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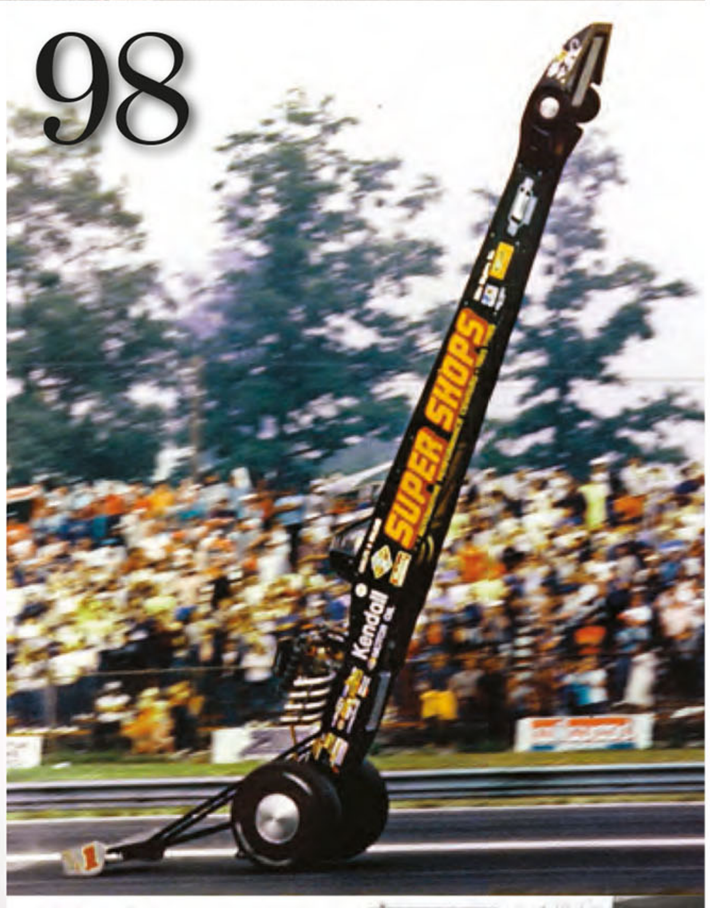
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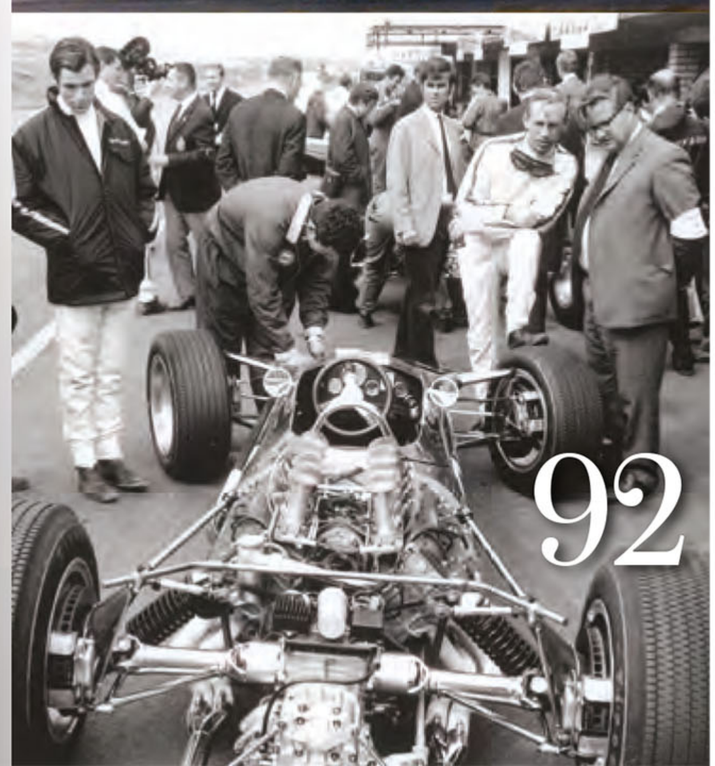












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MATTERS OF MOMENT

www.motorsportmagazine.com/author/dsmith



DAMIEN SMITH
EDITOR

FOLLOWING DEREK Warwick's impassioned plea to Bernie Ecclestone on behalf of Silverstone and the British Grand Prix, as reported here last month, I met the boss of the Bahrain circuit at the Autosport International Show in Birmingham. Here was another perspective on Formula 1 race organisation, one wholly alien and long coveted by the beleaguered chiefs of the British Racing Drivers' Club.

Salman bin Isa Al Khalifa, chief executive of the Bahrain International Circuit, explained just how "sustainable" hosting a Grand Prix can be. "Having a GP was an initiative taken by our government, so we don't cover the whole commitment," he said. "We are operators of the circuit and we put on the race, but the fees are paid by the government. They justify it by the economic impact on the country, which is a lot more than they pay per season."

So it delivers? "Absolutely." To the tune of US$260 million, on average, per year. A different world, eh Derek?

On more than one occasion, this magazine has expressed its discomfort at Bahrain's place in F1 because of its poor record on human rights. Back in 2011, the Gulf island state found itself central to the rise of the Arab Spring, with protests spilling into violence that led to the cancellation of the Grand Prix. F1, of course, 'doesn't do' real-world politics and the sport predictably – and shamefully – turned a blind eye, returning to race the following year. As the figure quoted above indicates, that was for one very obvious reason: it's a place that's good for business.

And as much as those of us with a social conscience might squirm, it's a home truth that the Bahrain GP is one of the most successful races on the calendar. Now heading into its second decade, the first Middle Eastern state to embrace F1 is more committed than ever to the sport, despite the success of Abu Dhabi's Yas Marina and the proposed introduction of Qatar.

Al Khalifa claims rivalry from other states in the Gulf is not an issue. "Abu Dhabi was beneficial for us, in terms of growing the sport and culture," he told me. "We're still early to motor racing and we're not competing yet. In fact we're in the same boat, building this [racing] culture."

Nevertheless, for last year's 10th anniversary Bahrain responded to the increasing competition for a place on the F1 calendar by turning its event into a night race, an invigorating move for a less than inspiring circuit. "Sunday is a working day for us," Al Khalifa reminded me. "People had finished work, kids were home from school and so there were a lot of win-wins. Culturally, as a people we do everything later in the day too.

"There were more people in the stands by far – this was the most successful race we've had, on all levels," he added, in reference to the Lewis Hamilton and Nico Rosberg battle that would define their rivalry for the season.

But despite the success of the GP, there's more to the sport in Bahrain than F1. The World Endurance Championship is helping cement the racing culture Al Khalifa and his team crave, while a local racing scene is taking root. "It's growing," Al Khalifa said. "Our first bike racing championship began in December, from a group of enthusiasts who simply got their act together.

"It's coming along, but it takes time. At such a milestone as 10 years you reflect. From the grass roots, for example, drag racing grew unbelievably in this time. Today we have cars running times comparable to those in the US. We do Monday drag nights, which are open to normal cars and average about 100 entries. It's £10 to just come and run. Karting has been open for two or three years now, and we are starting to see a base of drivers coming through."

Al Khalifa also sits on the FIA's single-seater commission and is hatching plans to launch a Formula 4 winter series at the end of this year. And the island is attracting new business too, Bell Helmets recently announcing the migration of its manufacturing base from China to the Bahrain circuit.

"Credibility" is a word that cropped up more than once during my conversation with the chief exec. For many of us, that will always be hard to swallow from a state that has so many unresolved problems. But when there's a warm welcome and a few dollars more on the table, that's nothing but an inconvenient truth for the sport of motor racing.

❖

JAMES TUCKER IS SOMETHING OF a Don Quixote figure in British motor sport. He just refuses to be beaten.

Three years after the apparent demise of the Silverstone 24 Hours, the founder of the Britcar GT series has exhumed the race with support from Dunlop and is busy building a grid. Having secured a date, Tucker claims he is trying to take a step back and allow others to carry the burden – but it's his own six-figure investment that is making this happen.

The race became an autumn favourite in its previous iteration, but this time will take place on April 24-26, when cars and budgets are still fresh for the new season. Local politics rather than noise complaints caused its demise last time, he says, but that's all in the past.



LAT







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1952 KURTIS KRAFT 4000 "BOWES SEAL FAST SPECIAL" Chassis no. 346

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RM AUCTIONS

MATTERS OF MOMENT

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Tucker is targeting a grid to match his personal best of 56 cars and a weekend crowd of 10,000.

Now, the thought of trying to follow a full-blown 24-hour race at Silverstone, most likely in the wind and rain, might send a shudder down the spine. But for competitors both 'pro' and 'am' it should be an enticing prospect. Given the strength of the modern Spa and Nürburgring 24 Hours, it's only right and proper that Britain should have its own round-the-clock classic, even if the venue can never stir the soul in quite the same manner.

At the NEC it was heartening to see James still tilting at windmills.

We wish him luck.

❖

ANOTHER WELCOME RETURN IS the latest attempt to revive *Formule Libre* in the UK. The all-comers concept that drew everything from top-line F1 entries to modest Formula Fords used to be a fan favourite on national racecards, but the trend towards one-make single-seater categories has hardly encouraged such free-range thinking over the past 25 years.

How fitting then that the BARC's attempt at a revival should be born from one-make series with nowhere to play. The new Formula Libre Championship isn't quite as *libre* as its name suggests, but the spirit is right and it's quite understandable that the club should target its investment towards a specific and sustainable market.

