not the Mercedes - as that would have

WORD ON THE BEAT

Rumour and gossip from the F1 paddock

CHARLES LECLERC and **FERRARI** continue to be linked for next year. The Monégasque rookie's sparkling form in the Alfa Romeo-liveried Sauber has strengthened his prospects of joining Sebastian Vettel at the Scuderia and, at the



required a new monocoque shape. But it was definitely a move towards the Ferrari philosophy. And it delivered a significant aero boost. Impressively, it was super-fast as soon as it hit the track and Bottas for one was raving about the increased rear stability. In fact, it was working a little too well initially as both he and Hamilton were tuning out understeer during practice. With the old car, it had usually been oversteer.

This has never been a great track for Hamilton and he was edged out of pole by Bottas. But around a very short circuit, they were 0.3sec clear of Vettel's Ferrari. Ah yes, but.... Mercedes wasn't initially taking too

much notice of Vettel's claim that he lost a couple of tenths on his lap by being over-aggressive in trying to match the Mercs. The real difference, he reckoned, was only a tenth. Merc began to take that claim a little more seriously when it analysed the GPS data and speed trap readings from Q3. Not just of Vettel's car - but all of the Ferrari-engined machines. The Haas of Romain Grosjean had split the Red Bulls to qualify sixth! That was the other development; Ferrari was running its Phase 2 engine much more aggressively than hitherto, now that certain reliability parameters had been established. It was in Austria that Mercedes realised its new Phase

2.1 was not, after all, going to return its power advantage over Ferrari, as had looked to be the case in France when the Scuderia was still running its unit conservatively. Neither of them won the race. That was the destiny of Max Verstappen's Red Bull after Mercedes went out with its first double mechanical retirements of the hybrid era. Bottas stopped when running second with a hydraulic leak from the power steering, Hamilton pulled off from the lead with no fuel pressure after a spring broke in the pump. Vettel had been dropped three grid places for impeding and was restricted to third at the end, behind team-mate Kimi Räikkönen. 🏁

time of writing, a deal was believed to have been agreed but not yet signed. Meanwhile, **KIMI RÄIKKÖNEN** continues to fight to retain the seat and said upon climbing out of the car at Silverstone: "Obviously I did the best I could, but there seem to be some opposite views on what I'm doing, unfortunately, so we'll see." Others - notably **NICO HÜLKENBERG** and **PAUL DI RESTA** - have previously been in the situation of having a Ferrari seat agreed but not signed, only for Räikkönen to rescue his drive with some strong performances.

Between the Austrian and British Grands Prix, **ERIC BOULLIER**

became the latest victim of **McLAREN'S** current difficulties, resigning from his position as racing director. Two new roles - performance director and sporting director - have been filled by **ANDREA STELLA** and **GIL DE FERRAN** respectively.

DANIEL RICCIARDO has admitted that his intention is to remain at **RED BULL**, although at the time of writing a new contract had yet to be announced. **MERCEDES' NIKI LAUDA** confirmed in

Austria that the team will run next year with an unchanged line-up. Both **LEWIS HAMILTON** and **VALTTERI BOTTAS** are expected to sign two-year contracts.

FORCE INDIA shareholder **VIJAY MALLYA** is the first person to be pursued under a new Indian anti-financial fraud law, the Fugitive Economic Offenders act, which has been established to pursue those suspected of financial fraud in India who then evade prosecution by remaining

outside the jurisdiction of the Indian courts. Mallya is contesting the charges.

The **MIAMI GRAND PRIX** is looking less certain to be held in **2019** following organisational delays. It's now looking more likely that the first race will be in **2020**, although it may get a provisional place on the 2019 calendar.

The latest developments in emissions scandal **DIESELGATE** seem to have delayed **PORSCHE'S** plans to return to Formula 1 in **2021** - possibly indefinitely. This has had a further knock-on effect on F1's engine regulation discussion (see P36).



AGAINST THE ODDS

The ramifications of Austria seemed set to make Silverstone delicately poised - but surely Mercedes was favourite given the high-speed nature of the track, where aero efficiency comes into its own? That and Hamilton's virtuosity through Maggotts/Becketts. The latter was very much on display as Hamilton squeezed out one of the all-time great pole laps. The in-car footage of that lap had hard-bitten former F1 drivers open-jawed in admiration. Yet it secured him his 76th pole only by the margin of four-hundredths of a second from Vettel's Ferrari, which in general running looked the faster car. The pole lap was Hamilton more than Mercedes. Ferrari had brought a potent aero update, with elongated slots on the outer edges of the floor to increase the power of the vortices that seal the underfloor, doing the job that nylon skirts used to do in the olden days. There was an accompanying change to the diffuser better to exploit the more powerful flow. Furthermore, a frame-by-frame comparison of the laps of Hamilton and Vettel showed that the Ferrari was making time up down the straights. It had more power.



Now that Abbey, Copse and Maggotts are flat-in-top for everyone, that power has come to be even more meaningful in that it can better overcome the speed-sapping tyre scrub that is revealed by the slight deepening of the engine tone as the driver remains flat on the gas. This was the reason the Red Bulls were nowhere. So, on a Mercedes track Ferrari was Mercedes-quick. That was a worrying development for Mercedes. Even more so after Vettel stormed into the lead at the start and kept it until the end. Hamilton was nudged into a spin by Räikkönen on the first lap but recovered to second, helped by having 22sec of deficit wiped away by a safety car. Bottas had taken up the initial chase of Vettel, but the Ferrari comfortably had the legs of the silver car. For the first time in the hybrid era, was Mercedes now the underdog? That was the somewhat startling question arising out of a three-weekend sequence of tracks the team had been expected to dominate. 📧



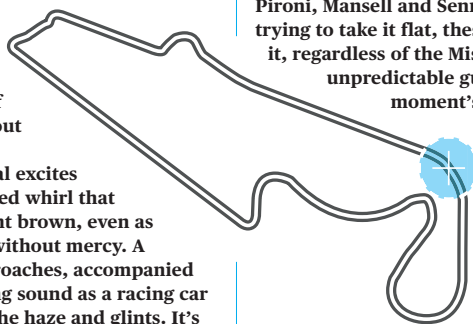
SIGNES CURVE, CIRCUIT PAUL RICARD

TRACKSIDE VIEW

A famous straight reappears on the Formula 1 schedule

The Mistral is blowing insistently, funnelled down from the Sainte-Baume mountains, a brooding, powerful presence sitting behind the start of that now-punctuated back straight. Wispy cumulus of purest white is being pulled by the cirrus above it against a bright blue sky. A heat haze shimmers off the long, thin strip of black that stretches out to a distant pinpoint. Sometimes the Mistral excites the dust into a frenzied whirl that filters everything light brown, even as the sun beats down without mercy. A distant stranger approaches, accompanied by an echoing droning sound as a racing car takes on form amid the haze and glints. It's little more than a bullet tip way down there, but as it becomes bigger in the frame, ripping open a space in the air's fabric, at these 200mph speeds that air makes a sound as it's displaced, a dull rumbling whoosh even above the engine note trailing behind. You can *hear* how much downforce they have, just by implication from how much air is being moved. It grinds the tyres through

the legend of a corner that is Signes, where from low in the cockpit your life options narrow to a point that only faith carries you towards it at 325kph (202mph). These cars are monsters of downforce. At a place where in the ancient past ballsy giants such as Pironi, Mansell and Senna crashed heavily trying to take it flat, these cars just consume it, regardless of the Mistral's tail wind and unpredictable gusts. Flat without a moment's hesitation,



underbody sparks dribbling out behind, they devour the corner and exit still hungry for more. The Mercedes and Ferrari-engined cars are flat in eighth as they turn in, their Renault counterparts flat in seventh and upchanging, still accelerating, mid-corner. It's visually impressive but way less a test of driver than last time we were here, when how the Mistral dealt her favours played a much bigger part in determining which brave guys got through and which did not.





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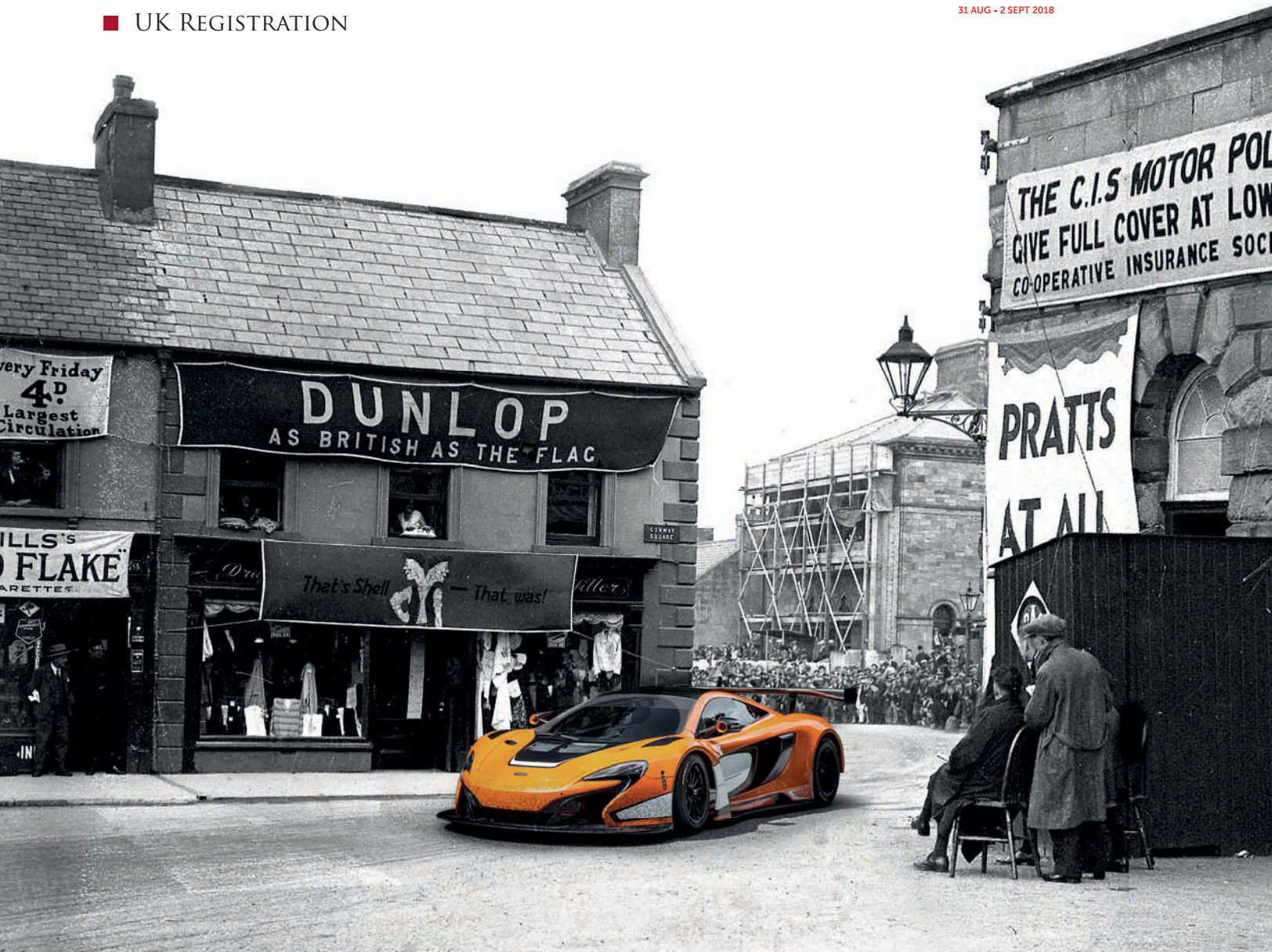
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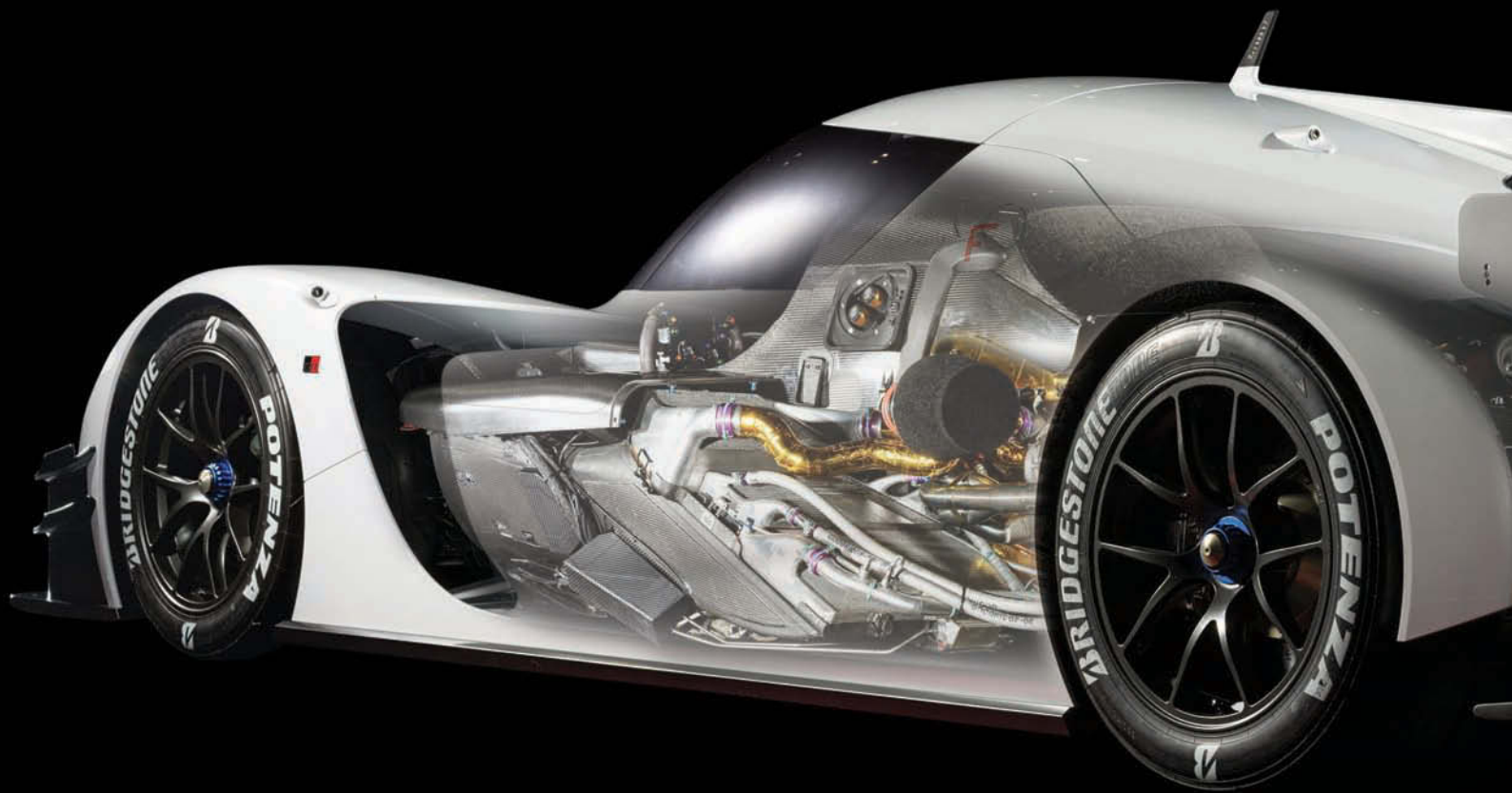
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Toyota's striking new GR Super Sport concept runs the current TS050 petrol-hybrid drivetrain





“The new rules will put aesthetics ahead of aerodynamics”

HYPERCARS FOR THE TRACK

Revolutionary rule changes are set to alter the face of the WEC and Le Mans 24 Hours

Gary Watkins

Could a McLaren Senna really go up against an Aston Martin Valkyrie for outright honours at the Le Mans 24 Hours early in the next decade? Not quite. But the machines vying for honours in the World Endurance Championship from the start of the 2020/21 season will look for all the world like the most exotic hypercars on the market.

The ‘hypercar concept’ rules outlined ahead of this year’s WEC blue riband at Le Mans in

June will call for pure-bred prototypes, but crucially the regulations will allow manufacturers to style the machines in the LMP1-replacement class after their road-going machinery. Or rather demand it. It is intended, said FIA’s Endurance Commission president Richard Mille, that the cars should look like “hypercars, supercars, luxury GTs or concept cars”.

Toyota, one of the leading players in the discussions that lead to the ‘hypercar concept’, has already given a sneak preview of what a 2020/21 Le Mans contender might look like. It revealed its GR Super Sport concept, which incorporates the latest TS050 Hybrid powertrain, at the start of the year and displayed the car to Le Mans in the summer.

The rule makers, the FIA and Le Mans organiser and WEC promoter the Automobile Club de l’Ouest, have come up with a tag line for a category that has been in the works since last autumn. The class will put “aesthetics over aerodynamics”, they say, in an attempt to increase the appeal to the fans and, therefore, the manufacturers at a time where only one (Toyota) remains standing in LMP1.

The means by which the competitiveness of an array of different-looking cars – machinery whose shape is not determined by the windtunnel – will be guaranteed is also at the

heart of the dramatic cost savings at the base of the new regulations. The aerodynamic performance of the cars will be limited: maximum downforce and minimum drag figures will be prescribed in the regulations.

The message to participants – whether manufacturers or independents in what is a one-for-all class – is that costly aerodynamic programmes will offer no gain.

“The idea is that if you define the values then there is no reason to spend money on windtunnel development because you will get no reward,” explained Vincent Beaumesnil, sporting director of the ACO. “This will be a new process in which we will measure the cars in the windtunnel and make full body scans of them. This way we can make sure that the cars can go up to the point we lay down, but not go over it.”

The cost savings will be immense, according to Toyota Motorsport technical director Pascal Vasselon: “The target is aero efficiency at an achievable level, not at a level that requires 30 people over three years. It should be achievable by a team with a few good CFD [computational fluid dynamics] engineers.”

Active aerodynamics will also be allowed. This is regarded by the FIA and the ACO as a means to lower development costs and will allow them to prohibit separate bodywork configurations for the shorter WEC races, mostly held on Formula 1 tracks, and the unique demands of the Le Mans circuit.

FIA technical director Gilles Simon said that moveable aerodynamic aero parts would allow for “greater efficiency at lower cost”. He added that it was the “right time” to allow active aero on prototypes in the WEC because such systems are becoming increasingly common on high-performance road cars

HYBRIDS RETAINED

The new class, which will initially have a five-season lifespan, will mandate hybrid technology, but at a significantly reduced level. The present P1 rules allow for two energy-retrieval systems, but the new regulations will demand a single front-axle KERS. Hybrid power output will come down from today’s 300kW (just over 400bhp) to 200kW (approximately 270bhp).

This is part of the cost-reduction strategy, which will also include the use of common control electronics for the hybrid systems. The use of a spec hybrid system to be used by manufacturers or privateers not wanting to develop their own was explored. It was abandoned in favour of an idea borrowed

from Formula E. Manufacturers developing energy-retrieval technology will have to make their system – battery and all – available on a lease to other participants.

BUDGETS SLASHED

The aerodynamic limitations and the reduction in hybrid technology are not the only tenets of the new rules designed to reduce cost. Engine performance will also be capped and the cars will be significantly heavier. At 980kg they will be more than 100kg heavier than the current cars, reducing the need for expensive materials.

The ACO and the FIA believe budgets of between £20-26 million are realistic for the new category. This represents approximately 25 per cent of the £89 million that Toyota is generally reckoned to spend annually. Porsche and Audi were believed to have had recourse to significantly larger budgets.

The new breed of cars will be heavier and have less downforce than the current generation of twin-hybrid LMP1s, but lap times will be only marginally slower. The rule makers have a target qualifying lap of 3m20s around the eight and a half miles of the Circuit de la Sarthe at Le Mans, which is only five seconds slower than this year's pole position mark from Toyota.

This will be achieved courtesy of the extra 200bhp available from their conventional internal combustion engines. The twin-turbo V6 that powers Toyota's TS050 probably has little more than 500bhp, but the new cars will be allowed 700bhp.

COMMON RULES

The ACO has made it clear that it wants the North American IMSA SportsCar Championship to adopt its new rules in the future. IMSA officials participated in the

discussions that led to them, but it has so far balked at signing up to them.

IMSA boss Scott Atherton insisted that the £20-26 million a season budget was still some way north of that being spent by the manufacturers racing Daytona Prototype international machinery in the series.

"What we do not want to do is to embrace a set of regulations that abandon the core elements of what has made our current platform successful," he said. "We have spoken to several manufacturers who share our opinion that even with what has been achieved in terms of cost reduction it is not yet to a level that would enable them to participate."

WHO'S COMING TO PLAY

That isn't clear at the moment. Five manufacturers were actively involved in the discussions that led to the 'hypercar concept' – Toyota, Ferrari, Ford, Aston Martin and McLaren – and a sixth, Porsche, was present as an observer.

All are predictably saying that it is too early to make any commitment. The broad concept of the rules has been defined, but the rulebook still needs to be written. That's a process that started at the beginning of July and needs to be completed by November. FIA stability rules mean the regulations have to be in place by January 1, 2019, so they have to be signed off by the December meeting of the FIA World Motor Sport Council.

Toyota has given the clearest indication that it will be on the grid when the new rules come into force in the autumn of 2020, at the start of the second edition of the WEC winter series. Toyota's motorsports boss, Hisatake Murata, asked Shigeki Tomoyama, his company's executive vice president whose remit includes motorsport, at a press event if the GR Super Sport could be raced. The answer was in the affirmative. ☑



HOT TOPIC

CROSSING THE DIVIDE

DTM and Super GT agree to share rules in bold step

One of the longest-running sagas in world motorsport has finally come to a conclusion. The drive for common rules across the German-based DTM touring car championship and the Super GT Series in Japan, something which goes back to the start of the decade, has reached fruition. From 2020, the cars racing in the two series will run to the same rulebook.

The implementation of the new rules starts next year, when the DTM ditches normally-aspirated V8s in favour of small-capacity turbos, and Super GT raises the prospect of Audi and BMW racing in Japan, with Honda, Nissan and Toyota – through the Lexus brand – lining up in the DTM. The question remains, is it a genuine prospect or just a hope on the part of the respective organisers of the two series?

What is clear is that they are trying to cultivate some cross-fertilisation that goes beyond the regulations. Next year, there will be two non-championship races, one in Europe and one in Japan, at which the two series go head-to-head. That will require some kind of performance balancing given that the rules will not be fully aligned, but it is a statement of intent.

The DTM, which loses Mercedes this year, needs a third manufacturer to guarantee its long-term survival. The question is whether one of the Japanese marques is ready to make the jump.



New rules are modelled on hypercars like the Aston Martin Valkyrie and McLaren Senna, right





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Amid a turbulent British political situation, the European Union's chief Brexit representative and the former prime minister of Belgium, Guy Verhofstadt, treated himself to a weekend of historic racing at the Legends of Brands Hatch Superprix on June 30-July 1.

Cutting a relaxed figure in the paddock, Verhofstadt reclined next to his canary yellow (its original colour) Elva 100, formerly driven by late Dutch racer Rob Slotemaker.

"I'm an Elva fan," said Verhofstadt. "The marque has a fantastic story, with [founder] Frank Nichols doing battle with Colin Chapman both in court and on the track.

"I became an Elva aficionado a little bit by accident. My Elva MkIII sports-racer is exactly like a Lotus 11, and I love that. I bought the Elva for its beautiful looks and the story behind the car, which I read about in [János] Wimpffen's fantastic book [*Elva: The Cars, the People, the History*].

"I wanted a car from the 1950s - I love the period look with beautiful curves - and the Elva was much cheaper than a Lotus. So I bought a blue MkIII, which was raced solely in the US on tracks such as Watkins Glen, and then I also purchased Slotemaker's car [the 100] after the 2017 Silverstone Classic. Coincidentally, both cars share the same chassis number, 66, which I couldn't believe."

This was only the second outing for Verhofstadt in the Elva 100, as he raced it at Zolder in May after buying it. As yet, he is still deciding on this year's race schedule.

"I find that Brands Hatch is a fantastic circuit," he said. "I think I will do Zandvoort next in the Formula Junior, and in the other Elva I will compete for the Stirling Moss Trophy at Spa-Francorchamps [at the Six Hours on September 14-16]."

Verhofstadt first started racing around six years ago, in the Mille Miglia.

"But it's such a boring event!" he added. "After one or two times racing in the Mille Miglia you say, 'I've had enough of this.' It's not only too long, but it's monotonous. I did it three times, and then realised I wanted to race on a circuit. I enjoy it a lot, but still have a lot to learn."

Of course, both Verhofstadt and those sitting on the opposite side of the political negotiating table have a lot on their plates at the moment, and so time for historic racing is sparse when you're at the inner core of the Brexit debate. Even so, he plans this winter to do more work on a Swift engine that was refurbished more

than a decade ago. As for the future of the United Kingdom in the EU, Verhofstadt was understandably reluctant to talk about it, referring to it just once, as "the maths".

Instead, he focused on his race - in which he finished 30th overall and 12th in class - after having had to do a little unforeseen negotiating earlier in the day when his car failed the morning noise test. He was permitted to compete once a new silencer had been fitted.

Tiff Needell also appeared at the event in his Lotus 69, taking Over Fifties class victories in both Formula Ford races. The broadcaster will compete in the Goodwood Revival on September 7-9 and is also working on a new series of motoring television show *Fifth Gear*, due to return the same month.

VERHOFSTADT TAKES BREXIT BREAK

EU negotiator finds time to indulge his Formula Junior passion at Brands Hatch

Samarth Kanal



Verhofstadt, below, raced his yellow Elva 100 at Brands Hatch recently

KANKKUNEN TRIBUTE

This year's Wales Rally GB will feature a special Sunday morning parade to mark the 25th anniversary of Juha Kankkunen's gruelling victory with co-driver Nicky Grist.

The rally legends will be honoured during the event, which takes place on October 4-7, and will be signing autographs and talking about their experience with fans.

During the parade, the Flying Finn and Grist will take to the latter's Toyota Celica GT-Four, similar to the 1993 RAC Rally-winning car, through a closed-road stage in Llandudno. The event will serve as the curtain-raiser to the Rally GB finale, which takes advantage of new legislation



making it easier to attain permission to use closed roads for motor sport events.

“They were the toughest conditions I have ever driven in the UK,” said Kankkunen as he recalled the 1993 route, which began in Birmingham and took competitors through Lancaster, Gateshead, central England, Wales, the Lake District, the Borders and also the Yorkshire Moors. “Driving on frozen, icy roads without the [tyre] spikes we used in rallies such as Sweden made it very, very difficult. But we had a great event.

Grist described the 1993 event as “Absolutely treacherous. There was a reasonable amount of grip on the snow, but without studded tyres those frozen forest tracks were as hazardous as they came. Juha was a laid-back character, brimming with natural talent. He took everything in his stride, and aside from getting away with one slight indiscretion in Yorkshire, it was plain sailing.”

“Without the studded tyres we had in places like Sweden, the frozen roads on the RAC Rally in 1993 were as hazardous as they came”



Kankkunen had already taken his fourth WRC crown before landing in the UK, but Grist wasn't eligible for the championship having joined the Finn halfway through the season; regular co-driver Juha Piironen suffered a brain haemorrhage before the Argentina Rally.

“Juha really wanted to give me a first win on home soil: ‘Boyo, we will win this for you,’ he promised before the start,” said Grist, who also won the rally with Colin McRae in 1997.

“To win at home is always very special but it was all the sweeter in 1993 as it was my first and the conditions had been so treacherous.”

The Celica GT-Four is the same car in which the pair won their final rally together, in Portugal in 1994. Admission is free for all, but grandstand tickets in Great Orme Llandudno need to be purchased. ☒



Penske will head to Prescott, while rare McLaren MIA made a comeback, below

— PENSKE BACK AT CLASSIC —

The Penske PC-22 IndyCar raced by Stefan Johansson to 11th place at the 1993 Indianapolis 500 will again be displayed at Prescott's American-themed Autumn Classic event on October 6-7.

One of eight Penske Indycars, fitted with an Ilmor engine, chassis no1 was a test car, used by Paul Tracy and eventual 1993 Indy 500 winner Emerson Fittipaldi for Team Penske.

This car finished second at the 2017 Goodwood Festival of Speed shootout to Justin Law, 0.09sec behind the Jaguar XJR12D, and its story was featured in the December 2017 issue of *Motor Sport*.

Also at the event will be displays of American muscle cars and motorcycles, all of which will take to the hill during a lunchtime parade.

There will be competitive classes for 500cc F3 cars, the Aldon Classic Championship, the resident Bugatti Owners' Club and American hot rods and muscle cars.



— McLAREN MIA RETURNS —

A McLaren MIA raced in the 1965 and '66 Can-Am series took to the track in anger for the first time in decades during the Brands Hatch Superprix.

Andrew Wareing raced the car - the sole McLaren in a field of Tigas, Marches, Lolas and Chevrons - in the HSCC's Pre-80s Endurance Challenge after an extensive restoration spanning two and a half years.

"We found an old MIA chassis, and with the aid of [restorer] Autotune refabricated the chassis, bought a brand-new gearbox - which was like inheriting the national debt - and put an old Chevrolet engine in it. We did take it to the Goodwood Members' Meeting, but it didn't cover itself in glory so this is its first serious run."

In period it was raced by Can-Am privateer Charlie Hayes. Wareing added: "This car is in period purple and white livery, painstakingly recreated from period photos, and it includes the transparent rear wing that Hayes fitted."

Wareing finds the Pre-80s Endurance Series "not terribly competitive" as some opponents are using slicks while he remains on "vintage Dunlops". In future, he hopes to use it in other races at Goodwood.

— SILVERSTONE TRIBUTE —

The Goodwood Revival will pay homage to Silverstone on September 7-9, with a themed 1950-style pit display featuring period advertising and cars of a type that raced at the Northants track during its earliest days.

In 2017, the Revival paid tribute to Juan Manuel Fangio with a recreation of the Nürburgring's 1957 paddock. 📷



HOT TOPIC

THE COST OF ENTRY

Numbers are up at the Le Mans Classic, but so are costs

The organisers of the 2018 Le Mans Classic - the Automobile Club de l'Ouest and Peter Auto - said that more than 1000 drivers entered this year's edition, with a record 135,000 spectators attending. That's a 10 per cent increase over the 2016 figures.

But questions lingered about the driving standards - which caused Derek Bell to bow out of the event (*August's Hot Topic*) - and also the price of entry to the event, which spiralled from €6200 per car in 2016, the last time the event was held, to €6500 (£5768) this year.

"It is quite expensive," says James Cottingham, who raced a Ford GT40 Mk1 at this year's event. "But it's an amazing opportunity to race on the real Circuit de la Sarthe in an atmosphere which reflects how it would've been in period."

"You can justify it as the event is biennial. It's definitely worth doing. And, even though costs of entry are generally rising, the appreciation and value of the cars makes up for it."

As for the driving standards, Cottingham said that historic motor sport is "streets ahead when it comes to respect between competitors."

That's not to say that this year's race went without incident. Carlos Tavares courted controversy as he spun his 1969 Lola T70 MkIII at the Porsche Curves and, in an effort to rejoin, spun again - facing traffic - and then collected an oncoming Chevron B16.

Luckily, nobody was hurt.



DUNCAN HAMILTON ROFGO



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Fresh motor sport venues are ever a treat – and by rough calculation **Gurston Down** became the 104th I've visited across six continents during the past 50-odd years. If ever Antarctica awakens to racing, I'll do my best to get there, too...

PRESCOTT

The range of sporting options was vast: watching the World Cup or French Grand Prix on TV, keeping up with England's latest one-day conquest of Australia via Test Match Special, a VSCC race meeting at Donington Park... or this, a round of the Midland Hillclimb Championship. Ready, steady, Gotherington...

British roads are customarily a bit rubbish, but early of a Sunday morn the A40 through and beyond Burford is an absolute joy – particularly when it's all but deserted on a day such as this. The feelgood factor had kicked in long before I reached Prescott's orchard paddock – and was amplified when I got there. It wasn't so much breakfast on a terrace overlooking the sun-dappled magnificence of the Cotswolds, but the colourful assembly gathered all around: orange Metro, turquoise Hillman Imp, Simon Frith-Bernard's beautiful blue Sunbeam Alpine (driven with great brio, but later sadly to be crumpled)... and Simon Dodwell's Seat Marbella, a home-brewed marvel with Lancia Y10 turbo engine and Fiat

Panda 4x4 transmission. As you do.

Outside the clubhouse, a sign advertised a Gin Festival – a fine concept, but possibly not at 7.45am. Perhaps juniper berry overload explained the relative tranquillity, as for much of the morning I had the upper part of the course more or less to myself, with little but a greater-spotted woodpecker and a sprinkling of marshals for company. The light-and-shade backdrop was a delight, the passage of cars merely a bonus. Not everything ran smoothly – Martin Rutter's Fiat X1/9 stopped minus gears on one run and Nigel Elliott's TR7 V8 (twin turbos, naturally) ground to a halt on another – but for the most part it was a seamless delight.

I always think Formula Ford cars look a little lost on the hills, mind. It might be a touch impractical, but they should surely be sent up in batches of 30...

GURSTON DOWN

The previous time I'd passed through Salisbury, a month or few beforehand, the whole place looked like a movie set, with hazmat-suited hordes ferreting around behind police cordon tape following the headline-grabbing nerve agent attack on Sergei and Yulia Skripal. By mid-June, however, it had returned to its customary role as a modest market town where nothing much happens.

Continuing for a few miles westward, a right turn in Coombe Bassett leads up into the hills,

Anthony Hunt (Gould-Cosworth) approaches the Prescott summit. Below left, Martin Rutter's Fiat XI/9; Simon Dodwell fettles his Lancia-powered Seat



past Stratford Tony and Stoke Farthing thence on to Broad Chalke, home to Gurston Farm... which, handily, has a 1058-yard hillclimb attached.

As I clamber from my car and unpack bits of Nikon, the first thing I hear is, "I hope you're going to write about the breakfast. It's one of the best five pounds you'll ever spend..."

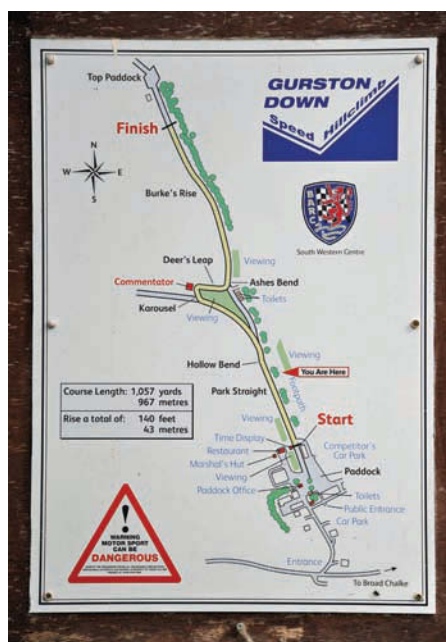
Pitting for a croissant on the A303 had clearly been a tactical error. Next time, then.

One is accustomed to speed venues being something of a throwback, but they all have distinctive signatures and Gurston's is a paddock that is partially set in a farmyard, with 500cc Formula 3 cars scattered among an agricultural plant that is conceivably even older than they are. It's such a time warp that there is an Austin Ambassador in the car park - and it seems to have arrived under its own steam, something it might have struggled to achieve when new.

The entry is predictably diverse, from 30-odd motorcycles and sidecars to bike-engined everything (including a Citroën 2CV, see *Club Spotlight*) via a phalanx of Mazda MX-5s and a clutch of beautifully prepared Minis that are all driven with appropriate vim.

It's user-friendly, too. For all Shelsley Walsh's allure, pedestrian ascent can require almost Everest levels of commitment. With its downhill start, Gurston is a gentler prospect and easier to navigate - return trips from the paddock to the twiddly bit in the middle require relatively little effort. ☑

From the top: culture and agriculture; John Davey (MG Midget); Gurston farmyard rules; route map; the charm of British hillclimbing





The views from aloft are glorious, the only downside being that it's possible to see the rain closing in. No matter. This is a wonderful location dripping with charm and, with relatively few people around, I feel part of a privileged minority.

There is moisture in the air from mid-morning and conditions are clearly unfriendly for 500cc Coopers, a couple of which sputter helplessly to a halt, while Murray Wakeham spins his OMS at Karousel and ends up straddling the infield bank. It's supposed to be flaming June, but it's actually flaming cold.

But comfort and insulation are at hand during the lunch break, in the form of a tray of chips laced with curry sauce - a glorious paddock delicacy for £3.50.

BRANDS HATCH

It is now 32 years since last the circuit hosted a Grand Prix, but Brands Hatch remains a prime example of how to exist beyond Formula 1 - a situation with which Silverstone might have to contend post-2019. The eyes of the wider world tend no longer be trained on north-west Kent, but they don't know what they're missing. The circuit still hosts stellar events

- and two such are the Masters Historic Festival, in late May, and the American SpeedFest that follows soon afterwards.

The former features historic F1 cars of a type that graced the venue in period and around the back of the circuit, where there are few advertising hoardings, you don't have to close your eyes to imagine that it's still 1980 (although, sadly, some fresh debris fencing has been installed on the inside, which rather blots the hitherto verdant landscape). And as well as Williams FW07s there were two races in the CSN Groep Youngtimer Touring Car Challenge, a Dutch construct featuring everything from Special Saloon-trim Ford Escorts to a Volvo 360 via a Dodge Challenger, a Holden Commodore, assorted Porsches, a Volvo 360 and a brace of dawdling Trabants.

If you haven't yet experienced it, I recommend booking a shuttle to Calais and then bearing left towards Zandvoort.

A fortnight on, the sixth running of the SpeedFest was arguably the finest yet.

The UK Legends made their first appearance at the event (although their European counterparts were here in 2013) and proved a perfect fit. Has there ever been a duff Legends race? Arguably not. A few more Formula 5000 cars would have been beneficial, although their presence was still welcome, but most grids were brimming with sound and colour. And the cars in the NASCAR Whelen Euro Series are so wide that drivers could put a wheel squarely on the grass at Paddock without any risk of incurring track limits penalties, because the other three were still on the track.

It attracted a decent crowd - not all of whom watched every racing lap, given the monster truck rides, live music and other distractions - and there was even a queue at the media sign-on.

Probably the first time I've seen one of those at Brands since the 1986 British GP. 📷



CLUB RACING SPOTLIGHT

Alexander de Vries, the man with a BMW-powered 2CV...

Con conversationally, it's not a standard opening gambit. "I was in the process of looking for a hillclimb car," says

Alexander de Vries, "when I thought, 'Hang on, I own a BMW-engined 2CV.'"

He acquired the Citroën in 2001, aged 16, and says: "It was my first car and, as it's basically Meccano, it was a good way to learn about mechanical stuff. Years later I chatted to my friend Pete, who runs [classic Citroën specialist] Sparrow Automotive, about fuel-injecting the original engine, then Bruce Willis's production team got in touch with him. They wanted a couple of go-faster 2CVs for his movie *Red 2* and he opted to use BMW R1100GS blocks. After those cars had been written off during filming, we transplanted one of the engines into mine. I then added a cage and started developing it for the hills from there, about four years ago.

"We've just supercharged it with a little Rotrex C30, ported the heads, swapped the valves and widened the wheels by another inch. We've also put on some super-sticky rubber, which started tearing the hubs off the swing-arms so I've had to rose-joint them. The next major job is the transmission. It still has the original gear set, designed for 28bhp and 30lb ft of torque. On the rolling road recently we got 154bhp and 110lb ft, but we could fit bigger injectors and get more..."





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AUGUST 2018

COMING ATTRACTIONS

IN THE UK *August 11, DTM, Brands Hatch*
After a five-year absence, German touring cars return to Brands Hatch, using the full GP layout this time around. There's lots at stake, with Mercedes looking to bow out on a high in the face of BMW and Audi resistance. The JCW Mini Challenge and Audi R8 Cup provide support, with adult tickets from £30 in advance.

INTERNATIONAL *August 18-19 Irish Historic Festival, Mondello Park*
Mondello Park celebrates its 50th anniversary with a historic festival, featuring the Derek Bell Trophy and a supporting cast on two and four wheels. There will also be a tribute to former circuit owner Martin Birrane, who died recently.

IN THE USA *August 23-26, Rolex Motorsports Reunion, Monterey, California*
Featuring more than 500 cars, the Rolex Monterey Motorsports Reunion covers F1, IMSA, Trans-Am, Can-Am and more. Mika Häkkinen will demonstrate a McLaren F1 GTR.

INTERNATIONAL *August 24-26, F1, Spa-Francorchamps, Belgium*
After the frantic four-race Formula 1 flurry in July, August is a whole lot calmer with Belgium being the month's sole F1 host. It's summer, but Spa's climate is fickle for 365 days a year...

INTERNATIONAL *August 25-26, Inter Proto Series, Fuji Speedway, Japan*
This spec series is an oddity, with purpose-built Kuruma sports cars (devoid of traction control, massive wings or ABS) battling it out exclusively at Fuji, putting driver skill to the fore. The Inter Proto Series was created in 2013, by 1995 Le Mans 24 Hours winner Masanori Sekiya.

August 5 **MOTOGP** Czech Grand Prix

August 5 **NASCAR** Watkins Glen

August 12 **MOTOGP** Austrian Grand Prix

August 18 **NASCAR** Bristol

August 18 **2CV 24 HOURS** Snetterton

August 19 **WEC** Silverstone

August 19 **WRC** Germany

August 25 **INDYCAR** Gateway

August 26 **FORMULA 1** Belgian Grand Prix

August 26 **MOTOGP** British Grand Prix



SHORT BREAK

CHESHIRE CHEERS

Historically a non-championship F1 meeting, the Oulton Park Gold Cup is now a celebratory festival

The Oulton Park Gold Cup is one of the Cheshire circuit's headline events, over the August 25-27 bank holiday. Once a coveted non-championship F1 race, the Cup is now presented to a winner of one of the key races in a packed meeting of historic competition.

Oulton Park spoils both racers and spectators, providing a challenge that has changed relatively little from the circuit's original layout. Spectators have a wide range of vantage points to choose from and it's no wonder that the venue is so popular.

Catch the Historic Formula Ford Championship for FF1600 cars raced before 1972. It's a thriving category and one that virtually guarantees gripping racing, brimming with precision driving and captivating lead battles.

Tin-tops get a healthy representation here too, with Ford Mustangs, Mini Coopers, Hillman Imps and Lotus Cortinas sparring for Historic Touring Car supremacy. Britain's own incredible racing pedigree is

acknowledged in the '70s and Historic Road Sports races - a great chance to see TVRs pitted against Lotuses and Ginettas around the circuit's natural contours.

In a year packed with anniversaries, this event celebrates the 50th anniversary of the Chevron B8 and B6. Late marque founder Derek Bennett's successful sports cars will have a race all their own - a unique event that captures the best of British ingenuity on a track where Bennett used to do much of his development work.

The more modern Super Touring cars usually attract a decent grid at Oulton Park and bring back memories of one of the BTCC's finest eras, while Ford Capris battle BMWs in the HTCC Touring Legends race and E-types abound in Sunday's 40-minute Jaguar Classic Challenge.