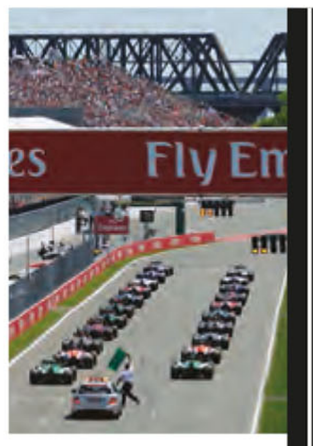
The series is open to pre-2012 F3 and old Formula BMWs that currently have nowhere to run, but also latest-spec 2-litre Formula Renaults. Young racers would compete every weekend if they could, just like they used to in previous, simpler eras. The new series offers a great chance for extra track time at rounds taking in Rockingham, Thruxton, Croft and Oulton Park. We hope the entries flood in.

❖

THE SHOW SEASON HAS BEEN particularly hectic this January, thanks to the clashing dates for Autosport International (see page 105) and the new London Classic Car Show (p78). Judging by the anger expressed by many enthusiasts, we're relieved to hear the shows will avoid each other in 2016.

It's Rétromobile in Paris next and, after that, the homespun charm of Race Retro on February 20-22. I was planning to go anyway, but news that the great Ari Vatanen will take to the showground special stage at Stoneleigh Park, in a Ford Escort MkII and Group B Peugeot 205 T16, will make the M40 trundle pass a little quicker (full details on p38). Behind the wheel, Ari was never much of a shrinking violet.

I suspect that's still the case. Ⓜ



IN NEXT MONTH'S ISSUE

Can Mercedes be stopped? Looking ahead to the 2015 F1 campaign

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THE MOTOR SPORT MONTH

IN PICTURES

JANUARY 14, 2015

Dakar Rally

CALAMA-SALTA STAGE

Third in 2014, Nasser Al-Attiyah stepped up to win the latest edition of the Dakar Rally, co-driven by Matthieu Baumel. The Qatari's Mini is pictured on stage 10, which took crews from Chile into Argentina. Giniel de Villiers/Dirk von Zitzewitz (Toyota) were second. It was Al-Attiyah's second Dakar success: he took his first in 2011 with VW.

REDBULL



KENTON ROSE

JANUARY 18, 2015

Jack Frost Rally

CROFT, NORTH YORKSHIRE

Last year's winners Chris Wise and Tracey Taylor-West (Metro 6R4) do a passable snowplough impression en route to second place. Arron Newby and John Cope won the single-venue event in their Subaru Impreza.

JANUARY 16, 2015

McLaren P1 GTR test

LOSAIL, QATAR

McLaren has been putting the final development touches to its forthcoming 986bhp supercar, with chief test driver Chris Goodwin at the helm. The P1 GTR will be launched at this year's Geneva Motor Show.



McLAREN



THE MOTOR SPORT MONTH

IN PICTURES

JANUARY 10, 2015

Formula E round four

BUENOS AIRES, ARGENTINA

The FIA's new electric single-seater series created quite an impact on its first appearance in the Argentine capital, with the lead changing several times in the wake of various incidents. Antonio Felix da Costa emerged through the chaos to take his first FE win. Our cityscape shows former F1 star Jarno Trulli – who runs his own team – leading Ho-Pin Tung.

MICHELIN

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REFLECTIONS *with*



Nigel Roebuck

>> A CONVERSATION WITH RAYMOND MAYS >> BRM'S SOULFUL V16

BATTLE OF THE TITANS

Juan Manuel Fangio (BRM V16) leads Alberto Ascari (Ferrari 375) in the non-championship F1 race at Albi in 1953. Ascari was an early casualty, but tyre trouble hit the three factory BRMs and the V16 was denied a likely victory.

GP LIBRARY

REFLECTIONS *with* Nigel Roebuck

AS I WRITE IT IS JANUARY 8, AND that has a particular resonance for me as it was on this day that my mother died young in 1980. My wife broke the news when I got home. I had spent the day writing about Raymond Mays, who had passed away a couple of days earlier.

This flooded back to me when I heard the sad news that Jean-Pierre Beltoise – the last man to win a Grand Prix in a BRM – had died, and I dug out the tapes of my only interview with Mays, recorded on December 1, 1977. With a friend who knew him well, I drove up to Bourne, to Eastgate House, where Mays had been born and where he would die.

It was a frigidly bright day, I remember, and the journey – in a borrowed Ferrari 308 – passed very easily. "Looks like a nice little car," murmured Mays as he greeted us.

Even 35 years ago, his were manners from another time. As we walked into the house, he waved vaguely in the direction of the cloakroom, "If you need to wash your hands…" When lunch was served, we began with Brown Windsor soup: anything else would have been a surprise.

Perhaps inevitably, given my childhood devotion to Jean Behra, I began by asking Mays for his recollections of him. 'Jeannot' hated a weekend without a race somewhere, and at Aintree in July 1957 asked Mays if a BRM might be made available for him to drive the following weekend, in the non-championship race at Caen.



Mays held Jean Behra in great affection and had hoped to re-sign him for 1960

LAT

"Things like that were very straightforward in those days," said Mays. "Behra was a works Maserati driver, but they were not entering for Caen, which was why he spoke to us about letting him have a car. There were no 'contract problems', or any of that nonsense.

"At that time no driver of real consequence was interested in BRM, so when someone of Behra's calibre actually *asked* to drive for us of course we jumped at the chance. Granted, there wasn't much opposition at Caen, but Jean dominated the race and that gave our spirits an enormous lift. Maserati didn't go to Silverstone, either, for the *Daily Express* Trophy in September, so Behra drove for us there, too, and led a BRM 1-2-3.

"At the end of the year Maserati withdrew from racing, and we signed Jean for 1958. He worked tremendously hard on improving the car, and was often very competitive – he was walking away with Monte Carlo, for example – but it wasn't terribly reliable still, and we couldn't blame him when he left us for Ferrari in 1959.

"Jean was an immensely likeable person. French-ly temperamental, of course, and apt to burst into tears of frustration at difficult moments – he had plenty of those when he was with BRM, so I deeply sympathised.

"Now, at the mention of his name, I remember a magnificent little driver, temperamental and enormously brave. We were very sorry when his days with BRM came to an end, but I believe he would have rejoined us. By the middle of '59 he had fallen out with Ferrari, and came to Germany with his own Porsches – a Formula 2 car and also a sports car for the supporting race.

"It was the most ghastly weekend in Berlin, from every point of view. By rights we should have been at the Nürburgring, but for political reasons the German Grand Prix was held that year at this ridiculous AVUS track – two long straights, with a hairpin at one end, and a steeply banked bowl at the other. The atmosphere was officious and hostile, the pits about a mile from the paddock…

"I felt very sorry for Jean that weekend – somehow he seemed awfully lonely, working on his Porsches. He was obviously very fond of us at BRM, and he seemed to want help, so we gave him a hand. At one stage he told Peter Berthon and myself that he would love to rejoin BRM, and we'd have had him back like a shot, but it was the middle of a season, and we had a full complement of drivers. We would certainly have signed him for 1960.

"As it was, of course, in the sports car race the day before the Grand Prix there was this dreadful disaster – in the wet Behra spun on the banking, hit a concrete block at the top of it, and was thrown out and killed instantly. It happened to be my 60th birthday, and it was one of the saddest days I can remember."

Mays's memories of Behra concluded with the passport story, which I have related before, causing a reader to remark that it made the hairs on the back of his neck stand up. It had just that effect on me when Ray came out with the words.

"I once asked Jean how he kept his spirits up when things weren't going well, and he told me he would get out his passport. 'I look at the first page, where it says 'Profession: racing driver'. Then I look at all the stamps in it, all the places racing has taken me, and think how lucky I am to have this life…' I must say I found that rather moving – and very different from most racing drivers I have known…"

❖

WHEN IT CAME TO THE GREATEST OF THE DRIVERS HE HAD encountered, Mays was unequivocal: "Oh, without any question of doubt, Fangio. For one thing, he was the only one – the *only* one – who never complained about the car…"

By 'the car' he was alluding, of course, to the V16, and to the end of his life Ray remained dewy-eyed about this most maddening of all racing cars. "I suppose," he admitted, "that to me the letters 'BRM' always referred to the V16…"

It has always seemed to me that the BRM V16 was to Grand Prix racing what the Novi was to the Indianapolis 500. Listen to either engine 'on full noise', as Jenks would put it, and you can readily understand why people were in thrall to them. In their respective spheres they produced way more horsepower than their rivals, but they rarely did it for very long.

When I was a kid, someone gave me an EP of the BRM revving its heart out on all 16 cylinders. I have it to this day, and once mentioned it to Stirling Moss. "I'm amazed," he said, "that it ran long enough to fill an EP…"

Stirling, who briefly raced the V16 in 1952, remembers it as the car

he most disliked through his career. "Thoroughly nasty," he said. "The brakes were OK, and the acceleration was incredible – until you broke traction – but everything else about it I hated, particularly the steering and the driving position." What of its handling? "I don't remember it having any..."

When I mentioned Moss's observations to Mays, he airily brushed them away. "Well, you have to remember that when Stirling was driving the V16 he was still very young, and not the driver he later became. I always felt sorry for him, actually, because inevitably he was in Fangio's shadow, and there's no doubt, either, that we always favoured Fangio: anything else would have been stupid. As I say, he *never* complained about the car: 'It's a monster,' he said, 'but it wants mastering – and I'll master it...'"



Wearing goggles (but no helmet), BRM test driver Ken Richardson puts miles on the V16 at Monza

Whatever its many shortcomings, the monster emphatically did not lack horsepower, producing close to 600bhp at 12,000rpm, but giving it in such a way as to make the car highly unamenable to the driver. Unlike the Roots-type blowers favoured by Alfa Romeo, which peaked, and then tailed off, the Rolls-Royce centrifugal supercharging used by BRM kept on coming.

That was fine on the wartime aero engines for which it had been developed, for they ran at virtually constant speeds, but in a racing car it was a different matter for the power increased as the revs did: factor in the primitive tyres of the time, and in the V16 traction was a relative term. The more the wheelspin, the higher the revs, the more the power, the more the wheelspin...

"WHATEVER ITS SHORTCOMINGS, THE MONSTER EMPHATICALLY DID NOT LACK HORSEPOWER"

The car was launched shortly before Christmas in 1949. At the Folkingham Aerodrome, near Bourne, Mays briefly demonstrated it and its shattering sound sent all present into rapture. Almost wilfully it never missed a beat, either, and the following day Fleet Street confidently asserted that Britain had a world-beater on its hands. In some ways, it could be said that this was the high point of the V16's career: the car's race debut, at the *Daily Express* International Trophy at Silverstone the following year, rather set the tone for what was to come.

A month before the race a warning statement was issued by the team: "The BRM cars will be racing at Silverstone as an essential part of their development, as only by racing can there be a proper assessment of performance and reliability, and the public are urged not to be too expectant at this juncture."

Even with that caveat in mind, British fans will have hoped for rather more than they got. Having missed practice – car unready – the great Raymond Sommer was granted a few familiarity laps on race morning, and allowed to start. When the flag went down, the BRM lurched forward a few inches and then stopped, transmission broken.

Mays not surprisingly found the crowd's response hurtful. "There was a BRM Supporters Club, and the members had put a lot of money in it, but when the car was pushed back into the paddock, some people very impolitely threw pennies in the seat. Really rather disgusting. If they'd only known what we'd gone through to get that car there..."

All the way through to the V16's final year of competition, 1955, probably no racing car ever promised more, nor delivered less, but Mays remembered it only with reverence. "The V16 was an awe-inspiring car to drive, particularly in the early days, when the power came in rather late, at about 9800 revs – with a bang!

"That car was a handful, and I ought to know because I did a lot of the testing. Before we went to Albi in '53, I drove Fangio's car at Folkingham, where there was a 2000-yard runway – with a 40mph corner before it, and another at the end of it – and, with a high gear in, I reached 11,800 by the end of the runway, which was about 190mph.

"It really was rather awe-inspiring, because you could re-spin the wheels at 9800 in fourth – which was getting on for 140 – and that was a frightening feeling, I can tell you. But, with all those cylinders, the engine was extraordinarily smooth, and by '53 we really seemed to have sorted out all the problems..."

As Mays became lyrical in his memories, it seemed not to cross his mind that perhaps a racing driver wouldn't actually want a car that could 're-spin the wheels at 9800 in fourth'.

"We'd envisaged it, of course, as a British car to take on Ferrari and Alfa Romeo," he said, "but through 1950 and '51 we were plagued with problems, and then the rules were changed. A new Formula 1 was announced for 1954, and for the two preceding years the Grands Prix were to be run for the existing 2-litre Formula 2 cars. The whole V16 project, it seemed, had been for nothing..."

The season of 1951 was one for the ages, with Fangio and Giuseppe Farina in their supercharged 1.5-litre Alfa Romeo 159s increasingly falling prey to the unblown 4.5-litre Ferraris of Alberto Ascari and Froilán Gonzáles. Particularly memorable was Silverstone, an Argentine battle between Fangio and Gonzáles in which Ferrari beat Alfa for the first time.

That afternoon the BRMs finished fifth and seventh, in the hands of Reg Parnell and Peter Walker, but they were five and six laps behind. It was the only world championship Grand Prix the V16 was to start.

Had Mays and Peter Berthon been less determined – or perhaps more logical – the change of formula might have spelt the end of the V16

project, but doggedly they pressed on with it, even though the car's future now seemed likely confined to *Formule Libre* races at British national meetings.

As there would be with the Intercontinental Formula in 1961, though, once in a while a race was run to the 'old' Formula 1. While Grand Prix racing went through a couple of Formula 2 seasons dominated by Ascari and Ferrari, many were those who missed the sound and sight of power, not least the organisers of the Albi Grand Prix.

❖

"WE WENT DOWN THERE IN '52 WITH CARS FOR FANGIO and Gonzáles," said Mays, "and they were comfortably the fastest things in the race – but neither finished, and Louis Rosier won. We were quite determined, if we ever got another chance, that this was never going to happen again.

"Praise be, the Albi people decided to allow Formula 1 cars into their race again the following year, and I think they did that very much as a favour to us. It was a joint event, actually, with one heat for Formula 1, one for Formula 2 and then a final for the fastest 15 overall.

"They were terribly nice people at Albi – always very pro-English. I knew them well, having won the race there in an ERA before the war, and held the lap record for a time. By now the V16s were at last going beautifully, and we entered three cars, for Fangio, Gonzáles and Ken Wharton. The Albi authorities said they'd get Alfa Romeo to bring the 159s out of retirement, and persuade Ferrari to enter his 4.5-litre car.

"That race meant the world to us – it was to be run a couple of days before the Coronation, and offered our last chance of showing we'd at least built a car capable of beating the cars in the formula for which it had been built. Eventually Alfa decided not to come, which was disappointing, but we felt that if we could beat Ferrari, that would be good enough.

"We arrived in Albi in mid-week, and on the first evening went to a champagne reception given by the organisers. There Monsieur Flad, the boss of the race, said he had an awful blow for us: Ferrari would not be sending his car, for Ascari, after all…

"I said, 'Well, this is absolutely dreadful – if we win against what's left, everyone will say it's a hollow victory. For heaven's sake, *do* something!' A wire was sent offering more starting money – and of course Ferrari came like a flash! We were the fools, I thought. We should have asked for more money…"

Whatever, a factory Ferrari was now in the race, and although Tony Vandervell had entered his Thinwall Special variant for Giuseppe Farina to drive, the battle for pole position distilled to Ascari and Fangio.

The Circuit des Planques was a magnificent old-school road circuit, roughly triangular in shape, and beginning with a two-mile section twisting downhill into the village of St Juery. There followed a couple of miles of tree-lined straight, a right-hander and then another straight leading back to the pits area, which was dominated by an enormous grandstand. Five and a half miles in total, it had a lap speed of about 115mph.

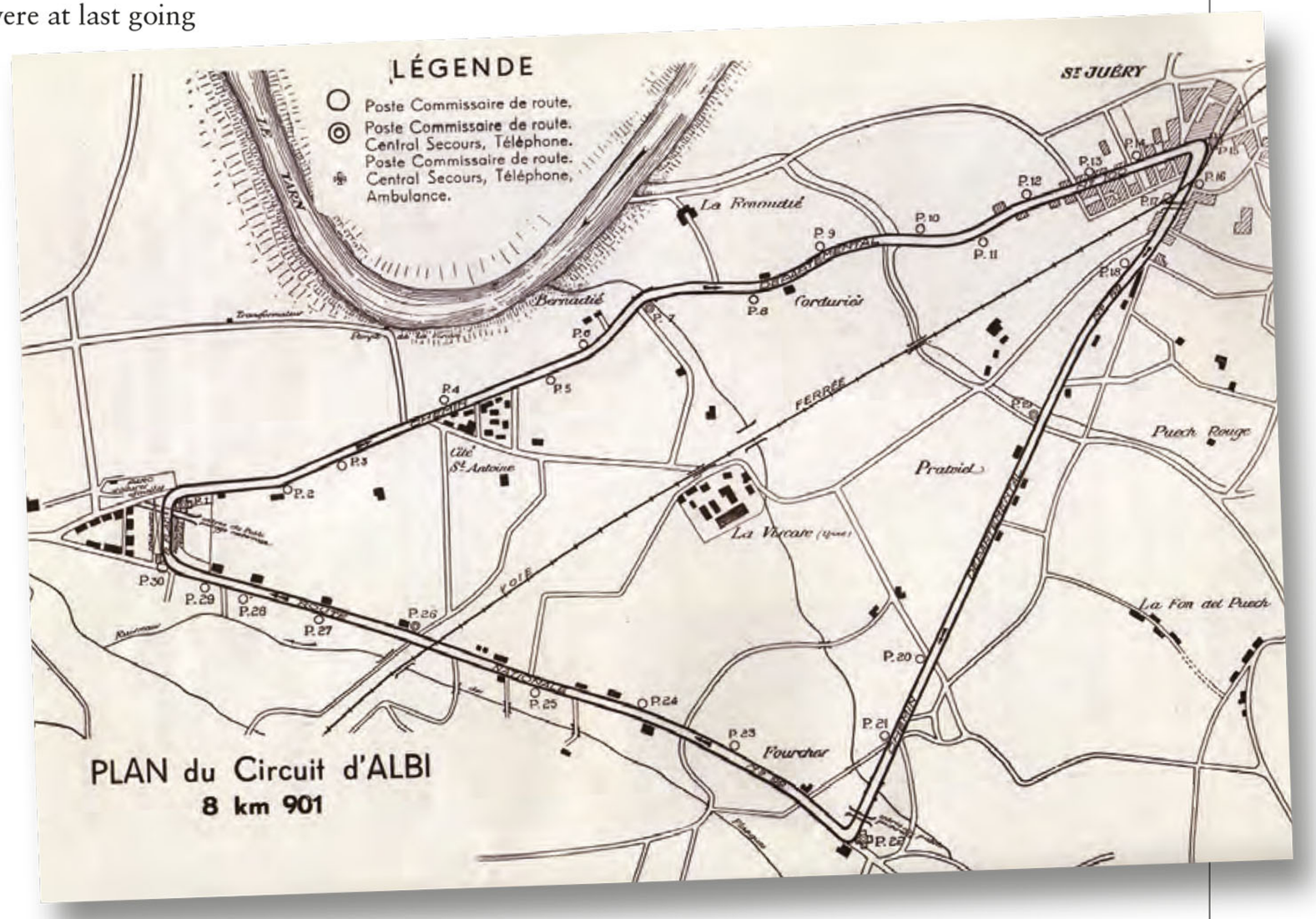
For Fangio and Ascari, the great artists of their time, it was a delight to be working with power once more and, as Mays pointed out, Albi presented a rare opportunity for the great Juan Manuel to challenge his Italian rival on equal terms.