Day tickets start from £10, while the weekend will set you back just £30 with grandstands and camping also available. www.oultontparkgoldcup.com

HOW TO GET THERE

Oulton Park is next to the village of Little Budworth, near Chester. Access it from the A54 or A49. From the north, take M6 J19 then the A556 towards Chester and follow the signs. From the south, leave the M6 at J18 and follow the A54.

ALSO GOING ON

South of Oulton Park is the Hack Green secret nuclear bunker. For more than 50 years, this would have been the centre of regional government in the event of nuclear war. It's open to the public all week, from 10am to 5pm until November.

DON'T MISS

The area overlooking Cascades gives you a brilliant vantage point over the circuit, or choose Hill Top for an equally broad view. Catch as much of the event as possible and follow it up with a trip to the Red Lion Inn, in Little Budworth.



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THE TECH FI BANNED

SIMPLY COMPLICATED

3D printing has moved on from producing little plastic parts...

Jack Phillips

They're not pretty, the racing machines coming out of Formula Student, but they're innovative. In fact, they are so advanced the students are utilising technology outlawed in Formula 1, according to Joe Panik of Oxford Brookes University.

The technology in question is 3D printing with threads of carbon fibre. "You get a continuous fibre reinforcement," he says. "I believe it's banned because they were concerned teams would build these huge machines effectively to print whole aerodynamic parts. In terms of design, the impossible is becoming possible."

3D printing is nothing new. It's been around in Formula Student for a few years, predominantly in the big-budget universities in Germany and Holland - institutions that give students a year's leave to contest FS.

But Oxford Brookes and Bath University are introducing it, too, with the former working with 3D specialist RPS and the partly government-funded Manufacturing Technology Centre. "MTC's aim is to bridge the gap between academia and manufacturing in the UK. Graphene, for example, was invented at Manchester University but the UK doesn't

capitalise on that technology," says Panik.


The product of this partnership is electron-beam melted titanium uprights (read 3D-printed titanium uprights). "We've made a 50 per cent reduction in unsprung mass with this process. That's quite staggering. These technologies transform the way you design parts, you can now do things that were previously unthinkable in terms of geometries."

Its 3D-printed air intake has shed 53 per cent of its previous weight, using that banned-in-F1 tech. It sounds far simpler than it is. "It's not a case of designing a part and just clicking print," adds Panik. "Once the part comes out it's far from ready to go. You have to design and support the whole of the part as it is semi-molten - you can't print on top of air. When it comes out it's still rough around the edges, you then machine it using traditional methods."

Yet mobile printing labs are appearing at race tracks with teams - McLaren, for one. "It's happening, although not in metals. With plastics? Absolutely.

"Last season we at Oxford Brookes were very, very behind with our front wing - the aerodynamicists got very carried away - and we weren't able to do proper mechanical design and assemble things correctly. We ended up 3D printing a lot of our front wing and wrapping it in carbon fibre. It wasn't ideal, and was quite heavy, but it meant we could get the shape and design we wanted."

The biggest benefit for F1, reckons Panik, is in the creation of wildly complex front wings. "People forget those little intricate parts need to bond and connect to other elements. That is just as much work as designing it in the first place. This can solve that. In our front wing, RPS has 3D-printed parts with carbon-fibre powders and fillers in the plastic they print. They are working with F1 teams to do that."

3D cars are reportedly not far from hitting the road - and the next generation of engineers is ideally placed to champion them in racing. 



HOT TOPIC

WHAT IS FORMULA STUDENT?

A quest to encourage automotive engineering talent is now well established

As the title suggests, youngsters from around the world pit their single-seater racers against one another. The first competition was held 20 years ago at the MIRA proving ground, the technology centre in Warwickshire, with three teams from the US facing four UK counterparts.

Two decades and four host venues - MIRA, NEC, Bruntingthorpe and Silverstone - later, there's now over 100 entrants from around the globe. Overall wins are decided by judges, taking into account design, cost, manufacturing and business model, plus dynamic tests on skid pans and so forth. Historically, honours have gone mostly to American and German institutions. The trophy was won by a British team for the first time last year, thanks to Cardiff Racing's 'Gwyneth' (pictured in action above). The victory was a shock: Cardiff had never won even the UK award.

The 2018 award was won by Monash University from Australia.



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McLaren has unveiled its new 600LT, which we hinted at in the magazine last month. The car is a more hardcore version of the firm's entry level 570S, with a little more power, extensive aerodynamic modifications and less weight. Think of it as being to the 570S what the revered 675LT was to the 650S.

The headline modifications include a 25bhp power increase and a weight reduction of 96kg compared to the 570S, largely achieved via a dramatic increase in the use of carbon fibre. The car now comes with carbon body panels, a carbon splitter, skirts, spoiler and diffuser and carbon fibre seats. The new bodywork also elongates the car by 74mm, allowing at least a degree of authenticity to the 'Long Tail' name.

Other notable changes include exhausts that exit on top of the bodywork (and require special heat-resistant panels to be fitted to stop the pipes burning the exterior), the fitment of forged double-wishbone suspension all round, the braking system from the 720S, quicker steering, stiffer engine mounts, revised spring rates, re-calibrated ESP, and Pirelli Trofeo R tyres.

No performance claims have been given but with the additional traction of the track day tyres, reduced weight and extra power, it seems likely that the 0-62mph sprint will be reduced from 3.2sec to 3.0sec or possibly less. But like the 675LT, the 600LT is meant to be at its best not in a straight line, but on a circuit. Indeed, McLaren claims that at certain tracks - slower, twistier ones, to be precise - the 600LT is actually quicker than the 675LT. And as the 675LT was widely rumoured to be at least as quick as the P1 (rumours McLaren did nothing to deny and, backstage, quite a lot to foster), it is safe to assume that this latest representative of McLaren's entry level range, now produces a level of track performance very close to that of its ground-breaking hybrid hypercar of just five years ago. And, as the owner of the cheapest P1 I can find on sale wants £1.2million for it, the £185,500 600LT would appear to be something of a bargain. If it follows the same pattern as the 675LT, whose values have never dropped below list and are now around £250,000, owners will enjoy, at worst, a free McLaren for as long as they own it.

The only catch is that while McLaren limited the production of the 675LT to 500 coupés and 500 Spiders, the only commitment it has made about the 600LT is that it will only be built for 12 months. Although it cannot be stated as fact because no-one knows how many there will be, it is possible that the car is already constructively sold out.

— VW BOSS BEHIND BARS —

In probably the most high-profile arrest in recent automotive history, Audi CEO Rupert Stadler has been imprisoned for his alleged connections to the long-running Volkswagen

dieselgate saga. Although the 55-year-old Stadler was one of many senior VW executives known to be under investigation, the fact that the man regarded as instrumental in the transformation of one of Germany's most highly regarded premium brands is now behind bars still stunned the motor industry.

His arrest came one week after the German authorities named him as a suspect in their investigation and is understood to have resulted from wire-tap evidence gathered, in which he is alleged to have tried to influence a witness to the dieselgate affair. His request for



MCLAREN'S NEW BABY

Can the new 600LT provide P1 performance for a fraction of the price?

Andrew Frankel

bail was turned down on the grounds that he might attempt to obstruct the investigation were he allowed to remain at large.

How long Stadler will remain in prison is anyone's guess, although it may be a while: the once highly regarded VW, Audi and Porsche engineer Wolfgang Hatz was incarcerated back in September of last year and was only released in June on bail of £2.65million, despite the fact that he has yet to be charged with any offence.

Even if Stadler is released and his name cleared, a report in *Automotive News Europe* has quoted a source close to the VW Advisory Board as saying "The expectation is that Stadler cannot return to his post."

In his absence former sales and marketing director Abraham Schot has been appointed interim chairman of the board of management. In the meantime it is estimated

that the dieselgate scandal has cost the VW group not only plenty of executives, but over £22.6billion to date.

— NEW ATOM INCOMING —

In what it describes as the biggest change since the original was launched in 1999, Ariel has released details of the Atom 4. Ariel says the car is all new, with only the clutch and brake pedals being carried over from its predecessor.

Perhaps the biggest news is now that supplies of the normally aspirated 2-litre Honda engine used by Ariel for the last 15 years have dried up, it has been replaced by the 2-litre turbocharged motor from the current Civic Type R, raising power from 245bhp to 320bhp. Significantly, the newly announced car does not replace the fabled supercharged Atom, despite it being 10bhp more powerful. Ariel has confirmed to me that by the time customer deliveries begin in the Spring, an even more powerful version that is the true replacement for the supercharged car will have been developed and that an even crazier iteration than that is in the pipeline, albeit at some distance removed.

Even so, the 'basic' Atom 4 is already capable of hitting 60mph from rest in 2.8sec and doing 0-100mph in 6.8sec, despite having only two driven wheels and a manual gearbox.

The new engine sits in a brand new steel spaceframe using tubes of larger diameter but similar gauge to the previous Atom. It increases torsional rigidity by 15 per cent relative to the best Atom, providing a stable platform for the all-new double-wishbone suspension to work, which has been designed with maximum anti-dive and anti-squat characteristics. Bigger brakes, wheels and tyres, a new steering rack, fresh instruments and new bodywork complete the picture.

The new Ariel Atom 4 weighs 595kg, approximately 75kg more than the Atom 3, or 50kg more than its supercharged sibling.

— CYGNET GROWS UP —

If there is one Aston Martin in its history the company would choose to forget about, I'd have bet plenty it was the tarted-up Toyota iQ better known as the Cygnet. Not so, it seems. In response to a request from a presumably eccentric customer, Aston Martin has taken a Cygnet and fitted it with the 430bhp, 4.7-litre V8 engine from a V8 Vantage. Finding space for an engine over 3.5-times the size of the original 1.3-litre unit was not easy and resulted in the deletion of the rear seats and moving the front seats some distance rearward. The car comes complete with V8 Vantage suspension, steering and brakes, its rear transaxle and seven-speed robotised manual gearbox. It reaches 62mph from rest in 4.2sec and the top speed is claimed to be 170mph, but likely to be limited by the bravery (or otherwise) of the driver. ☑

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Mark Hughes

Another month, another stumbling block as conflicting interests complicate plans to finalise the next generation of Formula 1 engines

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he long-anticipated new engine formula of 2021 looks likely not to happen. Just as the agreement between the manufacturers, Liberty and the FIA was due to be signed off and the regulations published, the four existing manufacturers have applied the brakes. They now wish to retain the existing concept of engine - including the ERS-h, which had been

due to be deleted. The major motivation for dispensing with it was to simplify the technical challenge so as to encourage new manufacturers to enter. Porsche was planning on doing so from 2021 but feels it cannot commit at this stage, as the parent VW Group is caught up in the still-unfolding emissions scandal.

So, without any new manufacturer coming on board, say the existing manufacturers, why go to the expense of changing?

This is a format of engine described by Liberty's Ross Brawn last year as, "An incredible piece of engineering but it's not a great racing engine. It is very expensive, it doesn't make any noise, it has componentry that in order to control the number of uses is creating grid penalties that make a farce of F1, there are big differentials of performance between the competitors and we are never going to get anyone else to come in and make engines."

This is a potentially huge deal in determining who holds the power going forwards after the current deal between Liberty, the FIA and the teams expires at the end of 2020. Liberty wants a great show to promote, the FIA wants healthy manufacturer participation and the manufacturers want to minimise their costs while still enjoying F1's image and reach.

In this, Liberty's wishes are most closely aligned with those of the fans. Yet again, it is the manufacturers who are effectively imposing a formula that fans do not like while the FIA is caught in the middle.

Let's suppose that some sort of compromise can be reached, where the ERS-h remains but a way is found to increase the volume and reduce the price charged to independent teams. Liberty still has the challenge of trying to impose a cost cap on the manufacturer teams, an idea to which they are generally hostile but forms a key part of the 'new F1' package of 2021 onwards.

Given how the manufacturers have just thrown their weight around on the engines, we can assume they will do the same when push comes to shove on budget caps. We are already seeing how closer ties between Ferrari and the independent Ferrari-powered teams Haas and Sauber have helped the latter pair become much more competitive of late. These two small teams now field cars that can - and do - regularly beat those of independents McLaren and Williams. Haas has even been outperforming the works Renault team, with just a couple of hundred people. When Ferrari makes a power unit update and works out all the operating

parameters, cooling requirements and so on, the customer teams receive it as a turn-key package that works.

Let's suppose that Mercedes sees the benefit of this and begins assisting, say, Williams and Force India, turning them into effectively Mercedes satellite teams. It would be a convenient solution to the financial headaches facing these two independents and Force India is already structured in a way that lends itself to becoming a B-team, with so much of its manufacturing work contracted out.

In this way, the aim of the budget caps could be subverted. If a manufacturer feels it needs to spend \$400 million a year to beat the others, but the budget cap is \$150 million, then it can simply distribute that spend between three entities to make the books balance. The independent teams wouldn't really be independent and the chances of any competitive volatility would be tending towards zero.

Honda already has Red Bull and Toro Rosso. Which would all rather leave McLaren out in the cold. Could it cosy up to Renault? That might be awkward, given the size of the facility and status of the McLaren brand. McLaren operating as Renault's satellite team?

The latest development regarding the engines will likely be smoothed over and some sort of compromise reached - just as with the cost cap. But it will mean an F1 less good than it could be and it illustrates again that the car manufacturers have way too much clout in determining how Grand Prix racing is. It was as a result of allowing the manufacturers to dictate what sort of engine they would like that we got to the current 'not great racing engine, very expensive, that doesn't make any noise, with componentry that in order to control the number of uses is creating grid penalties that make a farce of F1, with big differentials of performance between the competitors and we are never going to get anyone else to come in and make engines.' The introduction of that engine has only given those manufacturers yet more power, as it has removed the possibility of competing against them. The independents - teams with as proud a history as McLaren and Williams - are now there to make some noise and fill in the gaps between the manufacturer cars. And to give the least performing manufacturer someone to beat to save on embarrassment and pulled budgets.

F1's backbone needs to be that of a group of entities whose only reason for existence is to race in F1. There are only a few of those left and, the way things are going, the cost cap looks likely to neuter them. The power of the manufacturers needs to be severely limited, but in the consensus-driven structure in place at the moment, that isn't going to happen. Especially with the ever-present unspoken threat of a breakaway championship.

How brave does Liberty want to get? It wants to look after its investment, so probably not very. ☒

Since he began covering Grand Prix racing in 2000, Mark Hughes has forged a reputation as the finest Formula 1 analyst of his generation

It illustrates that the manufacturers have far too much clout in determining how Grand Prix racing is

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Dickie Meaden

Two events, three weeks apart, at the same, familiar venue: they are similar in spirit, yet in many ways could hardly be more different

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or the first time in a long while, I attended Le Mans twice in the space of just a few weeks: in mid-June for the 24 Hours, then again in early July for the biennial Le Mans Classic.

This makes me happy, for I've always had a fascination with the Circuit de la Sarthe. It's a uniquely magical place. So much so that just seeing the name Le Mans on a road sign

when I happen to be driving through France sends a small squirt of adrenaline through my system.

My connection was forged through books, magazines and films, then intensified by my first visit to the 24 Hours during the early Nineties. In those days I couldn't even dream of racing there because, then as now, it was the exclusive preserve of career professionals and wealthy gentlemen drivers. As I was neither, the closest I could get to that fantasy was to make the annual pilgrimage and stand at the foot of the Dunlop Curve or sneak out into the woods along the Mulsanne in the dead of night and drink it all in.

For one weekend every June this was my temporary reality - a dream in itself - and I couldn't get enough of it.

This year's 24 Hours was always going to be a slightly strange affair, thanks to the absence of Audi and Porsche's LMP1 teams and the presence of Fernando Alonso in a Toyota. I'm not sure you could ever describe the Japanese factory squad as an underdog, but Toyota's unflinching dedication to winning Le Mans - despite appalling luck over the years - has fostered a certain affection for the team among the racing community. I'm pleased I was there to see them - and Alonso - win, but I'm sad the battle was reduced to that of an intra-team tussle. They - and we - deserved better.

The blinding speed of the Toyotas never ceased to amaze, but there was more excitement to be found in the LMP2 category, where the largely bullet-proof nature of the cars and the blend of youth and experience among the drivers ensured relentless and uncompromising battles up and down the class. I just think it's a shame they all run the same Gibson engines.

Diversity came in the GTE Pro category - the most road-related class - with the impressive sight of factory Astons, BMWs, Corvettes, Ferraris, Fords and Porsches. There was some epic door-handling between the Porsches and Fords, but the latest BMWs suffered reliability problems, while the new Astons were well off the pace and the Corvettes and Ferraris were a little subdued. Teams complained of having their strategic options limited by new and restrictive maximum stint regulations, and there were the usual mutterings about imbalances in the Balance of Performance, but as a fan it was fabulous to see (and hear) the retro 'Pink Pig' 911 RSR and its Rothmans-liveried team-mate slug it out all race long.

Watching the 2018 Le Mans 24 Hours has

revived my appetite for the modern race, but where its popularity and relevance remains largely at the mercy of manufacturer whim, the Le Mans Classic - in which I took part a scant three weeks later - only seems to get bigger, better and more spectacular.

This year was no exception, with bulging grids, blistering sunshine, huge crowds and a certain football tournament bolstering the party atmosphere to fever pitch.

More than 700 cars competing in a variety of classes, including the half-dozen core, era-specific 'Plateaux' spanning the 1920s to the 1970s, plus the ever-popular Group C. There was a special Porsche-only race to celebrate the marque's 70th anniversary, and a spectacular array of Nineties and Noughties GTs and prototypes took part in the Global Endurance Legends demo sessions. Wandering around the paddocks and watching trackside was an absolute feast for the senses.

Factor in the presence of more than 1000 drivers, plus a weekend crowd of an estimated 135,000 people, and its stature among the greatest of all motor racing events is beyond question. I would never pretend that actively participating in the Le Mans Classic is any less privileged a pastime than the modern race. That this year marks the fourth LMC I've contested - I was lucky enough to race a Ford GT40, Lotus Elan 26R and Lola T70 Mk3B - is a continual source of wonderment to me as I still feel like that lad at the Dunlop Curve.

Whether you're a driver or a spectator, the wider experience at the Classic feels infinitely more accessible. Contrast the modern race's closed-door policy to that at the Classic, where you can stand next to a Porsche 917 when it's fired up, or peer into the open cockpit of a Blower Bentley and inhale its heady aromas, and it's clear what makes historics in general and Le Mans Classic in particular so much more engaging.

Of course, whether you're in the crowd or one of those fortunate enough to be in a car, the main attraction is the unique thrill of seeing the most significant endurance race cars of all time driven in anger on the world's greatest and most exclusive endurance racing circuit.

The sheer scale of the road closures and marshalling operations is mind-boggling, and the administrative effort required to manage so many entries makes my head spin, even just thinking about it.

The Silverstone Classic, Spa Six Hours, Goodwood Revival and Daytona Classic 24 meetings are all immense undertakings, but even compared to the Monaco

Historic Festival - another biennial event held on an iconic closed-road circuit - I think the Herculean efforts of Patrick Peter's Peter Auto organisation makes Le Mans Classic the most ambitious, spectacular and coveted event on the historic racing calendar.

If you haven't yet been, make sure you go in 2020. It's sure to be one of the finest four-wheeled spectacles you'll ever see. 📌

Dickie Meaden has been writing about cars for 25 years - and racing them for almost as long. He is a regular winner at historic meetings

||

Contrast the modern race's closed-door policy to that at the Le Mans Classic, where you can stand next to a 917...

MAXTED - PAGE

HISTORIC RACING PORSCHE



1 of 17 UK - Right Hand Drive

1973 Porsche 911 Carrera 2.7 RS Lightweight - M471 | Chassis #911 360 1101

One of 17 UK RHD (M471) Porsche Carrera 2.7 RS Lightweights - Manufactured by Porsche in Stuttgart, West Germany in April 1973 and finished in Tangerine with options: (220) Limited-slip differential and (423) Outside mirror, driver's side.

Acquired in 1973 by Englishman, Brian Evans, who rallied the car at International level in the Irish Tarmac Rally Series throughout 1974, 1975 and 1976, notably finishing on the podium with this car, 3rd overall at the 1975 Circuit of Ireland.

Afterwards kept in long-term ownership by Richard Colton for twenty-two years, the car was last sold in 2010 to its present owner, who commissioned a comprehensive restoration which has recently been completed. A well-known and historic example and one of the very few RHD Carrera 2.7 RS Lightweight examples built.



1973 Porsche 911 Carrera 2.7 RS Touring M472 | Chassis #911 360 1564

A beautifully restored and genuine, Left Hand Drive, 2.7 Carrera RS Touring (M472), finished in Grand Prix White with Blue scripts and rims (2201), Black Leatherette and Corduroy Inlays, plus optional extras: (441) Electric Aerial on right, and loudspeaker, (650) Electric Sunroof.

Delivered new in Germany and complete with its original German Fahrzeugbrief, listing seven owners since 1973, the car was last sold in 2014 and is now registered in the UK. Subsequently, #1574 has undergone a recent bare-metal body restoration by Sportwagen and is now presented for sale in superb condition and ready for immediate use.

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Mat Oxley

Why Silverstone is the best host for the British MotoGP round and why a home rider has a genuine chance of winning the race

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ilverstone hosted its first car event 70 years ago this October and its first motorcycle meeting 12 months later. Appropriately the feature 500cc race was won by Les Graham, who had spent the war years as an RAF bomber pilot and had recently secured the inaugural 500cc world championship aboard a twin-cylinder AJS.

On that day Graham established the track's first motorcycle lap record, at 90.05mph. This was impressive stuff from a 50-horsepower motorcycle, especially because the Isle of Man TT lap record, broken by Graham a few months earlier, stood at 88.7mph. The current TT record stands at 135.4mph.

In other words, Silverstone was mega-fast.

The original bike circuit layout - all eight corners of it - was a wonder of huge, sweeping curves, with not a chicane in sight. By the time the British Motorcycle Grand Prix moved to Donington in 1987, the 500cc two-strokes were averaging 119.5mph.

When the British Grand Prix returned to Northamptonshire in 2010 the track layout was very different, but still very fast. The lap record now stands at 108.6mph; which makes Silverstone MotoGP's fourth quickest venue. What makes the circuit a real challenge is the giddy mix of very fast and very slow corners that requires riders to change their technique several times each lap: braking very deep into the slower turns and carrying maximum speed through the faster corners.

Silverstone is (excuse me, ladies) a big-balls racetrack, where riders must push the risk/reward ratio as far as it will go if they want to get anywhere near the front. Its fastest corners require plenty of commitment and bravery. And some of them are so quick that they scare the world's fastest riders.

I've only twice heard Marc Márquez admit to being frightened during his MotoGP career. The first time was when he crashed at 209mph at Mugello in 2013. The second occasion was during practice at Silverstone in 2014, when cool conditions and strong winds made life tricky. "The first sector is a little scary," he said. "With the wind and the bumps, everything becomes a little crazy."

That's what I want to hear from riders - that they are being pushed to their mental and physical limits. Not many other MotoGP circuits do this. Places like Valencia are little more than glorified kart tracks. If you want to see a MotoGP rider unleashing the full potential of his 260bhp motorcycle and riding "with his nuts on fire and a silent scream in his throat" (to paraphrase Hunter S Thompson) you need to watch at Silverstone, Mugello, Phillip Island, Assen or Brno.

These are the last of MotoGP's old-school, rock and roll racing circuits, where riders don't spend most of the lap in second and third gears.

Fast, open layouts don't only demand the maximum from riders, they also create the best

racing, because there's room for a variety of lines and there's room for drafting. The average winning advantage in the last five MotoGP races at Silverstone was 1.4sec. The average gap in the last five races at Donington was 5.1sec, which is why I'm glad Silverstone won the battle with Donington to host the British GP until 2020.

Some fans complain that Silverstone isn't great for spectating, pointing out that when they visit Valencia they can see the entire lap from any vantage point. To me, these people are missing the whole point of motor sport. I'd much rather see a high-speed dogfight zooming past me once a lap than watch every corner of a low-speed procession.

I have fond memories of my earliest visit to Silverstone for the very first British Motorcycle Grand Prix in 1977. Previously, Britain's world championship rounds had been staged on the Isle of Man, but the TT was struck from the series following the 1976 event, due to safety concerns. Eight riders had lost their lives at the TT during the previous five years.

Silverstone's spectator facilities were very rudimentary in the 1970s. In fact, the word facilities is an exaggeration in itself (OED: "a service offered which gives the opportunity to benefit from something"). I camped at the so-called campsite near Stowe, where drunken, mud-caked fans pulled wheelies among the tents and burned the site office to the ground in the early hours of Sunday morning. I spent most of the weekend spectating at Stowe, ankle deep in empty beer cans.

I only saw the action once a lap - no giant TV screens back then - but what action: two Britons leading on the last lap and both crashing out, gifting victory to Barry Sheene's team-mate Pat Hennen. Sheene had started the race from pole but retired in a cloud of steam, his Suzuki RG500 stricken by a blown head gasket. The reigning world champion was so angry he rode into his pit so fast that he bent the RG's front forks against the back wall of the garage.

Home-race victory was one of the few things Sheene failed to achieve during his career. Indeed no British rider has ever won a premier-class British Grand Prix. Which brings us to Cal Crutchlow. The Coventry-born former World Supersport champion has already won a race this season and two years ago finished a close second at Silverstone,

winning an entertaining dogfight with Márquez and Valentino Rossi. He is now a fully paid-up HRC rider, so he gets 99 per cent the same bike as Márquez. This is especially crucial this year because HRC made major improvements to its RC213V during the winter, making the bike both faster and easier to ride. Crutchlow now races consistently at the front - when he doesn't overdo it - and he loves the Silverstone layout. If he has a good weekend, there's no reason he won't be in the race for victory on August 26. ☑

Crutchlow races consistently at the front - when he doesn't overdo it - and loves the Silverstone layout

Mat Oxley has covered premier-class motorcycle racing for many years - and also has the distinction of being an Isle of Man TT winner

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Doug Nye

Sixty years after the passing of Peter Collins at the Nürburgring, some reflections on the customs of times past

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nexpected praise is always welcome. I have just had an email from an American collector friend, describing how he and his wife had seen the documentary movie *Ferrari: Road to Immortality* on which I enjoyed working so much in recent times. They thought it was terrific, but the email ended with this line about racing in the 1950s: "Those were truly different times..."

In terms of driver risk and loss, yes - they most emphatically were different. Front-line racing drivers tended to enjoy brief careers, often punctuated - or indeed ended - by injury and accident. As we run up now to the traditional time of the annual German Grand Prix - at the start of August - it makes my mind spool back 60 years to that frenetic, landmark Formula 1 season of 1958, which ended up by giving Great Britain its first world champion driver - Mike Hawthorn - before taking him away into all-too-brief retirement, following the earlier loss, at the Nürburgring, of his British GP-winning Ferrari team-mate Peter Collins.

The son of the successful Kidderminster motor trader Pat Collins, handsome, personable, popular Peter had become one of the winning quartet of new-generation British racing drivers who were doing so well in that era. Hawthorn and Collins, Moss and Tony Brooks - they all showed the flamboyant skills of early-day Hamiltons, Vettels, Ricciardos and Verstappens... against the background of participation in what was a profoundly risky and perilous sport.

Its dangers could be experienced not just by the star players but by any competitor, of course. Travelling to the Nürburgring Nordschleife to race a Grand Prix car there for the first time could also be a challenging, indeed humbling, experience in the engineering sense.

In 1957 Vanwall had arrived fresh from defeating Ferrari and Maserati so sensationally in the British GP at Aintree, only to find their teardrop cars absolutely all at sea on the humpy, bumpy German 'green hell'. In 1958 it was the BRM team's turn to share such an experience with its latest Type 25 2½-litre four-cylinder cars - never having taken them to the Eifel mountain course before.

Mindful of Vanwall's travails, the Bourne-based team arrived fully armed with alternative stiffer springs, dampers and a multiplicity of bump rubbers. But all proved to no avail during practice as the problem proved to be precisely the same as Vanwall's in '57 - a simple lack of wheel travel coupled with blunt lack of experience on the 'Ring.

Jenks wrote in these pages: "BRM would like to have made some unofficial practice earlier but its drivers were not available, so they had to find out, just as Vanwall had last year." Describing official practice he continued: "BRM was in a sorry state, the cars being off the ground more than they were on it." The team's fiery French driver Jean Behra eventually crashed his team-mate Harry Schell's assigned BRM through the hedge flanking the road

near the Karussel. When the mechanics took out the Lodestar transporter to retrieve the car, they drove straight past because the springy hedgerow had closed up behind it, hiding it completely from trackside sight. The mechanics' initial reaction was that the crowd had nicked their car...

Now one of the greatest joys of researching BRM history is the survival of the highly detailed internal race reports that were provided after each event to company owner Alfred Owen, the intensely committed and devout Christian lay preacher whose beliefs precluded him from attending any Sunday race meeting - which the great continental Grands Prix of course all were...

The 1958 team report for that German GP was written by the Rubery Owen industrial group's self-confident young engineering director, Peter Spear. He explained how in Behra's crash the car had ended up impaled on a fencing stake that penetrated the undertray and had one of the chassis cross members resting on top of it. "While that car had to be set aside, on its team sisters the dampers were reset for the second practice and if anything it was reported the conditions were worse."

While BRM struggled, the race took off that Sunday with Peter Collins fresh from his British GP win ahead of Hawthorn's sister Ferrari at Silverstone two weeks before. Here in Germany, Mike qualified on pole from the Vanwalls of Brooks and Moss, with Peter Collins' Ferrari Dino 246 on the outside of the four-strong front row.

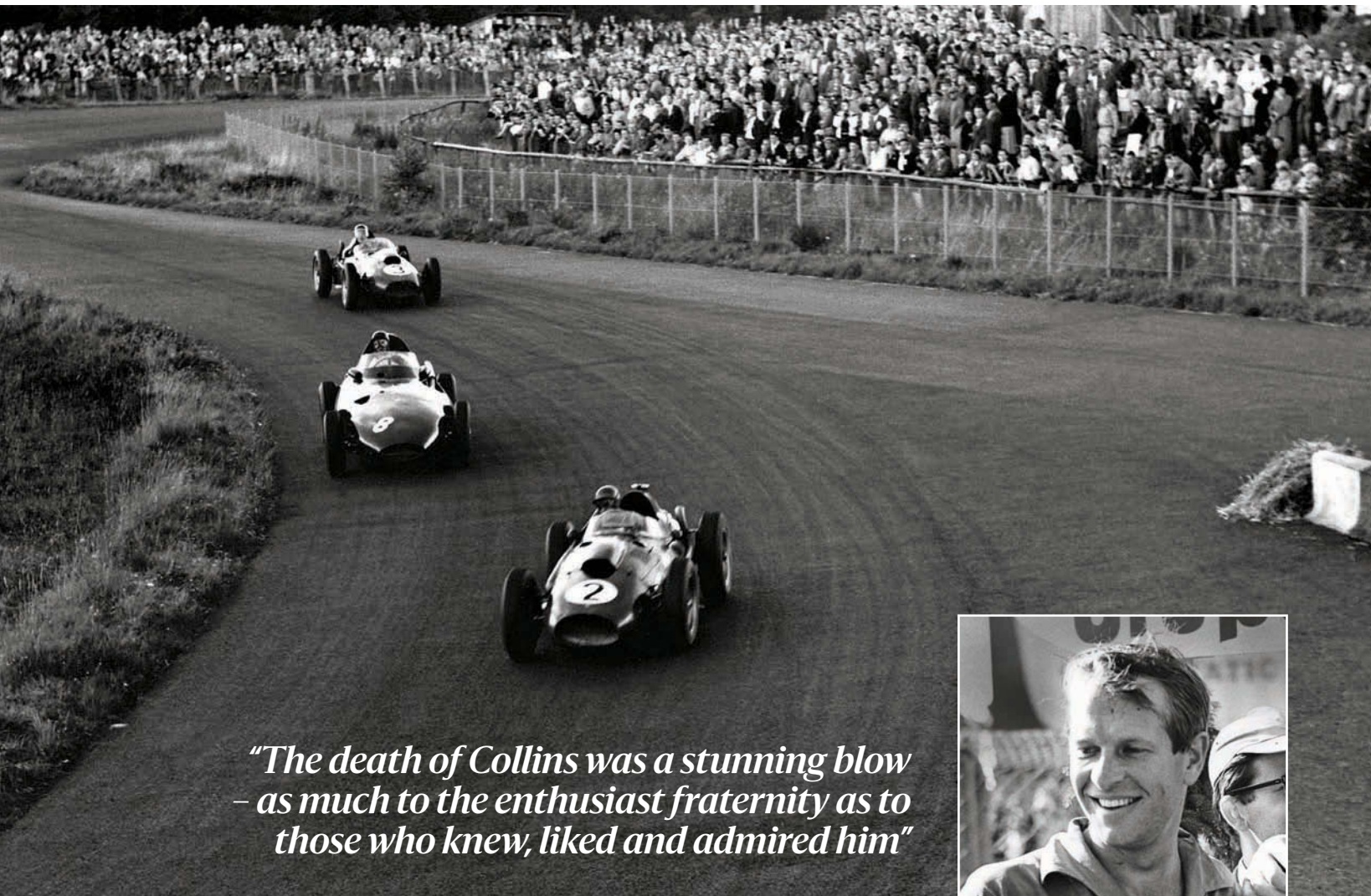
Peter Spear reported: "The race settled down after a few laps with Moss in the lead followed 10sec later by Hawthorn and Collins, who were racing together, changing positions. Brooks was 10sec later followed by Behra..."

"In the fifth lap Moss blew up and Behra came in slowly five minutes after the main lot of drivers. He claimed that the car would not hold the road. They worked on the car for a quarter of an hour without success and Behra would not go on" (he felt it was bad for his public image). Harry Schell then retired his team car with brake trouble and, at this point, Spear's report includes this chilling account of Collins' death while duelling for the race lead with Tony Brooks's dominant Vanwall.

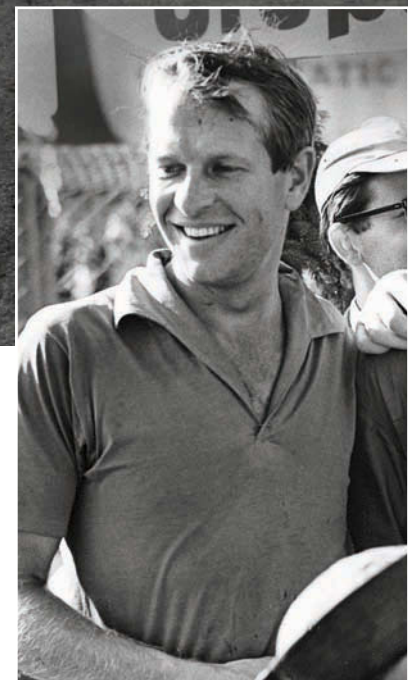
"Shortly after this, Collins crashed and Mike Hawthorn came around past the pits driving on the inside of the road not attempting to race. His face was white as parchment. He stopped where Collins had crashed and got out and wanted to go in the helicopter with Collins but eventually went in the ambulance. This left Tony Brooks in the lead..."

Here Jenks reported how, after Moss's engine failure: "Up in front, the two Ferraris were playing games together, Collins leading across the line at the end of lap six and Hawthorn then taking the lead as they went past the pits. It was now obvious that Brooks was no longer 22sec behind, he was decidedly closer and he did his seventh lap in 9min 16.7sec, which brought him visibly closer to the two Ferraris and on the next lap he was with them, passing on the twisty bits but being overtaken on the fast

Mechanics drove past the car because the hedgerow had closed behind it. They thought it had been nicked



*"The death of Collins was a stunning blow
- as much to the enthusiast fraternity as to
those who knew, liked and admired him"*



LAT

bits, the Maranello cars having more steam than the Vanwall.

"This was really stirring things up and it seemed a hopeless task for Brooks to do battle against the two Ferraris, but he kept at it and actually forced his way past Hawthorn and into second place as he went into the Nordkurve, making the Ferrari run wide.

"Once again he got by Collins only to be passed again on the straight, but this time he was alongside Hawthorn as they ended the 10th lap, and the Vanwall took the Ferrari as they went into the Südkurve and caught the leading Ferrari as they went into the Nordkurve. Brooks had done his 10th lap in 9min 10.6sec, not as fast as Moss but an excellent time, and now having got the lead at the beginning of the twisty bits he was able to pull away...

"On lap 11 disaster struck the Ferrari team, for rounding the double right-hand curve after Pflanzgarten Collins was in his usual opposite-lock slide when he overcooked it and went off the road in full view of his team-mate, and while striving to catch the flying Brooks.

"Collins was taken to hospital with severe head injuries from which he later died and Hawthorn was left to carry on the struggle, but by the end of that lap his clutch began to show signs of failing and as the Ferrari went up the return road behind the pits it suddenly slowed and though Hawthorn continued on lap 12 he did not reappear.

"This little scrap that ended so tragically had been motor racing at its best and the three of them had completely outpaced the remainder of the runners so that when Brooks went by on his own at the end of the 12th lap he was nearly 3min ahead of Salvadori, who was in second position (in the Cooper)..."

Times were changing - and dazzlingly fast. This was a formative event for me as a 12-year-old schoolboy fan, starry-eyed by racing cars and drivers of each and every hue and nationality... but particularly so by the Brits - it was natural then. But the death of Collins was a stunning blow - as much to the enthusiast fraternity as to those who knew, liked,

admired and worked with him. Yet within the customs and practices of the period nobody other than his devastated young widow Louise, immediate family and closest friends - led by Mike Hawthorn, of course - really dwelt upon it. Death was a natural travelling companion of all front-line racing drivers in that era - the sobering and ever-present penalty for less than perfect performance. Today making a small positional error, or suffering a braking and damping deficit - as Collins did - while still pressing near maximum effort, could inflict this terrible cost.

No trackside run-off areas, long-grassed sloping roadside banks, stout trees ever-present like cricket fielders poised to catch the ejected, airborne hapless human - the helpless, far-flung motor racing superstar. And in an instant he and the British Grand Prix community had lost all he had ever experienced, and all he would ever experience. Finality - on a sporting Sunday. But that - as my movie-viewing American friend put it - was simply typical of those "very different times".

Raise a glass to the great British boys' stupendous talents in those times. Their modern-day counterparts, heirs and successors should be truly proud of them - heroes all. Again back to Jenks - one of whose favourite sayings was simply "Aah nostalgia - the real thing." He'd been there. He'd seen it first-hand. He knew. ☑

Doug Nye is the UK's leading motor racing historian and has been writing authoritatively about the sport since the 1960s

Gordon Cruickshank

The wonders – both grounded and airborne – of Bicester Heritage's Flywheel event, plus the Total Grand Prix of Farnham

T

here's a different feel to the Flywheel event at Bicester Heritage now; most of the preserved WWII bomber base is open to the public, which lets the companies on site show off their wares. There are firms selling old cars, fixing them, trimming them and restoring and storing them – a stroll around is a treat for the classic car lover. But so is the event itself: a mix of car

demonstrations round a tight course with good visibility, vintage village offering clothes, period cameras and Fifties-style afternoon tea, static displays notably of military matters – I was startled to hear a machine gun crackling – and aircraft parked and flying. You could investigate a C47 Dakota which dropped paratroops on D-Day, an Auster and early helicopters while overhead British aerobatic champion Lauren Richardson flung her Pitts Special biplane across the Warwickshire skies, before a fight broke out between Sopwith and Fokker WWI triplane replicas punctuated by bursting ack-ack fire and the odd bomb. BE2 and Avro 504 added Great War colour, and one of the special things about this place is that planes take off and land right in front of you. This year is the centenary of the RAF, so the Memorial Flight Lancaster and Hurricane flew by to honour seven WWII veterans who attended.

Not so many people wandered to the inaugural concours, placed a distance from the main action, where movie star cars included the AMC Hornet which made that spiral jump in the James Bond *Man with the Golden Gun* film and the Blues Brothers' Dodge Hornet police car. Overall winner was Lee Choat's E-type coupé, while the People's Choice award went to Dale Sutter's lovely 1960 Hillman Minx in the same white-over-green colours as one I practiced driving on all the way back when flares were still cool (2117 SR, if anyone still has it...).

Nearby, banners waved for London-Sydney 50 – an event at the Gaydon museum on Sunday, July 29 celebrating the 1968 UK-Australia marathon. Rally cars from the event and similar mammoth treks included BMC 1800 Landcrab and Triumph 2000PI along with Jean Denton's high-riding MGB with tail-hanging jerry cans. The event itself will show off Marathon and World Cup rally cars and gather together crews from those daunting expeditions.

Oliver Chapman showed me over the Mercury V8-powered sports car his grandfather built back in 1956, with eight gargling ram intakes puncturing its shapely bonnet, and nearby the Stapleton brothers told me about wrestling with the welded-up differential on their HF Special, one of two Ford flathead V8 US

single-seaters that they had brought along with them on the day.

A squad of De Dion tricycles from the turn of last century made a rare sight – amazing to think a pair of these spindly machines completed the original Peking-Paris challenge in 1907 across the roadless lands of Mongolia. On two wheels, I admired a Brough Superior, which was later loaded on a trailer behind a Brough car. That's a rare pair. David Leigh's gloriously scruffy GN Spider had a few children gaping at its razor nose and battered ally panels, a contrast to Tim Metcalfe's smooth single-seater Lagonda Rapier, the one originally built for Roy Eccles to take Brooklands records, and Tony Bianchi's bellowing Farrelac. Derek Bell was here too, flicking a Porsche 911 between the hay bales.

One way or another there was action most of the time, and even rides on top of a six-wheeled amphibious Alvis Stalwart and Sherman tank. Or in a Tiger Moth.

With a grass airfield on one side and its tree-lined avenues of historic RAF buildings, Bicester Heritage makes a singular venue, and Flywheel has a good vibe.

ALMOST FORGOT THE DOUBLE 12 MEETING WAS RUNNING AT Brooklands in June until a friend called up to ask where I was, so I climbed into the Mk2 and bumbled down. Somehow we ended in the paddock as one of the exhibits – embarrassing as people looked at the rampant rust gnawing at my rear bumper. That's been a 'must do' job for about 10 years. But it was another active day, with sprints up the Test Hill (including children's running races), driving tests and the concours following the speed trials of Saturday. This forms one of the VSCC's Speed Championship rounds, where Nick Topliss upheld R4D's remarkable parade of victories with a new track record on the modern circuit beside Mercedes-Benz World, the ERA fending off Terry and Jamie Crabb's R12C which took fastest pre-war and class honours ahead of Rob Cobden's rapid Riley Special and the AC/GN Cognac of Tony Lees, fastest vintage entry.