"In the Grands Prix Fangio's Maserati wasn't really up to the Ferraris, and Ascari was winning everything. I think they both saw that weekend at Albi as something different – fun, you know, albeit serious fun. They had power again, and there were no championship points to worry about.

"Practice was quite extraordinary. With a few minutes to go Fangio was on pole position, but then Ascari went out for one last effort, and it was brilliant – he pipped us by a fifth of a second. 'Never mind,' I said to Fangio, 'you're still on the front row'. But he wasn't listening to me, and I saw he was picking up his helmet. He went out right at the end – in fact, the man about to wave the chequered flag fell over trying to get out of the way as he started his final lap!

"I doubt if anyone ever drove the V16 as Fangio must have done on that lap. He knocked Ascari's time sideways – by three clear seconds! Typical of the man. He was utterly calm when he climbed out of the car, but mentioned that he'd detected a slight misfire. When you got a misfire on the V16, it could have been 1001 things...

"Fangio was up half that night, helping out, despite the fact that it was race day tomorrow – it wasn't surprising that the mechanics worshipped him. A most pleasant and humble man, and yet he had the most extraordinary presence. He was a star without being a star – there was no fuss with him, no palaver. You'd find him huddled up in the back of the pit – and no one knew he'd arrived…"



Into the night the BRM mechanics worked, seeking to cure the misfire, and finally, at 3.30am, it was decided that at first light Mays would give the car a test run.

"Obviously we had to find a spot where we could really let the car out, and we found a long straight road, going out of Albi. The problem,

though, was that at dawn there were horses and carts out and about, farmers coming out of gates and so on, so we had to station the mechanics – and the odd farmhand – at all the danger spots.

"It was an unforgettable experience – I can still see the sun rising, the gates being guarded and so on. On one occasion, you know, I'd had to drive the V16 – open exhausts and all – through the traffic from Brackley to Silverstone, but this was very different. I had the thing up to 180 on that road, and scared myself stiff!"

"How wide was the road?" I interjected. "Narrow," Mays said. "Narrow…"

By now it was too late for sleep, so everyone went off to breakfast, confident that the misfire had been cured. "I had a large cognac with my coffee that morning," said Mays, "and I remember that the morning papers were dominated by Fangio and Ascari – even though the French government had collapsed the previous day!

"It really was extraordinary the way that race gripped the whole region. There had been 50,000 spectators for practice, but on race day the crowd was estimated at around five times that number…"

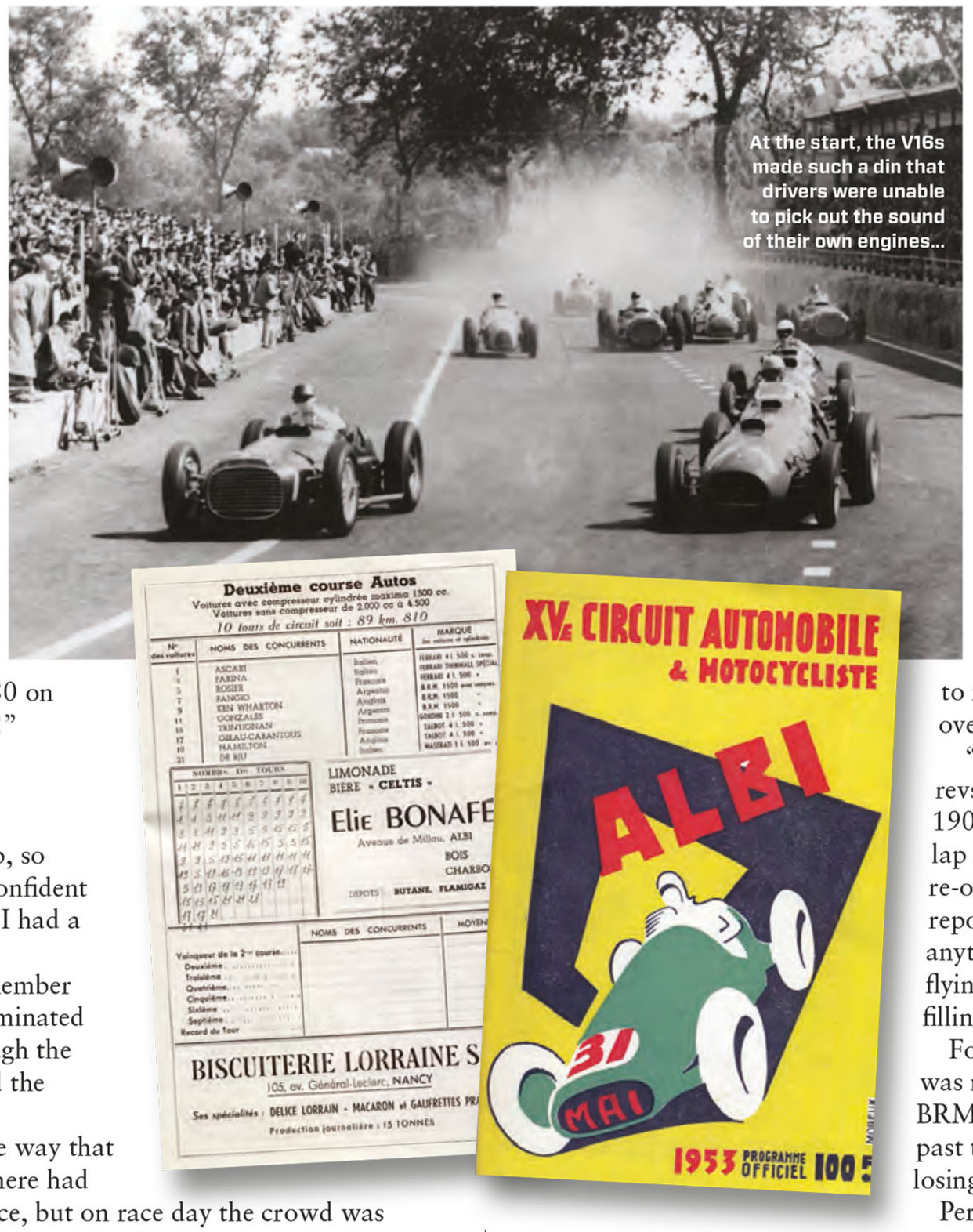
Proceedings began with the Formula 2 heat, won by Rosier's 2-litre Ferrari, the French veteran entering both classes just in case his 4.5-litre car should fail. A violent rain shower during the race speeded the pulse of anyone due later to drive a V16, but soon the track was baked dry. With hindsight, Fangio and his team-mates might have been better off with a wet race.

On to the Formula 1 heat, and the cars were wheeled out, Mays remembering this as one of the most moving moments of his life. As the BRMs emerged, he said, a rumble of applause from the grandstand built into an overwhelming wall of sound.

Behind Fangio and Ascari on the grid were Gonzáles, Wharton and Farina, with no one else of much account. Those fortunate enough to witness the start were to remember it with awe, Fangio and Ascari catapulting towards the first corner in a cloud of tyre smoke – indeed, the stench of burning rubber apparently hung in the air even as the stragglers made their way out of sight and on down to St Juery.

"I heard the start, God knows," said Mays, "but unfortunately I didn't actually see it. My nerves were so taut that I thought it would be better if I were out of the way. At the exit of the first corner there was a solitary straw bale in front of a grandstand, and I stood on that – no one tried to stop me…

"Later on Ascari and Farina told us that the start had been the most difficult of their lives," he smiled. "The scream of the three V16s disturbed them to the point that they felt disorientated. They couldn't hear their own engines at all – couldn't get any 'feel' through them."



At the start, the V16s made such a din that drivers were unable to pick out the sound of their own engines…

For all that, Ascari was right with Fangio through that opening lap, the two of them immediately leaving the rest behind.

"The back leg at Albi," Mays said, "was a two-mile straight – a typical French road of the time, narrow and highly cambered so that it fell away to each side, lined with poplar trees. The kind of road to make you think twice about overtaking in normal traffic…

"From what he said about his revs, Fangio was doing more than 190 down there – in fact, on the first lap he and Ascari overtook and re-overtook each other! People there reported that they'd never seen anything like it – these two cars flying along, side by side, absolutely filling the width of the road!"

For the first couple of laps there was nothing to choose between the BRM and the Ferrari, Fangio leading past the pits each time, but Ascari losing nothing to him.

Perhaps, though, it was all too heady to last. At the end of lap three Fangio screamed past the pits as usual, but of Ascari there was no sign. After quite an interval Farina's Thinwall came by in second place, followed by Gonzáles and Wharton, and when the factory Ferrari eventually toured into the pits, it was trailing oil.