On Sunday cars from Edwardian to the Eighties tackled five driving tests, Tom Thornton's Frazer Nash-BMW 319/328 screeching to overall triumph, but as always it was the paddock that drew me. One Bentley crew brought a Chesterfield sofa for gentlemanly comfort between runs. Alex Pilkington lamented the broken supercharger on her 1750 6C, though it didn't stop her competing. Colin Rogers proudly told me about how his Adro Special uses bed rails for its chassis, with a technically transverse V-twin – the cylinders are fore and aft, not side by side, a crank sprocket driving two





Five-window Ford and triple-decker fighters entertain at Flywheel. Below, Imp and Mk1 Jag wave bow-ties for Mike Hawthorn



consecutive long chains to the rear axle. As the French say about derailleur gears on a bike, *c'est brutale, mais ça marche*.

Standing by his Riley Ulster Imp, Tim Ely informed me that having owned the car since 1959 he feels it's time to part with it. This was Mike Hawthorn's first competition car, in which he won his class at the 1950 Brighton Speed Trial. It always sports a spotted bow tie on its grille in memory of the flamboyant world champion, and Tim purchased it direct from Mike's mother after the racer's untimely death, so letting it move on must be a wrench. Admirably, though, Tim says he won't send it to auction. Instead he hopes for a private buyer who'll keep it in England.

As I began to wander home a marshal stopped to say hello - Alan Winn, who last year as museum director ran the whole show and this year was happily directing cars around the paddock. Contentment...

TOTAL GRAND PRIX OF FARNHAM. IT MAY not be on the FIA calendar but on October 14 it will bring the Hampshire town to a stop while 50 or 60 sporting cars circulate to commemorate 60 years since local boy Mike Hawthorn's 1958 world championship with Ferrari. In late June a group of enthusiasts gathered at the Barley Mow on Tilford green, one of Mike's favourite haunts, to hear organiser Mike Ballard outline plans to run Grand Prix racers and sports cars connected with

“
Parting with Mike Hawthorn's Riley Ulster Imp must be a wrench, but hopefully it will stay in England

the Farnham Flyer around a town centre circuit.

Local councillors are supporting the event as is Total-ELF, hence the title, and cars will be based in The Maltings in Farnham. There were no Formula 1 Ferraris at the get-together, but as well as Hawthorn's Riley Imp, Nigel Webb sent his replica of Mike's Mk1 Jaguar, carefully

reflecting every detail of his famous road car 881 VDU, and our own Doug Nye brought his alloy-bodied Proteus C-type replica in Ecurie Ecosse colours.

While talking cars I met Mike's friend John Nicholson who recalled the two of them going to Goodwood as lads and trying to sneak in for free. Later they were at college together, where Mike devoted more time to enjoyment than study with inevitable (lack of) results. Start as you mean to go on.

Come October I'll be heading down the A3 hoping to see a 246 Ferrari Dino snarling past Farnham's traffic lights. ☑

Long-time staffman Gordon Cruickshank learned his trade under Bill Boddy, and competes in historic events in his Jaguar Mk2 and BMW 635

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Montecarlo bust

I was delighted to read (*Letters, August*) Lothar Wiegand's unstinting praise of that oft-overlooked driver, Hans Heyer.

As he quite rightly says, Hans was a touring car legend in the 1970s and 1980s, driving all manner of assorted racing machinery in the DRM, including some mighty Ford Capris and, as Lothar mentions, a Group 5 Lancia Montecarlo.

As well as driving for the works team at a number of races, including Le Mans and Daytona, Hans privately campaigned a series of ex-works Montecarlo Group 5s, beginning in 1980 with the 1979 ex-factory chassis 1001 in which he contested the 1980 Deutsche Rennsport Meisterschaft. His verve and car control were never more apparent than at the extremely wet Norisring round on June 22, which unfortunately he failed to finish due to a minor problem on lap four.

As a wrecked Montecarlo would show, Hans had issues which even his massive talent was unable to overcome. As a result Lancia was, somewhat reluctantly, dragooned into building chassis 1008 to replace 1001 in time for the Salzburgring race three weeks later. To the best of my knowledge this is the only car of the 11 built between 1979 and 1981 that's no longer around.

Rod Shipley, Kilmington, Wiltshire

Easy on the gas

Derek Bell's withdrawal from the Le Mans Classic on the basis of concerns about driving standards is his shout and fair enough, but I think a very important point was lost. Classic car events are mostly about owners having the pleasure of mildly competitive action in their terrific old cars. It is not modern GT, where the amateurs are there to fund a true pro career.

Some owners seek to get results their own talents can't deliver by sharing with old pros. Some do the same for some extra attention. A few have pros exclusively drive their cars, but not that often, and normally then in the hope of furthering some commercial interest.

Event organisers love seeing old pros in the cars because it draws in the punters, but this brings with it a ramping-up of aggression on track as well as a reduction in lap times. Witness the shenanigans at the front of the TT field. This puts off quite a few owner-drivers without whom none of these events would get off the ground.

So, with due respect to the legend that is Mr Bell, if the pros could curb their competitive instincts a bit, driving with due respect for the machinery and their fellow racers, many more would continue to enjoy the pleasure of driving and seeing driven these amazing old cars on the circuits they belong at.

Andrew Beverley, Hever, Kent



Metamorphosis

I have just seen the report of the Hall of Fame awards evening and was

somewhat surprised by the picture of Damon Hill. It appears that he is morphing into Eddie Jordan.

Disturbing on so many levels.

Ian Page, Haslemere, Surrey

A brittle veneer

Lewis Hamilton's behaviour immediately after the British Grand Prix demonstrated that his veneer of good manners is pretty thin. As to his abilities in the car, his was a very cossetted apprenticeship. I'm sure that there were any number of cadet drivers who could have developed the skills and experience afforded to Hamilton under the McLaren wing. And, on arrival in F1, unlike most, Hamilton never had the character-building experience of flogging round in something like a Minardi or a Simtek for a few seasons. Hence his brittle demeanour today when everything's not delivered to him on a solid gold plate.

Amid all the blurb about drivers' records at the British Grand Prix, it irks me that a driver like Hamilton is lauded more than someone like Jackie Stewart. In our contemporary era

Atlantic crossing

It is great to see Formula Atlantic being recognised as a 'legitimate' class for vintage racing. As the original co-ordinator of the Players Challenge Series for Formula Atlantic cars in Canada (1974-76) the photo you used brought back lots of memories of some of the drivers who learned their trade in Atlantic.

In the photo, leading the pack into corner one at Trois Rivières, Quebec in 1976, is Gilles Villeneuve (who won) followed by Alan Jones, James Hunt, Vittorio Brambilla, Bobby Rahal, Patrick Tambay and Tom Gloy. Gloy was driving a Tui, an Atlantic car designed and built by Kiwi Alan McCall (who frequently appeared in your magazine as a crack F1 mechanic in the late 1960s and early '70s).

In addition to Villeneuve and Rahal, several other regulars in the series went on to have pretty good careers. Howdy Holmes is mentioned in your article (Indy 500 Rookie of the Year) and others include Hector Rebaque, Bertil Roos, Bill Brack (three-time Canadian Driving Champion (it took Villeneuve to finally beat Brack to the title in 1976) and Price Cobb (Le Mans), to name a few. In 1979 Keke Rosberg competed as did Danny Sullivan.

I think the careers of the above give legitimacy to the inclusion of Formula Atlantic into the vintage car scene.

Rob Tanner, Muskoka, Canada

the sheer number of races skews the stats of course, but Hamilton's career in these ultra-safe days surely cannot be equated with that of Sir Jackie. Never mind Sir, I'd say Saint Jackie Stewart.

I have only seen him make two mistakes in his whole life: 1) Going off when chasing Peterson at Silverstone, 1973, and, 2) Being such a consistent advocate of one watch brand!

David Buckden, Walmer, Kent

Express news

On page 63 of the August issue you have a piece on the 1956 British GP. The picture isn't of that race however, it's the start of the *Daily Express* Trophy, a non-championship F1 race run earlier in the year. I know, as it was the first motor race I attended.

In the article you correctly state that Moss led the GP for some distance in a works Maserati. However, Maserati didn't enter the earlier event, and he had his first race and win in a Vanwall. He can be seen at the extreme left-hand end of the front row in your picture, with Schell in another Vanwall alongside. Behind Schell is Collins in a Lancia-Ferrari. Hawthorn in a BRM and Fangio in another Lancia-Ferrari are just in front. Behind them is a B-type Connaught driven by Archie Scott Brown, one of my favourite drivers. Anyone who saw him driving the works Lister-Jaguar to win after win in British national sports car racing in 1957 knows why.

Andrew Everitt, Harpenden, Herts

Indianapolis Jack

The sidebar chronology accompanying the track test of the three Brabham formula cars in the June issue was most interesting, but somewhat incomplete. As a Yank who has followed the Indy 500, I feel Sir Jack's efforts at Indianapolis have long been unappreciated, especially on your side of the pond. Besides his efforts with the Cooper, Brabham entered cars of his own creation on four occasions. In 1964 in his BT12-Offy he narrowly escaped the horrific crash in the opening laps. Brabham returned to Indy in 1968 with a BT25 powered by a 4.2-litre Repco engine. Jochen Rindt was the driver. Sir Jack and Peter Revson drove BT25s in 1969, Revson finishing fifth and later winning the Champ Car race on the IRP road course. 1970 saw Brabham back at Indy in an Offy-powered BT32, which didn't finish. Lee Roy Yarbrough drove it later in the year, with an almost-win at the California 500.

This is little more than statistics. It would be most fitting for *Motor Sport* to tell the complete story of Brabham and his cars in USAC racing for all of his fans.

James Rice, Pekin, Illinois, USA ☒

Further letters and images may appear in our digital edition only. Please include your full name and address when corresponding

BAUME & MERCIER

Think 'great American motorcycle' and the name Harley-Davidson springs to mind. But it now has a serious competitor: the revitalised Indian marque that has been owned by snowmobile and ATV manufacturer Polaris since 2011.

Until recently, Polaris also produced motorcycles under the Victory name - but the Minnesota firm has now put Victory into hibernation to focus on Indian, founded in 1901 and America's oldest manufacturer.

Indian's pre-war vee-twin machines were famed for their success in board-track racing and as the official bikes of many a US police department. The firm began to return to wider recognition in 2005, with the release of the movie *The World's Fastest Indian*. Starring Sir Anthony Hopkins, it is the remarkable story of New Zealander Burt Munro, who tuned a 1919 Indian Scout before heading to America's Bonneville Salt Flats - where, in 1967, he set a motorcycle land speed record of 183.58 mph at the advanced age of 68.

The David and Goliath tale has been picked-up by Swiss watch brand Baume &

Mer-



cial partnership with Indian.

Baume & Mercier had no link to the automotive world prior to 2005, when it struck a similar deal with Las Vegas tuning house Shelby American - creator of the famous Shelby Cobra - leading to a series of sell-out limited-edition watches. The new collaboration with Indian kicks off with this Burt Munro tribute watch based on the Clifton Club chronograph. It features a dial customised with a yellow '35' roundel (Munro's lucky number), a sandblasted finish inspired by the surface of the Bonneville Salt Flats and a seconds hand with a counterbalance in the shape of the stylised Indian 'I'.

The calfskin strap is dyed a shade of red typically found on vintage Indian machines, while the case back carries the marque's head-dress logo and the individual edition number from the 1967 to be made - a quantity chosen to commemorate Munro's record year.

Baume & Mercier Clifton Club Burt Munro Tribute, £3250. www.baume-et-mercier.co.uk

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Frederique Constant has backed the European Healey Club since 2004. It

recently launched this limited-edition chronograph to mark the fifth European gathering of club members, which took place in Germany in June. The 42mm watch features a racing green dial, a perforated 'rally' strap and a transparent case back. Just 2888 are available and each will be delivered with a model of NOJ 393, the famous Le Mans Healey that sold for a record £843,000 in 2011. £2595 (steel) £2895 (gold pvd). www.frederiqueconstant.com



C3 'Grand Tourer'

CHRISTOPHER WARD

UK-based brand Christopher Ward has added to its driver-inspired range with

this new C3 Grand Tourer chronograph, which attempts to combine dress watch elegance with sporty functionality. Two dial designs are available - silvered white or vintage blue with silvered white sub-dials - and each is complemented by a choice of weathered leather straps in camel, tan or black. Nice automotive details include the piston-shaped chronograph pushers. £395. www.christopherward.co.uk

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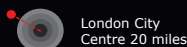
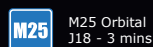
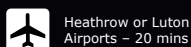
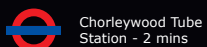
Indistinguishable from an original car, this Short Nose D-Type has recently received HTP papers thus confirming its accuracy. It competed in the Woodcote Trophy at the 2017 Silverstone Classic but remains equally suited to road use having completed the Salon Prive Tour the year previously.

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RECORD BREAKERS

MEET THE UNBEATABLES

*Some records are made to be broken,
but others will stand forever*

There are few sports that lend themselves to benchmarking as naturally as motor sport. Rich with statistics and often decided by fine margins, there's always scope for somebody to be the first, go the fastest or even the furthest. Some records are there to be beaten, but history sometimes shifts a few so they can never be reached. Here we celebrate those eternal feats.

S

ummer. A time of long evenings, iced drinks and the clattering sound of breaking records. Some of the greatest and longest-standing motor sport records have fallen to a new generation of drivers and riders across the past month or two, reminding us that in racing nothing stays the same forever.

The first inkling that something was up came in June with the Isle of Man TT, where Peter Hickman (*below*) set a new absolute course record of 16min 42.778sec, lapping the road circuit on his BMW S1000 RR at a staggering average speed of 135.452mph. He wasn't alone: Michael Dunlop broke the lap records in both the Supersport and Lightweight categories during the 2018 meeting; a new electric record was set and so were new Sidecar and Superbike records.

A few weeks later more records fell. This time it was in America at the world's most famous hillclimb, Pikes Peak, where Sébastien Loeb's 2013 run has remained unrivalled and apparently unassailable for five years. That record, set at the wheel of a bespoke Peugeot 208 T16, which completed the 12-mile climb in 8min 13.878sec was so fast that - as we reported in these pages last month - even the team's engineers didn't think it was possible. But last month Volkswagen obliterated it with a run of 7min 57.148sec in a - wait for it - battery powered car. "I'm happy with this, but we could have gone quicker," said the man at the wheel, Romain Dumas, afterwards.



Mainstream motor sport wasn't immune either: Sebastian Vettel won the British Grand Prix, but it was Lewis Hamilton who recorded a new track record with a qualifying lap of 1min 25.892sec.

There is a fascination for statistics in motor sport and that imbues records with a special significance. And this is hardly surprising: as a sport it is about pushing the boundaries of what is technically and humanly possible. Faster, lighter, longer... it doesn't matter, someone wants to claim the record. And as soon as

someone has claimed it the only certainty is that someone else will be plotting a route to beat it.

There are some records, however, that occupy a unique place. Those that will never be beaten. They remain marooned at the top, unobtainable not only because of the supreme effort to achieve them, but also through a quirk of history or circumstance. And it is those records that we celebrate over the following pages.

The tale of Stirling Moss and *Motor Sport's* continental correspondent Denis Jenkinson winning the 1955 Mille Miglia for example will stand forever as the last word on that particular race. Nobody foresaw back then that the event had just two more years to run, but the consequences of 1957 - when the Ferrari 335 of Alfonso de Portago/Ed Nelson crashed into a ditch, killing both crew members and nine spectators - led to the race's consignment to history. It meant that the of Moss and Jenks achievement will never be bettered. It is a similar story with the Targa Florio, which was dropped from the World Sports Car Championship beyond 1973, a year after perceptions of what was possible had been reset.

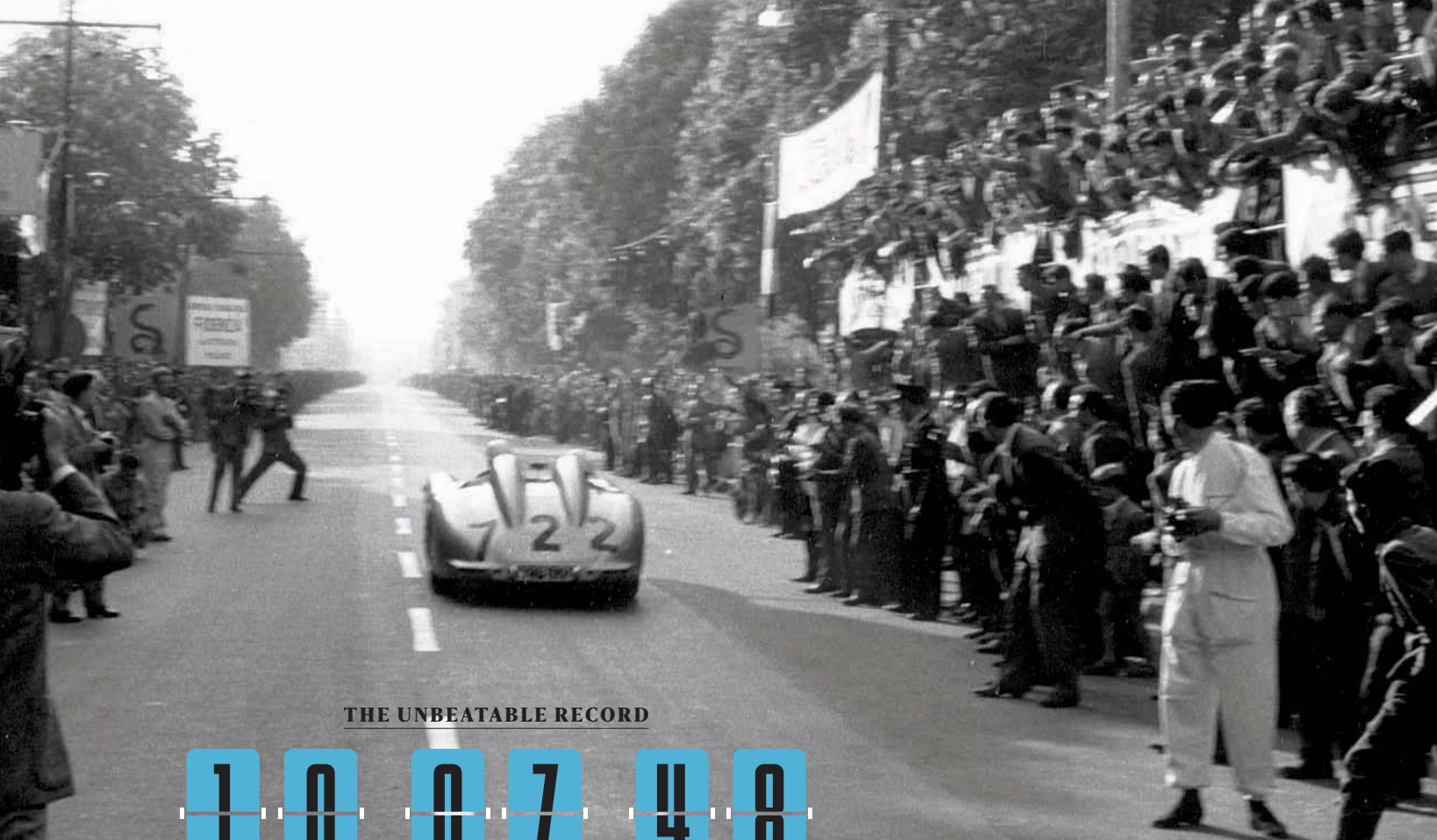
For many years, Stefan Bellof's 6min 11.13sec lap of the Nordschleife, set aboard a Porsche 956 in 1983, was regarded as one of these ghost records. Partly this was because of the breathtaking time in itself, but partly it was a quirk of history. The venue had been abandoned by Formula 1 seven years earlier on safety grounds, and 1983 was to prove the final year that other major international series - including the World Sports Car Championship and European F2 - would visit, leaving Bellof's superhuman lap unchallenged at the top, destined to be unbeaten.

Until last month, that is. But, as our feature on Porsche's attempt at beating its own famous record reveals, some records simply aren't meant to be beaten. Even if you can.

And if you think that mere records don't matter, consider this.

At a Ferrari press event some years ago, it was revealed that one of the corners at Fiorano had been reprofiled at the insistence of Michael Schumacher. Officially, the given reason was that the revised layout was more suitable for certain elements of set-up analysis but there were some within Ferrari who pointed out that Schumacher had recently beaten the old Fiorano lap record. Changing the corner therefore was one way to make sure his time could never be beaten, giving him, in the world of records at least, immortality. ☑





THE UNBEATABLE RECORD

1 0 0 7 4 8

HOURS

MINUTES

SECONDS

The incredible journey

Stirling Moss had yet to break through as a Formula 1 Grand Prix winner when he established a racing benchmark

WRITER Andrew Frankel

We all know that Stirling Moss won the 1955 Mille Miglia, driving a Mercedes-Benz 300 SLR with our former continental correspondent Denis Jenkinson at his side, proving by way of hand signals a series of pace notes recorded on a roller encased in an aluminium box - the famed 'bog roll', no less. We know that Moss smashed the lap record for the Mille Miglia and we know his time will stand forever. But perhaps we could delve a little deeper into why Moss proved to be unbeatable around Italy that day or, as it transpired, on any other. It was not as if Stirling was an old hand at the Mille Miglia. True, he had entered three times before, but in both 1951 and '53 he was

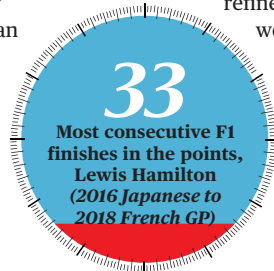
forced to retire in the early stages. In 1952 he and Norman Dewis did get within 145 miles of the finish and were third when he had to retire his disc brake-equipped Jaguar C-type but, compared with the local crews, he was almost a stranger to the race. And the 1955 event followed an only similar, not identical, course. The strange thing about the Mille Miglia is that not only did it run over many routes in its 30 years, so far as I can work out not one of them was ever 1000 miles long, but as few as 945 (1953) and as many as 1139 (1948). Moss drove 992, to the nearest mile. I digress. Was it perhaps the car? At the time the 300 SLR was

the best sports racing car in the world. The closest competition came from Ferrari, and it is to be remembered that Umberto Maglioli's 118LM Ferrari finished third, just 13 minutes behind Juan Manuel Fangio's SLR, not so long over such a long distance, especially given the fact Maglioli was injured in practice. Moss, by contrast, finished over half an hour ahead of his team-mate, though to be fair Fangio had been delayed by a fuel injector problem.

Was it having a co-driver? Having someone next to you was not exactly an innovation in 1955, the majority of cars entered in the race did so with two on board. So was it the co-driver? Well Jenks was tiny, so the usual weight penalty would have been substantially mitigated, and absolutely fearless; but I suspect it was his history in sidecar racing that made a difference, for there can be no other sport where two people depend more upon each other not merely to win a race, but literally to survive it.

What part did the 'bog roll' play then? Again, pace notes weren't new and had been used extensively in the Carrera Panamericana, but the role of American driver John Fitch - who generously provided both Jenks and the 'bog roll' idea - cannot be underestimated. But it's probably also true that no one had

refined the communication process as well as Moss and Jenks did, particularly for cars where spoken instructions were not possible. Their sign language and pace notes were refined over what added up to seven entire laps of the course in practice. Scarily for the opposition, it should have



been better still, because Mercedes-Benz had devised radio communications between the two that had worked perfectly when Moss drove at half-sensible speeds, but at maximum attack he found himself unable to hear a thing. Surprisingly, this had nothing to do with the sound of the SLR's desmodromic valve gear, but simply that for Stirling to drive like that required such complete concentration his brain automatically blocked all external distractions, including DSJ's voice.

Evidence for the success of the notes is suggested not only by the margin Moss was able to pull over Fangio, but also the fact that his other team-mate, Karl Kling, did a barely believable 30 laps in practice trying to learn the route and drive solo. Moss won, while Kling crashed out barely halfway around.

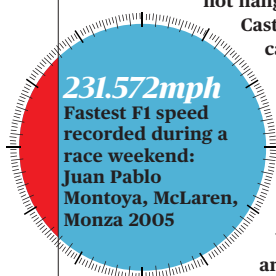
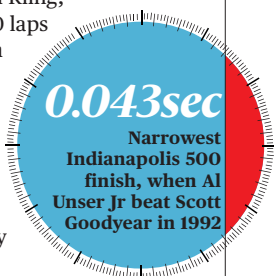
The real decisive advantage was Moss. But not necessarily in the way many think.

If you look at the margin of victory it is understandable to conclude that Moss just smoked off into the distance. Not true. One of Alfred Neubauer's smarter moves was to let his drivers set their own pace and Moss, though just 26 and not yet a Grand Prix winner, was a very cool guy in a car prepared to hitherto unimagined standards, surrounded by hotheads in very fast, very beautiful, but possibly quite fragile Italian exotics. Paolo Marzotto's Ferrari made the early running until it retired with tyre failure, to be replaced by team-mate Eugenio Castellotti, whose engine then blew. And, while Moss then briefly led, by Pescara it was Piero Taruffi out in front. It was only on the approach to Rome that Moss finally took a lead that, despite sliding into hay bales at least three times and leaving the road once altogether, he would never relinquish.

Moss won partly because he had the best of everything - car, team-mate, strategy and preparation - but mainly because on that course and day he was better than Fangio. He came home in 10hrs 07min 48sec, improving the course record set by Giannino Marzotto in 1953 by almost exactly half an hour, despite the fact the '55 route was 20 miles longer.

Why did no one go quicker in either of the two years the Mille Miglia had left to live? Mainly because the bar was almost certainly unattainable on the best of days. As it happened there was appalling weather in 1956 and it rained in 1957 too, but only towards the end. Which meant the great Taruffi (Ferrari 315) won his final race aged 50 in 10hrs 27min 47sec, the second fastest lap of the Mille Miglia course.

You can look for all sorts of reasons to explain what Moss did that day, but the truth is the package he put together and the way he drove was not just better than anyone else, it was on another level altogether. ☐



The diary of a legend

Denis Jenkinson's record of his adventure, taken from the June 1955 issue of *Motor Sport*

Moss and I had similar plans, of using the passenger as a second brain for navigation.

We logged the corners, grading them as "saucy", "dodgy" and "very dangerous", having a hand sign for each. I wrote the details on a sheet of paper 18 feet long. Moss had an alloy case made, on a roller system, with me winding and reading through a Perspex window, sealed with Sellotape in the event of rain.

The first of the over-2,000cc sports cars left Brescia at 6.55am on Sunday. Our big worry was not those in front, but those behind. With all these works Ferraris behind us we could not hang about, [Eugenio]

Castellotti was liable to catch us, and [Sergio] Sighinolfi would probably scabble past using the grass banks, so if we didn't press-on there was a good chance of the dice becoming exciting, and not to say dangerous, early on.

Entering Padova at 150mph we braked for a bend, and suddenly I realised that Moss was beginning to work furiously on the steering, for we were arriving much too fast. I sat fascinated, watching, intrigued to follow his every action, and completely forgot to be scared. We bumped into the bales and bounced into the middle of the road as Moss

opened it out again. Castellotti nipped by, grinning over his shoulder. I gave Moss a handclap for showing me just how a great driver acts in a difficult situation.

Castellotti was driving like a maniac, using pavements and loose edges of the road, rubber pouring off the rear tyres. Yet beside me was a quiet, calm young man who was ready for any emergency.

All the way there were signs of almighty incidents, and many times on corners we had signalled as dangerous or dodgy there were cars lying battered and bent. We passed Castellotti at a control, where he was having tyres changed.

Moss continued to drive the most superb race of his career. Little did we know that we had the race in our pocket, for [Piero] Taruffi had retired with a broken oil pump and [Juan-Manuel] Fangio was stopped in Florence repairing an injection pipe.

We crossed the finishing line well over 100 mph, still not knowing that we had made motor-racing history.

At the garage it was finally impressed upon us that we had won, achieved the impossible, broken all the records, ruined all the Mille Miglia legends.

As we were driven back to our hotel, tired, filthy, oily, Stirling said: "We've rather made a mess of the record - sort of spoilt it for anyone else, for there probably won't be another completely dry Mille Miglia for 20 years..."

THE UNBEATABLE RECORD

135.067

MPH

Commitment, bravery and trust

Spa-Francorchamps was the world's fastest motorcycle circuit in 1977, when Barry Sheene set an all-time race record

WRITER Mat Oxley



A fickle, fragile 500cc two-stroke with little more than 115 horsepower at the end of the twistgrip and a deadly strip of blacktop sweeping through the Ardennes forest, bordered by rusting steel barriers, farmhouses and herds of dairy cows.

In July 1977, Barry Sheene put the two together and established a record that has never been beaten and will never be beaten. On his way to his second consecutive 500cc world championship, the Londoner won the Belgian Grand Prix at 135.067mph, the fastest ever such motorcycle race. Sheene's place in the pantheon was secured when the original Spa-Francorchamps circuit was removed from the calendar following the 1978 Belgian GP, putting his record forever out of reach.

Spa had hosted motorcycle Grands Prix since the 1920s, the course winding its way between the villages of Francorchamps, Burneville and Stavelot. In July 1949, Spa claimed the second fatality in world championship racing and by 1977 the road circuit had accounted for several more victims. Only the Isle of Man TT caused more deaths. In the 1960s and 1970s, Grand Prix riders joked darkly that there were so many memorials around Spa that they could make a fence out of them.

Sheene knew all of this when he rode his factory-backed Suzuki RG500 out of the pit lane and up Raidillon to start practice on Friday July 1, 1977. But however much he hated the Isle of Man, he enjoyed the challenge of Spa. Sheene's loathing for the TT had less to do with the drystone walls and telegraph poles

and more to do with the 37¼-mile course that bestowed a huge advantage on older, more experienced riders. He certainly wasn't scared of anything.

"The big thing about Barry was that he was always ballsy," remembers mechanic Martin Brookman, who worked with Sheene through much of his Grand Prix career. "I always thought his bravery was probably more than his ability. He was a brave little bastard and just wanted to win."

As usual, Sheene and his rivals had travelled to Spa from the previous weekend's Dutch TT, where Sheene had been defeated by local hero Wil Hartog. Thus he needed victory to extend his championship advantage over rookie factory Yamaha rider Steve Baker, who had never ridden a proper road circuit before Spa.

"I went around in my car before practice," recalls the American. "My first thought was, 'Oh God, what have I got myself into here?' It was pretty scary. The thing was that however dangerous it was, you had to keep your corner speed up because, with the 500 engine's power characteristics, that made a huge difference in lap times."

Another Spa first-timer was Sheene's new team-mate, Steve Parrish. "I remember riding through that long right-hander through the village of Burneville for the first time, thinking, 'F**k me, if it goes wrong here... This is just lunacy,'" he remembers.

Sheene was expected to qualify on pole, but didn't. During the final Saturday afternoon session he was stung by

a hornet that had got inside his leathers. By the time he had recovered he had slipped to second fastest, behind Swiss rider Philippe Coulon riding a production version of Sheene's square-four, rotary-valve RG500.

Worse was to come. After qualifying, Sheene's crew commenced final preparations for the following day's race: the usual top-end engine strip-down and a full chassis check-over. They were dismayed to discover a mass of tyre shavings stuck to the centre of the RG's swingarm. This was bad news because it told them that Sheene's rear Michelin slick was growing at high speed and chafing against the swingarm. During the 10-lap race there was a good chance the tyre would wear right through and suddenly deflate.

Sheene had suffered exactly the same fate two years earlier at Daytona, where his rear Dunlop had popped as he hurtled around the banking at 175mph. In the ensuing accident he broke his left femur, right arm, right





BEAUPHOTO

collarbone and several vertebrae. At Spa his RG was geared for almost 190mph...

"Barry wasn't impressed when he saw those bits of rubber - it was a shock because it was, 'Here we go again'," says Martyn Ogborne, Sheene's Suzuki technician. "The problem with the old cross-plies was that they had so much rubber on them that the tyres would grow far too much. So it was, 'Oh shit, get all the swingarms out, get the grinders out' and we had to grind the chain adjustment slots so we could pull the wheels right back."

The following morning Sheene asked Ogborne if the problem had been fixed. "We said, 'Yeah', so he said, 'OK, let's do it'. It was all done on trust - his mind had to be completely free. We had to know that if we lied to him, we could kill him. Simple as that."

Sheene had to work hard in the race. On the first lap he was third, behind Hartog and Parrish. Then French Suzuki privateer Michel Rougerie took over at the front. Like Coulon, Rougerie's well-fettled production RG was as quick as Sheene's factory bike. The pair spent

several laps together fighting, both breaking the lap record, Sheene upping the pace as he tried to stay with Rougerie, who had eked a half-second advantage by the end of lap six.

A few seconds further back, Parrish was embroiled in an epic battle for third place with 15-times world champion Giacomo Agostini, American Pat Hennen and Finnish privateer Tepi Lansivouri.

"It still stands out in my mind because I'd never slipstreamed so closely in my life," says Parrish. "You were inches from the other guys, staring at their exhaust pipes.

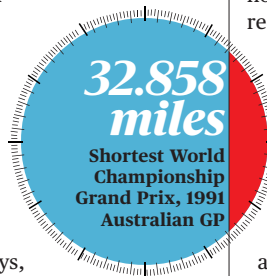
We were doing these ridiculous leapfrogging manoeuvres - you'd slipstream past someone, then he'd come back past you, then you'd go past him again. And you were doing this with your finger on the clutch in case your engine seized, while looking at the other guys' tail

pipes, watching for the tell-tale puff of blue smoke that told you their engine was seizing."

Which is exactly what happened to Rougerie as he started the final lap, while inches ahead of Sheene, who retained the lead to the chequered flag, despite a misfire. There was no great fuss over the new race and lap records. "Everyone thought we'd go back next year and go even faster," shrugs Parrish.

They very nearly did. At the 1978 race, Yamaha's Johnny Cecotto qualified on pole at 138.169mph, but the race was wet, so Sheene's records remained intact.

Although Sheene enjoyed Spa - "he knew he had a mental advantage there," adds Ogborne - he and other riders had already started campaigning to have the venue struck from the calendar. The Belgian promoters reacted by announcing the construction of a shorter, safer track for 1979. The current 4.3-mile circuit hosted motorcycle Grands Prix for a decade, until it was likewise deemed too dangerous. The circuit staged its last bike GP in July 1990. ☐





THE UNBEATABLE RECORD



HOURS

MINUTES

SECONDS

The rise of the mountain king

It may have been too late to clinch victory on the Targa Florio, but that didn't slow one Finnish pilot

WRITER Gordon Cruickshank

E

ighty miles an hour, all but. That will now stand forever as the lap record for the Targa Florio, last run in 1977 - too narrow, too rough, too risky.

If that 80mph seems nothing, transport yourself to the lemon-scented Madonie mountains of Sicily, to a writhing ribbon of tar, round headlands, valleys and tight bridges, thigh-straining braking from 180mph peaks to hairpins at 35 while fans try to slap your car. One 44-mile lap is a marathon. They did it 11 times in succession.

From 1907, via several routes up to 92 miles

long, the Targa Florio built its reputation, until by the Sixties and Seventies it sat with the Nürburgring and Le Mans as one of sports car racing's classics. When little-known Finn Leo Kinnunen signed for Porsche for the 1970 season he knew he was number two to Pedro Rodríguez, but Targa Florio upturned that: shouldering most of the drive he earned himself a lasting honour. He did not win, but he stunned onlookers with a drive that can never be beaten.

On these two-lane roads the Targa ran as a time trial, cars

starting at intervals, team crews holding up position boards by the Cerda pits. For half an hour - 492 relentless miles - the driver didn't know his placing. Although works teams had fuelling and signalling depots in the hills, help was usually a long way off, though spectators loved to heave an errant car back on the road. With 12 classes down to 1300cc GTs there was little room for strategy; traffic luck played a bigger part, and overtaking was a breath-holding gamble.

With four Targa victories already, Porsche arrived in confident form, rolling four flyweight cars out of the transporters, brand new and conceived just for this event. With its 2000ft climb to Bivio Polizzi, the Targa was effectively a hillclimb up and down - from Palermo the seaside road ran straight, but it was those bends that counted. So Stuttgart slid 350bhp of flat-eight into four fresh chassis based on the Bergspyder that had taken the European Mountain Hillclimb Championship. Short, squat and simply bodied, free of aero addenda, the little 908/3s were technically not a works team: John Wyer's JWA would run three, Porsche Salzburg the fourth, and so they could be easily identified by

arrived in some of the most memorable liveries to hit the track - the JW cars in pale Gulf blue differently slashed by orange arrowheads so the changeover driver knew which car was coming in, the 'dealer' car splashed with red across its nose.



They'd leave the 5-litre class to Ferrari. Sure enough Porsche drivers Jo Siffert/Brian Redman went fastest in practice, Vic Elford/Hans Herrmann second in the Salzburg 908/3 over the sole works Ferrari 512S of Nino Vaccarella/Ignazio Giunti. And an Alfa Romeo T33/3 fourth. This was the Targa's golden time; every maker aiming for glory in the World Sportscar Championship had to be here - and so many privateers that for 1971 the event would require knock-out heats.

As huge crowds gathered, traffic jams around Palermo snared officials and competitors, so the Filipinetti 512 and the Maranello sister didn't set off until an anxious hour late, with following 3-litre machines flagged away only 15sec apart. Soon Targa expert Elford was out, the victim of a rock on the track. If Vaccarella's big Ferrari withstood the pounding it might upset the Stuttgart appercart, and the 3-litre V8 Alfas too had a serious chance.

405 kph
Highest speed recorded at the Le Mans 24 Hours, Roger Dorchy (WM P88-Peugeot, 1988)

Siffert had squeezed past the Ferraris but as stopwatches clicked for the first time it was the 908 of Gérard Larrousse leading the Swiss and a charging Kinnunen. Fuel stops mixed positions, Vaccarella and Giunti fuelling and swapping every two laps while the Porsche crews drove four laps with a fill in the mountains.

For the crowd on the hillsides, the order was opaque, but the spectacle stupendous. And Kinnunen was proving a revelation, breaking the lap record on lap four at 34min 57.5sec to take the lead from Siffert/Redman and the 512s. Until Rodríguez took over.

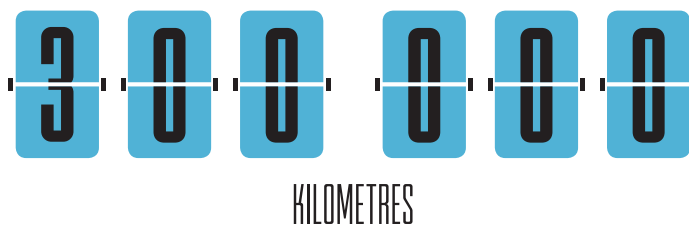
Unwell, he soon dropped to fourth, pulling in after three laps instead of four while Redman and Giunti sparred for two wonderful rounds, the Porsche unable to pass the big Ferrari until a tandem stop gave Porsche the deciding edge, sealed by

42 years 285 days
World Championship Grand Prix with oldest average age, 1951 French GP

Vaccarella's last stop after the Larrousse/Linz Porsche snapped a half-shaft and the last of the Alfas crashed.

But Kinnunen was flying, his rally skills helping him fling the Porsche through over 800 bends every lap as he made up in spades what Rodríguez had dropped, clearing walls by inches to end lap 10 almost 7sec faster than Siffert. He couldn't win, but his blood was up and his last lap was an electrifying 33min 36.0sec - so fast some thought a minute had gone adrift. He and Rodríguez snatched second place, but the Finn had set a mark never to be topped. The Targa would run as a major international for three more years, but no-one would match Kinnunen before safety, poor facilities and those unruly spectators ended its days as the last great road race.

THE UNBEATABLE RECORD



Keep on runnin'

Most cars do about 11,000 miles a year. One Citroën did 27 times that - in four relentless months

WRITER Gordon Cruickshank

Think records are all about speed? Not always. If you're trying to sell a small car of no great distinction you can't push that angle, but you could try proving its reliability - over a ludicrous mileage. And then offering a prize of millions to anyone who beats you.

That was Citroën's position in the early Thirties; its line of six- and four-cylinder family cars introduced in 1932 was selling like cold cakes, despite their one-piece steel body and synchro gearboxes. Enter oil company Yacco, keen to get into Citroën's handbooks. Buying a Citroën C6, nicknamed 'Rosalie' by the drivers after a popular song, Yacco's little team had broken 14 records in 1931, running trouble-free around the banked Monthléry circuit for 25,000km and alerting the marque to the PR possibilities for its flagging little car.

After Yacco's team set records with Rosalie II and III, Citroën came fully on board for an endurance test like no other.

Keen to push its small 8CV model, Citroën gave one to Yacco's wizard tuner César Marchand, who prepared it for action. Under a narrow, taper-tail single-seater body Petite Rosalie's standard chassis and 1452cc engine offered a meek 30hp and a bare 60mph, yet seven drivers were persuaded to arrive at the huge autodrome on March 15, 1933 to test their mettle. And they didn't know when to stop.

In mesmerisingly dull five-hour stints, the alternating drivers, which were living in a hut on site, droned around the steep oval bankings. They stopped only for fuel, tyre, oil (Yacco, naturally) and water works in a drive-through shelter attended by eight mechanics and eight timekeepers, stopwatches clicking every minute and a half as the upright blue machine droned past. Three weeks later, the 50,000km mark arrived - and they went on, past 100,000km,

then 200,000km... three months later!

Yet as records kept falling, Petite Rosalie keep rolling. The team decided it would call a halt - after another 100,000km, so it wasn't until after 134 tedious days and endless nights at an average of 57.8mph that the concrete ring heard Rosalie's last rattle. She had knocked over 57 international and 28 world records. Most are long-since toppled, but not all. André Citroën himself flagged the little car off the track, and immediately offered a prize of three million Francs to anyone who could beat Petite Rosalie's feat. It has never been claimed. □



Record breakers

05:19.546
MINUTES SECONDS

In pursuit of a legend

*When Porsche decided to challenge the most celebrated
of all lap records – Stefan Bellof's, at the
Nordschleife – Motor Sport had a ringside seat*

WRITER Dickie Meaden PHOTOGRAPHER Mark Riccioni/Porsche AG





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LA MICHELIN

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CHO

The familiarity of the scene is uncanny. A gaggle of Porsche engineers huddled around the latest prototype racing car, preparing it in readiness for an attack on the most formidable track of them all.

Three and a half decades ago it was Norbert Singer crouched by the forward-hinged door of Stefan Bellof's Rothmans-liveried 956 in the Nürburgring's small 'T13' paddock. Today it's Porsche Motorsport's Andreas Seidl - Porsche's LMP1 team principal - having a few words with factory driver Timo Bernhard before he too commits himself to an all-out lap of the Green Hell.

The tableau might appear similar, but the circumstances couldn't be more different: the former a snapshot from what began as just another qualifying session at just another round of the World Sports Car Championship; the latter a meticulously stage-managed moment of singular importance and laser-guided intent. It's a day many thought would never come. Some believed it *should* never come. Whatever, if all goes to plan the longest-standing and most emotionally charged lap record of them all will finally be broken.

To understand how we got to this moment you have to appreciate the magnitude of Bellof's record-setting lap. Here was a young German driver, blessed with unsettling speed and tipped by many as a future Formula 1 world champion. As a Porsche factory driver he was understudy to Derek Bell, Jochen Mass, Jacky Ickx and Hans Stuck, but his raw pace and utterly fearless approach immediately thrust him into a realm his supremely talented team-mates freely admitted they didn't wish explore.