"Ascari was understandably livid, because he'd been really enjoying it. I didn't know how to react, actually. On the one hand there was delight that the speed of our car had been enough to burst a Ferrari; on the other, we'd lost the pleasure of the battle…"

Farina lasted only two laps more, leaving the BRMs apparently set in the first three places, but on lap six Gonzáles was in, his left rear tyre shredded after little more than 30 miles. The mechanics changed it, whereupon he rejoined in 11th place, hauling back to fifth by the fall of the flag.

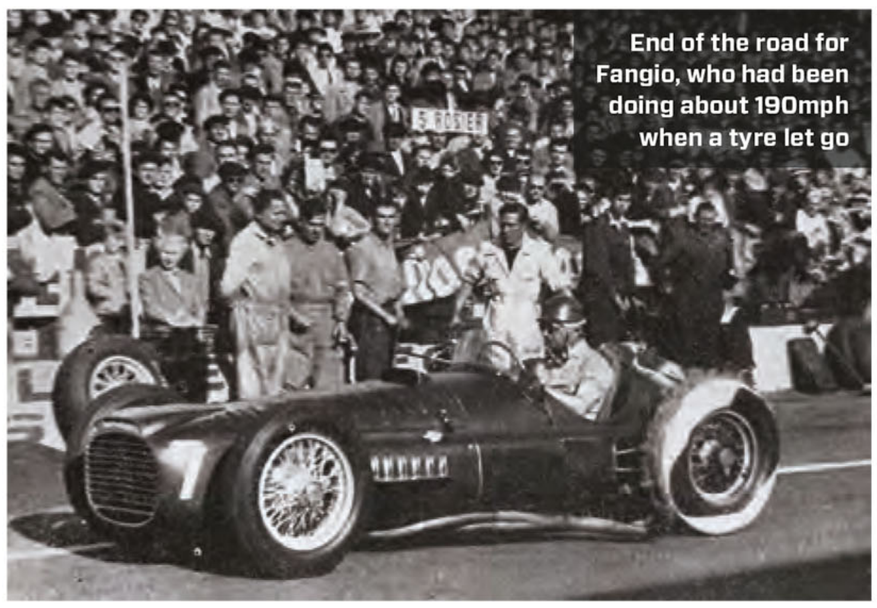
After the disappearance of Ascari, Fangio backed off somewhat, winning the heat by 12 seconds from Wharton, with Rosier's Ferrari a minute further back in third place. Such was the superiority of the BRMs that, with Ascari and Farina gone, the final looked like a cakewalk, but Mays recalled that the interval was not without its concerns.

"After what had occurred with Gonzáles we were a little apprehensive. A similar thing had happened to him in practice, but in the race the consequences could have been very unpleasant. He was doing about 150 when the tread parted from the canvas – it flew forward, denting the exhaust pipe and breaking away part of the windscreen…

"He did a remarkable job in keeping the car on the road and getting it back to the pits, but then, after we'd changed the tyre, there was the problem of getting him going again. We had to push-start the cars, and a V16 – particularly with Gonzáles aboard! – weighed well over a ton. Only two mechanics were allowed for the job, so he helped them shove it, then leaped aboard, found a gear and banged out the clutch!

"Although neither Fangio nor Wharton had experienced a tyre problem, the 18-lap final was nearly twice the length of the heat. As we had no opposition worthy of the name, we suggested to Fangio that he set a much easier pace. Unhappily, not even that was enough..."

After seven laps the green cars were sitting pretty, Fangio leading from Wharton and Gonzáles, but on the eighth the third man was in, left rear tyre white and flapping as in the earlier race. Gonzáles and his mechanics went through the same restarting pantomime, and he rejoined fourth behind the droning Rosier.


End of the road for Fangio, who had been doing about 190mph when a tyre let go

On lap 10 another BRM trundled into the pits, Mays and his team groaning when they realised that it was number 7: Fangio. Out the great man stepped, unbuckling his helmet.

"He made no fuss at all, simply said that he had clouted a bank after a tyre had failed, and he thought the car was damaged. He was quite right – a hub was cracked. It was only later that we found out where he'd been when the tyre went – on the two-mile straight! He'd have been doing 190 or whatever at the time…"

Now Wharton led, but only briefly. At the end of lap 11 he stopped for a new nearside rear, and for the first time something other than a BRM was in front: Rosier had stumbled upon the lead, with Gonzáles chasing him.

"Worse was to come," recalled Mays. "As it was, with Fangio out we were feeling despondent, but there was still a good chance that Gonzáles could win. Then Wharton went missing, and Harry Schell, who had retired earlier, came and told me of this dreadful accident.

"It seemed an eternity before any news came through, and all that time we were stricken with guilt – it seemed inevitable that he'd crashed because of another tyre failure, and after all that had happened, should we not have pulled him out of the race at his pitstop? It was harrowing. We couldn't get any firm news."

When word came, there was relief: Wharton had not been badly hurt, nor gone off after a tyre failure. Simply, he had made a mistake, but only later did his team appreciate how fortunate its man had been. This was one of the great escapes in racing history.

"There was a right-hander on the downhill swerves before the village, taken by a Fangio at more than 140mph. In practice Wharton had been going through there in fourth, but before the race he asked Fangio which gear he was using, and was told 'fifth'.

"Ken," said Ray, "was an extremely able driver – but he was not Fangio. He began taking the corner in fifth, and got away with it until this lap…"

It transpired that Wharton's BRM had gone into a spin, leaving the road backwards and hitting a bank, over which it somersaulted. Beyond was a ditch – into which the driver was thrown – and immediately after it a brick wall, against which the car broke up.

From there the remains bounced back onto the track, tumbling down the middle of it before coming to rest upside down.

Wharton, quickly back on his feet, was able to witness the last moments of his car's demented flight. He was bruised and suffering from shock, but not a bone was broken. "All in all," said Mays, "he was jolly lucky to get away with it…

"After the accident we didn't know what to do about Gonzáles. Should we bring him in? As it happened, Wharton hadn't crashed because of tyre failure, but we didn't yet know that. Gonzáles was back in the lead by this time, but we had reached a point where we were expecting treads to strip off. Fangio had had a near thing already…

"Six laps from the end Gonzáles came in with another ruined tyre, and I told him about Fangio and Wharton. He immediately said he wanted to go on, which I thought immensely courageous. After the stop he was a long way behind Rosier, but in a single five-mile lap he made up 12 seconds! He finished second, and that was all we came away with…"

Although the cars themselves had performed almost flawlessly, gone was the V16's last chance of winning a major race against international opposition. Through the next couple of years, now relatively reliable, they ran competitively in *Formule Libre* races at such as Goodwood, Aintree and Snetterton, but that meant little compared with trying to beat the Italians abroad.

For all that, Mays remembered the day at Albi as one of some redemption for the V16, and certainly it stands as the apotheosis of the car's life and times. In effect, I said to him, the V16 came right too late for the formula for which it had been designed – and the tyres came right too late for the car.

"Yes," he agreed. "That's about it. We weren't ready for Ferrari and Alfa in 1951 – and Dunlops weren't ready for 580 horsepower in '53. As clearly as anything else from that time, I remember the gloom in the boardroom at Fort Dunlop afterwards. Everywhere there were these vast rear tyres with treads completely stripped away…

"We couldn't blame Dunlops, of course. The V16 was finally delivering all its horsepower, and the tyre technology of the time just wasn't up to coping with it. Thinking back, it was a miracle, really, that none of our drivers was killed in that race, but in fairness to Dunlop they'd never been able to test at the kind of speeds the cars were reaching..."

Somehow it didn't seem quite the moment to suggest that perhaps the V16's… unusual 'power curve' might have contributed to the problems: I desisted.

What the record books show is that the Albi Grand Prix of 1953 was won, just as the year before, by Louis Rosier's 4.5-litre Ferrari, the ageing French journeyman each time outlasting the quick men, which was how Rosier's victories invariably came.

"We didn't win Albi, but I remember the race with some pride," said Mays. "At the same time, though, something went out of my life that day, and although the BRM marque later went on to win Grands Prix by the hatful, and the world championship, and although I follow Formula 1 avidly to this day, I don't suppose I ever felt quite the same about racing after the V16. Looking back, we aimed too high, with too little money…"

Sixty years on, a parable for our times, you might say.

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A WINTER'S TALE

Taken at Sauber's Hinwil wind tunnel in 2011, this is how Formula 1 looks behind the scenes: while a spat about liberalisation of the engine rules has dominated recent headlines, teams have quietly been fine-tuning the shape of things to come.

SAUBER

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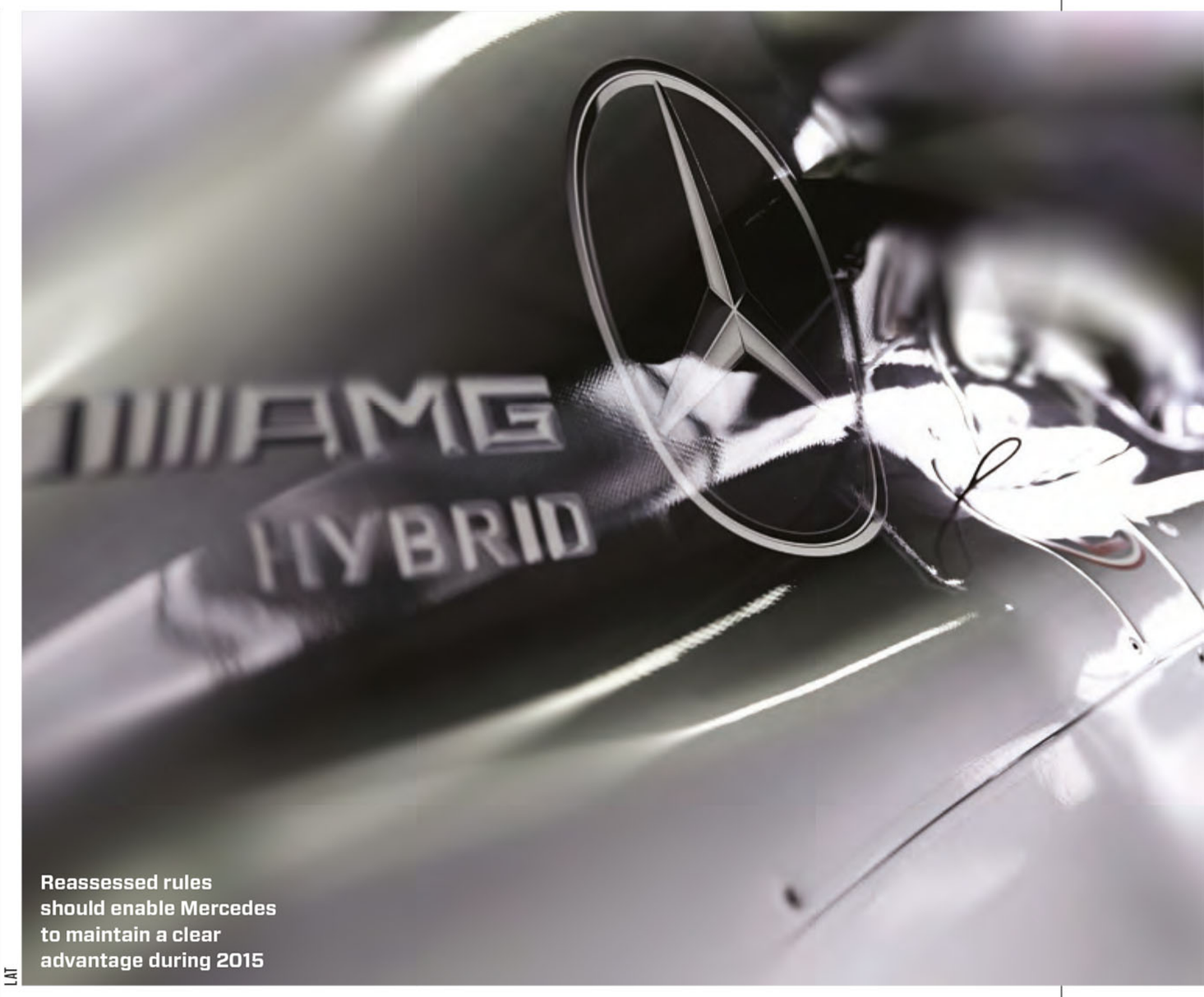
MERCEDES WOULD BE justified in believing otherwise, but allowing Formula 1 engines to be modified during the year (a belated concession, in Honda's case) – as opposed to having to race whatever they homologated pre-season – was a pragmatic solution to a vexing problem.

Without that contrived interpretation of the previously agreed (but poorly worded) rules, there would have been very little chance of Renault or Ferrari digging themselves out of the major disadvantage into which they'd engineered themselves. F1 was in danger of having a frozen competitive engine order for the duration of a formula scheduled to run until 2020 (though that is another previously agreed thing that might not actually happen). What would be the purpose of staying in, already resigned to being beaten year after year?

The difficulty has been created by trying to combine the principle of an engine freeze – which had successfully reduced costs in the 2.4-litre V8 era – with a new formula. By definition, the likely performance spread between everyone's 'first go' at a new engine is going to be far greater than that between the mature, extensively developed engines we had when the V8 specs were frozen. A new engine, what's more, incorporating new cutting-edge technology was even more likely to give an increased performance spread.

As originally conceived, the hybrid turbo V6 engine formula specified that, after pre-season homologation, the power unit's specification was essentially frozen for that year (pending minor pre-approved changes for reliability reasons). Development could be done between campaigns, with the new specification then homologated before the season. Some hard points of the design – the block, crankshaft height, crankcase, cylinder spacings, inlet system – cannot be changed. But most of the other components can be redesigned, resited and so on – but on a points system. Each component change carries a pre-specified points weighting and the manufacturer could make any changes between seasons up to a total of 32 points or tokens. But that number of tokens decreases each year, until by the end of the formula the spec is essentially frozen.

In theory it gave those getting their initial sums wrong plenty of scope to catch up, albeit only at the end of each season – and with this 2014-15 off-season the biggest point of opportunity before the decreasing token allowance tightened the noose. The 2014 season unfolded with a devastating Mercedes advantage of up to 70bhp over Renault and Ferrari and it seems the latter two became increasingly concerned they could not bridge that gap by the new season's dawn. There are also very credible stories of Mercedes having found a further 60bhp with its 2015 engine. A campaign to change the rule so the tokens could be used throughout the season – to permit constant development – required unanimous consent of the manufacturers and was blocked, quite justifiably, by Mercedes.



LAT

Reassessed rules should enable Mercedes to maintain a clear advantage during 2015

STRAIGHT talk

The inevitability of Formula 1's present power struggle

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Ferrari's James Allison then pointed out that the regulations did not actually state a homologation date. One senses it was actually with some relief that the FIA agreed that the intent of its own regulation was therefore unenforceable. It has now been agreed that the tokens can be used through the season. That does not necessarily mean Renault and Ferrari will catch up – the new freedom also applies to Mercedes, after all – but at least they no longer have their fates saddled to a frozen-in disadvantage.

For newcomer Honda, however, things looked a little different. McLaren's returning partner was told that in its first year it must comply to the pre-season homologation requirement – because the other three manufacturers had to in their first year. Honda subsequently met with the FIA to discuss this, feeling it was unfair that it should be competing with its hands tied behind its back when the others were free to develop during the season. The FIA subsequently agreed.

It's easy to see the logic in all the opposing points of view – and to say that a complete 'butchers' had been made of the whole process. But that's hindsight. The actual problem goes deeper than process and wording of regulations; it's about the whole flawed concept of trying to combine a freeze with a new formula. It was always going to be a miracle if that resulted in a closely matched set of engines – and it duly failed to happen.

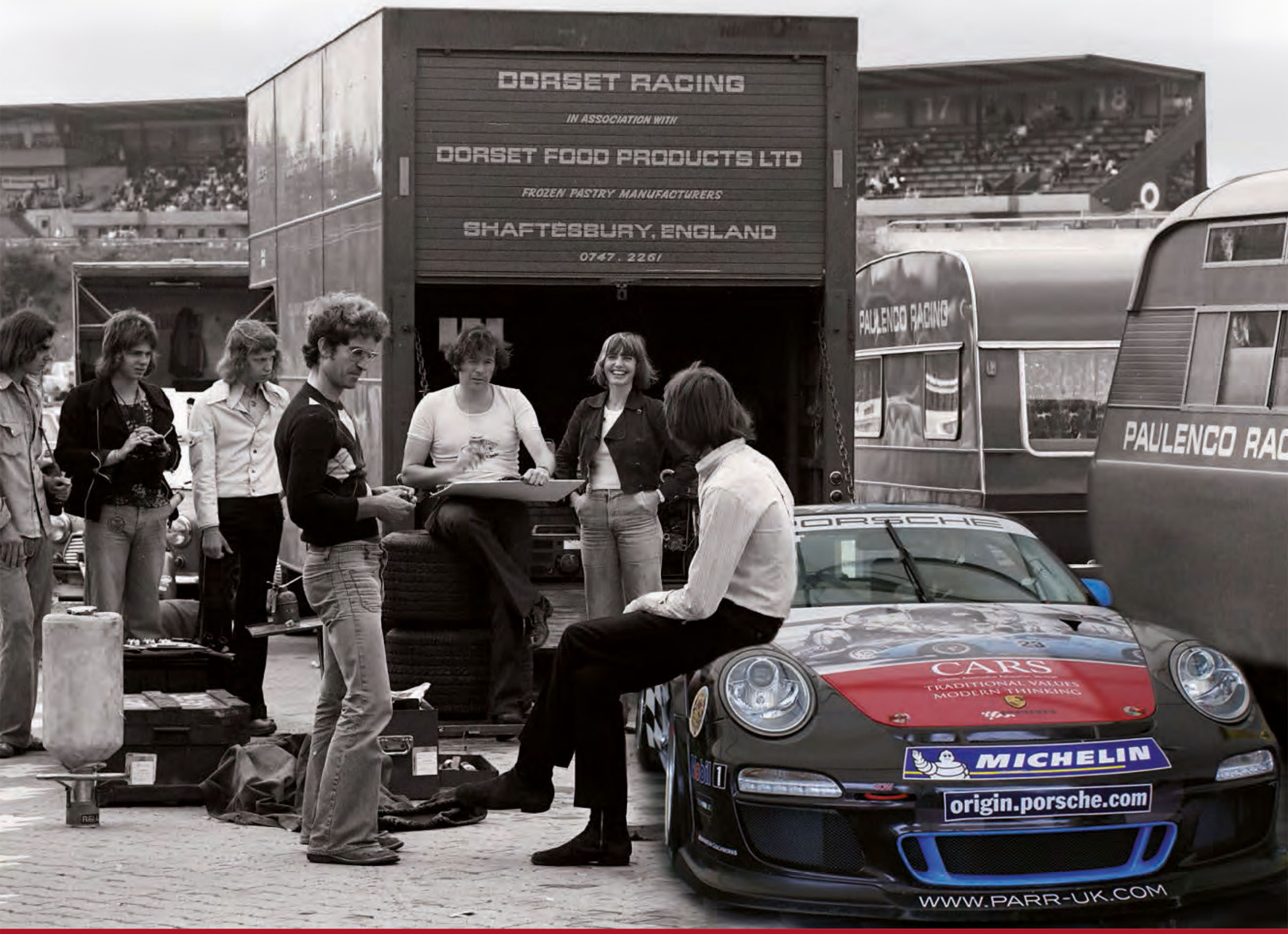
It only reinforces the message that a way must be found to cap spend directly and to allow full-on competition and development to flower within those constraints. M

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The root of F1's cash crisis

By any index the sport's costs have spiralled unceasingly – and it's killing the small teams. Just how did we get here?