His performance in the 1983 Nürburgring 1000Kms - held on a one-off shortened circuit configuration due to construction work for the new GP circuit - would become the stuff of legend. Despite encountering traffic he set a qualifying time of 6min 11.13sec - a full five seconds faster than Mass and 25 quicker than Ickx. In the race he pulled a 36sec lead over Mass before handing over to Derek Bell, but when he got back in the car with a reduced lead he pushed even harder. Shortly after setting a new race lap record of 6min 25.91sec he had a 160mph crash at Pflanzgarten, destroying the car but making his reputation as a stellar, but untameable talent.

The Nordschleife would never again be used in this configuration. Nor would it host

top-flight world championship racing, leaving Bellof's qualifying and race lap records to stand unchallenged. Bellof's death in an accident at Spa-Francorchamps in 1985 - while attempting to overtake Ickx around the outside at Eau Rouge - tragically cemented his legendary status.

It was long thought the opportunity to challenge Bellof's lap times would never come, because no manufacturer would have the balls to do it. This theory didn't reckon on Porsche's 919 Tribute Tour. Billed as a celebration of the 919 Hybrid's remarkable domination of the World Endurance Championship (WEC), which resulted in three consecutive Le Mans 24 Hours victories and three consecutive WEC title doubles, in truth it's a wake to mourn the premature passing of Porsche's LMP1 programme, which was canned a year early in the immediate aftermath of dieselgate.

The 919 Tribute is a clever exercise. One that proves that even when it withdraws from competition, Porsche Motorsport never stops competing. So, while Toyota remains the last factory team standing in the WEC's top-tier LMP1 class, Porsche has taken its all-conquering machine on a farewell tour with a difference. One intended to give fans a last chance to see the car in action, steal some limelight and - crucially - break some lap records.

In order to achieve the latter, Porsche



speculation wildfire about a possible attempt on the Bellof record. Though Porsche remained tight-lipped, a brief and unpublicised test session on the Nordschleife in early June added grist to the rumour mill. Then, unofficially, Porsche admitted it would be running the 919 Evo in anger, but tantalisingly wouldn't say when.

The cloak-and-dagger nature of the Nürburgring assault ramped up considerably when I received an email from Porsche GB's PR manager. He had been told in confidence by the factory that, weather permitting, the record attempt would be made on June 29. There wouldn't be a massive international media bunfight, but if we were content to travel out to Germany the night before and promised not to get in the way, we could loiter in the background during the record attempt the following day.

ALL OF WHICH IS HOW WE FIND OURSELVES at the Nürburgring on the eve of what we know will be a momentous, hopefully successful and in all likelihood somewhat controversial day. We join the team for dinner in a suite above the GP circuit pit lane. Such is the tight-knit bond between the LMP1 team it's a bit like gate-crashing a family get-together. There are a few speeches, but in essence this is a moment for everyone to wish Timo

"It was thought the opportunity to challenge Bellof's lap times would never come, because no manufacturer would have the balls"

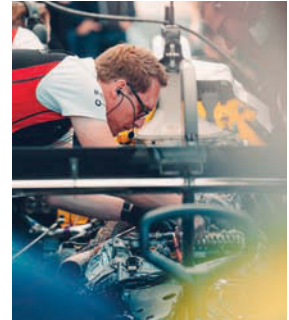
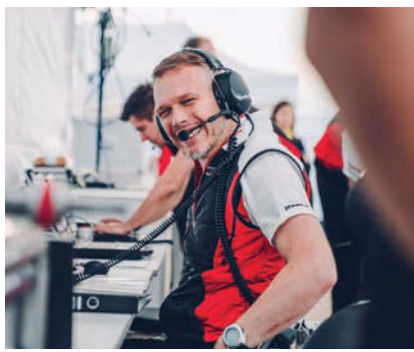
created the 919 Hybrid Evo - a monster of a machine, freed from the constraints of WEC regulation. Back in early April, factory driver Neel Jani set the fastest-ever lap of the Spa-Francorchamps circuit, eclipsing Lewis Hamilton's Formula 1 2017 pole position time by more than 0.7sec and running an absurd 12sec faster than the regular 919's pole time from the 2017 Six Hours of Spa.

In May Porsche fielded the 919 Evo and a Rothmans 956 for an evocative parade lap at the Nürburgring 24 Hours, neatly sparking a

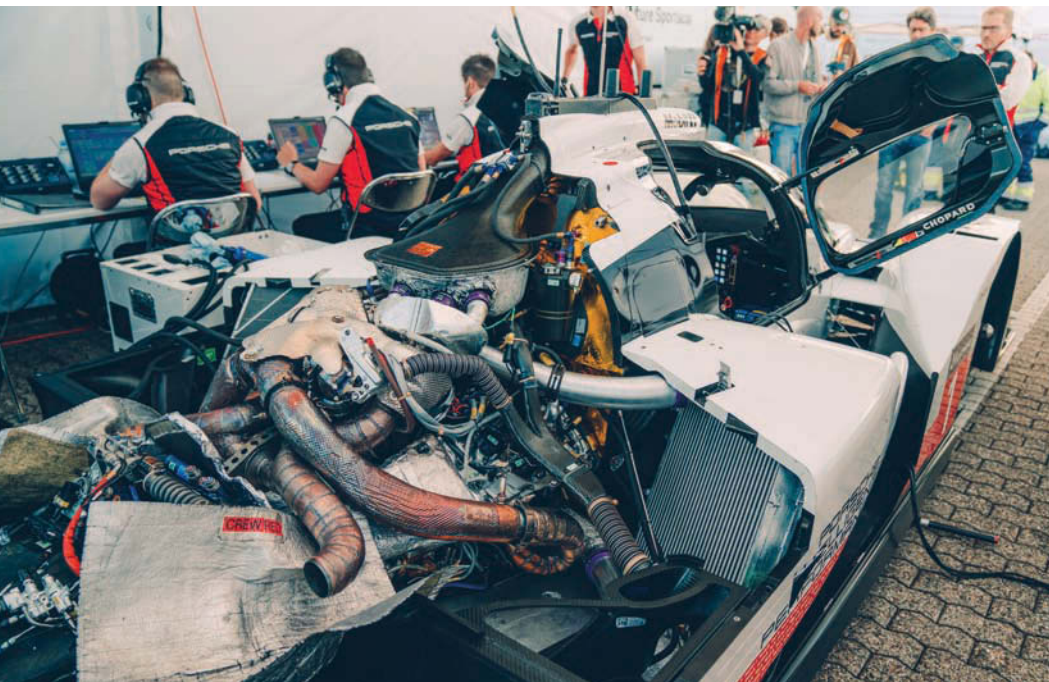
Bernhard well for the challenge that awaits the following morning.

For a man who has been tasked with driving an 850kg, 1200bhp projectile around the Nordschleife he looks and sounds remarkably calm. As a five-time outright winner of the Nürburgring 24 Hours that's not entirely surprising, but there's no denying that what lies ahead of him has more to do with 'The Right Stuff' than regular motor racing.

"This place is different," he says with admirable understatement. "The margins ☒



919 Evo completed one warm-up lap and then three individual timed laps, each of them faster than the one before



Euphoric reception for King of the Ring Bernhard, above

**“THE TRACK IS MY CANVAS,
THE CAR IS MY PEN”** GRAHAM HILL



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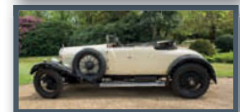
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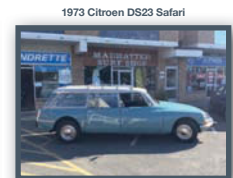
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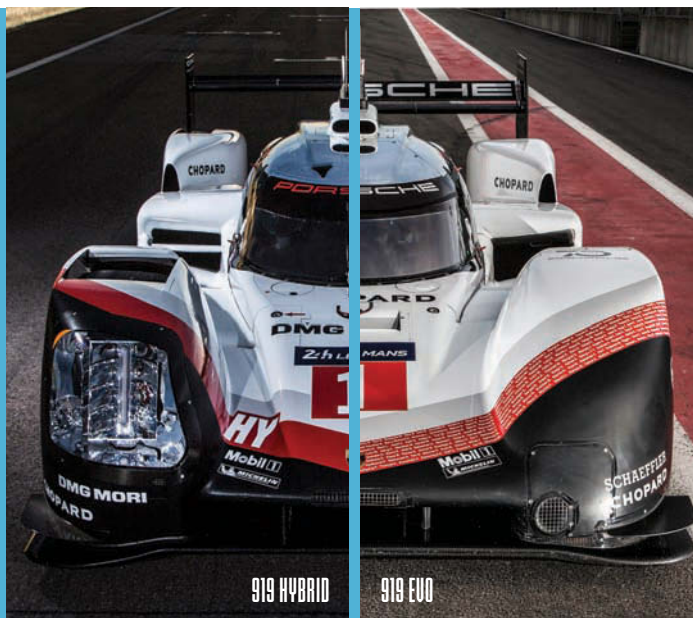
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919 HYBRID vs 919 EVO

Spot the difference between racer and record chaser

AERO Combination of passive (flatter nose, widened rear wing and deeper front and rear diffusers) and active (front and rear DRS) aerodynamics generate 53 per cent more downforce and 66 per cent improvement in aero efficiency for vastly increased cornering speeds.

WEIGHT Because it's effectively a one-lap time attack car, endurance racing kit such as air jacks, lights, air-conditioning and many of the on-board control systems have been jettisoned to achieve a 39kg weight saving over the standard car's 875kg.



ENGINE Porsche increased the turbo boost and fuel flow of the 2.0-litre V4 petrol engine meaning power jumps from 500bhp to 720bhp. One limiting factor is the exhaust energy recovery system - effectively a turbine within the exhaust which generates electrical energy. This is now working beyond its design limitations of 120,000rpm due to the increase of exhaust gases.

HYBRID Unlike the WEC-spec 919, which had to manage its electrical energy to deliver boost at pre-determined points on the circuit (mainly in the early exit phase of low-speed corners), the Evo's more powerful hybrid system delivers electric energy whenever the throttle is open. Power is up from 400 to 440bhp, bringing the Evo's total output to 1160bhp.

are so small and the consequences so great you simply can't attack the lap in a car like this as you would at, say, Spa. I have to stay away from the kerbs, so the line is slightly different to the one I know. If I can make a clean lap we will have the record, but by how much I don't know."

June 29 dawns with near-perfect weather. Great news as the notoriously fickle weather in the Eifel region of Germany rarely misses an opportunity to throw a spanner in the works. We need to be up and out early as the team wants to make the most of favourable track temperatures before the asphalt soaks up the heat of the day. We've been advised there will be an installation lap at 8am, followed by a maximum of three attempts on the record, so we head to the T13 paddock nice and early to see the car being prepped.

Once the small paddock clears of marshals' cars as they head out to take their places around the 12.9-mile circuit, all that's left is a Porsche Motorsport truck and trailer and a large rigid framed tent, within which is the 919 Evo and a small bank of data screens. There's also a stack of Michelin slicks - of bespoke construction and compounds just for the 'Ring record runs - already toasting beneath their warming blankets and stacked in sets, one for each run.

The dilemma facing us is where to go next. The circuit is so big and the car so fast there's no chance of heading out to find a trackside vantage point from which to see it flash by on a record run and then get back to the paddock before it crosses the timing beam, but to come all this way and not see the 919 Evo out on track seems crazy. In the end we jump in our car and head for

"It's a mighty spectacle, the sharp rasp of the 2.0-litre (700-plus bhp!) V4 overlaid by the whine of the 440bhp MGU"

Pflanzgarten 1 to see Bernhard on his installation lap. The clatter and slap of rotor blades heralds his approach as the chase helicopter pursues the 919 up the hill from Bergwerk to the Karussell, then on to Höhe Acht - the highest point on the lap - before jinking through the Wipperman and Brunnchen sections away behind the trees to our right.

THEN, IN A FLASH THE 919 EVO IS UPON US, bursting into view as it spears down the incline towards the Pflanzgarten jump. Though clearly not in maximum attack mode, it's a mighty impressive spectacle, the sharp rasp of the 2.0-litre (700-plus bhp!) V4 petrol engine overlaid by the whine of the 440bhp MGU and a thwack as 850kgs of car punches a hole in the cool morning air.

Back at T13 there's an ordered hubbub around the car as the team goes through its checks, swaps to a fresh set of tyres. Bernhard hops out and heads into the truck for a debrief, then reappears 20 minutes or so later and jumps into the car for his first

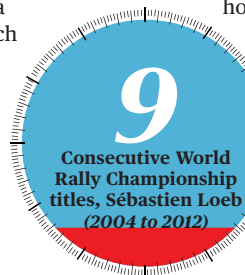
attempt. There's no opportunity for an out lap, so he heads the 'wrong' way out of T13 and onto the Döttinger Höhe straight, weaving to get some heat into the tyres before turning around and blasting back towards the start.

This is pressure with a capital P. Yes, he's spent hours in the Porsche Motorsport simulator, but as Bernhard explained the previous evening, the Nordschleife isn't somewhere you can apply everything you do on a virtual lap. The bumps, the kerbs, the proximity to the barriers and the blinding speed of the place mean he's driving very much on feel and instinct rather than by sim-honed rote.

In an explosion of noise and energy Bernhard and the 919 Evo smash by the T13 paddock and plunge down the Hatzenbach. Ahead of him one of the most fearsome sections of the lap - the shimmy up and over Flugplatz and the flat-out charge towards Schwedenkreuz and the ludicrously daunting plunge into the Foxhole.

While Bernhard fights in the eye of the storm his efforts are played out on the bank of computer screens back at base camp. Scanned by expert eyes, his inputs appear as real-time data traces, the peaks and troughs plotting a lap of unimaginable speed. He's in radio contact with the team, but unsurprisingly the airwaves remain rather silent while he's on the lap.

When he crosses the line to complete his first proper run there are knowing smiles from the team. They've broken the record with a 5min 31sec lap, but there's also a sense they know there's plenty more to come. Stephen Mitas, chief engineer for the 919 Evo confirms as much, nodding at the screens as he says "That's already pretty tasty. And he's not even warmed up yet..." ☑



Record breakers

The team falls back into the now-familiar routine of prepping the car while Bernhard is debriefed. There's an added sense of focus now, with much attention on the suspension. I see mechanics calmly changing a rear damper unit as one of the many precautions taken to ensure the car is as fresh and safe as it can be. Mitas confirms the stresses exerted on the car are far in excess of anything seen in the WEC, so they can't be too careful.

After his second lap - a 5min 24.375sec - there's a whisper he might not go again, but then Bernhard strides out of the truck and climbs in once more. Does he need to?

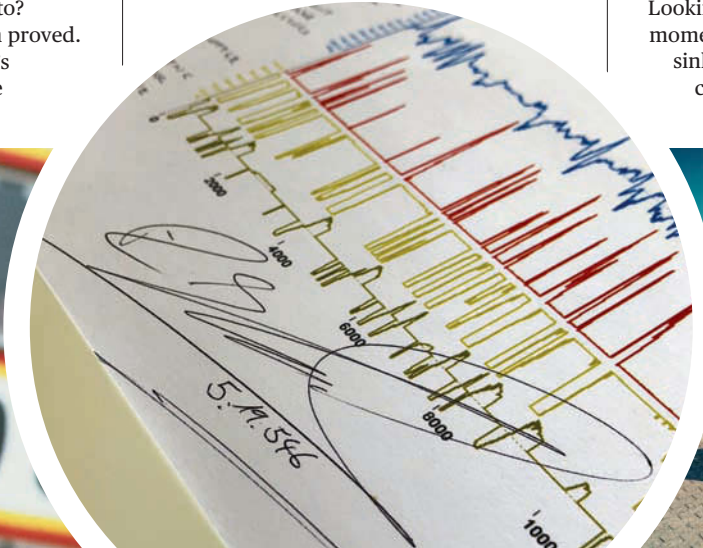
No, not really. The point has been proved. Yet the team obviously knows there's more in the car. Question is, is there more in Timo?

- and the wider world - were denied: the chance to ride alongside the driver on the fastest-ever lap of the Nordschleife. It's a truly gob-smacking spectacle. We shake our heads, suck air through our teeth, even watch through our fingers at times, almost unwilling to look, but unable to tear our eyes away from the unfolding drama. It's the only time I've ever watched in-car footage and had that same slightly nauseous sense of awe and foreboding I get when watching on-board footage from the

The speed was so intense I could feel my brain struggling to process things through some sections of the lap. Everything was happening so fast."

But surely that's what you'd hoped this lap would feel like? "Yes! Absolutely. Nothing in my career has felt anything like this. Nothing. I'm glad it's this way. I wanted it to be something beyond what I know, but this... I'll never feel anything like this again." His words fade to a reflective pause and for a few seconds the silence speaks more eloquently than any words either of us can muster.

Looking back, I genuinely think this was the moment when what he'd done began to sink in. The significance of the lap, the commitment he'd shown, the intensity and absurdity of the speed. And his



Just 5min 19.546sec later we have the answer. The release of emotion from the engineers is palpable. Clear enough to know there will be no more runs. For Mitas, the man who pushed for the Evo to happen, it's a very special moment: "This is what motor sport should be. Something extreme. Something at the limit." In modern motor sport, where teams tend to behave as though they are delivering pre-determined outcomes rather than pulling off surprises, moments like this are rare indeed.

MORE BY LUCK THAN PRE-PLANNING, after the hugs, whoops and back-slapping celebrations I find myself in Timo's path as he walks away from the car and back to the truck. I shake his hand and ask 'How was that?', while giving him an exaggerated wide-eyed expression. He laughs, puffs out his cheeks, widens his eyes and says with absolute conviction, "That was not a walk in the park, I can tell you!"

With a brief pause in proceedings I take the chance to ask Mitas if he could print me a data trace of the record lap as a souvenir. He says 'yes' and takes me into the truck. This is the inner sanctum, filled with more data engineers, all working at compact fold-down desks. There's a big screen at the back of the trailer, where to my immense joy the guys are about to take their first look at the in-car footage.

What follows is a privilege Bellof's engineers

"Does this effort count for anything? Personally, I believe Bellof's 1983 qualifying and race laps remain the records"

Isle of Man TT. The speed is insane: 205mph into the Foxhole compression; a little under 190mph through the Lauda Kink; 229mph on the Döttinger straight and an average speed of 145mph. Even though it's just us in the truck, we break into spontaneous applause.

I'm heading towards the door of the truck, data sheet in hand, when Bernhard walks in. I'm normally slow to pounce in these moments, but with rare presence of mind I seize the chance to get Timo and Mitas to sign my treasured piece of paper. As the hero of the day signs and dates the data sheet we have another brief exchange. It's utterly revealing.

"Never in my whole life have I experienced anything like that.

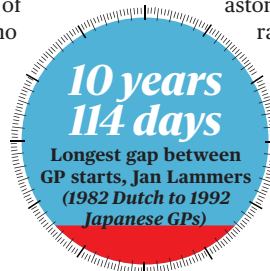
name mentioned in the same breath as his hero, Stefan Bellof.

Should Porsche have taken the record? Does this effort actually count for anything? These questions and more were swirling around cyberspace within moments of Bernhard's time being announced. Personally, I believe Bellof's qualifying and race laps in that remarkable 1983 Nürburgring 1000Kms meeting remain *the* lap records. Achievements enshrined in our hearts and the history books as absolute benchmarks, set by a mercurial and ultimately tragic genius during a live race meeting. Among traffic, in a racing car with half the power and downforce and on a bumpier Nordschleife.

Still, I believe the purists' ire is misplaced, largely because Bernhard and Porsche haven't sought to diminish Bellof's legacy, but mostly because it is something Bellof himself would surely have relished: the fastest racing car in the world pitted against the toughest circuit in the world.

Consequently I believe this new and frankly astonishing outright lap record enriches rather than erases Bellof's sacred piece of motor sport history. We'd long suspected that, given the opportunity, a modern-day Ringmeister in a contemporary machine would blitz it.

Thanks to Porsche and Bernhard, now we know. ☑





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Embattled Audi has bounced back from dieselgate to find its feet in the 'cleaner' world of Formula E

WRITER Samarth Kanal PHOTOGRAPHER Lyndon McNeil

"I

t was a very sad moment when Audi left the WEC," says Audi's head of motor sport, Dieter Gass, who was instrumental in achieving Audi's brace of WEC LMP1


titles in 2012 and '13. "And I still know people who are upset about Audi leaving."

Who could blame them? Audi spent 17 seasons in the highest class of endurance racing, taking 13 Le Mans wins from 1999 in a war of supremacy between Peugeot, Toyota and latterly Porsche. From 1997's seminal R8R prototype stemmed the R8 and an era of endurance racing domination.



From dark days to a

The evolution of prototype racing is evident thereafter. The diesel R10 TDI - a project which cost Audi £10 million per year - followed the R8 and took a hat-trick of Le Mans wins between 2006 and '08. Diesel turned to hybrid in 2012 and continued another streak of five Le Mans wins between 2010 and 2014. Then, in 2015, 'dieselgate' hit: the TDI moniker had to be dropped from racing.

The scandal that emerged of the VW Group caught cheating the emissions standards test forced Audi, which is part of the German giant, to rethink its approach to motor sport. The fallout is still being felt today. In June, 





bright future



The team resources needed for Formula E are much less than those needed to run an LMP1 monster, above



Audi chief executive Rupert Stadler was arrested in Germany as his house was being searched by fraud investigators. Billions of pounds-worth of fines have been paid since VW admitted in September 2015 to using illegal software to mask diesel emissions, and hundreds of thousands of Audis have been recalled to date.

Audi pulled the plug on its costly sports car battle with Porsche and Toyota in 2016. The writing was already on the wall, according to Audi's double Le Mans winner and current boss of the Formula E team, Allan McNish.

"Audi had been there for so long - much longer than any manufacturer in one era - that it had become part of the furniture, and it quit

at a logical point. But it was still a shock when Audi suddenly wasn't there," he says.

"I miss Le Mans, but it's a chapter in a book that we unfortunately had to change."

SO, FROM THE HYBRID R18, AUDI DITCHED the combustion engine and entered the brave new world of Formula E. That's where Gass, McNish and Lucas di Grassi find themselves now, under a Zürich heatwave as circuit racing returned to Switzerland for the first time since 1954. Cobblestones deck the pitlane, tramlines weave across the racing line, makeshift bridges cover the road adjacent to Lake Zürich, and the media centre is set in the basement of an insurance company;

employees are given a grandstand in return.

The engineers explain that there was a total of zero layoffs from Audi's Le Mans withdrawal in 2016. Many relocated to research and development positions within the company or sought employment elsewhere; some moved to its World Rallycross and DTM campaigns, and some across to Formula E.

Stefan Aicher is one of those engineers. Previously, he was responsible for gearbox, suspension, car systems and hydraulics in the Le Mans era. Now, he's in charge of electric drivetrain and energy storage systems for the Formula E squad. He says it is a very different working environment.

"Those years of LMP racing were a paradise



DTM

2018
AUDI RS5

Weight 1115kg including driver
Engine 4.0-litre, V8
Power 500bhp+ @8500rpm
Top speed 171mph
0-62 mph 2.8sec
Loudness 130dB
(equivalent to a gun shot,
or a jet taking off)

Formula E

2017-18
AUDI E-TRON FE04

Weight 880kg including driver
Power source 28kWh Williams
Advanced Engineering battery
Power 272hp (qual) 245hp (race)
Top speed 140mph
0-62 mph 3.0sec
Loudness 80dB
(dishwasher, vacuum cleaner)

Formula E

2018-19
AUDI E-TRON FE05

Weight 900kg including driver
Power source 54kWh McLaren
Applied Technologies battery
Power 335hp (qual) 268hp (race)
Top speed 174mph
0-62mph 2.8sec
Loudness N/A

LMP1

2016
AUDI R18

Weight 875kg including driver
Power sources 4.0-litre, V6
turbodiesel + electric motors
Power 1000hp, 540hp + 460hp
Top speed 215mph
0-62mph 2.6sec (approx)
Loudness 86dB



Sports car convert Lucas di Grassi leads Audi's FE line-up, and won Switzerland's first motor race for 63 years in Zürich

for engineers," he explains. "There were far more possibilities to develop compared to F1 - maybe without aerodynamic freedom - and from a technical point of view the LMP1 car is the highest-level and most difficult car to produce and run.

"Then you move over to this Formula E car, and it looks like a really, really easy car to make. But everybody has the same resources; there is nothing here to develop apart from the drivetrain. In Formula E, you're looking for the dirt behind the lens, the minimum that makes the difference between success and failure," says Aicher.

With the reparations for the diesel scandal still being paid out, Audi's move to electric racing was also catalysed by cost-cutting. Budgets for the Formula E programme are around a seventh of what Audi was spending at the end of its LMP1 tenure, and electric racing has paved the way for its 'e-tron' range of electrified road vehicles. Now, Audi aims for 25 per cent of its global car sales to be electric vehicles by 2025.

To account for the remaining 75 per cent, Gass believes that Audi "needs something like the DTM. We absolutely need a championship with a combustion engine, and DTM is the ideal tool to sell those cars.

"I know it's not in the same way as in the past, but by succeeding in racing you create the image for the brand."

With WRX changing to an all-electric

"In Formula E, you're looking for the dirt behind the lens, the minimum that makes the difference between success and failure"

platform soon, DTM may be the only series that the Audi factory backs which involves combustion engines. Gass began his career with Bugatti in 1991 before joining Audi as a race engineer from 1994 until 2001. He had stints with Toyota and Lotus in F1 before returning to Audi in 2012, and he's now firmly accustomed to the four-rings' new school of racing.

"It's different here," says Gass, "But Formula E's biggest asset is that you're able to go and race in the centres of the capitals of the world. You can't do that with any other championship or category. And it's obviously very future-orientated due to being fully electric, and we see the effects on the roads today.

"There are things that we can use from endurance racing. Energy management is one thing we learned from the WEC and transferred to Formula E, and the engineering staff here are basically the same people who

have been working for Audi over the years, but we also have some people from DTM. The mechanics and the operational side of the team is mainly ABT [Audi's tuning partner] employees, however."

Project manager of Audi's Formula E team Tristan Summerscale also worked at Toyota's F1 squad and joined Audi's LMP1 programme before managing the financial, planning and technical sides of the Formula E outfit.

"I started in the new, clean world of FE when we left WEC in 2016," he says. "I'd spent quite a lot of time with Audi, and the reaction of the staff was one of shock, as to be expected when you've been involved in something for such a long time with the success. But to be totally honest, it was an extremely interesting project that didn't align itself with the production side of things - going electric - and that's where Formula E came in."

He explains that Audi couldn't bring the

Insight Audi's switch to electric

battery over from its Le Mans challenger as that's a standardised part, supplied by Williams before the contract switches to McLaren in season five (2018-19). But when the brake-by-wire system - using electric systems rather than hydraulic systems to brake - is implemented next season with the striking new 'Gen 2' Formula E cars, Summerscale anticipates that Audi will have an advantage.

"Obviously, Audi had hybrids and, in the final R18, had a battery and brake-by-wire. We have quite a lot of experience with battery technology and that's relevant, but it's brake-by-wire where we'll be able to use our knowledge."

While Audi could feasibly develop its own battery for competition, Summerscale shies away from the idea: "One of the most important things in this championship is to keep costs under control, and the manufacturers agree," he says.

"If you open up battery technology, that [costs rising] could happen. You don't want to lose half the field in a growing series because if costs increase, they won't have a chance.



City racing: an engineer heats glue laid on cobbles which aids grip in the pits, above. Cooling the electrics with dry ice, left.



Long-term, it could definitely be interesting, but we don't want to go in that direction."

Audi won last season's title (2016-17) through di Grassi's pair of wins and seven podiums. The 33-year-old Brazilian moved across to Formula E after the manufacturer's WEC campaign folded.

"Formula E is extremely difficult in many areas," explains di Grassi. "It's probably the most difficult championship I've ever driven in because the driver makes all the difference. In sports cars, the driver is a very small part of it. If I had a bad car at Le Mans, that's it."

"The biggest difficulty with the current format is that there's very little time during the weekend. It's like taking two free practice sessions out of the F1 weekend, and then introducing 10 new tracks to the calendar; it's much more complicated because you need to

get up to speed much faster, without making any mistakes. And there's no space for mistakes and no track-limit discussion. The track limits are the concrete walls. All the cars here are within half a second of each other, so everyone has a chance to be on pole."

That same afternoon, New Zealander Mitch Evans claimed Jaguar's first-ever pole in the series by just 0.1sec. Its qualifying method is similar to F1's of the 1990s, when it was a one-lap shootout, with just one flying lap allowed in the 'Superpole' shootout.

It's a complex formula in that respect. There are two practice sessions for each event: an opening 45-minute session and then a 30-minute session on race day. Qualifying lasts an hour, but drivers are divided into groups decided by a lottery in the driver briefing, and they have six minutes to complete a lap. The

top-five drivers progress to the 'Superpole'.

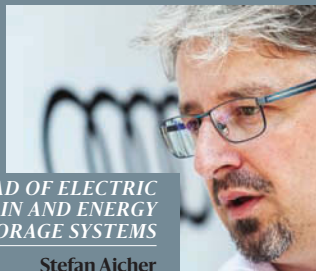
That seems to be one of the biggest turn-offs for older generations when it comes to Formula E. A lack of noise and smoke, along with modern gimmicks such as 'fanboost' - where fans vote using social media to give three drivers additional energy to use for the race - do little to garner hardcore motor sport fans.

"That's it. I'm out," reads one comment on *motorsportmagazine.com* beneath an article about 'fanboost' - the system by which fans vote for their favourite drivers before the race and the three winners get a temporary boost equivalent to an extra 40bhp for a single five-second burst during a race. In reply to an article quoting FE CEO Alejandro Agag's claim that it will be the only motor sport in 40 years, one commenter writes: 'Formula E is TERRIBLE and EMBARRASSING.' Another



HEAD OF ELECTRIC
DRIVETRAIN AND ENERGY
STORAGE SYSTEMS

Stefan Aicher



DRIVER

Daniel Abt



PROJECT MANAGER

Tristan Summerscale



DRIVER

Lucas di Grassi



TEAM PRINCIPAL

Allan McNish



HEAD OF MOTOR SPORT

Dieter Gass



compares it to 'slot car racing', and a worrying number write 'I hope to be dead by then.'

But Di Grassi is bullish when it comes to playing the generation game.

"This is the older generation," explains di Grassi. "It's not our fan base, our target. I don't think we need to pull them in. If they want to see some nice racing then it's fine. If they don't, it's also fine."

"The important thing is the millennials and the younger generation, the generation that is not such a fan of motor sport. They don't care if it makes noise or not and they don't care about the smell of diesel or fuel. They want the entertainment and they want to understand where the future is going. That's what we're providing, and this is the right demographic to target."

AND CHANGES ARE ON THE HORIZON:

the 'Gen 2' car, which will be raced from the 2018/19 season, promises to raise power from the existing 200kW limit to 250kW, and a new high-capacity McLaren battery is intended to bring an end to mid-race car swaps. Races will, however, be reduced to 45 minutes rather than 60 minutes, and the qualifying system will also lose its lottery element.

Di Grassi misses out on the final shootout in Switzerland, and ends up sixth in qualifying, nearly four-tenths off the pace. He skates around the track, the car bouncing along the

bumpy main straight with the noise of the floor hitting Tarmac audible to spectators lining the circuit. Lake Zürich is a blur to him, 270hp (200kW) being deployed through the Enge district of the historic city, while speed cameras and parking meters along the circuit lie dormant for the weekend.

Team-mate Daniel Abt - who lends his family name to the team - has raced alongside di Grassi since Formula E's inception. He manages to qualify in the top 10 in Zürich.

The 25-year-old German says: "People expect this series to be quite different, but a race car has four wheels and two paddles. Sure, there's no noise, but you get used to it. The biggest challenge is that the day is so long. You get up at 6am and you have no rest between then and the race in the evening."

"That's all we have to cool off," says Abt as he points at a room with a plastic chair and some water in it. "There's no air-conditioning and in places like Chile, Malaysia and Hong Kong, it gets difficult."

Abt, who competed at the 2015 Le Mans 24 Hours with Swiss team Rebellion Racing, hasn't looked back since his switch to Formula E.

"In sports car racing or endurance racing, the goal is to stay safe and bring the car back to your team-mates. Here, it's not like that. I prefer this kind of racing much more. If I was a fan, I wouldn't want to watch a six-hour race

as it's too long. Never, in my whole life, have I watched a six-hour WEC race - it's just not interesting to me as there's no action," he says.

Di Grassi appears similarly forward-thinking. He was the first driver to commit to the championship, and the fourth employee of what is now Agag's championship, and is now also the CEO of autonomous racing championship Roborace.

"I believe in the future of Roborace the same way that I believed in F1, when everybody was laughing at it in 2012," adds di Grassi. "Everybody is laughing at Roborace, and they don't see how it will work. I'm pretty sure that this will change again, and I'm invested in the technology and a series that is important for motor sport and mobility, one that nobody has explored so far."

And still, those who consider themselves motor sport 'purists' scoff at the notion of an electric racing series, even as Formula E has grown out of infancy.

MCNISH WAS APPROACHED TO DRIVE FOR Audi before favouring retirement and accepting a managerial and driver development role instead. McNish admits that he dismissed Formula E: "Very frankly, I didn't think it would get to the first race and I definitely didn't think it'd get to the end of the first season because I'd seen - and maybe I was too cynical in that respect - so many championships start and then stop. But I hadn't actually looked into it with the understanding of what they were doing, but also the drive and the political capability of Alejandro Agag, basically."

And there's the noise issue - the lack of it. The former LMP engineers all still miss it, reckons Summerscale. "When you stand in the pits in Le Mans at 1am and the Corvettes are thundering past, you hear and you feel it deep down," says Summerscale.

His colleague Aicher tempers that, adding, "It was nearly the same when we changed from petrol to diesel. We said, 'what kind of f**king sound is this? You can't hear the car'. But it takes a year and you're used to it completely, and it'll happen here too."

Di Grassi takes victory in the Zürich race. He'd eventually go on to finish the year second in the drivers' points after the season finale in New York, but he and Abt did help Audi to its first Formula E teams' title. After the win in the blistering heat of Zürich, McNish and his team cool off with a jump into the lake.

Gass looks on at the water with excitement, clenching McNish's hand as the pair jump in. Drying off, his wistful tone on the winning days at Le Mans fades.

"I get it," says Gass, "but I needed to accept that there are particular people who come to see a Formula E race that don't care about those things. They aren't petrolheads, they haven't been watching racing for 25 years, and it's different now."

"It's a world without noise and fumes. And it's OK like that." ☑

Count Domenico consults his drivers during a post-practice debrief at Monza in September 1958. The riders are Tarquinio Provini, far left, Enzo Vezzali, in the cap, and Carlo Ubbiali.



The Godfathers of motorcycle racing

As MV Agusta prepares to return to mainstream motorcycle racing, we reflect on Count Domenico Agusta. He built one of the great Grand Prix teams of the 1960s and 1970s, but behind the scenes his family also had a darker side

WRITER Mat Oxley

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"Iran's air force and other dubious militaries became fundamental to the Count's business"

M

V Agusta won its last Grand Prix race in August 1976, when Giacomo Agostini rode to victory in the West German 500cc Grand Prix at the Nürburgring. Yet

despite being out of Grand Prix racing for the past four decades the Italian marque still ranks as motorcycling's fourth most successful constructor, behind Honda, Yamaha and fellow Italian brand Aprilia.

This statistic gives some measure of the stature of MV Agusta, a name that once resonated in the world of motorcycling as Ferrari still does in the car world. Between 1952 and 1976 MV Agusta took 275 Grand Prix victories and 75 riders' and constructors' world championships across the 125, 250, 350 and 500cc categories. More than half of those race wins were achieved in the premier class, leading to a unique run of 17 consecutive 500cc riders' world titles; a record unthreatened even by Honda.

MV's roll call of riders reads like a who's who of motorcycling greats: Giacomo Agostini, Mike Hailwood, John Surtees, Phil Read,

Les Graham, Carlo Ubbiali, Tarquinio Provini, Luigi Taveri and many more.

All these riders were the princes of Agusta, but they were as nothing to Count Domenico Agusta, the mysterious, aloof, domineering aristocrat who ran his racing business like a feudal empire. The story of the Count, his family and his motorcycles is a tale of glory, tragedy, controversy, chicanery and expensive legal proceedings; a kind of petrolhead's *Dynasty*.

IT ALL BEGAN IN THE EARLY YEARS OF THE 20th century, when Count Giovanni Agusta left Sicily for northern Italy, where he built his first aircraft, the AG1, four years after the Wright brothers had made history in the US. Following the First World War the Count founded the Agusta aviation company, but died soon after, leaving eldest son Domenico in charge. When the Second World War ended, the new Count had a problem. The Paris Peace Treaty shrank the Italian air force, terminating Agusta's lucrative military aviation contracts, so he had to think quick to save his high-tech business and keep his employees in work.

At that time Italy needed cheap transport, so that's what Agusta provided: low-cost

two-stroke motorcycles. Inevitably, it wasn't long before the company went racing to promote its products.

In 1948, Meccanica Verghera Agusta - based outside Milan - dipped its toes into the shallow end of the racing game with its five-horsepower 123.5cc two-stroke of 1948. The bike was good enough to win that year's Italian 125cc Grand Prix at Monza, only recently reopened following repairs to fix damage caused by a VE Day parade of Allied armour.

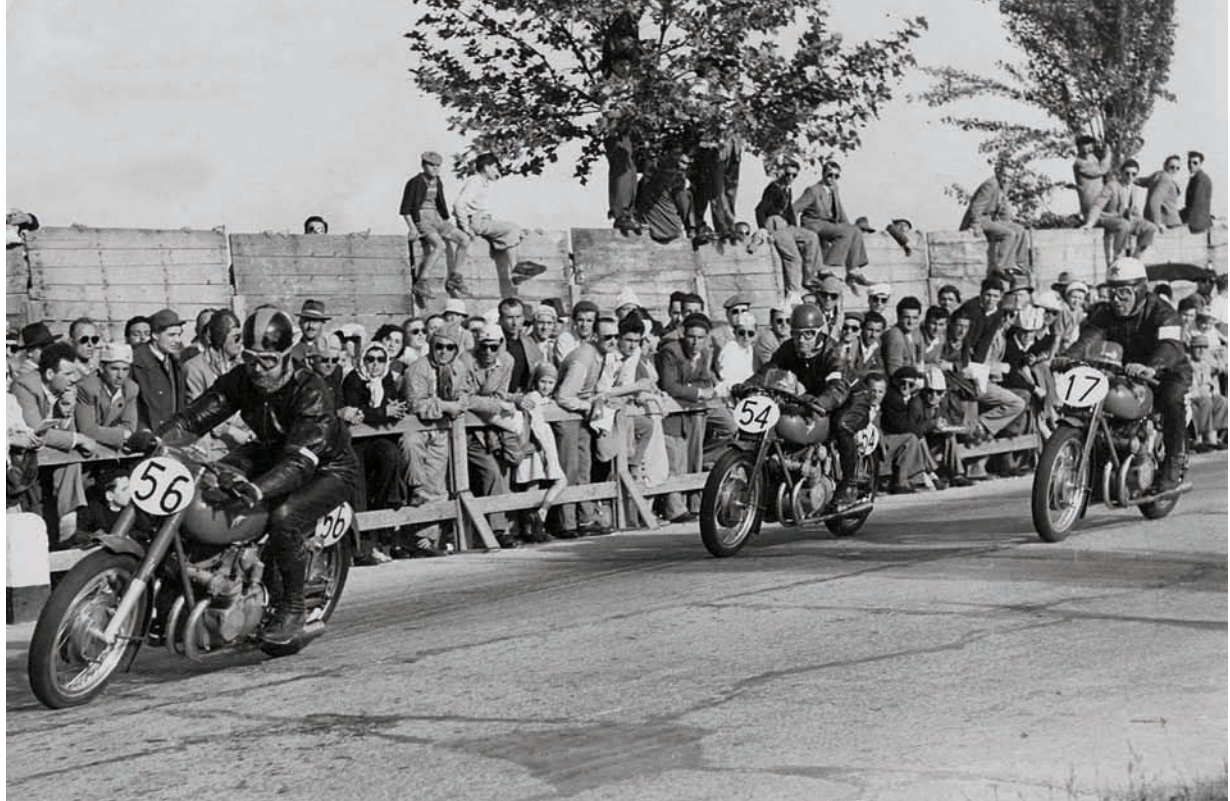
However, by the following summer, MV's two-stroke had been overtaken by the four-strokes of Mondial, from Milan, and Moto Morini, from Bologna. By now, the Count was in his element in the racing world. He was a natural at scheming and wheeling and dealing. At the end of 1949 he signed two great engineering brains from Gilera, based in nearby Arcore. Italy's so-called Motor Valley was in full swing.

Piero Remor had designed the four-cylinder Gilera engine that dominated post-war Grand Prix racing. Arturo Magni was Gilera's chief mechanic, who would stay loyal to MV for the rest of his life.

The Count had yet to win a world championship in any class, but already had his



Left: The Agusta clan. Corrado, Domenico, Contessa Giuseppina, Vincenzo and Mario
Below: Franco Bertacchini leads Agusta's 500cc four-cylinder brigade at Cesenatico in 1951



DE GIERA ARCHIVE

eyes set on the greatest prize of them all, the class of kings, where Gilera's mighty four-cylinder 500 did battle with Norton singles and AJS twins. The Count's first 500 - a Gilera clone - made its race debut at Spa-Francorchamps in July 1949, just six months after Remor had put pen to paper in MV's Cascina Costa race shop.

Two years later the Count sealed the biggest deal of his life. This new contract had nothing to do with racing but would bankroll his competition team and make racing history for the next quarter of a century. In 1952 Agusta aviation started building helicopters under licence to American manufacturer Bell. Hugely profitable contracts with the Italian navy, the Shah of Iran's air force and other dubious militaries once again became fundamental to the Count's business. Although MV Agusta continued to sell small numbers of exotic road bikes, from this moment on racing was a hobby for Count Domenico. Helicopters made him a fortune, which he spent on racing.

Aviation technology also served him well on the racetrack. His Grand Prix bikes were constructed using the same high-tech casting, forging and machining techniques used in the manufacture of his helicopters.

In the autumn of 1950, Agusta signed Les Graham, the 1949 500cc world champion and a decorated Lancaster bomber pilot. Graham was very technically minded and was charged with knocking MV's cumbersome and troublesome 500 four into shape. Although the Count was something of a control freak, he realised he needed help. Graham put his many years of racing knowhow to work, reducing the four's cylinder bore to cure piston failures and improving handling by reworking the chassis and replacing the shaft drive with chain drive. The pair became good friends, Graham's family setting up home in the Count's holiday villa on Lake Lugano, which became known as Casa Gram.

In September 1952 Graham made Agusta the happiest man alive by winning MV's first 500cc Grand Prix, on the hallowed asphalt of Monza, beating Gilera's Umberto Masetti by 58 seconds. Giuseppe Commendatore Gilera was so incensed that he lodged a protest, claiming MV's engine was oversize. It wasn't.

Sadly, this chapter of the story didn't end well. Graham was killed during the 1953 Isle of Man Senior TT, when Agusta's 500 threw him off at the bottom of Bray Hill. Less than two years later talented Rhodesian Ray Amm lost

his life during his MV debut at Imola. The Count's motorcycles by now were getting a bad reputation.

John Surtees was therefore a brave man when he travelled to Cascina Costa in October 1955. "After Ray was killed, they came to me and said, look, we want you to join us," Surtees recalled of the visit. "I said, 'I'd like to try the bike first'."

Surtees duly tested the MV and signed a contract with the Count, but not before he had been given the onceover by the family matriarch. Giovanni's widow, Giuseppina, visited the Count's office dressed in mourner's black to assess the young Briton from behind her veil. Asked many years later if the family's way of doing business was like something out of *The Godfather*, Surtees replied: "perhaps it's the Italian way".

Surtees carried on from where Graham had left off, utilising his Norton expertise to further refine the MV's handling. The very next year he won the Count his first 500cc world championship, the first of seven 350 and 500 titles. However, Surtees was never friendly with his new master.

"He wanted to create an aura around himself - everything he did was about" □



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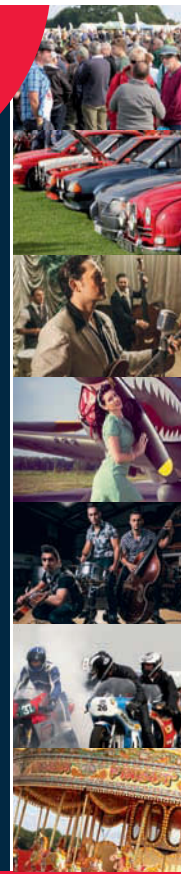
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increasing his social standing,” said Surtees. “He seemed to enjoy making things difficult for you. When the MV 500 really needed a new frame the only way I could raise the problem with him was by booking myself onto the same train back from Spa to Milan!”

Indeed the Count’s truculence finally pushed Surtees into quitting motorcycles and moving into car racing. History is often made in strange ways.

THE NEXT STEP IN MV AGUSTA’S CONQUEST of the racing world came at the end of the 1957 season. And once again it was the Count planning and plotting. The European motorcycle industry had boomed in the post-war years but fell into a slump in the late 1950s as cheap scooters and small-capacity cars came onto the market. Thus all the Italian motorcycle factories - Gilera, Moto Guzzi, Mondial and MV Agusta - agreed to withdraw from racing. Then the Count changed his mind - MV would race alone.

For the next eight seasons MV was the only name in 500cc Grand Prix racing, the factory lording it over penniless privateers, who worked their way around Europe, struggling to put fuel in their Nortons and food in their stomachs.

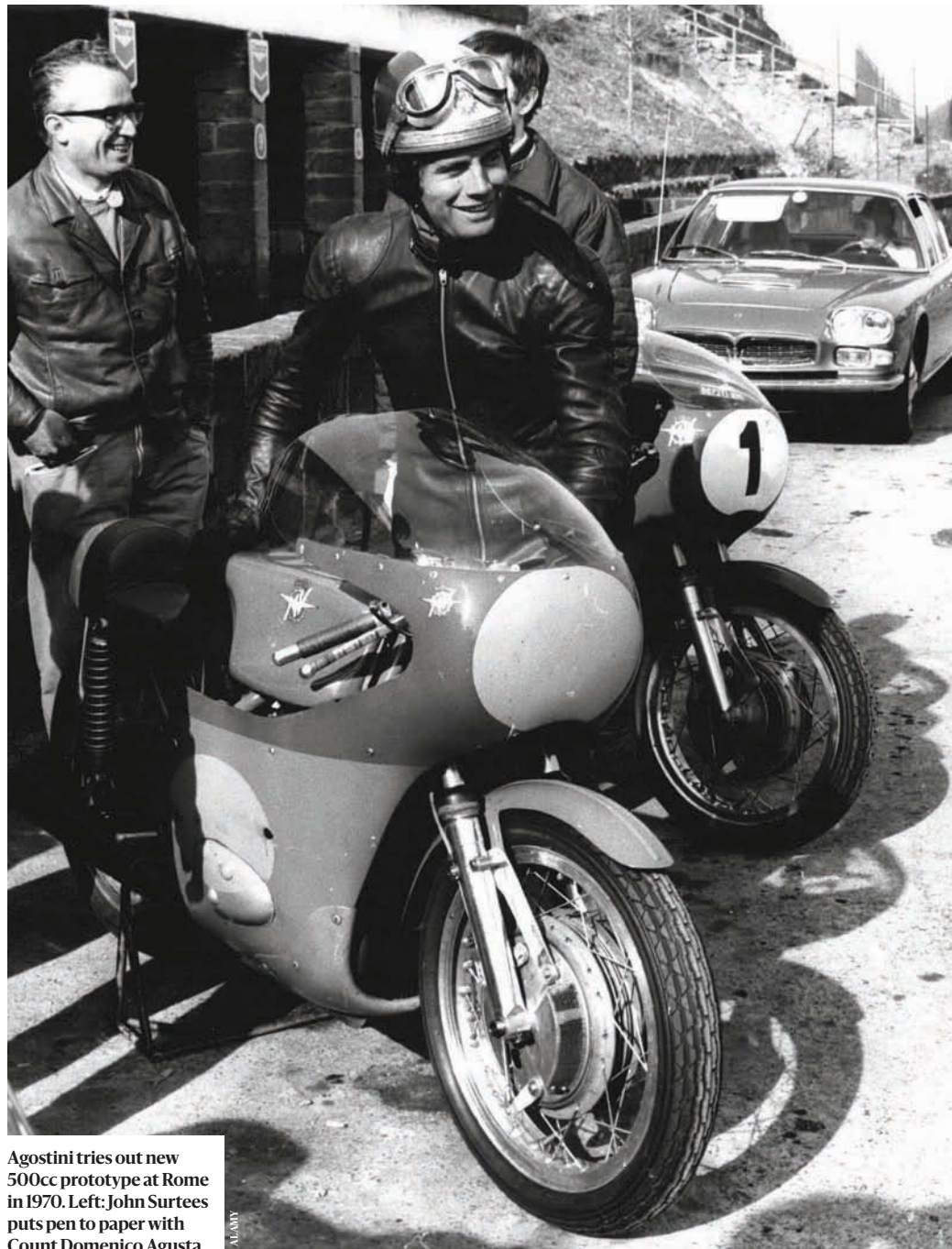


DE GIER ARCHIVE

Aussie Jack Ahearn was one of those skint racing gypsies. “I got tired of the bloody MV riders,” he said. “God, you’d swear there was no one else in the world racing a motorbike. All the news was always about MV - but there were 30 other blokes racing who never got a mention.”

The Count couldn’t care less that MV had no competition. He was in his element, playing the Godfather of the paddock, effectively deciding who would be crowned 500cc world champion at the end of each season. Even his best riders were never allowed to forget who was in charge. Giacomo Agostini, who joined the firm in 1965, still remembers his first meeting with the Count.

“I had an appointment to see him at 4.30pm,” Agostini recalls. “I wait outside his office and finally he see me at 10.30. When I go inside it’s a big room, very dark, all the trophies on the wall. His desk is high up, like an altar in a church, and he’s there with a small light on his desk.”



Agostini tries out new 500cc prototype at Rome in 1970. Left: John Surtees puts pen to paper with Count Domenico Agusta.

ALAMY

“Who you are?”
 “I’m Agostini.”
 “What do you want?”
 “I want to race with your bike.”
 “But my bike is a difficult bike. Can you ride my bike?”
 The Count asked his secretary to book Monza for a private test session the following day. Agostini arrived to see a line of traffic cones stretching down the start-finish straight.
 “It costs a lot of money to book Monza, but he wants me to ride slalom like I used to do in gymkhanas when I was a boy, and I am already three-times Italian champion! The Count, he liked to play with you.”

MV finally got some serious competition when Honda entered the 500 class in 1966.

Surely, the Japanese factory would win the day, as it had already done in the 125, 250 and 350cc categories?

The 1966 and 1967 seasons were surely the Count’s proudest. Agostini was equipped with the latest iteration of MV’s ageing four-cylinder 500. First time out, Honda beat MV by 26 seconds.

The Count’s reply was as brilliant as it was unexpected. At round two the Italians turned up with a 420cc version of their three-cylinder 350, which was soon further enlarged to 489cc. The triple handled better than the Honda, allowing Ago to beat Honda’s Hailwood to the title; a feat he repeated the following season, after which Honda withdrew, once more leaving MV Agusta in glorious isolation. 📌

Again, the Count's bikes became unbeatable. No surprise then that he had a paranoia of his technology being stolen, so he preferred to destroy most of his machines at the end of each season. Legend has it that the motorcycles were taken to a secluded part of the Agusta facility, where a large trench had been excavated by a digger. The bikes were rolled into the trench, where they were crushed and buried; all the while the Count watching intently, puffing on a cigar.

THIS FABULOUS, ROMANTIC and slightly creepy era ended in 1971 when the Count died of a heart attack. Younger brother Corrado took over the helicopter and motorcycle business, while Corrado's son, Rocky, inherited the family title and took charge of the race team.

Count Rocky was very different from his uncle. Young and flamboyant, he signed Phil Read to partner Agostini, hardly a match made in heaven, because the Briton and Italian weren't the best of friends.

"Rocky liked to be the big boss: 'I'm Count Agusta, I'm the team owner', I think he was jealous of me," says Ago. "Also, Phil wanted to be friends with him, so he always told him the bikes were fantastic, even when they weren't."

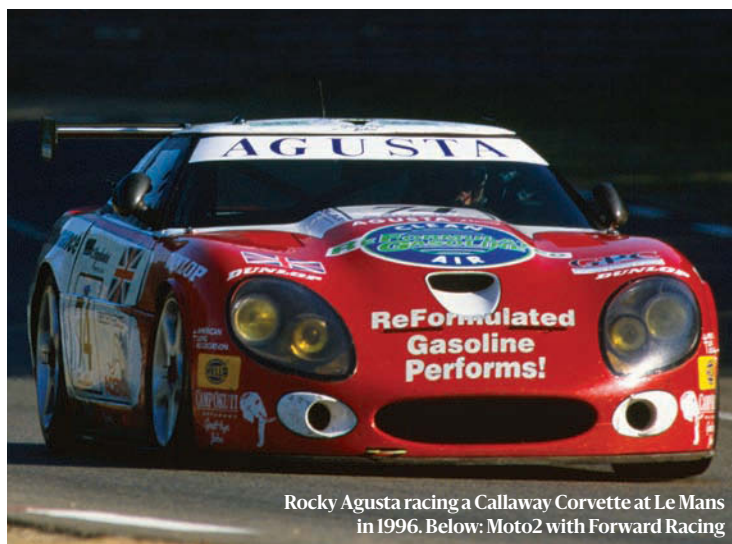
MV Agusta's four-strokes had finally met their match in Japan's burgeoning two-stroke technology. Agostini could see that two-strokes were the future, so he defected to Yamaha. He won the two-stroke's first 500cc title in 1975, before briefly returning to MV the following year. There was talk of a new MV boxer-four for the 1977 season, but it was obvious that the four-stroke's reign was already over.

MV's empire was crumbling and the pressure showed, especially with Count Rocky. During a row in an Italian nightclub he threatened Yamaha's team manager with a gun. He was quickly disarmed and the incident was hushed up.

Although the race team shut up shop at the end of 1976 and MV sold its last road bike in 1980, Agusta aviation was still growing. In the 1970s the company started building its own helicopters, including the hugely successful A109. In 2000 Agusta merged with the British Westland company to become AgustaWestland.

Rocky dabbled in car racing and lived a playboy lifestyle, chartering a plane to fly 68 guests across the Atlantic for his wedding in Washington DC; or as one reporter noted, "68 beautiful people attached to 136 beautiful kneecaps".

Corrado died in 1981, triggering a bitter and costly dispute over his



Rocky Agusta racing a Callaway Corvette at Le Mans in 1996. Below: Moto2 with Forward Racing



"Count Rocky became friends with Vito Palazzolo, who dealt in gold, diamonds and uranium"



inheritance between Rocky and his stepmother, Francesca Vacca Agusta, Corrado's second wife. In the 1990s the Count moved to South Africa, where he invested in vineyards and luxury tourism. There he became close friends with fugitive mafioso Vito Palazzolo, who had jumped jail in Switzerland to carve out a new life in Africa, where he dealt in gold, diamonds and uranium. His dealings with Agusta and African businessmen were revealed in the Panama Papers. Palazzolo was extradited to Italy, where he remains in a high-security prison.

Meanwhile Corrado's widow was accused of laundering bribes of £10 million for former Italian prime minister Bettino Craxi. The Countess fled to Mexico but was extradited to Italy where she was convicted and given a suspended sentence. In January 2001 she disappeared from the family's Portofino mansion, formerly owned by Lord Carnarvon, who had helped discover Tutankhamun's tomb in Egypt and died shortly after, prompting the legend of the Mummy's Curse. Francesca's body was found several days later, washed up on the French coast. Homicide was suspected, but the riddle of her death remains unsolved.

Rocky also had his troubles with the law; in South Africa he was convicted of bribing government officials. He died earlier this year in St Moritz, Switzerland, following a long illness. His passing was significant, because he was the last member of the Agusta dynasty to be involved with its legendary motorcycle racing operation.

The Agusta name may have been tarnished by scandal, but the motorcycle brand has returned from the dead. In the 1990s Claudio and Gianfranco Castiglione, who had earlier saved Ducati from collapse, bought the MV name and commenced production of a new range of superbikes. However, the company has had a troubled existence, changing hands frequently, with names like Mercedes-AMG and Harley-Davidson taking either full- or part-ownership. MV's most famous customer is Lewis Hamilton, who has owned several MV superbikes and has put his name to a limited-edition machine, the F4 LH44.

MV Agusta is now back in the ownership of the Castiglione family, run by Claudio's son, Giovanni, with backing from billionaire Timur Sardarov, son of Russian oligarch Rashid Sardarov. Giovanni Castiglione recently announced that MV will return to Grand Prix racing next year, albeit in the Moto2 world championship, which will require his machine to use a spec Triumph engine. 🏁



Forever Rally

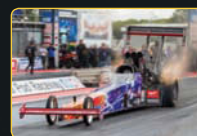
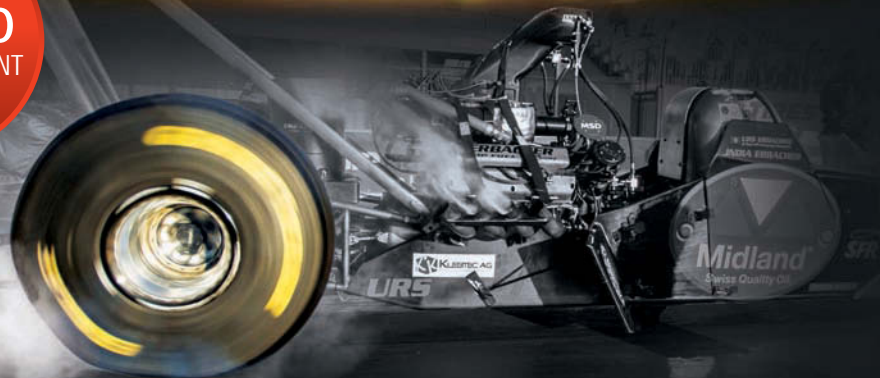


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Foremost among the supporting cast, the BMW Procar Championship field included Niki Lauda (car 5) and Bruno Giacomelli, right





You were there SPECIAL

*Distance was no obstacle
to Brian Blair's passion.
Have Pentax, will travel...*

It was Brian's son Michael who first made contact, asking whether we might be interested in his father's photographic archive. A quick look at a small selection confirmed that we would indeed.

The adjacent images are all from the 1979 British Grand Prix meeting at Silverstone - quite a hike for Brian and his friends, who would sometimes commute to events from Alloa, Scotland in a Ford Cortina 1600E... or else a van that doubled up as their weekend accommodation.

In future months we hope to feature further samples of his work, some of it from internationals at Brands Hatch and Silverstone, others from the sport's grassier roots such as Doune, Croft and Ingliston - all a touch closer to home.

Now retired, Brian remains passionate about the sport and, we're told, rides a tuned Yamaha R6. □



Brisk, bright, capably driven (Nelson Piquet, above) - 'tis a pity the Procar initiative lasted but two seasons



You were there
SPECIAL



Clockwise from top:
Jean-Pierre Jabouille's
Renault RS10; Villeneuve
family unwinds; Elio de
Angelis (Shadow DN9);
Prost's Martini & Austin
Maxi – the Frenchman
raced in the F3 support,
won by Mike Thackwell



ATS crew attends Hans Stuck.
Below, Jacky Ickx waits as Alan
Jones leaves the pits; Mr & Mrs
Moss make a modest entrance



Send us your images

If you have any photographs that might be suitable for *You Were There*, please send them to:
Motor Sport, 18-20 Rosemont Road, London, NW3 6NE
or e-mail them to: editorial@motorsportmagazine.co.uk

Congratulations to Shaun Lynn and Richard Meins
for finishing 1st & 3rd in class in there Silkcut Jaguars
at this year LeMans Classic



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Tales of the Unexpected

Such is the pace of things in Formula 1 that the outlandish quickly becomes the accepted. So as we approach the summer break, it's timely to recall a few of this year's features that nobody had anticipated

WRITER Mark Hughes

Charles Leclerc, potential Ferrari driver

At just 20 years old, Charles Leclerc, the Ferrari Academy driver was placed at Sauber for his rookie F1 season, having dominated F2 and the GP3 Series. There were times when he'd looked outstanding in those junior series, a much more dominant performer than ever he had looked in his karting years. But people develop at different rates, in different ways. He clearly had something, but how would it translate to F1? Stoffel Vandoorne, after all, was struggling to look anything like the outstanding driver that had dominated GP2.

There were moments of promise in the opening two races, but only that. A crucial spin in qualifying in Shanghai, his pace only on or around that of team-mate Marcus Ericsson, it looked like this might be a long, tough apprenticeship.

It was in Baku that the breakthrough was made. "I had been asking the engineers for something completely wrong in the first three races," he said, "with the approach of the set-up especially. Then you are in quite a negative spiral where the car is very difficult to drive, so you try to push more, and you make more errors, and everything is going quite badly.

"For Baku, because it was a street track, it was felt that I should have a more stable car. That was the breakthrough. We kept that for the rest of the season. It was now in a good direction for me because I could push the limit. It was easier to feel the limit. And then we worked on that and it made a big step because it was just easier to drive."

He'd been chasing instant direction change response, rather than allowing time for the rotation of the car that the vehicle dynamicists can build into these suspension set-ups to ease

him into the turn without much steering input. The new set-up transformed him. At Baku he breezed into Q2 and was running calmly in the upper midfield, at times lapping within tenths of the leaders and 2sec faster than his team-mate on his way to a strong sixth place.

This was the Leclerc we thought we'd seen in the junior categories. It was no one-off either. As the car has improved he's gone with it and at Silverstone, after making Q3, he was pushing Nico Hülkenberg's Renault for 'best of the rest' behind the big three teams in the race when he was forced to retire with a loose wheel.

Suddenly, it was no longer 'if' he would one day become a Ferrari driver but 'when'. Ferrari doesn't often put young guns straight into the hot seat, but in this regard Leclerc looks set to follow in the footsteps of Jacky Ickx, Gilles Villeneuve and Felipe Massa. □

The disastrous form of McLaren and Williams

It can be difficult to recall that these two teams used to alternate long periods of dominance between them in the 1980s and '90s. Although such days were long gone coming into this season, no one was prepared for the race to the bottom that was about to unfold.

The McLaren MCL33 is a mediocre car, the Williams FW41 a disastrous one, but it's in how those hard facts came to be - and how they fitted into the narrative of the fortunes of each team - that the meaning lay. In both cases, that gleaming heritage has played a part in the situation in which each now finds itself.

McLaren is earlier in this process of decline than Williams and it has taken the embarrassment of this year for the self-examination to begin. Three years of an uncompetitive Honda power unit had allowed the team to deceive itself that it remained a cutting-edge force. It wasn't. In hindsight, the decision to pay to exit the Honda contract (and incidentally thereby giving money to the Red Bull group), surrendering the income of that deal and exchanging it for paying customer status with Renault, looks ill advised. But at least it has brought the structural problems of the team into sharp focus, because it has enabled direct comparison to that other Renault customer, Red Bull. There was no longer anywhere to hide and the comparison revealed the former colossus to have feet of clay. Multiple firings have predictably followed, Tim Goss and Eric Boullier (respectively technical and sporting directors) the highest in profile.

Team boss Zak Brown - who is surely under pressure himself from the board - is under no illusions now about the task ahead. "This is going to take some time to fix, so I think we are years away. I don't know whether that is two or 10 or somewhere in between. We have to be very realistic and honest with ourselves.

"We are punching well below our weight given the history, the talent, the resources and the technology at our disposal. This comes from a culmination of really being destabilised over many years within our team.

"If you look at our past seven or eight years we have had different CEOs, different shareholders, shareholders in, shareholders out, CEOs in, CEOs out. And we have really failed to get on a stable footing to be able to rebuild this great team, which is now what we are going to do."

The shock of the revelation of how far McLaren has fallen is at least a start. Brown is actively trying to enlist a new technical director, but that's surely only a small, albeit crucial, part of the picture. This is a team that lost vision and focus, probably as part of the fall-out of 'Spygate' in 2007. That's when it began to unravel. It's taken this long for it to become apparent how much unravelling has occurred in that time.

Williams' predicament is that of a team



stuck in a time when Frank Williams and Patrick Head together ran a no-nonsense engineering operation. The post-Frank/Patrick team had its gentle decline halted by the choice of Mercedes engines for the hybrid formula, but it remained a technically conservative entity; internal systems and processes seemingly locked in the '90s, twice as heavily staffed as Force India and having to feed that cost base. Long term, the team is too big for its budget and more of its manufacturing probably needs to be contracted out rather than done in the factory for no performance advantage. That's a long-term culture change. But at least the technical conservatism of the designs was something that new technical boss Paddy Lowe and ex-Ferrari chief of aero Dirk de Beer were addressing with the FW41, a car that took its cues from the influential Ferrari SF70H of last year. But for all that its concept is similar, its performance has been anything of the kind.

At some tracks it has actually lapped more slowly than last year's car. After driving the car during Friday morning practice at Barcelona, Robert Kubica reckoned that just keeping it on track was an achievement - and that its problems were exactly as they had been when he'd tested it there three months earlier. Its aero performance was wildly different between track and simulation - and, worryingly, the reason is still not understood.

At Silverstone a new rear wing, when worked in conjunction with DRS, totally stalled the underfloor airflow - pitching both its drivers into the gravel in qualifying. By then



Williams and McLaren towards the rear of the grid. Above, Zak Brown

chief designer Ed Wood had departed - as also had de Beer. Mix into this a heavy investor, Lawrence Stroll, impatient to have a decent car for his son to race, and the environment has become toxic. The bigger structural issues with the team are having to take a back seat while the fire is fought.

When Felipe Massa used to race for this team, he several times made the point that the accuracy of its simulation was significantly better than it had been at Ferrari during his time there. For that to have evaporated in one hit suggests a single overwhelming factor that's tripping up the team rather than an accumulation of smaller factors. What's changed there since last year?

Even when that specific mystery is solved, it's only postponed the addressing of longer-term questions.



“For the first time in the hybrid era, Ferrari had unquestionably the most potent motor in qualifying and the race”

Ferrari's rebound

Last year, Ferrari created a car, the SF70H, that was to prove one of the most influential designs in a long time - probably back to the Red Bull RB5 of 2009. It came tantalisingly close to winning the Scuderia a world title before a catastrophic late-season run of unreliability and a couple of key errors from Sebastian Vettel. There was a general expectation that everyone would take the design's innovations into 2018, losing Ferrari its technical advantage, and that the title opportunity had been missed.

Not so. Ferrari developed the concept further within a lengthened wheelbase that gave a greater downforce-generating underfloor area. The result is a car that has been, on balance, the fastest of the season's

first half. Furthermore, it pushed hard against the envelope of the regulations in a number of areas - exactly as a top F1 team must.

In the post-Schumacher era, until last year, Ferrari had slowly fallen away from the cutting edge as Red Bull and subsequently Mercedes picked up the baton. The red cars became technically conservative. This year's SF71H has been the focus of the FIA's attention on several occasions - just like its forbear. Whereas in 2017 it was oil burn, floor flexibility and an active blown axle, this time it has been winglets disguised as wing mirrors and the workings of its unique twin-battery system. The FIA has clamped down on both - and yet, just like last year, the team bounces back and the car's ongoing development seems barely affected. The Phase 2 engine was first used by the works cars in Montréal but has since been

used steadily more aggressively as the team has established certain reliability parameters. Early-season GPS data suggested that the Phase 1 engine actually had a small power advantage over Mercedes in qualifying but a slight shortfall in the race. As the team began using the Phase 2 engine more aggressively from Austria onwards, it appeared to overhaul even the Phase 2.1 Mercedes motor, something that's been reflected in the sudden upturn in form of the Ferrari-powered Haas and Sauber cars. For the first time in the hybrid era, Ferrari had unquestionably the most potent motor in qualifying and race.

The aero department has been equally impressive. A big Mercedes update, which took the W09 more towards a Ferrari philosophy around the sidepods from Austria, seemed to give the silver cars a decisive edge. One race later Ferrari hit back with a powerful aero upgrade of its own that put it right back on track and allowed Sebastian Vettel to retake the world championship lead.

Far from being a brief window of opportunity that wouldn't present itself again for a long time, it looks like last year's innovation was just the start. As was described in this magazine last year, the Sergio Marchionne-led change in culture and working methods, together with how Mattia Binotto is managing the technical department, has made this a truly reinvigorated Ferrari, the best Scuderia since the days of Ross Brawn, Jean Todt and Michael Schumacher. **☑**



THE MOTOR SPORT WEBSITE

Hamilton's patchy form

There have been plenty of days of Lewis Hamilton magic. His pole laps in Melbourne and Silverstone were particularly inspired - and his victories in Barcelona and Ricard were emphatic (that of Baku lucky). There is always potential stardust when Hamilton is at the wheel. But this has not been his most relentless half-season. He talked last year of how he likes to step it up a gear after the summer break and this time it's almost as if he's subconsciously setting himself up to be able to do that. As the long-running saga of his contract extension has rolled on from last summer until this, his form has been variable.

He was out of sorts in Bahrain, where it was Valtteri Bottas who took the challenge to the Ferraris. Hamilton, after being outqualified by his team-mate, was slowed after a niggly and unnecessary collision with Max Verstappen. In China, around a track at which he has historically been devastating, he couldn't get a tune from a Mercedes that didn't like the track temperature - and again he was shaded by Bottas, finishing two places behind him. He won in Baku, but only after the race-leading Bottas picked up a puncture with three laps to go. Bottas had got ahead after Hamilton had been forced to pit early because he'd flat-spotted his tyres. In Montréal, another track Hamilton considers his own, he was off Bottas's pace in qualifying, though his quiet race was more to do with a mechanically compromised car. France was a straightforward victory from pole in what was clearly the fastest car and Austria was a mechanical retirement from a race he'd otherwise probably have won.

So, not a vintage half-season for the mercurial world champion, even as the records of achievement have continued to be set or extended. Is the strain of a fifth consecutive year fighting for the world title - this time against a super-strong Ferrari - beginning to tell? Is there something about this car with which he's not gelling? Is he becoming disillusioned with the game? Increasingly, he talks yearningly of his days racing karts when life was so much simpler, where the racing was purer and where his skills were not

damped out by the technicalities.

All that said, he's always at his most devastating when coming from behind. "I much prefer to be the hunter than the hunted," he says. Maybe some inner force is just putting him in that place.

A respectable Honda

The rest of the world was somewhat surprised when the 2018 Honda instantly looked so respectable in the back of the Toro Rosso, a status rubber-stamped by Pierre Gasly's outstanding fourth place in Bahrain. But STR technical director James Key wasn't.

He'd been excited when he first took a close look at the engine's architecture, seeing how much tighter it allowed him to make the car's rear end. But he'd also been monitoring the performance of the McLaren at the back end of last year, looking beyond the grid penalties to see the underlying trend in its performance. "It was clear even towards the end of 2017 that



they'd made a lot of progress - and by then we knew the philosophy behind this engine and what they were planning for it," he says. This was a Honda finally getting a proper grasp of the requirements and, away from the pressures of the McLaren relationship, it was flowering.

By race two, after looking closely at the comparison between the Renault motor in the Red Bulls and the Honda in the junior Toro Rossos, Christian Horner was privately saying that, as things stood, the decision to go with Honda next year for the senior team was "a no-brainer". And so it came to be. In 2018 respectability. In 2019 victories? 📧



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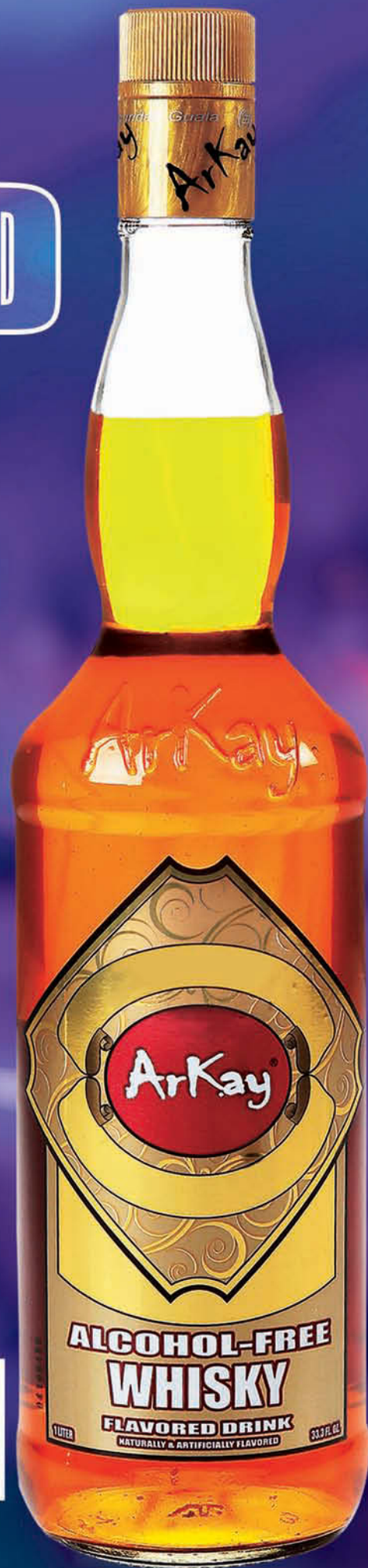
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MONTEREY CAR WEEK



EDITED BY Simon de Burton

Special event preview Welcome to the automotive extravaganza that is Monterey Car Week. Set on the sun-bathed California coast, the week features a plethora of world-class events to please even the most discerning car fan.

Find out where and when to catch the best shows [P98](#), take a look at the rare exotica going up for auction [P102](#), discover why the Rolex Monterey Motorsport Reunion meeting at Laguna Seca is now a must-see global event [P105](#), and take a tour of the region's leading classic car dealers [P106](#)



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TEERING UP A CLASSIC

The Pebble Beach Concours steals many of the headlines, but there is much, much more to Monterey Car Week



Pebble Beach Concours

There can be no more intensive a gathering of historic automobiles on the planet than that contained within the Monterey Peninsula for Monterey Car Week, which serves as the collective name for a multitude of individual events happening within a 20-mile radius - and they shine a light on every aspect of the collector car hobby.

The best known of these is the **Pebble Beach Concours**, for which 15,000 enthusiasts converge on Monterey's most prestigious golf club in order to admire the 175-plus examples of automotive rolling art displayed on the verdant turf of the 18th fairway.

A fixture on the classic calendar since 1950, 'Pebble' is arguably the world's leading concours event, surpassing even Italy's Concorso d'Eleganza Villa d'Este in the opinion of many. As a result, showing a car there (as at Villa d'Este) is not merely a matter of filling in a form and sending off an entry fee - this is a strictly invitation-only event at which only the best of the best are welcome.

The 70 or so judges, each one an expert in

individual marques or models, can spot an incorrect paint shade, an incorrect spark plug or a mis-stitched dickey seat at 50 yards, and nothing is overlooked in the process to decide which car will be judged 'Best of Show' - an accolade that can add hundreds of thousands of dollars to the winning vehicle and bring unmatched kudos to both its owner and its restorer.


Pebble Beach golf club is not, however, where Monterey Car Week truly kicks off - that happens on the evening of what is officially 'day two' when local marketing and events guru Gordon McCall holds his annual **McCall's Motorworks Revival**, a multi-faceted *soirée* at which cars, motorcycles and aircraft are displayed for the delectation of 3,000 (mostly paying) guests who are fed by gourmet chefs and refreshed with top Californian wines, craft beers and exotic cocktails.

McCall, a former Pebble Beach Concours class judge and a motor sport, motorcycle and bicycle fanatic, first staged the Motorworks Revival 27 years ago and has developed it into an unmissable event that manufacturers of high-end cars and aircraft now use as an

opportunity to display their latest products.

Indeed, McCall is possibly one of the busiest men on the Monterey Peninsula during Car Week since he is also the co-founder of **The Quail, A Motorsports Gathering** that he helped to establish 16 years ago at the Quail Lodge and Golf Club in the foothills of the breathtaking Santa Lucia mountain range.

'The Quail', as it is known, gives enthusiasts an (other) exceptional opportunity to see rare cars and motorcycles from around the world displayed in a garden-party setting. This year's themes include the great Ferraris, 70 years of the Porsche 356, custom coachwork and the 50th anniversary of the Lamborghini Espada and Islero. The event also gives guests the chance to drive the latest supercar offerings on local roads and is home to an annual, high-end Bonhams auction that is now in its 21st year (*see page 102*).

As easy as it may be to spend an entire day at The Quail, it's not advisable to do so if you want to experience some of the many other attractions laid on for Car Week. German marque fans, for example, would not want to miss **Legends of the Autobahn**, a concours 



EVENTS LIST

Pebble Beach Concours

The Lodge at Pebble Beach,
17-Mile Drive, Pebble Beach,
CA 93953.
August 26, 6am-5pm

McCall's Motorworks Revival

196 Skypark Drive, Monterey,
CA 93940.
August 22, 5pm-10pm

The Quail, A Motorsports Gathering

Quail Lodge and Golf Club, 8205
Valley Greens Drive, Carmel,
CA 93923.
August 24, 10am-4pm

Legends of the Autobahn

Nicklaus Club Monterey,
100 Pasadera Drive, Monterey,
CA 93940.
August 24, 7am-4pm



The Quail, A Motorsports Gathering



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MONTEREY CAR WEEK

Porsche Werks Reunion

Monterey, Corral de Tierra Country Club, Salinas, CA 93908.
August 24, 7am-4pm

Concours on the Avenue

Ocean Avenue, Carmel, CA 93921.
August 21, 10am-5pm

The Little Car Show

Lighthouse Avenue, Pacific Grove, CA 93950.
August 22, 12pm-5pm

Barnyard Ferrari

The Barnyard Shopping Village, Carmel, CA 93923.
August 25, 4pm-7pm

Prancing Ponies Car Show

Dolores Street, Carmel-by-the-Sea, CA 93921.
August 22, 1pm-5pm

Automobilia Monterey Expo

1441 Canyon Del Rey Boulevard, Seaside, CA 93955.
August 21, 10am-6pm

Pebble Beach RetroAuto

2700 17 Mile Dr Pebble Beach, CA 93953.
August 23, 9.30am-5.30pm

Carmel Mission Classic

3080 Rio Road, Carmel, CA 93932.
August 22, 10am-4pm

More details at
www.whatsupmonterey.com and
www.pebblebeachconcours.net



Porsche Werks Reunion

event taking place at the Nicklaus Club close to Laguna Seca, the result of a collaborative effort between the BMW Car Club of America, the Mercedes Club of America and the Audi Club of North America.

You'll have noticed one particular name missing from that line-up - which is because Porsche fans have their own, dedicated show called **Porsche Werks Reunion** that this year takes place at the Corral de Tierra Country Club near Laguna Seca.

This is the fifth edition of a Porsche Club of America-organised event that brings together a breathtaking array of Porsches, from the rarest classics to 'young timers' and current models. Visitors turning up in their own Porsches can display them in model-specific 'Porsche corrals' or even enter them for judging in the hope of winning one of more than 20 prizes - although the emphasis of the event is very much on enjoyment rather than hard-nosed competition.

Those with automotive tastes that extend beyond the Teutonic, meanwhile, should start

their Monterey Car Week experience by heading to Carmel-by-the-Sea's Ocean Avenue on day one (Tuesday, August 21) to experience the recently introduced **Concours on the Avenue** event that takes place against the backdrop of the area's whimsical architecture, inspired by the work of fairy tale illustrator, Arthur Rackham.

Ocean Avenue will be closed to normal traffic for the occasion, during which an area covering 18 blocks will be taken over by an array of 175 luxury and muscle cars, hot rods and microcars of a sort not generally seen at the main Pebble Beach event. Selection criteria include the usual authenticity, originality and provenance, but cars that have interesting stories, an indefinable fun factor or have proved in some way inspirational will also be included.

Then there's **The Little Car Show** taking place on Pacific Grove, where 100 vehicles built prior to 1993 will be displayed and all must be micro, mini or arcane, have engines no greater than 1601cc or be powered by

electric motors. Unlike Car Week's more serious shows, entries are accepted on a first-come, first-served basis and money raised by the event will go to local charities.

Philanthropy is also the name of the game in the case of the **Barnyard Ferrari** event taking place at Carmel's Barnyard Shopping Village, where the Ferrari Owners' Club will field a line-up of registered cars and welcome impromptu arrivals. The Arts Council of Monterey and the local Rotary Club will both benefit from donations.

The **Prancing Ponies Car Show** in Carmel's Dolores Street, meanwhile, is dedicated to cars owned by women who will be "encouraged to dress to match their car's colour or time period" (nothing sexist, of course), while **Automobilia Monterey Expo** at the Embassy Suites on Highway 1 just north of Laguna Seca claims to be the largest such show in America.

Hosting about 50 top international dealers, the event is strictly for the sale of genuine vintage posters, photographs, rally plates, badges and mascots together with garage signs, original art, scale models, ephemera and anything else to do with classic automobiles. Reproductions are strictly banned.

There's more automobilia, too, at **Pebble Beach RetroAuto**, a three-day event taking place at The Inn at Spanish Bay Ballrooms. It features an array of stands selling collectables and sanctioned Pebble Beach merchandise, while the **Carmel Mission Classic** is a one-of-a-kind event staged by the Knights of Columbus that combines old motors with religion, wine tasting and harp music.

There really is something for everyone at Monterey Car Week. ☑

LOTS OF LOTS

On top of sumptuous displays, a top-class race meeting and a local concentration of classic car specialists, Monterey also features some of the world's best-known auction houses

W

ith thousands of vehicles and 10 times as many enthusiasts flocking to the Monterey Peninsula for the annual Car Week, even those with no more than a passing interest in automobiles can find themselves tempted to take the plunge and invest in a classic - so it's no surprise that many of the leading auction specialists converge on the area in an effort to capitalise on the situation.

This year, no fewer than six sales will be staged by different houses that, between them, will hammer down cars worth hundreds of millions of dollars. With the market being notably softer than it was at its peak a couple of years ago, it might seem unlikely that the record \$38.1 million achieved by Bonhams for a Ferrari 250 GTO in 2014 will be surpassed - were it not for the fact that RM Sotheby's has consigned a GTO as this year's headline-grabber. It could fetch as much as \$45 million...

Russo & Steele

If you enjoy an auction with plenty of theatre, head to the Old Train Station near Fisherman's Wharf and witness Russo & Steele's three-day, 250-lot extravaganza that the house terms an 'auction in the round' - meaning the auctioneer, cars and crowds are mingled. Expect a typical Russo & Steele inventory comprising an eclectic mixture of hot rods, muscle cars, affordable classics and exotica, with many lots being offered without reserve.

Sale date August 23, 5pm **On view** August 22, 9am-5pm; August 23, 3pm-5pm
Admission \$30. **Venue** Old Train Station, 290 Figueroa Street, Monterey.
russoandsteele.com

Worldwide Auctioneers

Taking place right beside the ocean six miles north of Pebble Beach, the Worldwide Auctioneers sale will include highlights as diverse as a 1931 Duesenberg Model J sport convertible (\$1.2-1.5m) and a Lamborghini 400GT that comes to the open market for the first time in more than 40 years (\$475,000-550,000). Delightfully unrestored, meanwhile - and already a 'preservation class' winner - is a 1916 Locomobile Model 38 collapsible cabriolet that is one of only two known to survive. It's up for \$300,000-400,000.

Sale date August 23, 5pm **On view** August 21 and 22, 9am-6pm; August 23, 9am-4pm
Admission \$100 with catalogue, \$35 spectator **Venue** Pacific Golf Municipal Links, 77 Asilomar Avenue, Pacific Grove.
worldwide-auctioneers.com



Gooding & Co - The official Pebble Beach auction

David Gooding's firm has staged the official Pebble Beach auction since 2004 and is the only house to hold its event within the gates of the famous 17-mile drive leading to the golf club.

In addition to the 1955 Ferrari 500 Mondial highlighted in last month's *Motor Sport*, Gooding and Co will also offer three further valuable and highly significant Ferrari Berlinetta competition cars, the highlight being a 1966 275 GTB/C that is one of only a dozen 275 GTBs built for racing with ultra-thin aluminium bodywork, Perspex rear and side windows, lightweight Borrani aluminium-rimmed wheels and, of course, a tuned, balanced, dry-sumped version of the legendary 3.3-litre V12.

The car on offer was originally owned by NART founder Luigi Chinetti and first raced by Pedro Rodriguez. Fully restored to concours standard during the early 1990s, it still looks superb, is supplied with a massive history file and is tipped to realise up to \$14m.

In comparison, the \$6.5-7.5m expected for a

1958 250 GT Tour de France seems almost affordable. First raced at the '58 Targa Florio, it was exported to the US four years later and, following a back-to-original restoration in 2014, scooped the Coppa Bella Macchina trophy at the 25th Palm Beach Cavallino Classic.

Gooding and Co hopes to draw a similar sum for a 1950 166MM/195S once owned by Briggs Cunningham and raced by him at Sebring, Buenos Aires, Watkins Glen and elsewhere.

The house has also landed the Duesenberg SSJ that was delivered new to Hollywood idol Gary Cooper in 1935. One of only two made (the other went to Clark Gable) the 400bhp, supercharged straight-eight carries an estimate of \$10m-plus and could become the most expensive American car ever auctioned. It has been consigned by the Florida-based Miles Collier collection, which acquired it in 1986 from Cunningham's family.

Carroll Shelby's first Shelby Cobra, chassis CSX2000, currently holds the record for highest-priced American car - \$13.75m in 2016.