THE LEADING PLAYERS MIGHT BE immune for now, but there's no disguising the scale of Grand Prix racing's financial woes. How did it happen? Read on…

Williams won its first world constructors championship in 1980, on a budget of £2.2 million. Twelve years later it won its fifth, for £32 million. Index-link that 1980 figure for inflation and the '92 equivalent of the £2.2 million would equate to £4.4 million. Had F1 spending simply kept up with inflation £4.4 million would have been the '92 title-winning budget. Taking inflation out of the equation, getting Nigel Mansell and Riccardo Patrese to 1-2 in the '92 championship was almost 400 per cent more expensive than getting Jones and Carlos Reutemann to 1st and 3rd in 1980.

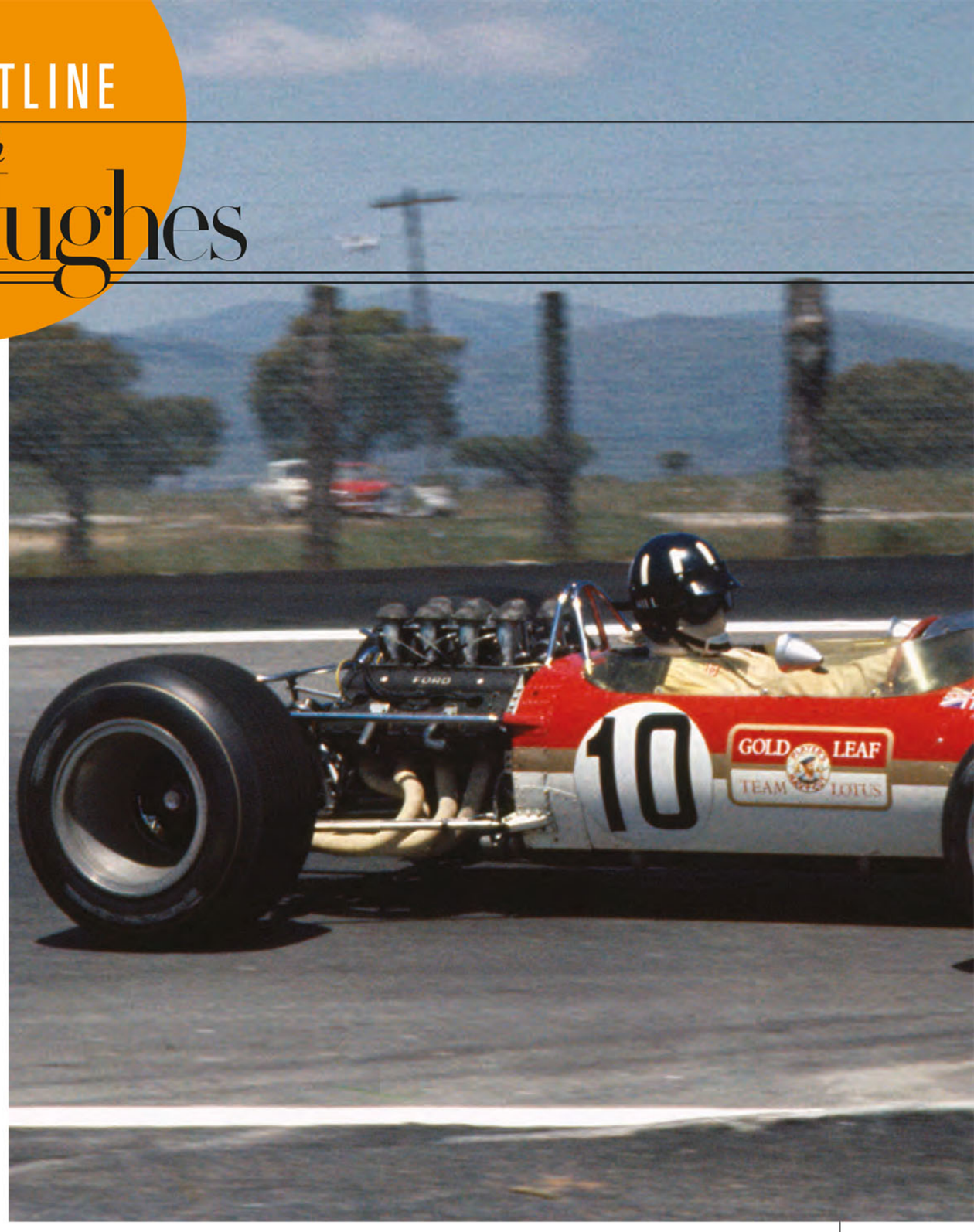
Yet that £32 million is £8 million less than the extreme budget cap proposed by Max Mosley for 2010 and which attracted the three new teams that have since gone out of business. Not even they got to such a low spend. Index-link that 1980 Williams spend to today and the budgetary equivalent would be £7.4 million – which if you don't spend time in F1 sounds like more than plenty of money just to put two racing cars on track for a season, and it would be. Yet the top teams are now spending around *two hundred million pounds*. Taking inflation out of the equation again, that is an 800 per cent increase on 1980's budget.

It is often assumed that F1 technology is what has increased the spend so crazily, but that isn't so. Consider for example that '92 championship of Mansell's. It was achieved with a full active-ride car with no engine freeze or limitation upon the number of engines or gearboxes used or the number of testing miles completed. Yet with restrictions on all of those aspects now in place, top teams are spending almost four times what they were then. The crazy spiral of costs is little or nothing to do with technology. It's to do with how much money is

ALL IMAGES LAT



The budgets are those reported by the title-winning teams in each year. The index-linked figures are the equivalent of Williams' 1980 title-winning budget of £2.2 million without the effects of inflation. The inflation figures are based on the official UK retail price index. The index stood at 19.2 at the end of 1970, 69.9 in '80, 139.2 in '92, 159.6 in '97, 185.5 in '05 and 236.2 in '13.



coming into the system. Competitive entities that they are, the teams spend all that is available. So they expand to fit. Teams that began the '90s with a staff of 150 people were 12 years later employing 800, and had vastly increased the size of their factories and the technical resources within them. That's all fine until the money coming into the sport falls – which is what's been happening in the past five years, leaving teams vastly over-sized for the available income. But only as a group. The top teams have suffered no such shortfall in income; they have simply negotiated a bigger share of a shrinking total. Which, of course, is leaving the rest bleeding to death. That is the mechanism driving the current cost crisis in F1. Because of their much smaller share of F1's revenue from the sport's owners, the smaller teams are essentially subsidising the outrageous spend of the bigger teams – and beginning to go out of business as a result.

So how did we get here? What brought about the sport's vast increase in wealth? What were the significant mileposts along the way?

TOBACCO/NON-TRADE SPONSORSHIP

When Ian Walker sold up his race team at the end of 1967 – the death of his friend Bo Pittard at Monza being the final straw in extinguishing his enthusiasm – he told his friend and former business partner Colin Chapman of the contact he had made with Player's, the tobacco company, which he had previously hoped would sponsor his team. Walker suggested Chapman might be able to persuade them to back the Lotus F1 team instead. So Gold Leaf Team Lotus was born in 1968 and F1 entered the sponsorship era – though it had required Chapman to pressure the governing body into relaxing its stance about commercial liveries on F1 cars.

That initial Gold Leaf deal was commonly described as lucrative at the time, and for what was then such a minority interest sport it probably was. But it was actually for less than £100,000 – and this pretty much covered the cost of running the team. Although wings and downforce came to F1 at much the same time as sponsorship, that was nothing more than coincidence. The theory was already out there, the cost of a few sheets of aluminium and steel supports was negligible and wind tunnels were almost unknown. Sponsorship did not enable downforce; it was coming anyhow.

Gold Leaf Team Lotus still employed only a couple of dozen people at the beginning of 1970 as it won the championship again, with Jochen Rindt and the Lotus 72. On this occasion the Player's sponsorship didn't quite cover the cost of what had been a more expensive season than expected, as the 72 needed to be extensively redesigned and engineered from its flawed initial form. It was for this reason that Alex Soler-Roig was given a third car to drive in three events, the Garvey Sherry sponsorship he brought making up the shortfall in budget.

By the mid-70s Ken Tyrrell was complaining that it cost his team £600,000 to field two cars for Jody Scheckter and Patrick Depailler, this bill being met by the French government-owned Elf petroleum concern.