Sale dates August 24, 5pm; August 25, 11am **On view** August 22-25 **Admission** \$100 for two with catalogue, \$40 each for general admission. goodingco.com

Mecum

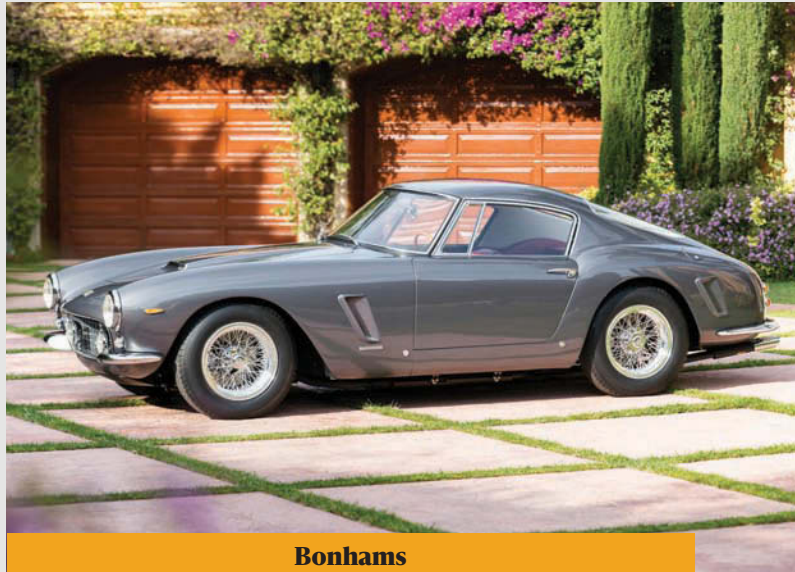
Dana Mecum set up his first car auction in 1988 at Rockford Airport - but was stopped in his tracks when a tornado ripped through the area, damaging almost everything in its path. Despite the tricky start, Mecum this year celebrates its 30th anniversary and has grown to become the largest collector car auction house by volume, frequently fielding 1000-plus vehicles in its multi-day sales.

This year's Mecum event during Monterey Car Week will be a smaller affair with 'only' 600 lots of cars, motorcycles, boats and tractors up for grabs during three days of bidding.

One of the stars of the auction is set to be a 1958 Porsche 550A Spyder that is said to have been owned by the Piëch family and raced by Porsche Salzburg. Its later competition history is extensive and includes three significant period race wins.

More recently, however, it has emerged from a meticulous, 30-year restoration that included the fabrication of an entirely new alloy body that has been left in its bare metal state and polished, while the 1500cc, Carrera flat-four has been fully rebuilt by noted Wyoming Porsche specialist Bill Doyle. Mecum doesn't provide pre-sale estimates, but \$5m-plus seems realistic.

Sale dates August 23-25, 10am **On view** August 21 **Admission** \$20 (in advance) **Venue** Hyatt Regency, Monterey Hotel, Old Golf Course Road, Monterey. mecum.com



Bonhams

Bonhams returns to its usual Quail Lodge venue with a raft of exotics, mostly (at the time of writing) from European marques. Offerings range from a 1992 Lancia Delta integrale HF EVO 1 (with essential Martini stripes) to the last Swallow Doretta built, a 1955 car that recently emerged from a concours restoration.

Other notables include a Jaguar E-type roadster, whose last owner had it for almost 50 years, and a 1931 Bentley eight-litre 'Silent Bloc' saloon with aluminium Vanden Plas coachwork. First owned by AJ Player of Player's tobacco, it's the only survivor of three built and will be sold alongside a 1928 Bentley four-and-a-half litre open tourer that previously belonged to notable collector John Sword and, subsequently, the late Tory MP, classic car enthusiast and *Backfire* author, Alan Clark.

The star of the Bonhams show will, however, be a 1962 Ferrari 250 GT SWB Berlinetta, which has been fully restored and comes with Ferrari Classiche certification.

Sale date August 24, 6pm **On view** August 22-23 9am-6pm **Admission** By catalogue **Venue** Quail Lodge Golf Club, Carmel Valley, California. bonhams.com/quail

RM Sotheby's

RM Sotheby's has scooped the ultimate Monterey consignment in the form of Ferrari 250 GTO chassis 3413GT, third of the 36 built. Billed as 'the most valuable car ever offered for public sale' it was driven by Phil Hill in testing for the 1962 Targa Florio before being sold by the factory to its first owner, gentleman driver Edoardo Lualdi-Garbi.

Although it retains its original engine, gearbox and rear axle, and is said to have never been crashed or damaged, the car was rebodied to series two specification in 1964. It's tipped to realise in excess of \$45m.

Other notable lots include the 1968 Porsche 908 short-tail run by the factory team at the 1968 Spa 1000Km (\$2,300,000-\$2,800,000); the Holman and Moody GT40 that was the third car across the line during Ford's historic one-two-three Le Mans sweep of 1966 (\$9-12m); the unique Lola T153 Sunoco Special that was bought new by Roger Penske and placed third at the 1970 Indy 500 (\$500,000-700,000); and a 1932 Ford 404 Jr hot rod that beat almost everybody on the Los Angeles drag strips during the 1950s. There is also a late sale entry of distinction: RM Sotheby's will offer the 1963 Aston Martin DP215 GT prototype, last of the David Brown-era racers and the first car to exceed 300kph at Le Mans. Pre-sale estimate is \$20-25m.

Sale dates August 24-25, 5.30pm **On view** August 22-23, 10am-8pm; August 24-25 from 10am **Admission** By catalogue **Venue** Monterey Conference Centre, 1 Portolo Plaza, Monterey. rmsothebys.com



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*Many of Monterey Car Week's main attractions are static. Many, but not all...
Laguna Seca hosts racing to suit every taste*



For some, seeing an unparalleled line-up of the world's greatest collectible cars on the lawn of the Pebble Beach golf club is the highlight of Monterey Car Week - but for others, the real cornerstone is found a short distance away at the Laguna Seca circuit, where a remarkable 550 racing cars gather each year to compete in 15 different groups during four days of high-octane competition.

Called WeatherTech Raceway Laguna Seca since April this year, when the auto accessories giant became headline sponsor, the track was built from scratch in just 60 days in 1957 on the site of a dry lake bed (hence its name).

For the six years prior to that, cars battled on a narrow, twisty, forest-flanked circuit adapted from the metalled and unmetalled town streets that served as the Pebble Beach road course.

It initially proved safe as a venue for the Del Monte Trophy, but in 1956 car customiser and hot rod racer Ernie McAfee was killed when his Ferrari slammed into a tree, prompting the decision to create a purpose-built track nearby.

During the past six decades, Laguna Seca (which is managed by the Sports Car Racing Association of the Monterey Peninsula, otherwise known as SCRAMP) has hosted everything from the American Le Mans Series to Formula 5000, MotoGP and World Superbikes, with the track coming to be known the world over for its famous 'corkscrew' turn that starts with a blind crest and challenges drivers and riders with an 18-metre elevation drop.

The undisputed highlight of the year, however, is the Rolex Monterey Motorsports Reunion that can trace its roots back to 1974, when historic racing enthusiast Steve Earle

organised the inaugural Monterey Historic Automobile Races at Laguna Seca to coincide with the Pebble Beach Concours (which in those days took place in November)

From day one Earle made the event open to enthusiasts from across America so long as they could turn up in an interesting, authentic, race-proven and period-correct car - parameters that still prevail today.

The 550 runners are drawn from more than 1000 hopeful applicants and offer a diverse range of racing for the enjoyment of fans of all eras and all disciplines. This year's categories include pre-1940 sports racing, touring and race cars and 1927-1951 racing cars; 1967-1984 Formula 1 cars; 1958-1963 Formula Junior cars and 1981-1991 IMSA GTO/GTP Trans-Am cars - and that's just a small selection.

For European historic racing fans, the event is perhaps best summed up as the Goodwood Festival of Speed, the Goodwood Revival and Le Mans Classic rolled into one, since it combines all-out competition with numerous interesting side events, an open-to-all paddock, chances to meet motor sport legends and, of course, endless car-based retail opportunities.

This year, for example, 1998 and '99 F1 world champion Mika Häkkinen will drive demo laps in a McLaren F1 GTR, while the half-century of Nissan's official involvement in racing is celebrated by its selection as featured marque - a golden opportunity to recall the fact that Hollywood star Paul Newman cut his racing teeth driving Datsuns and Nissans with the Bob Sharp Racing Team during the early 1970s.

For anyone attending Monterey Classic Week, the Rolex Motorsport Reunion is a must - the event was recently recognised by the FIA

with the award to SCRAMP of the FIA Founding Members Heritage Cup, marking the first time the honour has been bestowed on a US-based motor sport organisation.

If you're not going to be there to soak up the nostalgia, the Raceway souvenir store is offering a limited-edition reproduction of the programme for the inaugural 1957 event. Packed with stories, advertisements and period images, it will certainly take you back in time - and at a mere \$10 it costs little more than a gallon of petrol (a British one, at any rate).

The Rolex Monterey Motorsports Reunion takes place at the WeatherTech Raceway Laguna Seca from August 23-26. Tickets range from \$60 for a day if booked in advance to \$170 for a four-day pass, with VIP hospitality packages starting at \$225. Children aged 15 and under go free if accompanied by an adult. More at weathertechraceway.com. 📍

RETAIL THERAPY

California has many things in its favour, not least one of the world's greatest concentrations of classic car dealers

If you're on the hunt for a classic car there is probably no better place to start than California, where there are more specialist dealers than anywhere else in the world. For quality and choice, the Golden State is also hard to beat since it was the top export destination for many of today's most popular European collectible cars during the 1950s and '60s and - as many an advertisement has claimed - its sun-soaked climate often (although not always) means cars are rust-free.

The sheer range of marques and models that exist there has also produced an unrivalled network of specialist craftsmen, making the place a hotbed of engineering talent that enables many of California's dealers to operate top-quality in-house restoration services.

AMONG SUCH DEALERS IS THE NEAR-legendary Blackhawk Collection based at Danville, about 40 miles north-east of San Francisco. Founded almost half a century ago by Don Williams, the firm was the first to achieve more than \$1m for a classic when it sold a Figoni-bodied Duesenberg way back in 1984.

Williams has exhibited his choicest stock on the Pebble Beach lawn at every concours since 1972, and among this year's highlights will be the remarkable 'Copper Kettle' Rolls-Royce PIII.

The car started life as a limousine in 1937, but nine years later was bought by car dealer-turned-property tycoon Alfred John Gaul, who commissioned Freestone and Webb to convert it into a contender for top European Concours events at Deauville, Monte Carlo and Cannes.

The result was the car as it appears today: a Sedan de Ville with rich 'chianti' paintwork offset by 'basket-weave' rear doors and a generous application of brushed copper, which highlights everything from the radiator surround to the bumpers, wings, wheel centres and Spirit of Ecstasy mascot. And, with a 7.3-litre V12 driving through a four-speed manual transmission, it offers performance as outrageous as its looks.

Part of the Blackhawk Collection since 2000, the car has been meticulously restored to Gaul's specification and was awarded the Lucius Beebe trophy at Pebble Beach in 2008 for being the Rolls-Royce that best represented Beebe - a former concours judge, famed as a *bon vivant*.

Equally striking but very much more a 'driver's car' is a 1951 Talbot-Lago T26 with one-off grand sport coupé bodywork by Saoutchik - and this will also be shown by Blackhawk. A rolling work of art, it will carry a Pebble Beach-appropriate price tag of \$1.65m.

ANOTHER LONG-STANDING PEBBLE BEACH regular is the Fantasy Junction dealership from Emeryville in San Francisco's Bay. Car fanatic Bruce Emery bought the Fantasy Junction brand name in 1976, at which time it was a struggling concern that belonged to a local BMW agent. Emery turned it around, partly as a result of his decision to offer a brokerage service that would take cars on consignment, avoiding having to own a large amount of stock.

During the past 40-plus years, Fantasy Garage has grown into one of the most respected and trusted classic car businesses in



Grand Prix Classics

the US and one which - perhaps unusually - is held in equal regard by both buyers and sellers.

Now run by Emery and his son Spencer, both of whom are enthusiastic amateur racers, Fantasy Junction always boasts a fine inventory that is currently topped by a 1966 Ferrari 275 GTB alloy-bodied 'long nose' that's one of just 80 built. Offered fully restored in its original colour of Grigio Argento metallic and Ferrari Classiche certified, it is priced at \$3,175,000.

Also of note is a 1964 Shelby Cobra 289 that boasts a colourful and interesting history as a Shelby show car, historic racer and hot rod (\$595,000), while pure competition cars include the 1987 Spice SE87 that clocked up a class win in the hands of Taz Harvey at May's Laguna Seca Spring Classic meeting.

ANOTHER HIGHLY REGARDED DEALER IS Mark Leonard's Grand Prix Classics, which has traded from its premises in the La Jolla suburb of San Diego for over 40 years. Leonard prides himself on his worldwide contacts and a remarkable ability to track down exactly the cars that his clients are looking for - assuming they are not already part of his impressive stock list.

Packed with classic road cars, race cars and motorcycles, the showroom is recently home to a delightful 1961 Alfa Romeo Giulietta Sprint Zagato originally owned by former 500cc motorcycle world champion Libero Liberati and later by California Mille founder Martin Swig. There's also a 1964 Brabham BT8 that is one of just 12 built and was Jack Brabham's personal car; a 1966 Shelby GT350 with competition history from new and number eight of the series of Ol' Yeller racing specials built and campaigned during the 1950s and '60s by genius engineer Max Balchowsky of LA's Hollywood Motors. ☑



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LUNCH WITH

John Barnard

He's an old-school pioneer whose designs have conquered Formula 1 and the Indy 500 – and his influence endures

WRITER Simon Arron

M

any years have passed since he had any direct involvement with Formula 1, yet every car on the grid today bears two of his design signatures. As father of both the carbon chassis and the semi-automatic paddle-shift gearbox, John Barnard remains one of modern motor racing's most influential figures. He is also, as far as we know, the only man to have crafted an Indianapolis 500 winner on a drawing board in a North Wembley living room.

Probably about time, then, that *Motor Sport* treated him to lunch.

In recent years Barnard has lived mostly in Switzerland, although he plans to relocate to the UK and one of his next projects is to renovate a house that will allow him to be closer to his grandchildren. That, though, has been delayed while he waits for roosting bats to commence their seasonal migration, so that work can continue.

He suggests we meet in Wimbledon, which like many London suburbs has been ravaged by identikit coffee shops but retains a selection of fine restaurants. One such is San Lorenzo, a short stroll from the station, where John orders a glass of Pinot Grigio to accompany gravadlax and, subsequently, one of the world's more generous portions of pennette mozzarella. Next stop? White goods, oddly...

"I come from a family with no racing heritage," he says, "but both my parents had engineering backgrounds and could turn their hands to almost anything. I started building things when I was knee high to a grasshopper and I suppose the racing thing came from getting interested in cars, as most boys do. My first recollection is helping my dad change the clutch on his Morris 10 when I was about nine. I was observing rather than doing anything, but that's where it all started. I recall riding pillion to Crystal Palace on the back of a mate's Velocette Venom 500 when I was about 16 and I went to a couple of Brands Hatch meetings, but it wasn't something I did very often."

After graduating with a HND from Watford College of Technology, Barnard began his working career with electrical firm Osram GEC before moving on to Hoover in Perivale. "I was assistant to a guy whose job it was to monitor rival products - washing machines, ☐

LT

spin dryers and so on. There was a workshop with lathes and welding gear, but it was caked in dust because nobody had ever used it. I remember taking apart a washing machine, cutting a hole in the side and then fitting a see-through plastic panel so I could watch the mechanical action and write a report. They were all amazed that anybody should do such a thing. There was nobody telling me what to do, so I just got stuck in. After a few months, though, I decided I couldn't be doing that until I was 65 - it would drive me nuts.

"I was still following racing, so started writing to teams and received a reply from McLaren. I went to see them in Colnbrook but wasn't offered a job, because I didn't have any experience - dismantling tumble dryers didn't count, which was fair enough. I'd also written to Eric Broadley, when Lola was still in Slough, and he gave me an interview. At the time I was thinking about building a Lotus 7-type car, using all my own drawings, and I was explaining all this to him. He said, 'OK, start in the drawing office on Monday' and I was away. There are lots and lots of us who owe a huge debt of gratitude to Eric and Lola.

"The first thing I worked on was a Can-Am car - I designed an oil cooler mount or something - then after a few months Eric wandered in and said, 'We need to build something for a new formula that's starting, Super Vee, would you like to have a go?' That was the T250 and it was a fantastic experience. I made a quarter-scale clay model and would take it home at weekends, tinkering with the shape, trying to get things right. When everything was finally done, they said, 'You'd best put that on a trailer, lad, and take it to the racing car show', which of course I did. Talk about an all-round education..."

The kind of thing, sadly, that simply isn't available any more, with the spread of one-make formulae having killed off most volume racing car constructors and their cottage-industry counterparts. "Racing is now fundamentally different," Barnard says. "F1 is so vast, so expensive... It



New-look McLaren, 1980: Barnard, Ron Dennis, MP4/1 model, Teddy Mayer, Tyler Alexander, Creighton Brown

has almost in a way killed creativity. Everything as far as I can see is done by groups and the people at the top are technical managers, directing expertise into specific areas. It's a system that doesn't produce people with wide-ranging experience. I worked on all kinds of different stuff with Lola."

It stood him in good stead.

"Like many people who get involved I wanted to end up in F1," he says, "but there was no prospect of that at Lola and I moved on to McLaren, although I honestly can't recall how it happened. I don't think I applied for a job, I just remember morphing from one to the other, walking into what was a very small design office and getting on with the M23, working with chief designer Gordon Coppuck and one or two others.

"I focused on F1 for about 18 months, but also got involved on the Indy side, redrawing and modifying the M16. In 1973 I designed the M25,

John Barnard

A career in pictures



1975

Barnard joins Vel's Parnelli Jones Racing, ostensibly to work on its F1 chassis, but that project stops early in '76, so he switches to Indycars



1979

Al Unser Sr puts Barnard's Chaparral 2K on the front row at Indy, but the designer quits the team soon afterwards. It wins the 500 in 1980



1982

Barnard confers with Niki Lauda, who emerges from retirement to race with McLaren and wins the third race of the year, Long Beach

an F5000 version of the M23. I was just given an M23 and told to adapt it. Denny Hulme was positive after testing it at Silverstone, but the project didn't go anywhere because it was too expensive to build." [The prototype did eventually race in F5000 spec, in the UK's ShellSport Group 8 series, but not until 1976, when Bob Evans drove it twice.]

THOSE EARLY DAYS WITH LOLA HADN'T JUST GIVEN BARNARD A comprehensive racing education, they had also furnished him with useful contacts. Late in 1975 he received a phone call from former colleague Jim Chapman, by now working for Vel's Parnelli Jones Racing in America. "He told me chief designer Maurice Philippe was leaving and asked whether I fancied having a go. I had the small inconvenience of getting married two weeks before I left for America, but we sorted ourselves out in the UK and took off for California.

"In theory I was supposed to be working on the team's F1 car, the VPJ-4, but after doing a little bit of development work the project was canned after Long Beach 1976 and I focused instead on the VPJ-6, the first Indycar to use the Cosworth DFX engine. A guy called Gordon Kimball wrote in looking for work. He'd been doing summer work at Eagle, so he joined as my assistant. That was our design team. We drew absolutely everything - a great time, I gained lots of experience and was

"Sheet steel? That would be too heavy. Carbon was out there, so I went to see British Aerospace"

able to work at circuits all over America. By 1978, however, we weren't doing a great deal of racing because sponsorship had dried up, though we had a few customer cars in action. Some of the guys had moved on to work for Jim Hall, running customer Lolas at Chaparral, and in mid-season I received a call telling me Jim wanted to build his own car.

"I went to see him, told him I had to do it in the UK because I knew where I'd be able to get stuff built, then left my wife in California for a while and flew home. We'd let out the house we bought before moving to America, so I ended up living with my father, who was by then on his own, and set up my drawing board in his front room. That was the start of the Chaparral 2K, the first pure ground-effects Indycar.

"Gordon Kimball came over to work with me and it was one of those projects that seemed to work perfectly - everything we drew fitted at the first time of asking. The car was built up around a dummy DFX and

then flown to Chaparral HQ at Midland, Texas, where a live Cosworth was fitted. Our engine guy, Franz Weis, took the car around this funny little local track, Rattlesnake Raceway, then it went off to test at Ontario. Out of the box, in Al Unser Sr's hands, it just ran and ran. From there it went straight to Indy. I flew back to the UK to oversee the building of a second car, as a spare, and missed qualifying. As it was Al put it on the front row, in third, but if I'd been there I'd probably have made a few more set-up changes and would like to think it could have been on pole.

"I flew back for the race and that was where the whole Chaparral thing collapsed. My deal with Jim was that I'd get recognition as the designer, but I arrived to find a massive billboard with a picture of the car, Jim and Al and a slogan about 'Master of ground effects', or something like that. I wasn't mentioned, which blew it apart for me."

Transmission problems forced the car's retirement - and by the following year, when Johnny Rutherford took the 2K to victory at Indy, its creator had long since moved on.

"The 2K helped me to become noticed on a wider stage in racing," Barnard says, "particularly by Ron Dennis. After leaving Chaparral I was approached by Peter Reinhart from the Rebaque team, which was looking to build its own F1 car. I pencilled a few sketches, but a promised sponsor failed to materialise and it didn't go any further. Patrick Head [another ex-Lola ally] then tipped me off that Ron Dennis wanted somebody to design him an F2 car. I told him I didn't want to do F2, that I'd come back to find work in F1, and next thing I know Ron is on the phone, saying, 'No, no, no - I want to do Formula 1.'

"THIS WAS WHEN HE WAS STILL RUNNING PROJECT 4, BEFORE THE McLaren takeover, so I actually began work on what would have been the first P4 F1 car. It was the ground-effect era at the time and, having just done the Chaparral, I knew I needed maximum underwings. I didn't want to be constrained by the chassis, so needed that to be narrower... but that would cost me torsional rigidity, so what could I do? That was my line of thinking. A sheet-steel monocoque? That would be too heavy. Carbon was out there, so I went to see British Aerospace, which was making RB211 engine cowlings in carbon, and decided it was the material for me.

"Once I'd done the drawings I took them to various British companies, but they said it was incredibly complicated and that we were way over our heads. They didn't want to do it. Then colleague Steve Nichols put me on to Hercules Aerospace in America. We had a one-third wind tunnel model at that stage, so put it in a box and took it with us to Salt Lake City. It was revealing to see the contrasting attitude: the Americans said, 'Yeah, that would be interesting - we'd learn a lot from that.' I can't recall the financial details, but they were doing it as much for knowledge as anything else."

By the time the car came into being, Project 4 had taken over ☑



1989

Based on the unraced 639, Barnard's Ferrari 640 features Formula 1's first semi-automatic transmission and wins on its debut in Brazil



1991

Barnard completes an unhappy two-season stint with Benetton, having sketched out a new factory that would never be built



1996

After rejoining Ferrari in 1993, Barnard ends his second association with the team as he doesn't want to base himself in Maranello



2010

Barnard with more recent carbon creations, crafted in partnership with renowned furniture designer Terence Woodgate

McLaren, with backing from Marlboro, and it was christened the MP4/1.

There would be two key moments that summer. The first was at Silverstone, when John Watson moved to the front of the field - aided in part by the pace-setting Renaults' unreliability - to score the maiden win for both Dennis-era McLaren and an all-carbon F1 chassis. The second came at Monza, where the Ulsterman had a huge accident. "That smash put myths about the carbon monocoque to bed," Barnard says. "I'd seen people suggest cars would explode in a cloud of dust in the event of an impact like that, but now people could see the safety benefits. It was a scary-looking accident but Wattie was unharmed. After that the CAA [Civil Aviation Authority] contacted me and asked if they could take a look at the tub, because they were trying to write rules for carbon planes. That's the level at which it was being monitored, so it was a huge stepping stone."

McLaren would score more victories with Watson and F1 returnee Niki Lauda over the next two seasons, but it was from 1984-86, with the TAG-funded Porsche 1.5 V6 turbo, Lauda and Alain Prost, that the team won three straight titles.

"There's a 1984 McLaren team photo that was taken outside the factory in Boundary Road, Woking," Barnard says, "and I think there are about 75 of us. OK, it didn't include any of the engine people, but that was a world-beating F1 operation at that time. It wouldn't even be a test team nowadays."

He admits, though, that success didn't enhance his enjoyment. "It's hard to explain," he says. "The racing was necessary because it was the end of the line,

John Barnard career in brief

Born: 4/5/1946, Wembley, England
1968 Joins Lola Cars as junior designer
1972-75 McLaren Racing, assistant designer
1975-78 VPJ Racing, chief designer
1978-79 Chaparral, chief designer
1979-86 Project 4/McLaren International, technical director
1986-89 Ferrari, technical director
1990-91 Benetton
1992 TOM'S Toyota, stillborn F1 project
1993-96 Ferrari, technical director
1997 Buys FDD from Ferrari and sets up a consultancy, B3 Technologies
1998-2001 Final F1 liaisons with Arrows and Prost
2003 Technical director of Proton Team KR in 500cc motorcycle world championship
2005-present Myriad engineering and design projects, including creation of carbon furniture in partnership with Terence Woodgate



but my interest in going to events reduced. Once I'd started to try new things, which really began with the Chaparral, I felt I needed to keep doing that, but by 1986 we'd been running more or less the same car for three seasons, bar minor regulatory tweaks, and I was thinking, 'What the hell do I do next?' Looking back, after '84 I should probably have based myself at the factory for a year to think about the next big step. We obviously did enough, because we carried on winning, but maybe my time would best have been spent having a think."

DURING THE SUMMER OF '86, HE DID HAVE RENEWED CAUSE FOR thought. "I was called by a guy in London - all very cloak and dagger. He told me a team in Europe wanted to hire me and I said, very simply, that I didn't want to work overseas. The kids were settled at schools in

the UK and family came first. I didn't initially know it was Ferrari, though by a process of elimination it seemed most probable. Then he came back and asked whether I'd consider a move if I could set something up in the UK - not my suggestion at all. Eventually a so-called secret trip was arranged and they organised a private jet to Bologna. I explained that I couldn't be seen to be visiting Ferrari, because I was still with McLaren, and it all had to remain hush-hush, but as I was driven towards the factory there was a bloke standing with a camera...

"I went to see the Old Man and we had lunch in his private room at the Cavallino. It was all done through his right-hand man Marco Piccinini, who acted as translator. When they wheel you into an environment like that, with all this Ferrari stuff around, it is overwhelming. They asked me to sign a letter confirming my interest - it didn't commit me, but it did add pressure. I could have walked away, but thought, 'To hell with it, if I can set up my own thing in the UK I'll still be able to go home for lunch...' I was 40 years old and the financial rewards were good enough, so I thought I'd give it a go."

Thus Ferrari's Guildford Technical Office - GTO, a very suitable acronym - was born. "I think they'd envisaged me having six or 10 people, but I told them you couldn't do design work with composites without the ability to manufacture - and to be honest I didn't trust Ferrari to make critical composite components, so the chassis had to be made in the UK. That's how I ended up with a reasonably sizeable

facility. I couldn't contemplate drawing pictures and sending them off to Italy in the hope that they would make it the right way."

Is it true that one of his first tasks at Ferrari was to abolish the long-standing tradition of lunchtime drinking? He laughs and says, "Just after I joined, Piccinini asked me how we'd operated at McLaren. I'd said that lunch was usually a quick coffee and a sandwich, perhaps 15 minutes, then everybody would get back to work. At Ferrari in those days they'd get out the tablecloths and the bottles of Lambrusco, so he asked whether I thought cutting that out would be wise and I said, 'Well, yes.' He told me to leave it with him, did the deed and said in the papers that it had been my decision, but I didn't mind because it needed doing. You simply couldn't work like that any more."

By the time Barnard joined, the Gustav Brunner-penned F1/87 was all

but finalised for the following campaign, so he set to work on a car for 1988. "That was to be the final year of turbo engines and I felt we should run a naturally aspirated V12, to start that programme as early as possible," he says. "But because we were setting up a new facility we were a bit late on the car side, the engine people were also slightly behind and - following a bit of politics in Maranello - it was decided that the turbo car would continue into '88 with a few mods."

Barnard's original '88 project, the Ferrari 639, would effectively become a test bed for his next big idea: semi-automatic transmission. "It came from me hating the mechanical aspect of the gearshift. We had this horrible linkage running down the chassis, through the fuel cell, around the engine, then I had to have a bump in the cockpit for the driver's hand - how could I get rid of so much crap?"

"By that time electro-hydraulic valves were around and the aircraft industry had electro-hydraulic systems that worked well. I thought, 'Surely, I can have a button the driver can push, instead of a lever?' I didn't see how it could be difficult. As we went into it we realised we could include a rev limiter, so the driver could no longer buzz the engine, and with the clutch actuated via the wheel it did away with the need for three pedals, so you could have a narrower footbox - you start to build up all these advantages. The first time we tested the 639 we ran it as a full automatic, although the rules changed and forbade us from doing that."

"After the Old Man died, Fiat and I had a huge row. I had to point out that I was responsible for technical matters"



"AFTER THE OLD MAN DIED IN AUGUST 1988, FIAT MANAGEMENT stepped in and I had a huge row with them about the paddle-shift. They didn't want to go down that road, because they didn't think it would be reliable, so I had to show them my contract and point out that I was responsible for technical matters. If it didn't work, fine, I told them they could take my contract and do what they liked with it..."

And then it made a winning debut, courtesy of Nigel Mansell's 640 at Rio in 1989.

"We had terrible reliability during pre-race testing and team manager Cesare Fiorio was all for starting on half tanks, because he wanted to put on a show, lead for a while and then come up with a reason for why the car stopped. I didn't like that idea, because you never know your luck, and we did have luck. Halfway through, two of Nigel's three

steering wheel-mounting bolts fell out. He was leading and came on the radio, screaming about his wheel coming off. He was having to force it against the boss to steer. Fortunately we had a spare but, given the complexity, the electronics guys weren't confident everything would match up, but it did and he went on to win. Talk about a fairy tale."

The car wouldn't finish again until France - the seventh race of the season - but...

"At that time the V12 ran with a four-bearing crank, which was supposed to reduce friction losses and give more power, but it allowed the crank to bend around inside the engine, so it was doing all sorts of funny things and was prone to throw off a pulley that drove the alternator... and when we lost electrical power the first thing that stopped working was the gearbox, so that got the blame for several retirements when the fault really lay elsewhere. Having won the first race, though, there was no turning back. We ended up winning three races that season, which was a shame because my deal said I could keep a car if we won five..."

Former cohort Prost was lined up for 1990, but Barnard was unaware of as much. "Had I known, perhaps I'd have stayed," he says, "but I knew that what we were doing hadn't really worked, with me in the UK and travelling to Maranello every 10 days. I decided to start looking for opportunities in the UK and was button-holed by Flavio Briatore late in 1989. He started making me promises, so I did a deal - which turned out to be a bad move. It was all in the UK and I was going to be in charge of building a new factory near Godalming - but there were politics and I was never really happy."

"The 1990 season was reasonable, but then I started changing things and people didn't like that. 'We've always done things this way, why stop?' Well, they hadn't been getting anywhere, had they? I did a lot of the dirty work for them, bought in new equipment and schemed out a new factory, but the deal fell apart because Benetton wouldn't sign things off. I feel I took the team forward technically and gave them a lot of information, then all of a sudden they didn't want me. I should never have gone there. I should have stayed with Ferrari - or, arguably, McLaren. That would have made life easier!"

Late in 1990 Ayrton Senna invited Barnard to his Monaco apartment. "Benetton had approached him for 1991 and he wanted to know whether I thought it would be the right move. I knew how committed he was, the way he always pushed for more, and I don't think the team would yet have been ready to handle that kind of pressure. Maybe later, but not then. I told him as much, which I think was the right advice."

FOLLOWING HIS DEPARTURE FROM BENETTON BARNARD JOINED TOM'S Toyota, which was working on an F1 project that never got off the ground, and then Ferrari called again. "Niki Lauda was there as a consultant and made the initial approach," he says. "I said I didn't think I could work in the same way as we had before, but Harvey Postlethwaite was in Maranello and could run the racing side while we focused on designing the next car from the UK. Unfortunately they'd just sold the old GTO factory to Ron Dennis, to build the McLaren road car, but another unit came up on the same industrial estate, so we took that and set up FDD, Ferrari Design & Development."

"I'd told Luca di Montezemolo that I could set up a facility in the UK with our own wind tunnel programme, our own design office and some manufacturing capability, so we could test new composite parts and so on without being distracted by the racing, but within four or five months Harvey had bugged off, at which point Luca came on the phone asking what we were going to do for the next race. I thought, 'Here we go, people aren't listening...' It had been the same when I joined Benetton. I'd warned them it would be a three-year project, to which they'd said, 'Yeah, yeah, fine.' Then when you're not winning after about three races people start jumping up and down."

Jean Todt arrived at Ferrari in 1994 and Barnard maintained his remote collaboration. "Nobody ever seemed to appreciate what it took to run a factory," he says. "I'd present realistic budgets and Ferrari would always be looking to cut 15 per cent, which I told them wasn't feasible. Then, when it became clear that Michael Schumacher was joining for 1996, Jean was telling me to buy whatever equipment I []

Barnard at Monza in 1982, with McLaren MP4/1 and John Watson – who had scored the car's maiden win



LAT



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needed 'because Schumacher was coming'. I pointed out that we should have done that three years earlier, so that we'd have been fully ready when he arrived... That kind of thing really annoyed me."

Was it possible that he could have continued in the long term under the Todt regime? "Yes," he says. "Jean told me he wanted to bring everything back in house at Maranello, which I fully understood, and he asked whether I wanted to go there as technical director. I said, 'Thanks, but no.' We started talking about who they should get. When Rory Byrne's name came up I said, 'Well if you get him, you'd better get Ross Brawn, too.' Rory could do the design side, less so the man management, so they needed Ross for that."

As the Todt/Schumacher/Brawn/Byrne axis began to reshape Ferrari's fortunes, Barnard acquired FDD from Ferrari, renamed it B3 Technologies and set up as a freelance consultancy. "The first thing I did was a deal with Tom Walkinshaw at Arrows, but I found it difficult to work with him. He'd tell me there was money available for things when there wasn't and I can't operate like that. I came on board in April 1997, we made changes to the car and I actually returned to working in the garage, with Damon Hill. We moved up the grid, things went quite well with just a few basic changes, and we came close to winning in Hungary, but I knew we needed a better wind tunnel and did a deal with a company in Bedford. I probably pushed too hard, too soon for a small team, but nobody told me to stop, or that we didn't have a budget for the kind of deals I was trying to negotiate. Nobody said a word."

The team's 1998 car, the Arrows A19, would be the last F1 design credited fully to Barnard, but its eponymous, Brian Hart-designed V10 lacked development resources and proved unreliable. There would subsequently be consultancy work for Prost Grand Prix, but the French team's closure before the 2002 season heralded the end of Barnard's F1 activities – although he subsequently worked in the 500cc motorcycle world championship, with Kenny Roberts's Proton-backed team.

"That came about through Les Jones, whom I'd known at Arrows. He called and told me they needed somebody to sort out their technical side. I'd never done bikes but found them interesting, so decided to give

it a go. It was very different. I think they just regarded me as another F1 wally that does very little other than spend money, but I had to sort out the drawing office and get in some proper CAD systems – and with Les on the workshop floor I had some support.

"It was a strange beast, though, because it was essential to test a lot and we didn't. You've also got to have a team working together and there seemed to be several separate groups, from some of whom it was very difficult to get any information. It needed a big sort-out, and at the same time we were trying to build our own engine against the likes of Honda, Yamaha and so on..."

IN HIS POST-RACING YEARS, BARNARD HAS FORGED A REPUTATION in a rather more static field – that of furniture design. "The pace of life is more acceptable!" he says. "It came about after I was elected into the RDI [Royal Designers for Industry]. One of the previous inductees was Terence Woodgate, a furniture designer. Terence had an idea for a carbon table, but didn't know how to get there, so I looked at it and did the engineering. It's obviously less complex than an F1 car, but not without its constraints. We made a prototype at B3 and the whole thing subsequently developed – Jonathan Ide the Apple designer has one and we're doing him another. It's such a leisurely pace of life, relatively speaking, but that suits me. It's a bit like an early turbocharger, with a slow response.

"I also came up with an idea for a folding bike. Ron Dennis looked at it and agreed that McLaren would build a prototype, but then he got booted out, so I'm not sure that will ever see the light of day."

Furniture apart, other projects include building the aforementioned home and promoting his recent biography, *The Perfect Car*, written by Nick Skeens. "I'd had the idea for a while," he says, "but didn't think it a good idea to do a book about F1 while I was still involved. Nick contacted me because he was writing about furniture design – he knew nothing about my racing background – and it evolved from there."

So how does he describe himself nowadays?

"When I fill in forms," he says, "I always put down that I'm retired."

It doesn't much sound like that.

"No," he says with a grin, "it isn't." ☑

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93 ASC	9II BV	II DBT	I EEF	7I FJW	57 GPJ
I6 ASD	88 BWP	8 DCON	EEEM 4	90 FL	14 GPR
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II ATL	BY I	DDD I4	EF 3	FLH 43	6 GSJ
I ATT I	IO CA	DDP I	9 EFW	9 FLW	GSW 66
I4 AU	I3 CAY	I DDW	EGD 48	8 FMT	I GTP
I AVM	6 CBG	4 DEJ	I EHB	3 FMW	I7 GTW
AWC I	CBR I	30 DFH	5 EJA	FR 3	6 GU
BAE I	CBS 7	DFS 80	EJL 4	93 FRM	25 GV
50 BAP	I CCF	969 DG	EJM 36	FRS I	II GWA
BC 6	5 CDD	66 DGA	I EJO	5 FS	GWD I
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I BDD	CE 8	168 DK	EL 9	I GAJ	HAF I
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3 LKG	I MLO	NR I	PMT I	2I RKD	99 SJV	TWS 48	WJ I
I LLL	MMB 58	I NRM	90 PN	I RKW	I SKW	3W 5	3 WJT
I LMG	MMT I	NRS 83	PNB I	I RLD	94 SLA	I UL	37 WL
2 LMO	I MND	NS I	10 NPM	RLG 20	9I2 SLJ	I UY	7 WM
16 LN	3 MNR	NSH I	I PNS	66 RLJ	19 SLK	6 VA	I WMC
LO I	MPC I	I NSP	PO I	I RLK	78 SLR	I VAA	WMG 6
LPD I6	25 MPA	NU I	PPC I	I RLW	96 SLT	2 VAD	WMR 87
LPP I2	77 MPL	28 NY	II PPM	6 RMJ	44 SMJ	I VAF	I WMT
I LRG I	I2 MPM	999 OM	6 PRP	3 RN	8 SNC	VAG I	WN 6
3 LRP	I6 MRJ	555 ON	6 PSA	I RNC	SNS 6	I VAM	I WPL I
I LRT	I MTB	000 78	OP I	PSD I	55 RRR	4 VAP	WPS 4
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I23 LSB	9 MV	I PBH	PTS 88	77 PU	90 RRB	I STL I	I WRM
LSJ 4	2 MVH	9 PCA	9 PV	I RRC	SV I	I VEM	100 WV
54 LV	837 MW	5 PCJ	59 PWB	RSJ 9	784 SVG	VG 2	I YD
I LVB	MWA 43	PCT 8I	I RWD	RTD I	T 6	34 VJ	2I YJ
I LWM	MWD I5	I PCK I	I PWP	I RTJ	TA 50	I VJC	YS 34
MBD 88	I MWG	10 PDG	60 PDK	RTP 2	538 TAD	VJL I	YW 4
99 MBJ	78 MWP	PDL I	RBC I	8 RV	TB 2	VJR 69	YZ I

NAMES WORDS NAMES WORDS NAMES

- *NEW***
- MCP I13E**
- GOW 4IIS**
- ORG 4N**
- W38 LTH**
- F34 STY**
- HEII GHT**
- LAT IIN**
- PUT 7Y**
- D12 LAW**
- CHE I2Y**
- C45 UAL**
- W8 LKY**
- FAC 7S**
- P00 IL**
- SAG 3E**
- PEN 205E**
- B33 RRY**
- CEC IL**
- FRO 23N**
- B2I5 TOL**
- DI YKE**

480 UL	847 LEY	820 WN	COP 3E	D247 TON	FR16 GHT	HAR 220P	KI12 KUP	MAL I78Y	ME5I PUP	ORA 70R	REL IF	SHA 42P	T323 NCE	VOII LEY
ASI OLA	B34 KER	B27 ANT	COI2 NER	D27 DEN	F2I DAY	HAY 773R	KOU 6K	MAM I1E	MIIH ONK	ORG 4N	REN 44A	SHA 7IE	T32 SNA	VOII VUM
ADA 4N	B38 MER	BUII ARD	COU I73R	DUG 94N	FRO 23N	H33 EAD	KOU 54R	MII TLE	MOD 357Y	OSW 4ID	REI7 TON	SHE 3A	73 SSA	VUI 64N
AAD 3L	BEA 2R	BUII YAN	COU 9E	DUII PER	FRY I	HEA 4L	K2I5 HAN	M4II TON	GIB 8ON	PAG 37T	REP 7IIE	SHE 42D	O37 LE	JWA IT
ADE I3X	B34 RDS	BUR 23IL	COI I PON	DUII HAM	FYF 333E	HEA 4P	L444 MBA	MAR 6I4S	M00 I13Y	PAIS ILE	REU 883N	SHE I14A	07E 2A	WAK 3IIN
ADII LTS	B34S LEY	BUR 220W	COU 246E	DUN 574N	G 4 LES	SII3 ATH	LAR 66E	M42 GOT	MOR I2E	PI4I MER	REU 73R	SHE 27L	TII KKA	WAII GUY
AGA 7A	BEE 6H	BI12 TON	COU 2T	DYE 2R	G4I DER	HED I13Y	LAR I2Y	M42 IEN	MOR 210S	PAM 5	I2 EX	SII ORE	7 OFT	WAII DLS
ALB 32T	BEE 2IE	BUS 7Y	CIO YNE	D7 SON	G428 ETT	HEL 3IE	LAS 5T	M4I2 LEY	MOT 27W	PAR 550N	ROA 6H	SII 273R	TII KKA	W4II TON
AII XEA	BEE 5S	CAB 77IE	C12 AGG	EAD 3E	G42I AND	HEM 5I3Y	L4S 5T	M425 DEN	MOR 210S	P45 TOR	ROA 55T	SII VEL	7 OFT	WAII DAS
ALV 35S	BEE 350N	CRA I1IK	N34 MES	E420 LEY	G42I TON	HII1 SON	L4 TCH	M4I2 SHA	MOT 724M	PAT 6H	ROA 55T	SII VRA	7 OFT	W4I2 DLS
ALY 750N	BEG 6S	C4 DEJ	C2E 3WE	EAR 2P	G42I TON	HII1 DLE	L47I MER	M4I2 SHL	MOU I17D	PAT 2I6E	ROD 632S	SLE 3I6H	TON 6IE	WAR I1E
AMB 8I3R	BEI2 GER	CAG 3Y	ACI2 OKS	EAR 2P	G42I TON	HII1 NDS	L442 RUS	M455 SON	MOU 55E	PAT 27K	I20 GER	SMI I13Y	TOW 3I2	WAR 223N
AND 233A	BEI2 GER	CAG 3Y	C120 SSS	EAS 777T	G42I TON	HOU IER	L424 RUS	M455 SON	MOU 55E	PAT 27K	20 HAN	SMO I7H	TOW 3I2	WAR I16K
4II GEL	BE57 BED	C4I I LUM	C20 SSY	EAS 777T	G42I TON	HOU IER	L424 RUS	M455 SON	MOU 55E	PAT 27K	20 HAN	SMO I7H	TOW 3I2	WAR I16K
ANS 5I0W	3 ETS	C4I I LUM	C20 SSY	EAS 777T	G42I TON	HOU IER	L424 RUS	M455 SON	MOU 55E	PAT 27K	20 HAN	SMO I7H	TOW 3I2	WAR I16K
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A2I ENE	B16 PEA	C42I YLE	CUI I LUM	ELS 70N	G42I TON	HOU IER	L424 RUS	M455 SON	MOU 55E	PAT 27K	20 HAN	SMO I7H	TOW 3I2	WAR I16K
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ASH I6Y	8I END	C42I SON	CUI I LUM	ELS 70N	G42I TON	HOU IER	L424 RUS	M455 SON	MOU 55E	PAT 27K	20 HAN	SMO I7H	TOW 3I2	WAR I16K
ATK I1IIN	BLO 663R	CAS 7IE	CUI I LUM	ELS 70N	G42I TON	HOU IER	L424 RUS	M455 SON	MOU 55E	PAT 27K	20 HAN	SMO I7H	TOW 3I2	WAR I16K
A10 REY	BIU UNT	D4II LEY	C47 TON	DAN I3Y	EMM 377T	GLU 12Y	L34 SED	M47 TER	M47 TER	MYR 44A	PER 32A	RRO 57A	SPE 42S	STII DOR
AYE 2S	BIU UNT	D4II LEY	C47 TON	DAN I3Y	EMM 377T	GLU 12Y	L34 SED	M47 TER	M47 TER	MYR 44A	PER 32A	RRO 57A	SPE 42S	STII DOR
A73 SHA	BOB 88IE	BOL IT	C4I I SER	DAN I3Y	EMM 377T	GLU 12Y	L34 SED	M47 TER	M47 TER	MYR 44A	PER 32A	RRO 57A	SPE 42S	STII DOR
BAD 632R	BON 35Y	BON 35Y	C4I I SER	DAN I3Y	EMM 377T	GLU 12Y	L34 SED	M47 TER	M47 TER	MYR 44A	PER 32A	RRO 57A	SPE 42S	STII DOR
BAK 333S	BOI I SER	BOI I SER	CEC IIE	DAR I20N	EMM 377T	GLU 12Y	L34 SED	M47 TER	M47 TER	MYR 44A	PER 32A	RRO 57A	SPE 42S	STII DOR
B4I DRY	BOI I ZOS	BOI I ZOS	C3I3 STE	DAR I20N	EMM 377T	GLU 12Y	L34 SED	M47 TER	M47 TER	MYR 44A	PER 32A	RRO 57A	SPE 42S	STII DOR
B4I MER	BOO 555H	BOO 555H	CEL IIE	DAR I20N	EMM 377T	GLU 12Y	L34 SED	M47 TER	M47 TER	MYR 44A	PER 32A	RRO 57A	SPE 42S	STII DOR
B4I0 GUN	BOR 66	BOR 66	CER 27S	DAR I20N	EMM 377T	GLU 12Y	L34 SED	M47 TER	M47 TER	MYR 44A	PER 32A	RRO 57A	SPE 42S	STII DOR
BAR 82A	BOY 3R	BOY 3R	C14 NCE	DAR I20N	EMM 377T	GLU 12Y	L34 SED	M47 TER	M47 TER	MYR 44A	PER 32A	RRO 57A	SPE 42S	STII DOR
B428 LOW	BOI I YLE	BOI I YLE	CHA 93L	DAR I20N	EMM 377T	GLU 12Y	L34 SED	M47 TER	M47 TER	MYR 44A	PER 32A	RRO 57A	SPE 42S	STII DOR
B4R 1I3Y	BI24 CEY	BI24 CEY	CHA 77IN	DAR I20N	EMM 377T	GLU 12Y	L34 SED	M47 TER	M47 TER	MYR 44A	PER 32A	RRO 57A	SPE 42S	STII DOR
BAR 220W	824I D	824I D	CHE 3N	DAR I20N	EMM 377T	GLU 12Y	L34 SED	M47 TER	M47 TER	MYR 44A	PER 32A	RRO 57A	SPE 42S	STII DOR
BAI2 RRY	B24 NCH	B24 NCH	CHE 2R	DAR I20N	EMM 377T	GLU 12Y	L34 SED	M47 TER	M47 TER	MYR 44				



ANDREW FRANKEL GETS BEHIND THE WHEEL OF THIS MONTH'S BEST NEW CARS

ROAD TESTS

THIS MONTH FERRARI 488 PISTA • JAGUAR I-PACE • MINI COOPER S



Track warrior by name... and nature

The 'Pista' suffix is a clue to the latest Ferrari 488's manner, but are such cars simply too potent for the real world?

Some day this is going to have to stop. I thought it when I drove the McLaren 720S and I thought it all over again during my day in Ferrari's new 488 Pista. These cars are just too bloody fast. Not too fast in the sense that they cannot be controlled by drivers of merely average talent, but too fast for the domain in which these cars will be most regularly used, namely the public road. ☐

Sampling the Pista on a route carefully chosen by Ferrari's chief test driver, it never felt less than entirely hemmed in, a great white shark marauding around a goldfish bowl. Know the dream of the open road, of throwing gear after gear at one of Maranello's most potent engines, delirious with the drama of it all? Forget it. You drive the Pista with saintly restraint in public or not at all, at least if you wish to keep it, your licence or liberty in the requisite number of pieces.

But can you criticise a car for having outgrown its environment, for effectively being too good? It's an interesting philosophical point because, if it continues, cars will become ever less suited to the roads on which they are driven, which only sounds implausible until you consider the alternative: cars that are slower, narrower and, at least in ways that can be easily measured, less good than those they replace. And that will always be a hard sell. While you and I might agree that how a car feels in your hands to be the single most important consideration for the true enthusiast, those of a mind and in a position to drop £252,765 into a Pista will have a multiplicity of motives, of which driving pleasure will be just one.

And compared to, say, image projection, it may not even be that far up the priority list. People like to be able to measure how 'good' their cars are by power output, acceleration time, top speed and other metrics, because that's how their place in the pecking order is determined.

BUT I'M HERE TO ASSESS A CAR, NOT ITS likely owner, and I guess what is so profoundly impressive about the Pista is that, despite the fact its purpose is to maintain interest in the ageing 488 platform - now in the autumn of its life - Ferrari has done such a comprehensive job creating it.

For instance, fully 50 per cent of the engine components are new. Ferrari could have just wound up the boost to liberate the requisite 50bhp over the 488GTB motor, but instead the Pista has been given a lighter crankshaft, titanium rods, stronger pistons coated in a special low-friction material called DLC, a higher compression ratio, new cams and valves - and that's just inside. Outside the once-steel exhaust manifolds are now made from a superlight nickel-chromium alloy called Inconel, there's a lightweight flywheel and even better turbo response.

Ferrari has also transformed the car's aerodynamics, introducing a so-called 'S-duct'



at the front that scoops air from under the nose of the car and over the bonnet to create downforce (albeit at the price of 25 per cent of the boot). It also has rear-facing radiators in the nose that direct the hot, dirty air coming off them away from the intercooler intakes at the back. Clever stuff, I'm sure you'll agree. A bigger rear wing, more effective diffuser being fed quicker, cleaner air add up to 25 per cent more downforce than generated by a 488GTB.

Other areas of improvement include an array of weight reduction measures that save 80kg (90kg if you spend £14,000 on carbon fibre rims). There's also an entire suite of electronic enhancements that do everything from quite deliberately roughen up the gearshift in 'Race' mode and allow the engine

to slam even more energetically into its rev limiter, to a device called a Ferrari Dynamic Enhancer that detects when the car is oversteering and uses minute brake applications to smooth out the spikes in the slide. And with 711bhp on tap to unseat the back end, this is a car that will slide and slide.

But the truth is that most of the time it feels like a 488GTB with a chunk of its fabulous real world usability removed, because most of the time you cannot drive it in such a way that what it does better than the GTB is apparent. I'd feared this from the start. Among journalists I know, I remain in a minority of one who considers the compromises forced upon the driver by the 458 Speciale (effectively this car's predecessor) relative to



the standard 458 Italia to be greater than the performance gained.

But the Pista is not like this: it is a less conceptually extreme car than the Speciale (though wildly faster) and all the better for it. The ride may no longer be extraordinary but it's still good for this kind of car, while noise levels at a cruise are perfectly acceptable. The Speciale can make no such claims. Crucially and unlike the Speciale, the Pista is a car I would be keen to drive a long way.

I'm not going to describe how the car drives when driven at 10, nine or even eight tenths on the public road because anyone who does is either lying or deserves to be locked up. I know I'd be no slower in a normal 488 as you can't begin to use all of its performance either,

and I'd probably enjoy it more because it has a little more bump compliance.

So let's retire instead to Fiorano. It seems somewhat contrary that you now need a race track to do a proper assessment of a production road car, but that is the point to which not only the Pista but the McLaren 720S, Porsche 911 GT2 RS and Lamborghini Huracán Performante have brought us. It is where the bar is set.

And oh my goodness, it is incredible. I don't know why I'm surprised: the 488GTB was possibly the best-handling mainstream Ferrari there has been and a lighter, faster version with more aerodynamic and mechanical grip was unlikely to be a duffer, but the way you can lean on a car of such monstrous all-round performance still amazed me.

It doesn't feel quite as bolted to the track as the McLaren, but actually that's not the criticism it might appear: the fact the Pista is so mobile is the source of all the fun. Sure it makes you work, but you can tell from the peals of laughter ringing around your helmet that it's all worthwhile. Its composure beyond the technical limit of adhesion is a new level for this kind of car.

Indeed the biggest compliment I can pay the Pista is that in almost 25 years of coming here, the only car I enjoyed driving more around Fiorano was the LaFerrari, and that replaced the F40 as the greatest road car of any type I've ever driven.

My only sadness lies in the nagging conviction that most of the owners who will take delivery of a Pista in the next two years might never truly appreciate what their car can do. Ferrari insists 60 per cent of owners will take theirs to a track, but it's not one of those cars you can enjoy to the full just by marvelling at the power and the grip. You have to twist the little manettino past its 'sport' and 'race' modes and turn the stability systems off in order to savour the promised land beyond. And then you need to take a deep breath and drive the wheels off it. If you're prepared to do that, then the Pista makes all the sense in the world; if not and investment potential aside, you're better off in a 488GTB. ☑

FACTFILE

Ferrari 488 Pista

Price £252,765 **Engine** 3.9 litres, 8 cylinders, turbocharged **Power** 711bhp@8000rpm
Torque 564lb ft@3000rpm **Weight** 1385kg
Power to weight 513bhp per tonne **Transmission** seven-speed double clutch, rear-wheel drive
0-60mph 2.9sec **Top speed** over 211mph
Economy 24.6mpg **CO₂** 263g/km



Whispering giant

It won't sell in great numbers, but Jaguar's new I-Pace brims with innovation



Though it scarcely seems possible, it's been 10 years since Tata Motors bought Land Rover and Jaguar as a job lot from Ford. As we all know, Land Rover has flown along pretty nicely since then, but Jaguar? It's been a struggle. Broadly, the product has been good, with only the E-Pace striking a truly bum chord, but while the likes of the XE and XF are pretty blameless, they're not the world-beaters required to combat the established and outstanding German opposition. Only the F-Pace has a credible claim to outright class leadership - and it has been Jaguar's best seller since launch. But Porsche still made more Macans last year than Jaguar sold cars in total.

This new I-Pace is not going to change that, at least not any time soon. It's expensive and, being battery powered, will be of minority interest for a while. But in time it is at least possible that we will look back upon its introduction as the day the tide finally turned back in Jaguar's favour.

Firstly, there is nothing out there like it, leastways not yet. Yes, there are Teslas, but if you wanted an all-electric car from an established European premium brand your

choice has been a BMW i3 and, er, that was it. While I'm a huge i3 fan, they're commuter cars, limited in size and range and therefore scope. But the I-Pace will seat four adults in splendid comfort and, if you believe the new WLTP testing protocol, will do almost 300 miles on a charge. No, I don't either, but I expect it will still do a genuine 200 miles, enough for many with off-street parking.

You can see for yourself what a good-looking car it is on the outside, but the interior is better still, all polished metal, swathes of leather and attractive touch screens and TFT displays. The major controls are all simply arranged and labelled so that, even if you've never sat in an electric car before, it'll take you no more time to drive away than it would

FACTFILE

Jaguar I-Pace EV400 First Edition

Price £81,495 **Engine** twin electric motors, 90kWh lithium-ion battery pack **Power** 394bhp **Torque** 513lb ft **Weight** 2133kg **Power to weight** 185bhp per tonne **Transmission** single speed, four-wheel drive **0-62mph** 4.8sec **Top speed** 124mph **Claimed range:** 298 miles (WLTP) **CO₂** 0g/km

in anything else. I just wish the navigation, information and entertainment systems were easier to operate - it's a crucial area and one in which JLR still lags miles behind the opposition, despite its undeniable efforts.

Most impressively, I guess because it's most surprising, is that the I-Pace is still a proper Jaguar. With almost 400bhp and instant torque, it's rapid up to licence-losing speeds while the chassis is taut, the steering accurate and the balance commendably neutral. It is genuinely entertaining. It's true that even the cheapest Tesla Model S is probably a fraction quicker, but as a thing to drive and enjoy it is nowhere by comparison.

Jaguar deserves to do really well with this car, and I expect it will be raising eyebrows in boardrooms across Munich, Stuttgart and Ingolstadt. Sadly, as Jaguar knows better than almost all, ability alone is no guarantee of success; but if it just gets the brand noticed and persuades people to look at it afresh, I suspect it will have done its job. Jaguar was once one of the world's truly great car companies; if it can continue to make cars as innovative and able as this, I believe that one day it could be again.



That's entertainment

Minis might be quite large nowadays, but their original spirit survives



It speaks volumes for the strength of the Mini name that, in the 17 years since BMW breathed fresh life into it, and despite its conspicuous success not just here but right around the world, no one has tried to steal a slice of its action. Not unless you count half-hearted rehearsals of old soup like Citroën's DS3 or the 'DS 3' as we must now call it. It's interesting, too, that many customers are so wedded to the idea of Mini ownership that too often they're prepared to pay rather too much money for a car with rather too little charm and, indeed, ability; none more so than the original Countryman.

And yet throughout it all, there has remained a central kernel of brilliance at the heart of the more easily accessible of BMW's two British brands: the basic Mini hatchback. And its most recent iteration has just received its mid-life facelift.

It's a very subtle affair cosmetically, though clear signs of BMW's desire further to individualise the brand without spending pots of cash are clear. The Union Flags etched into the rear light clusters might seem a little heavy handed, but the ability to let customers

design their own 3D-printed messages on panels for the dashboard trim, the kickplates and even the puddles of lights that illuminate the ground under the wing mirrors at night will certainly be a hit.

Mechanically, there is now a seven-speed double clutch automatic option for the Cooper S tested here, plus an engine with new injectors, turbo and exhaust. There's no more power at least on paper, but a useful boost in fuel consumption. Some suspension retuning completes the picture.

And pretty joyous it is, too. There is nothing else in this price bracket that combines such a sense of fun with such a profound feeling of quality. The interior is no ergonomic masterpiece, but it does seem an improbably

special place to be, especially for a car in this price bracket.

I don't even mind that there are plenty of hatches that are just as powerful and quick on sale for rather less money, for few if any offer such entertainment. One is likely to be the new Ford Fiesta ST - more on that in this space next month. For now, however, I appreciate how hard BMW has tried to preserve the roller-skate feel of the Mini despite its weight and not exactly short wheelbase. It reacts immediately and urgently to every tug of the wheel and darts about the place like a hyperactive teenager. Nor does the slight but significant torque reaction through the steering wheel trouble me - it's part of the car's character and just one of many ways it communicates with its driver.

The old limitations remain, of course: there's very little room in the back and even less in the boot, while its long-distance ride quality is nowhere near as nuanced as that of, say, a Golf GTI.

But if you care more about enjoying the drive, and insist on a car with a premium feel, now and as ever there really is nowhere else worth looking. ☑

FACTFILE

Mini Cooper S

Price £20,635 **Engine** 2.0 litres, 4 cylinders, turbocharged **Power** 189bhp@5000rpm **Torque** 221lb ft@1250rpm **Weight** 1235kg **Power to weight** 153bhp per tonne **Transmission** six-speed manual, front-wheel drive **0-62mph** 6.6sec **Top speed** 146mph **Economy** 47.1mpg **CO₂** 138g/km



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THIS MONTH Porsche Carrera RS • 1959 BMC transporter back on the road
• Latest auction trends • The relative practicality of Morgans • Jaguar XJR-16



TOP STORY

From spare parts to star cars

Jaguar specialist's sideline business pays homage to marque design legend

Jaguar enthusiasts won't take long to twig that the Sayer Selection is named after the marque's celebrated designer, former aircraft engineer Malcolm Sayer, who used his aerodynamic skills to help create the C-, D- and E-types - and even the prototype of the XJ-S (although that car wasn't launched until after his untimely death at the young age of 53).


As the name implies, the Sayer Selection comprises a small, carefully curated inventory

of cars for sale, most of which are Jaguars. More significantly, however, the business is the sister company of the long established and highly respected historic Jaguar engineering specialist M&C Wilkinson, which has operated from its rural base outside Doncaster since 1988.

Marque fanatic and one-time art teacher Mike Wilkinson began selling used Jaguar parts as a glorified hobby during the 1970s, in order to raise the funds to go motor racing, but made the business his full-time

profession after his school relocated.

In 1990 Wilkinson built an FIA specification lightweight E-type - which achieved victory in numerous historic events, including the prestigious Manx Classic - before relegating his racing activities to the back burner as he set about developing the business.

In around 2003, however, he returned to the driving seat to compete in another of his E-types, registration AFW 165A, pictured here, which has gone on to become one of the most recognised and successful Jaguars on the 

classic racing scene having racked up a raft of victories and lap records at circuits around the UK and Europe.

“Like most competition E-types, it’s based on a left-hand-drive 3.8 that was re-imported from America,” says Wilkinson. “I originally built it so I could go racing as an escape from the daily business of selling parts and restoring and repairing cars, but it became a development vehicle and is now what could be described as ‘fully loaded’ with an aluminium bonnet, back end and engine block, dry sump lubrication and our own, specially developed differentials.”

Wilkinson prefers not to calculate the cost

(1) Built to give its owner an escape from the daily grind, AFW 165A has acquired a sumptuous racing pedigree (2) Six cylinders, 3.8 litres (3) Now RHD, E-type was originally a left-hooker

of bringing the car to its current level, which has included carrying out bespoke work with top motorsport tuning houses such as Nicholson McLaren and Peter Lander’s Sigma Engineering. As a result, AFW 165A has achieved class lap records at circuits including Oulton Park and Donington and outright victories at the Spa Spring festival, the Oulton Park Gold Cup, the HSCC Guards Trophy and the Masters Gentleman Driver series (among many others).

“At least 10 years of development work has gone into the car and it has formed the basis



for the Sayer Ultimate E-types that we build to order at a price of about £300,000 each. Although it hasn’t been raced for a couple of years, the car has been fully recommissioned and is ready to compete in FIA Appendix K events. Hopefully, whoever buys it will keep us involved in its future as it’s a very high-specification car that we know inside out.”

Anyone interested in the car should note that it is due to take part in a private test day at Goodwood Motor Circuit on August 8, when it will be put through its paces by professional driver and coach Nigel Greensall.

Contact M&C Wilkinson in advance to discuss the possibility of attending.
www.sayerselection.com

In the market for some Goodwood glamour?

The annual Revival Meeting draws thousands of classics. So if you’d like to join in...



1964 Maserati Sebring 3500
£195,000

US-sold GTI model, now UK registered. Recently restored, with Borrani wire wheels and period-correct Pirellis
www.murrayscott-nelson.com



1972 Citroën SM
£43,950

Timeless looks, rasping Maserati V6... but a year or six too new for the Revival’s reserved classic car parking area
www.frenchclassics.co.uk



1965 Mercedes-Benz SL
£109,500

Right-hand drive and well fettled – almost £40,000 spent in the past two years. Comes with retro Becker radio
www.hiltonandmoss.com



1964 Bentley S3
£39,950

Mechanically sound with extensive history, but needs a little cosmetic TLC (which the seller is happy to undertake)
www.classiccarshop.co.uk

If you have an entry for September's Goodwood Revival but are lacking a suitably vintage-looking vehicle in which to carry your racing car, Matt Moore of Leicestershire-based Heritage Vehicle Sales could have the solution in the form of this 1959 BMC transporter.

The Pininfarina-designed truck is one of 50 built by the celebrated bus and coachbuilder Marshall Motor Bodies of Cambridge. They were made to be driven around the UK and Europe, serving as mobile classrooms in which mechanics were taught how to work on the then-new Mini and its A-series engine.

The vehicles were built to a high standard, using an aluminium framework and skin, and had sufficient space inside to accommodate



Time traveller

Restored BMC original found at a disused railway station

nine 'students' and their instructors, while a hydraulically operated tailgate with integral, slide-out ramps made light work of loading and unloading cars.

Discovered by the previous owner at a disused railway station in the 1990s, this particular transporter subsequently underwent a decade-long restoration. During this it emerged that it had once served the BMC competitions department, which used it as a rolling spare-parts store and workshop that supported the works rally programme.

Now configured with a four-seater cab and workshop, the truck currently runs a six-litre, turbocharged Cummins diesel driving through a six-speed gearbox and a two-speed axle - a set-up that provides a 60-65mph cruising speed and makes the vehicle more practical. Sticklers for originality will be happy to hear that the original 5.1-litre BMC engine is included in the sale. It is listed at £69,995. www.heritagevehiclesales.com

DEALING



MELVYN RUTTER LTD

Fancy a Morgan as your everyday workhorse?

There can be few people in the world who know more about Morgans than Melvyn Rutter - he's been selling them for 42 years, during the last 36 of which he has traded from his eponymous garage in the Hertfordshire village of Little Hallingbury.

Rutter's first car was a three-wheeler, and he still owns the Plus 8 that he bought in 1976. "It was that car that inspired me to kick off the business," he says.

"Back then, if someone wanted a convertible sports car they had relatively few to choose from and, since Morgan was only building eight or nine vehicles per week, the time from ordering to delivery was about five years," Rutter recalls.

"Sometimes people would get a car after the long wait, decide it didn't suit them after all and advertise it for a higher-than-new price in *The Sunday Times*. There were

always people who were willing to pay a premium to avoid the queue, and the length of the waiting list often increased people's urge to own one."

The days of the five-year wait are long gone, with delivery times now down to a few months - and the fusion of classic, pre-war looks and simple but up-to-date engineering makes a modern Morgan an entirely practical proposition.

"Some of our customers do extraordinary mileages in them and quite a few have a Morgan as their only car," says Rutter. "Their smaller-engined models are very economical to run, they are simple to maintain - and, unlike a more track-inspired convertible such as a Caterham, you still feel reasonably comfortable when you get out after a long journey." www.morgan-motors-cars.com



**1934 Three Wheeler
POA**

This concours-winning, Matchless-engined cyclecar was bought a decade ago as a box of parts and meticulously restored



**2017 Morgan 4/4
£43,950**

Owned by Melvyn Rutter from new and has covered just 2300 miles. Finished in Rolls-Royce Ocean blue with Yarwood navy leather



**2004 Aero 8 GTN
£78,950**

The last of 11 special editions, this GTN has a 333bhp Alpina-tuned engine and comes with both hard and soft tops



Stunning 1963 Mercedes 300 SL Roadster was sold for £2.78m, while 1967 Le Mans starter flag fetched £30,000, right

Artcurial's Le Mans Classic sale painted a puzzling picture: out of 114 lots, 51 were left unsold. That's not unknown; numerous lots leave without a new owner in auctions all over the world, week in, week out. But with such an incredible list of cars, many of which are eligible for the Le Mans Classic, and at the sun-baked Circuit de la Sarthe itself, this auction of seminal sports racers seemed destined to make the numbers.

That's not to say records weren't set on July 7. This was the highest take for a sale at Le Mans Classic, with €12,612,810 (£11.14m) making its way to various coffers. About a quarter of that - €3,143,440 (£2.78m) - went on a 1963 Mercedes 300 SL Roadster. That staggering amount is a new world record for a 300 SL, this example of which has covered only 1380km. Swedish dentist Gunnar Giermark had been its only owner from new and the car was preserved meticulously away from the seasonally bracing Scandinavian climate. At the request of the Swedish government, it was auctioned to raise money for the education of underprivileged children and raised double its estimate.

Another 300SL, a 1956 'Papillon' (named after its butterfly-style doors) sold for €1,013,200 (£900,000). This one was also owned by Giermark, who seemed to have a penchant for preserving his cars. It's no surprise that such prices are being commanded for rare, pristine 300SLs, with a '59 Roadster fetching almost \$900,000 (£680,000) at Bonhams' Greenwich auction (June 3) in the United States.

Record-breaking Mercedes

300 SL goes for big money, while NASCARs sell for less than a Ford Focus



The Swedish government requested the Mercedes would benefit the education of underprivileged children

This wasn't, however, an auction designed to sell record-breaking road cars, as Artcurial consigned a grid of racing cars fit for La Sarthe.

One of two Group 4 prototypes built, the NART-run 1969 Ferrari GTB/4 Daytona (below) was estimated to go for €6,500,000-€7,500,000 (£5.75-6.63m). This is a car with an illustrious history (*for a full profile and gallery of images, visit www.motorsportmagazine.com and type '1969 Ferrari Daytona' into the search tab*), but no potential new owner stepped forward on the Daytona's 50th anniversary. Ten years younger, a '79 Ford Zakspeed Capri which picked up numerous European race wins in the DRM and European Hillclimb Championship failed to sell.


The Ford vs Ferrari battle defined an era of the Le Mans 24 Hours, but there wasn't a





GT40 or 330 P4 to be found. Instead, it was the flag that started the 1967 race - eventually won by Dan Gurney and AJ Foyt - that starred, selling for €35,000 (£30,100), rather higher than the estimated €1500. A five-kilometre concrete sign from the Mulsanne Straight, one of few remaining examples from about 1930, sold for €11,050 (£9770), right on estimate.

Other cars with a motor sport heritage did sell handsomely. GT3 versions of the Maserati GranSport and an Aston Martin DBRS9 went for €166,880 (£148,000) and €220,520 (£195,000) respectively. Both are race-ready machines, and with historic events rapidly changing to include contemporary sports cars, we might well see these out on track soon.

Across the Atlantic, Barrett-Jackson sold a pair of NASCAR stock cars at its Northeast 2018 sale on June 21-23. Both from 2007, sporting typically colourful liveries and including 800bhp-plus race engines, they were snapped up for less than \$35,000 (£26,500) each. Dale Jarrett's no88 Ford Fusion fetched \$33,000 (£25,000), while Casey Mears's no 25 Chevrolet Monte Carlo took \$28,600 (£22,000). For less than the price of the 1965 Lamborghini 2R tractor that sold at Le Mans Classic for \$42,000 (£32,000), bidders in America managed to pick up formidable, albeit comparatively cumbersome, racing cars and retain ample spare change. 



THE MARVELLOUS Monterey auctions are fast approaching, and the 'Big Three' auction houses – RM Sotheby's, Gooding & Company and Bonhams – have been slowly revealing the headlining cars of their sales, as you can read about elsewhere in this month's magazine. Whilst many believe they hold back announcing cars until the last moment to generate extra hype, the cynical ones amongst us will say it's no marketing strategy, just late consignments. But nevertheless, there has been a lot of hype surrounding one of the biggest cars of the weekend – and the most valuable car ever to be offered at auction – the 1962 Ferrari 250 GTO, which RM Sotheby's announced just a few weeks ago.

A Ferrari 250 GTO coming to auction is always a milestone event in the world of classic cars. In the past 30 years, there have only been three GTOs offered at public auction. The most recent was offered by Bonhams in 2014 (chassis number 3851) and sold for \$34,650,000 (£26.2m) – considerably less than most expected. Fourteen years prior, the second one was offered during my time at Brooks Auctioneers (now Bonhams): the 1963 Le Mans podium finisher, chassis 4293. Unfortunately, it failed to sell. Whilst the first to cross the block was in May 1990, when Christies 'sold' a car (chassis number 3607) for \$9.5m (£7.1m) plus premium to a client, who incidentally never ended up paying for it. It was then sold one month later for less than it had notionally



AUCTION EXPERT

All of the chatter ahead of Monterey surrounds a Ferrari 250 GTO, but don't expect miracles, says Max Girardo

achieved at auction.

Historically, Ferrari 250 GTOs haven't achieved their best results at auction, and RM Sotheby's example may appear to have an 'inexpensive' estimate – if that word can even be used in the same sentence as a GTO. Today, the most desirable examples are the Series I '62 cars, where this one is a later Series II '64 car, and its price tag reflects that – interesting to see how the market, even at this level, differentiates. However, with the international press recently reporting the sale of a car privately for (allegedly) over \$70m (£53m), and the powerful marketing and deal-making capabilities of RM Sotheby's, our Canadian friends will no doubt result in a successful outcome.

To help aid the auction companies in finding potential buyers, the whole of Monterey car week, from auctions to concours to racing, has been moved from the traditional third week of August to the fourth to accommodate the United States Amateur Championship at Pebble Beach Golf Links, and they're using every second of this extra week to their advantage. They're in the final stretch, and things around the auction offices are surely gloriously mad. In just a few short weeks, I'll be on the West Coast to see the results of the Big Three's efforts for myself.

Max Girardo is the founder of classic car specialist Girardo & Co. Before that he spent 20 years in the classic car auction world, where he was the managing director and head auctioneer at RM Sotheby's

Max's Monterey star attractions



The one I want
Lancia Stratos HF Stradale from RM Sotheby's. I have a soft spot for these cars, and with just 6000km, this one is as good as it gets. I'll be waiting in the room when this one comes on the block.



Market thermometer
Ferrari 250 SWB Berlinetta by Bonhams. This is a true 100-point car. There's no better example if you want to go to concours. But is this still motivating the market? It'll be a good indicator.



The competition queen
Mirage GR8 from Gooding & Co. Five-time Le Mans racer – in five different liveries – and a three-time podium finisher. The competition history of this Mirage is complex but impressive

Porsche 911 RS Lightweight

The model that made the marque into racing royalty

Price new: 33,000DM **Price now:** (auction) £500,000+ **Rivals:** Ferrari Daytona; Ferrari 308; Maserati Khamsin; Lancia Stratos **Heritage:** boosted Porsche's quietly successful trajectory into the sporting stratosphere, where it remains



Porsche hasn't officially called its core sports car '911' for years, but it remains the halo name for arguably the biggest-selling sports car of all time. And while the GT and RS labels adorn a bewildering stream of today's variants, the tag '2.7 RS' implies one very special brick in the arch of the company's history - the Carrera RS model built over the 10 months up to July 1973.

This was not the first racing-orientated factory variant of the rear-engined flat-six sportster - small numbers of the 270bhp ST model were built for competition a couple of years earlier - but this time Porsche aimed to homologate its punchy machine into the Group 4 category. As well as a 2.7-litre 210bhp motor with Kugelfischer mechanical fuel injection, the Carrera RS boasted wider rear wheels,



bigger brakes, stiffer suspension, and most obvious of all, a flip of a tail spoiler that interrupted the graceful slope of the rear deck, but significantly cut rear lift and made it plain this car meant business. Added to Stuttgart's legendary reliability, this car and its brawnier RSR nephew would go on to cement Porsche's name into both race and rally results across the globe. Porsche's intention was to build only the 500 needed to homologate the

car, but all were quickly snapped up, even at 33,000 Deutschmarks (equivalent to about £5500 then, and almost £200,000 in modern terms) so the firm commissioned another 500, which sold just as fast. Some 1500 Carrera RS left the works, most in icy white, some in lurid 1970s shades of yellow, blue or orange, but almost all sporting that 'Carrera' sill stripe.

Despite such luxury as interior trim and a rear seat, standard or 'Touring' RS cars weighed just over the tonne, and many lived their life on the road. But less weight equals more performance, so Porsche constructed about 200 lightweight Sport models with thinner gauge steel shells, alloy external panels, thinner glass and interiors stripped of sound-proofing, trim and unneeded electrics.

That saved a good 100kg, perfect for something that was to be built into a race car. Today these rarities are extremely desirable, recent auction prices reaching the three-quarters of a million pounds area. You have to contact William Loughran for a price on the LHD one he has for sale, but it is a highly original example of the Sport variant, which went hillclimbing in Germany in its youth but more recently moved to balmy Guernsey. Already fitted with a roll hoop and harnesses, it would be an exceptional track-day car. ☑



SPEAKING TO WILLIAM LOUGHRAN

An avid collector and enthusiast, and now head of his eponymous dealership

This is a particularly lovely and original car which belonged to a senior figure in the Porsche club. There are quite a few 'average' RS Carreras and you have to check - there's a bit of a trade in converting S models to RS - but this is very genuine. It's beautiful to drive. If you like Porsches it's one of the great cars to have in your collection. And it's very useable. They're pretty basic, but that's one of the nice things about cars of this era - few driver aids or electric motors for windows and seats. They are pure driver's cars.



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Jaguar XJR-16

TWR's IMSA contender is better value than its Silk Cut siblings

Price new: n/a Price now: £1.5m Rivals: Nissan NPT90, Porsche 962C, Eagle-Toyota HF90

Heritage: Scion of renewed Jaguar/TWR sports-racing programme that successfully carried the fight across the Atlantic



With a rack of sports car success behind it by the end of the 1980s, including two WSCC titles and a loudly cheered victory at Le Mans in '88, Jaguar was on a roll. But its raucous sports-prototypes didn't just compete in the European championships; the TWR effort extended over the Atlantic to the IMSA GTP series, where TWR US in Indiana prepared the rapid twin-turbo V6 XJR-10.

In 1990, Jaguar placed second in the IMSA series while the Group C XJR-12 won at Le Mans and Daytona. The Cats were flying, but in the States Nissan and Eagle-Toyota were becoming a threat so TWR decided that to fight back it needed to replace the XJR-10.

That new car was the XJR-16, designed solely

for IMSA GTP and powered by a 3-litre V6 that topped 750bhp, gulping air for its twin turbos via upright snorkels on its flanks. Structurally it carried on the same carbon-fibre and honeycomb monocoque but with a longer wheelbase and new pushrod suspension, while a twin-tier rear wing added huge downforce, the lower deck effectively extending the diffuser. Drag was not an issue as fuel was not restricted in IMSA as it was in GpC, although the wing did create a rear downforce bias, countered later with an extra nose wing.

Driven by Davy Jones, the new car - chassis 191, currently for sale at William Loughran - set pole time on its 1991 debut at Road Atlanta, where Jones went on to win. Three more wins came his way in this car that season and, while

the title went to Nissan's Geoff Brabham, 191 took Jones to third in the standings. It had only one more outing in period, qualifying second in the 1992 Daytona 24 Hours with Jones, David Brabham, Scott Goodyear and Scott Pruett.

Since then 191 has had a renewed career in historic Group C, benefiting from extensive development including wiring, ECU and engine development as well as having chassis dynamics optimised.

With victories at Monza, Spa and in Portugal it's a competitive entry to Peter Auto events and is eligible for the Le Mans Classic, where it has run previously. It has also been seen at Goodwood's Festival of Speed. Less well-known than its predecessors, but as an investment a good alternative. ☑



SPEAKING TO SIMON FURLONGER

The managing director of Furlonger Specialist Cars is well versed in XJR-16s

This is the more successful of the two built, with four victories. It's worth pointing out that although it now carries no3 it raced in period as no2. When it joined the Group C historic series in 2005 there was a Sauber with no2 so it had to be renumbered, but it is the Davy Jones car. It's had a great deal of development by Advanced Engine Research and GSD on the chassis and comes with lots of spares - mouldings, wheels, tyres, gearboxes, pre-heaters. It's had recent crack-testing on the important components and it has only run 200 miles since an engine and gearbox rebuild. It's a quick car and a good way in if you want to race a Jaguar, and quite a lot less money than a V12 Silk Cut XJR.



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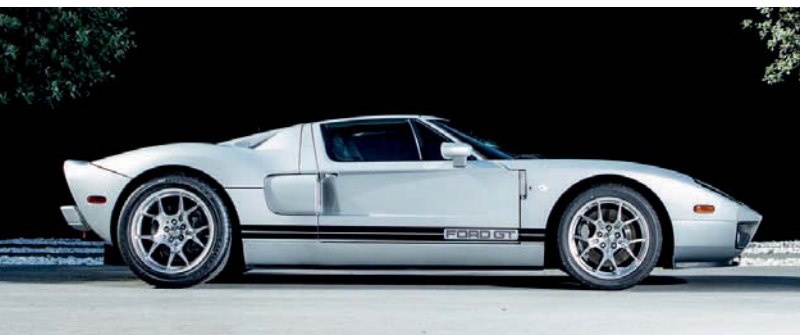
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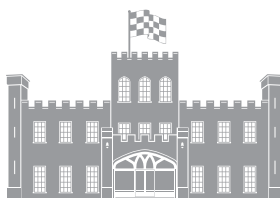
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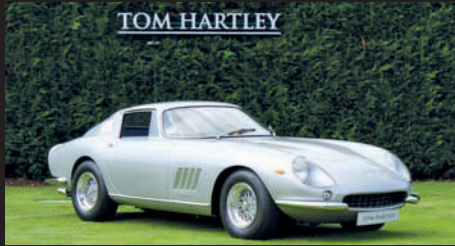
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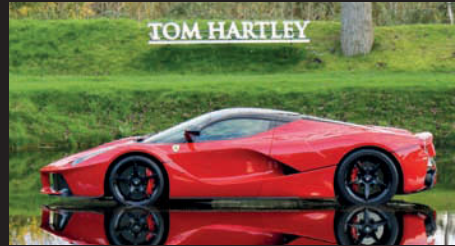
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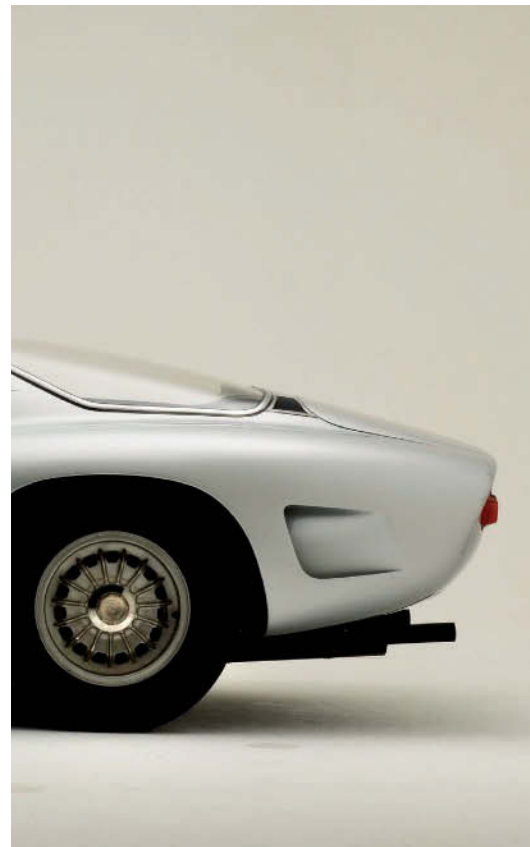
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For more photos etc. search 'AC SHELBY COBRA' on www.pistonheads.com



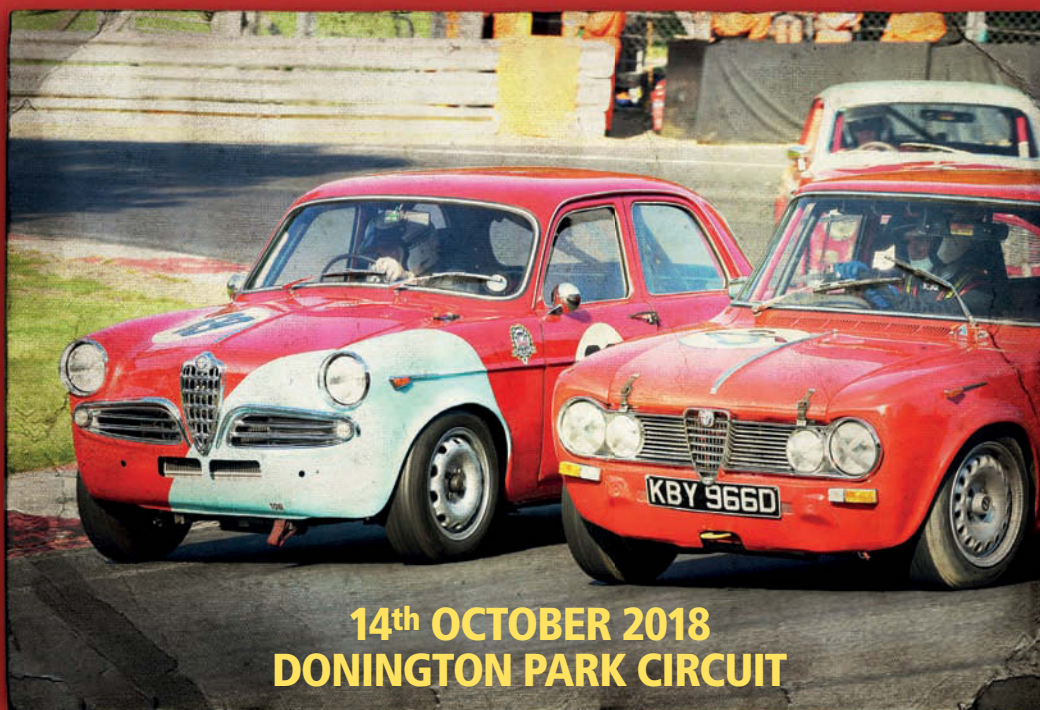


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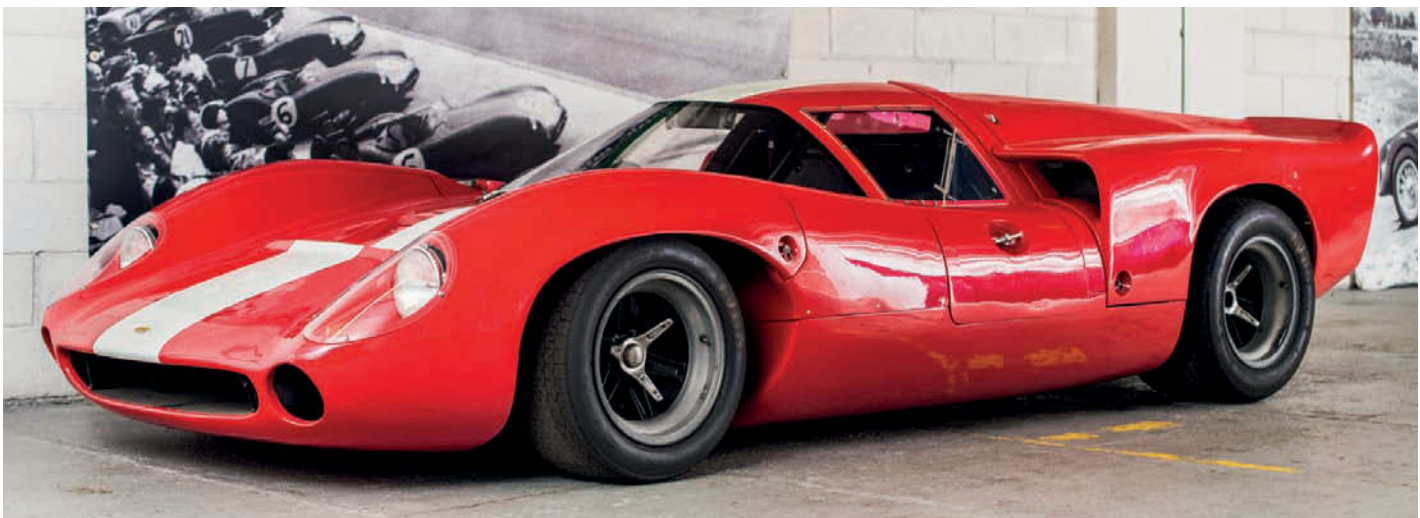



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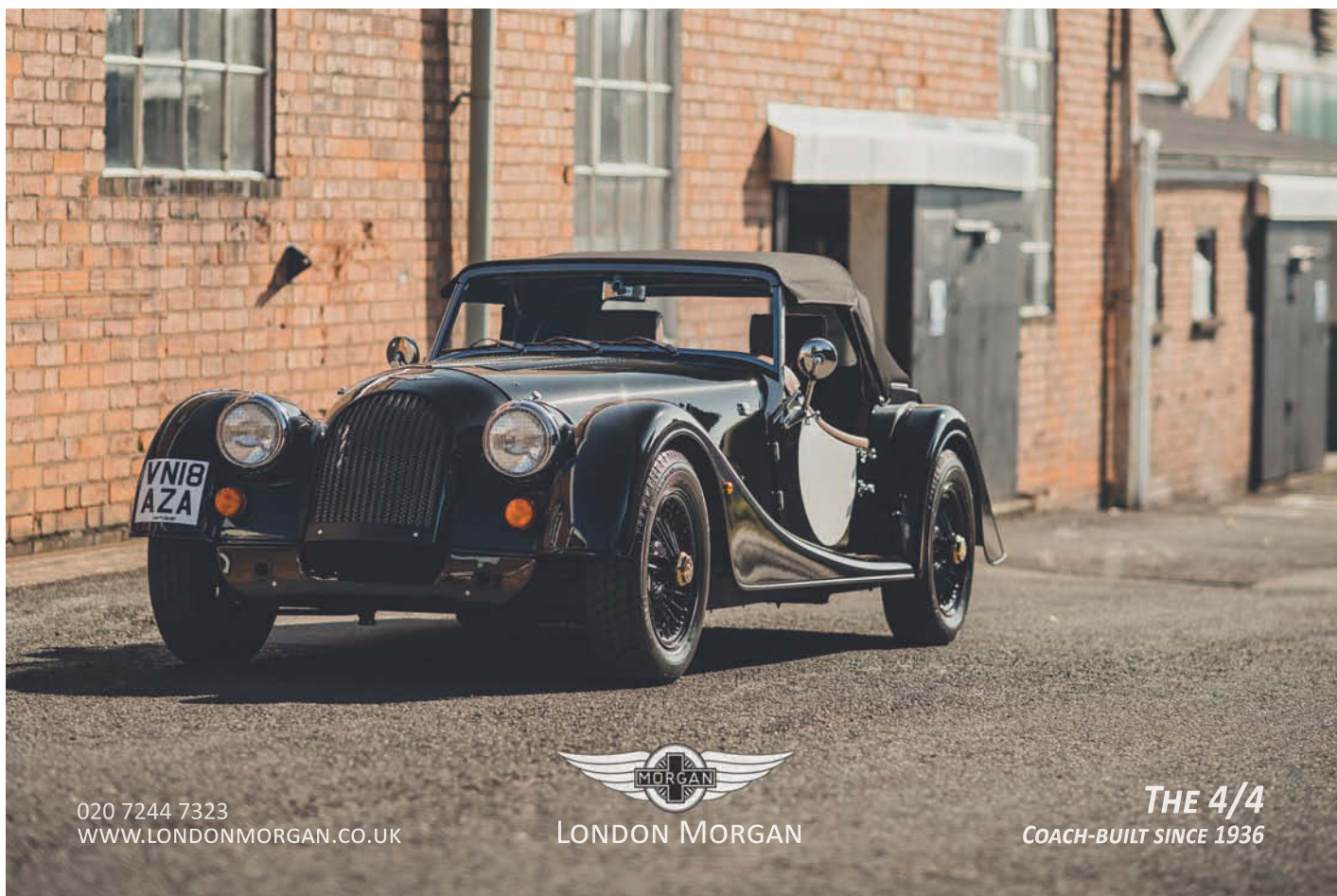
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RESTORATIONS, REBUILDS AND RACING

GARAGISTA

THIS MONTH One of Alan Mann Racing's famous Escort fleet is reborn in a workshop in Surrey • Bespoke Dino • Jaguar XJR-16



RACE CAR RESTORATION

Gp5 Ford Escort

In the throes of rebuilding one of Alan Mann Racing's 1968 originals, Grahame Goudie, the car's owner, describes the project's background

How did I come by an Alan Mann Racing Escort? The short answer is that Alan let me have it, though there's a little more to the story than that. I guess the 'modern' part of its history started in 2000, when I was helping my friend Jim Morgan's JTM Racing run a couple of cars in historic events - and XOO 346F came into his hands during that time. Jim had worked with Alan Mann Racing in period and we had a Cortina in AMR colours.

Alan was invited to race it at the 2003 Goodwood Revival and, having been away from the sport for a long time, he fell completely in love with it all over again.

He subsequently asked Jim to build him a Mustang, resurrected Alan Mann Racing and started buying back a few of his old cars - including XOO 349F, Frank Gardner's 1968 British Saloon Car Championship-winning Escort. For a time the whole operation was run from my Surrey workshop - Ron Dennis

and Neil Trundle were once based here, in their Rondel days - and Alan bought 346 from Jim early in 2004. Like 349, this car was built up from an Escort 1300GT and also used in the 1968 BSCC - it was driven variously by Peter Arundell, Jackie Oliver, Graham Hill and Roger Clark, and made its debut in Peter's hands at the Mallory Park round in June. The team fitted it with a supercharger, which put the car into a higher class - a bid to take points from Brian Muir, Frank's main title rival, who was



GARAGISTA



"I can use X00 349F as a reference, but in some ways the cars are quite different. AMR was very inventive and always prepared to try things"

racing a Falcon. Alan told me that they had also tried turbocharging the car. It ran once in that form, during a test at Silverstone, and Frank apparently set some blistering times but hated the car's delivery - you'll remember how much lag early turbocharged road cars suffered when they came to the market during the 1980s, so one can only imagine what things were like in the late '60s... The engine eventually blew - there was a suspicion that Frank parked up at the back of the circuit, selected neutral and revved the thing to destruction, but we'll never know - and the experiment wasn't repeated.

At the end of the '68 season the car was sold to Frami Racing, in Belgium, before returning to the UK and passing through the hands of many well-known club racers, including Doug Niven, Alistair Lyall and Mike Chittenden. When Alan reacquired it he wanted Jim to do the work - having been involved originally Jim knew the car well, but sadly he passed away before a great deal had been done. In February 2006 Alan offered the car to me - I declined initially, but he was very insistent because he said he knew I'd get the work done. So when AMR needed bigger premises and moved away from my workshop in 2011, 346 remained.

Why has the restoration taken so long? I had little option but to do things gradually. There wasn't a lot of effort in the early days, because racing took up too much time and I also had a day job as manager of a farm estate, which is still the case - my boss, happily, is a racing fan and very understanding. On top of that, I've been working mainly from photographs and finding suitable references wasn't the work of a moment. Quite a few enthusiasts clearly poked their cameras into Alan's cars when wandering the paddock in 1968, but 40 years on it wasn't so easy to trace the results.

I can use 349 as a reference, of course, but in detail the two cars are quite different: 349 had two differential oil pumps, with the ducting blowing out beneath the car, whereas mine has one and the ducting blows up into the cockpit. It's a reflection of the fact that AMR was very inventive and always prepared to try different things - and I have been determined from day one that the car should be absolutely as it was in '68.

When the car arrived it was a bare shell with a mountain of spares - everything from shocks and wishbones to a set of Dymo labels used to identify switches on the original dash. I don't yet have quite all the bits I need, but when next I write I'm hoping it will look ever more like an Alan Mann Escort. The target is to have 346 running again before the year is out, which would be an appropriate way to honour Alan and Jim, neither of whom is with us any more, and to celebrate the car's 50th birthday. ☑



Next month: *Scouting around for period-appropriate parts - where the hell do you find an Alan Mann Escort speedo?*



Roger Clark leads Tony Lanfranchi during the 1968 British GP support race. Left, X00 346F awaits the first stages of its ongoing restoration

MIKE HAYWARD

RESTORATION UPDATE

Warren Stean's restoration of his 1995 Jordan Formula 1 car continues with final assembly about to begin ahead of a planned shakedown in the autumn. Garagista will continue to follow the work and will revisit the project over the coming months.



RACE CAR RESTORATION

Jaguar E-type 'lightweight'

Stuart Bitmead on a car that has had two successful racing careers – and remains close to his heart



Current projects

Bizzarrini 5300 GT America

Competed at domestic level in Italy in period, but now being converted from road to full-time race car. Chassis is stripped and a roll cage has just been installed.

Status: Should be up and running for use by the end of this year.

McLaren MP4/12C GT Can-Am

Rare version of the 12C, a mixture of race car and track-day car based on McLaren's GT3 contender. Believed to be the only one still in Can-Am specification.

Status: In the workshops, undergoing recommissioning ready for a shakedown.

When this ex-Peter Sutcliffe Jaguar E-type 'lightweight' - YVH 210, a racer of true pedigree - arrived with my former employer DK Engineering, our brief was clear. The new owner, Juan Barazi, said to DK boss David Cottingham, "I want to win the Goodwood Tourist Trophy next year."

The car was very original when it came to DK in 2005. It had sat in an aircraft hangar for nearly 30 years. The aim was to turn it into a car that could win Goodwood, but also to keep its original feel. Restoring a car like that for historic racing is always a balancing act.

It had quite a lot of road car trim when it arrived, including carpets and leather. We took all that out and stripped the interior back to the bare aluminium, which is how it would have raced in the day.

We kept as much as possible from the original car, though of course it wouldn't be wise to race on the period magnesium wheels. It still had an original windscreen when it arrived, complete with a scrutineering sticker. We were able to keep that, which was a nice touch.

The car in period had a token roll-over, so we had to fit all the obligatory safety systems. Putting a steel cage into an aluminium chassis meant drilling a dozen or so bolt holes.

That's all part of the balancing act, because safety comes first.

We didn't use the period engine, because we didn't want to detract from its originality by modifying it and beefing it up. And heaven forbid if you had a con-rod failure. We had Crosthwaite & Gardiner build us a new unit instead.

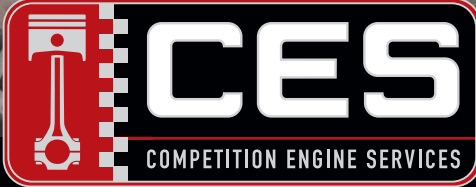
We took an old-school approach to making the car fast, which was to get the best power from the engine and keep it as close as possible to the 1000kg homologation weight.

We managed to achieve the client's goal by pulling out all the stops. Barazi and Michael Vergers won the TT in 2006 and then repeated the trick in 2007. The car held the lap record, too, which stood until a couple of years ago. I went out on my own and started SB Race Engineering in 2009, but continued to look after the E-type until Juan decided to sell it. www.sbraceengineering.co.uk

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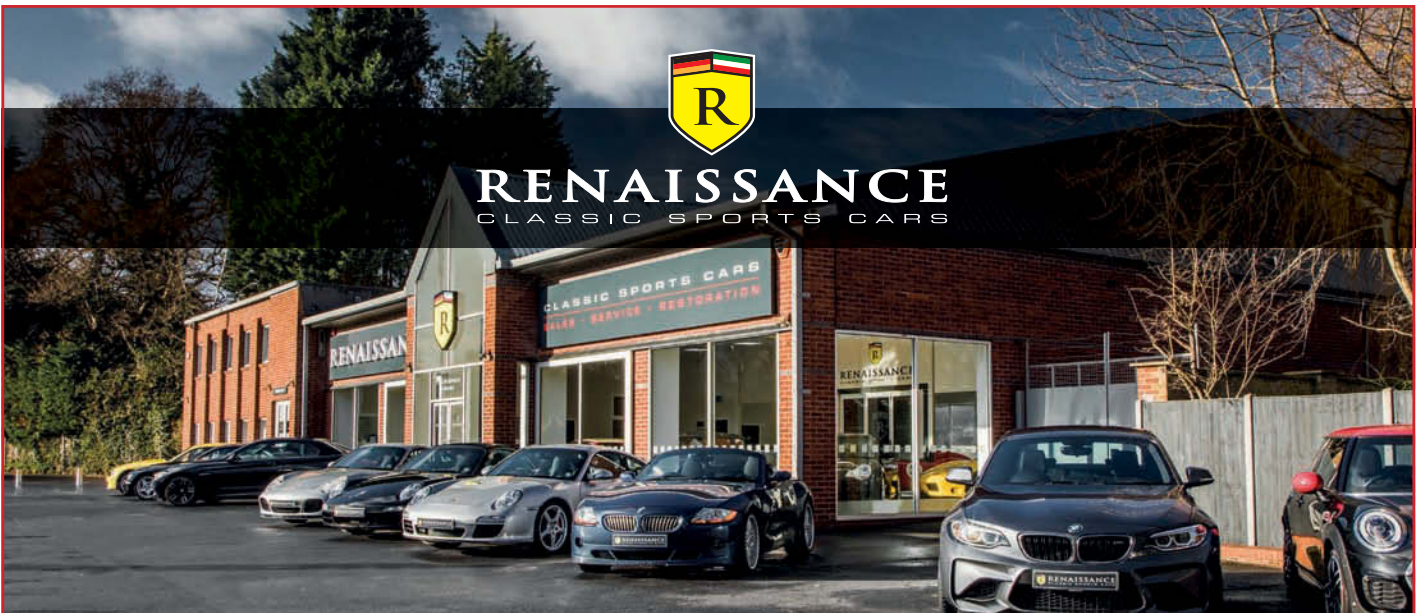
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ROAD CAR RESTORATION

'Ferrari' 3.6 Evo Dino

Kevin O'Rourke of Mototechnique recalls a 246 which he tailored for the modern age complete with an extra couple of cylinders



Current projects

Iso Grifo

The car that gave rust a bad name has been with us for five years, undergoing a ground-up restoration. Work has included fitting a bored and stroked Knight Racing engine. *Status: The car is scheduled to be at Salon Privé, Blenheim Palace, in August.*

Mercedes 300SL Gullwing

A full restoration: all chassis components were sand-blasted and painted, and the engine, 'box and suspension rebuilt. The only nod to modernity? Some insulation. *Status: In the workshops for its first service after the rebuild. Should be back with the customer very shortly.*

Many of today's aspiring classic car owners have never driven an old 'clunker', something that has created a demand for vehicles that sport period looks coupled with modern-day manners and performance, as well as up-to-the-minute reliability and safety. Breakdowns and shakes and rattles, as well as carbon-monoxide poisoning, are off the menu.

That probably explains the request I received from David Lee, the car collector, for what I think of as a re-imagined Dino 246 boasting 400bhp. It started as a 1972 246 GTS that was flown over from Los Angeles and has ended with a car that we are calling the 3.6 Evo Dino. The project has been a dream and we completed the restoration in January this year.

The first job was to swap the Dino's original V6 for a Ferrari V8 and then change the engine's bore and stroke using a bespoke crankshaft and oversize pistons mated to titanium conrods. The cylinder heads were re-reported and larger valves fitted and the oil system modified to deal with the additional power.

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Ferrari F40LM engines prove invaluable here, as did our experience of management of the heat generated in confined spaces.

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This was a truly great project that gave us the opportunity to combine all our traditional skills with knowledge of state-of-the-art gizmos. It's not the absolute horsepower that defines the re-imagined Dino, but the measured and sophisticated manner of its delivery.

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
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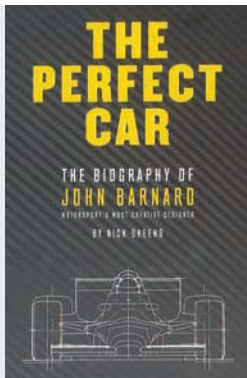
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The Perfect Car
The Biography of John Barnard
Nick Skeens

Maybe this should be titled ‘The search for the perfect car’ because it’s clear from this that John Barnard was never truly satisfied with his racing cars, even when they won. That push for perfection colours every page, from the moment as a lad he criticises his dad for poor work through all his tumultuous yet successful F1 career. There was many an argument - at McLaren they had The Two Rules: 1) JB is always right. 2) If JB is wrong, see Rule 1.’ But he usually was, and the book successfully conveys the frustrations he suffered thereby, particularly at Ferrari.

A famous temper was the price of many innovations from carbon-fibre chassis and the semi-auto gearbox to suspension flexures on the way to Indy success and three world titles with McLaren before being lured to Ferrari - twice. That give the measure of one of the great designers, yet this is no hagiography: the many interviewees cite his abrasiveness as well as brilliance.

Disappointing not to find more design drawings and diagrams, and the upright format is hardly beautiful with photo sections inserted here and there. It doesn’t feel like an EVRO book. But it’s a widely researched and very readable insight into one of the great, under-rated, F1 designers. **GC**
Published by EVRO, ISBN: 978-1-910505-27-4, £40

entertaining recap of the career of one of UK motor racing’s characters. Terry Sanger will never be a household name, but made his mark during the 1960s and 1970s at the wheel of assorted cars that looked very different but usually shared the same distinguishing feature, ie eight cylinders. He won the 1967 Redex Saloon Car Championship in a GT40-engined Cortina, and later built his own Formula 5000 car, the Harrier. When the latter suffered a broken gearlever on its debut at Mallory Park in 1971, Sanger welded a screwdriver in place so that he could take part in the second heat... when he almost wound up in the lake after tangling with Keith Holland, who did.

This sort of stuff tends not to happen nowadays and it is to author Davies’ great credit that such bygone whimsy is now preserved. **SA**
Published by Castle Combe Racing Trust ISBN: 978-1-5262-0738-8, £12

Saloons, Bars & Boykies

Legends of South African Motorsport
Greg Mills

If you find the title confusing, you shouldn’t. The author has penned many previous books - one of them titled *Agriculture, Furniture and Marmalade* - and thus doesn’t always follow the path of convention. ‘Boykie’ is an informal South African term for a young lad who shows great promise - and there is no shortage of those here.

A keen amateur racer and dedicated historian, Mills has uncovered a wealth of information about his native South Africa’s racing past - and such tales are refreshingly different. It’s a glimpse into a parallel universe, rich with characters whose back stories are largely unknown. National racing legends Jody Scheckter and Sarel van der Merwe contribute forewords

That is one of many wonderful curios covered herein. **SA**
Published by Ecurie Zoo ISBN: 978-0-620790-53-6, £40

Ford GT40
The remarkable history of 1016
Mark Cole

Dedicating a whole hardback to a car that finished third at Le Mans seems a stretch, but, so reckons the introduction, GT40 1016 ‘has a bigger

story to tell’. In fact, it claims this is one of the most important in GT40 history.

It’s the car that Ronnie Bucknum shared with NASCAR driver Dick Hutcherson at Le Mans in 1966, the pink-dashed gold car a few feet adrift in the famous photo at the flag. But more than that, explains Mark Cole, it was the development car that pounded through the miles that helped turn the GT40 into a winner.

Part of the Porter Press ‘Exceptional Cars’ series (the recently reviewed GT40 1075 falls under ‘Great Cars’), it’s all-encompassing, even covering the car’s restoration by Holman and Moody. But it’s hard to feel this book was anything other than ambitious. Its subject matter is too specific. A solid body of work by Cole, it must be said, and it wouldn’t look out of place for a collector completing the Porter Press set. And that’s surely its target. **JP**
Published by Porter Press ISBN: 978-1-907085-64-2, £30

And You’ll Love This One..!
The Story of Terry Sanger
Ken Davies

The planet is awash with niche publications produced with an extravagant a) flourish and b) price tag, but this is as far from such conceits as it is possible to get.

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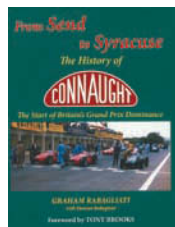
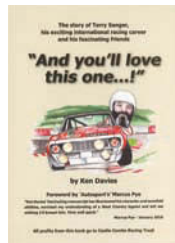
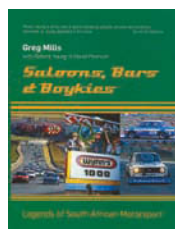
From Send to Syracuse

The History of Connaught
Graham Rabagliati with Duncan Rabagliati

When Tony Brooks crossed the line to win the 1955 Syracuse GP the little Connaught team thought its time was here - that with proper backing it would become a major player. It didn’t happen, and just two years later the team folded. The potential to become a leading force was there, says Brooks in the foreword, but the team, running on a tenth of BRM’s budget yet able to attract drivers of the calibre of Brooks, Hawthorn and Moss, simply never found proper backing.

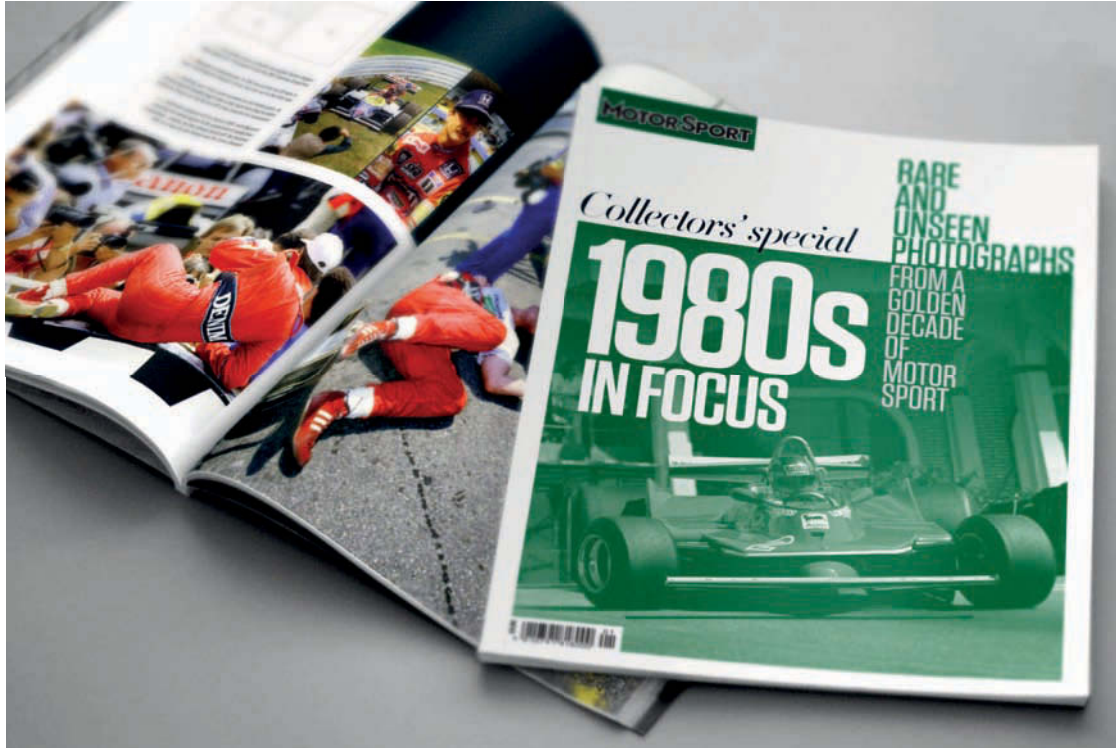
Comprehensively illustrated and drawing on the author’s archive, this takes us through the shoestring efforts which produced winning single-seaters and sports cars, and all the daring experiments - the streamlined sports cars and toothpaste-tube GP body, giving the full picture with pen portraits of the central figures.

Tables of every chassis and results plus a quick look at historic racing round out a good solid history of a proud marque. **GC**
Published by Duncan Loveridge ISBN: 978-1-900113-13-7, £55



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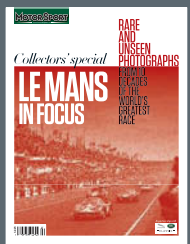
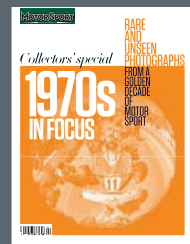
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— FEATURED ARTIST —

Brian James

The appeal of inter-war travel posters informs this artist's work

Brian James spent his career in advertising and freelance commercial illustration, producing ad campaigns and promo material for major companies. But cars and the Art Deco era have long been interests and as he began to concentrate on art, these have become dominant themes.

"I was always interested in the 1920s and '30s," he says, "especially railway and transport posters of the time". That inspiration is very clear in the clean, flat colours of the settings for his carefully observed cars and aircraft. "I work with a lot of reference materials and try to be as accurate as possible."

Once he has structured the image, Brian works in gouache - "It's what they used in the 1930s." He likes to place a car in an appropriate period setting, with any figures dressed in clothes of the era - for example the woman in a cloche hat in a Type 55 Bugatti.

If it's a private commission, Brian may be asked to place the car in front of the owner's house. "But it's normally my choice," he says. "I visit Goodwood and places like that, choosing cars that I fancy and which are likely to appeal to others."

Brian did many illustrations for BMW and the Villa d'Este concours: "As well as the main poster I had to do 55 drawings of the cars in two months for the official book. Not easy!"

As well as producing posters for Salon Privé, the Brighton Run and the Castle Combe Classic meeting, Brian was commissioned by the Duke of Bedford to create a mural in London's Bloomsbury, reflecting the 1920s garage which once occupied the site. But if you don't want to drive there, most of Brian's work is available as prints.

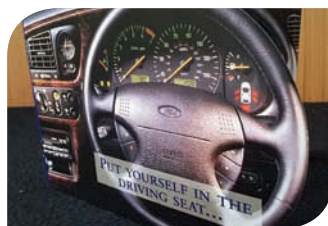
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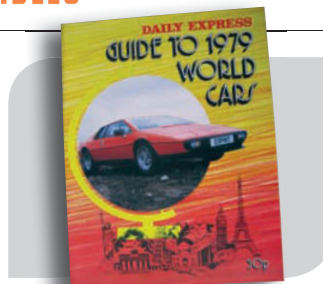
M MEMORABILIA PRINTED COLLECTABLES



Porsche 50th anniversary calendar
Published to commemorate the firm's half-century. Complete with collector coin in pouch. €100
www.francolembo.com



Ford test drive invitation brochure
Invitation to test drive Ford's 1995 model range. Good condition, complete with reply envelope. £12
www.littlereddog.info



Daily Express guide to World Cars
Published in 1979, includes every car on sale, with prices and features on accessories. £7.95
www.automobiliaforsale.co.uk



Autobianchi Giardiniera brochure
Dating around 1970; unfolds to display seating/cargo arrangements in the Fiat-based estate. \$25US
www.mcllellansautomotive.com

FEATURED MODELMAKER

Brumm

Marcus Nicholls looks at an Italian specialist from the Lake Como region

No, this model company isn't based in Birmingham, but in Oltrona di San Mamette, south-west of Lake Como, Italy. It makes collectible diecast metal car replicas of various subjects (almost exclusively produced in 1:43 scale), but perhaps most notably Ferrari and Fiat.

Brumm was founded in 1972 by Reno Tattarletti, with the help of a couple of associates who had already been making miniature horse-drawn carriages; the name Brumm was derived from the Italian pronunciation of Brougham - the name given to the old style of car design that had the driver seated outside the cabin in the way of a horsedrawn carriage.

In 1976, the Old Fire series followed and then came the Revival car range. The Old Fire series at first focused on steam fire engines and other pre-internal combustion vehicles, such as Richard Trevithick's 1803 steam carriage. They were produced in detailed plastic similar to Minialuxe of France and some of German manufacturer Cursor Models' products. The Revival models were produced in 'zamac' - an alloy of zinc, aluminium, magnesium and copper. First in the series was the classic Morgan three-wheeler, which no one had ever previously produced in miniature.

Brumm models were advertised as "not toys and unsuitable for children", a fact emphasised on packaging that recommends they are intended only for ages 14 and up. As with manufacturers RIO and Dugu, many Brumm models were offered in top-up or top-down versions and these were offered in distinct colours. Unlike rival RIO, however, Brumm rarely added opening features to its models and RIO thus seemed to offer better value. RIO chassis were better detailed, too, and at times Brumm paint applications could be rather too thick.



Later, Brumm focused on period racing vehicles. Brumm's models expanded to 1930s and 1950s race cars, accurately replicating the originals down to varied numbering, striping and national colour schemes to capture a particular driver or event. Early Fiats, Ferraris and Alfa Romeos were common, but German and British cars also featured in the line-up. For example, its 1938 Mercedes W125 Grand Prix car accurately portrayed all kinds of intricate details, including tiny rear-view mirror, low-profile windscreen, suspension detail, authentic-looking wire wheels and brown 'leather' hood strap.

Brumm has continued to create excellent models of racing cars, one of its most stunning being a rendition of the 1982 Ferrari 126 C2 that is available with either Gilles Villeneuve or Didier Pironi driver figures.

The 126 C2 features full underbody detailing including engine, radiators and more. The body parts come with pit-props for display alongside the chassis.

Other machinery in the current range includes the 1969 Fiat Multipla 600D that took part in the Overland Australia expedition and a brace of Jim Clark Lotus, 25 and 33, as a special 50th Anniversary collector's edition.

www.brumm.it



Hot new kits on release or on the way



Ebbro 1:18 Hino Samurai

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www.ebbro.co.jp



Hasegawa 1:24 Jaguar XJ-SC V12 Cabriolet

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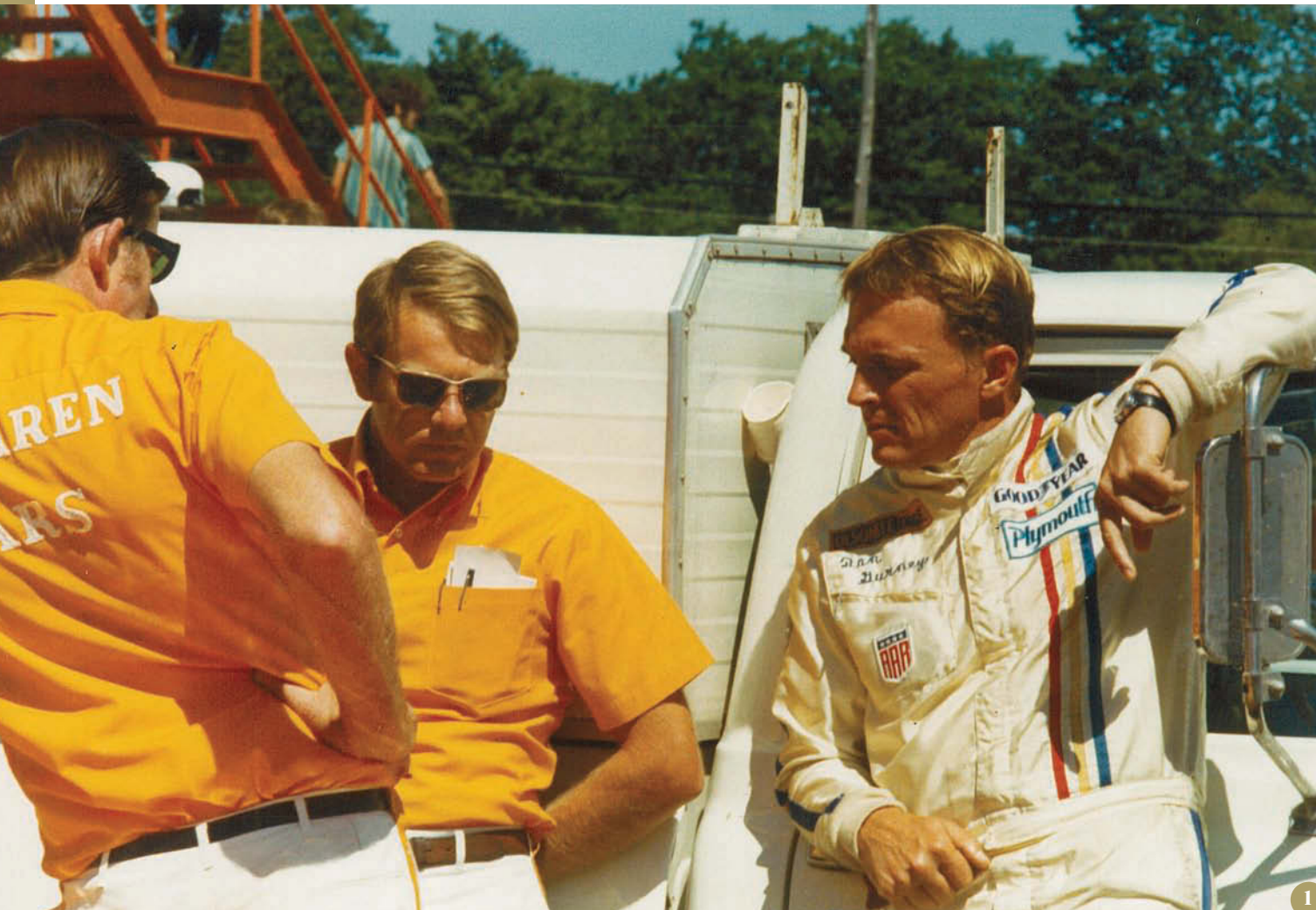


Parting Shot

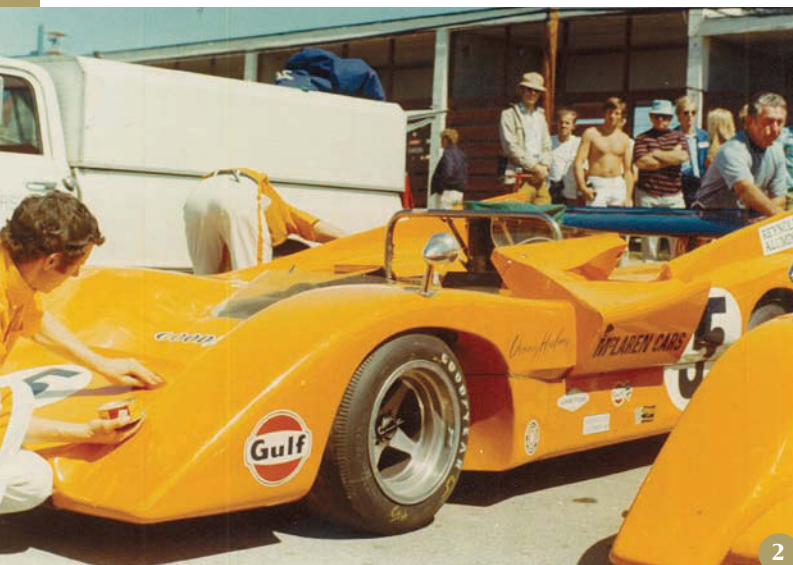
August 1-2, 1992

*Spa-Francorchamps,
Belgium*

The BMW Fina Bastos Team M3 Sport Evo of Steve Soper, Jean-Michel Martin and Christian Danner heads towards the crest at Raidillon, during the 1992 Spa 24 Hours. After qualifying second, the trio went on to beat the M3 of Eric van de Poele, Joachim Winkelhock and Altfried Heger by 48sec. BMW M3s took a clean sweep of the top three positions.



1. Less than two weeks after team founder Bruce McLaren's death, his colleagues were back in action. Recruited to replace Bruce, Dan Gurney put his MSD on pole... and won. Here he chats to crew chief Tyler Alexander 2 & 3. Pre-race preparations on the cars of Denny Hulme and Gurney 4. Suffering from hands burned at Indy, Hulme finished third



You were there

The 1970 Mosport Park Can-Am race was particularly emotional for McLaren. Motor Sport reader Bill Wilcox was a witness



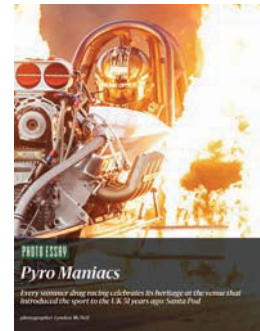
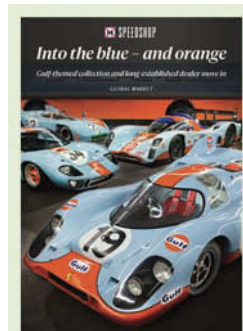
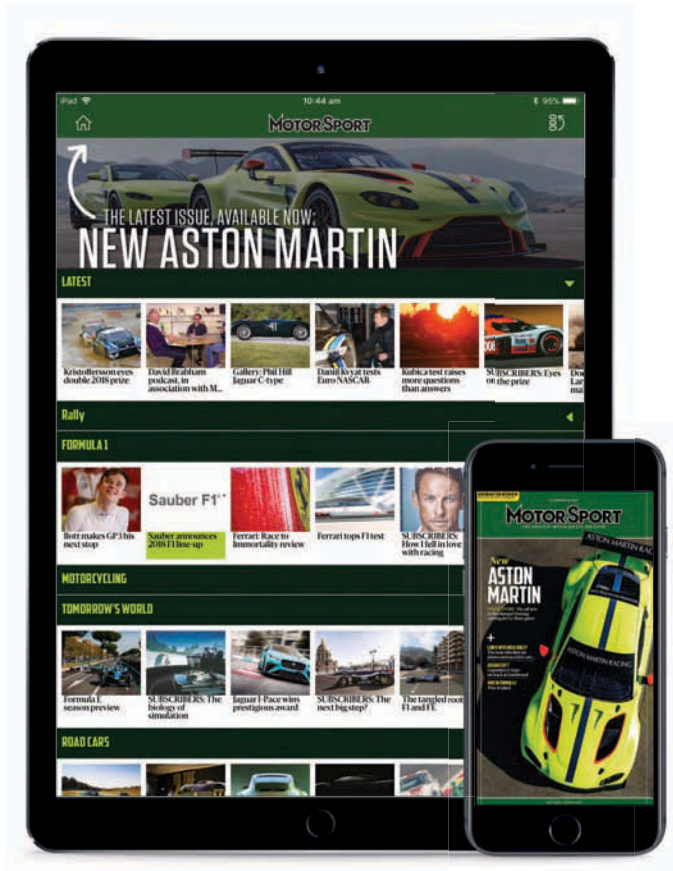
Send us your images

If you have any photographs that might be suitable for *You Were There*, please send them to: *Motor Sport*, 18-20 Rosemont Road, London, NW3 6NE or e-mail them to: editorial@motorsportmagazine.co.uk

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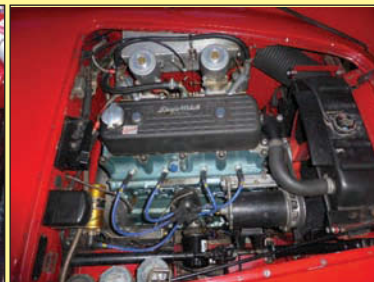
Aston Martin in the Thames Valley



Introduced at the Geneva Motor Show in 1961, the all new **Jaguar E type** took the motoring world by storm and the car soon became the “Must have” accessory for the Hollywood Jet Set. This 1964 Jaguar E type 3.8 series one roadster, finished in original Carmen Red with original black hide interior and black mohair soft top. Undoubtedly one of the very best restorations we have had the pleasure of marketing and the attention to detail is exemplary. It comes with Jaguar Heritage certificate which confirms that it still bares its original Coventry registration number 8517 WK. Equipped with its original 4 speed Moss gearbox, a period Motorola radio and sitting on perfect chrome wire wheels shod with original pattern Dunlop radial SP tyres. The car performs extremely well and is ready for immediate use. Realistically priced for one in this condition at **£165,000**



This exceptional matching numbers **Aston Martin DB MkIII** saloon has been in the ownership of an AMOC Member in Canada for the past 33 years during which time he has completely restored the car to a standard where he has been highly placed in several concours events, winning his class on more than one occasion. The restoration was completed 11 years ago in 2007 and the car still remains in superb condition. Finished in Aston Racing Green with pale grey hide interior piped in green and complimented with Grey Wilton carpet and a perfect headlining in West of England cloth, the car is beautiful to behold. Sitting on perfect chrome wire wheels and fitted with overdrive, the car provides a very rewarding driving experience and is capable of covering long distances in great comfort. The MkIII was only produced between late 1957 and early 1959 with a total of 459 saloons, 5 fixed head coupes and 85 drop head coupes being built. The car comes with a beautiful engine bay, all original tools, invoices dating back to before it was exported to Canada together with a parts catalogue and instruction manual and memorabilia from various concours events. We will service this car on behalf of the next owner but judging by the manner in which it currently drives it will be a mere formality. Realistically priced for one in this condition at **£300,000**



1955 Austin Healey 100/4 BN2 built to full race specification and an eligible and competitive car for numerous current national and international events and includes the Mille Miglia. It was built and maintained by Dennis Welch Motor Sport to exacting standards and has been a regular competitor in various high profile events in the hands of the present owner over the past few years. Due to the low numbers of this model that are ever offered for sale, this represents a rare opportunity to acquire a Healey that is race ready and eligible for events such as Tour Auto & Tour Britannia Rallies and circuit races such as the Woodcote Trophy, Classic Le Mans and the Spa 6 hour. This car has all the correct modifications and improvements to be on equal par to the best of the field and will undoubtedly continue to enjoy success with a new owner. **Not expensive at £95,000**



1965 Ford Mustang 289 Notchback completely rebuilt in 2015 to compete to FIA period “F” rules the papers for which are valid until 31st December 2025. This stunning car in Hertz racing Colours has been built to a very high standard and comes with a specification sheet which is far too detailed to repeat here. During this process the chassis/body shell were both lightened and strengthened, all brake and suspension components were replaced. The engine was assembled by an ex-Nascar engine builder and the set-up was carried out by the Mustang Workshop. The car is now available at considerably less than the current build costs and will no doubt prove to be a competitive race car in the right hands. **Sensibly priced at £79,950**

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The restoration of an historic vehicle, whether competition car or concours, requires extraordinary skill and experience. Understanding original construction methods and having the eye of a sculptor is critical to being able to recreate some of the most enduring forms in automotive history.

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