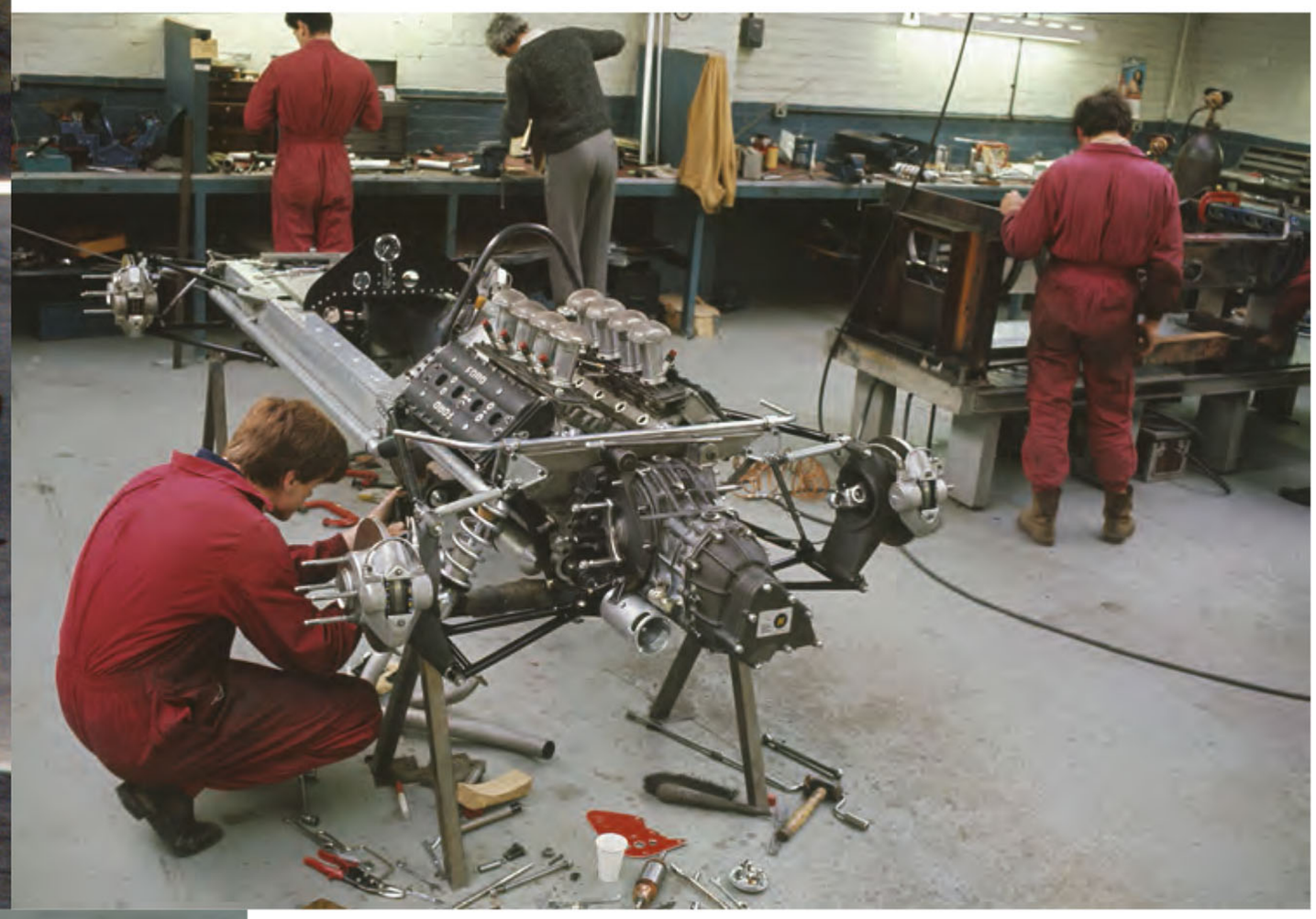
So what had driven the costs up six-fold (2.7-fold, inflation-adjusted) in half a decade? Nothing more than greater available income. It wasn't just Elf following the Player's example: Yardley, Marlboro, Martini, Embassy, Gitanes and others were cottoning on to how some of F1's glamour could rub off onto the perception of their products. Marlboro became the world's leading cigarette brand and it believed that this could be laid at the door of its two most successful marketing ploys: the invention of 'Marlboro Man' (the free-spirited outsider depicted in the '70s and '80s ads) and the association with the jet-set lifestyle of F1. Marlboro was selling a dream and F1 came to realise it could do exactly the same thing. Or at least the marketing people – a new species within F1 – realised it. The addicts running the teams just wanted to go faster and use up whatever means were available to do so. If more was available, then they'd spend more – more people, more research, more testing. This has been the mechanism ever since.

> "THE TOP TEAMS HAVE A BIGGER SHARE – WHICH IS BLEEDING THE REST TO DEATH"

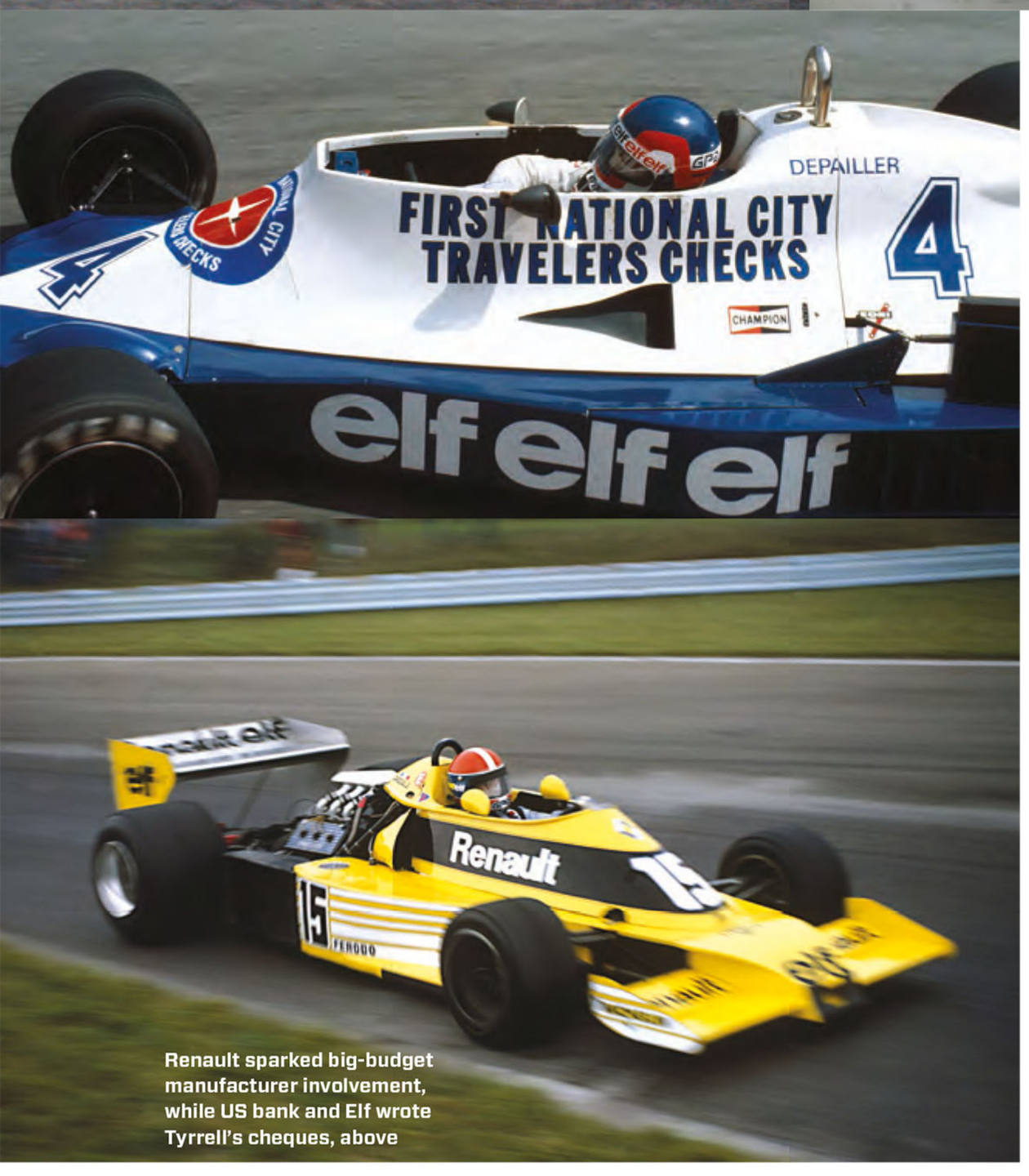
John Hogan headed up Marlboro's sponsorship operations for more than two decades. "By the mid-late '70s we were providing McLaren with $2 million [£850,000 at January 1975 exchange rates], which was big, big bucks at the time," he says. "But you should also remember that during the early part of the '70s, when there was a tyre war, the tyre companies were probably the biggest sponsors of all, not only paying the teams but the drivers too. I remember [Goodyear competitions boss] Leo Mehl telling me that Chris Amon was their highest paid driver at about £300,000, higher even than Jackie Stewart."

With the Goodyear monopoly from 1975 that money largely disappeared and was increasingly replaced by income from non-trade sponsors such as the tobacco companies. There was even the early representation of the financial services sector that would later come to be a significant contributor, with First National City Bank adorning Penske in 1975-76 and Tyrrell in 1977-78.





Colin Chapman brought the first big tobacco money into F1 with Gold Leaf livery. Right: McLaren team in 1968. It's changed a bit since



Renault sparked big-budget manufacturer involvement, while US bank and Elf wrote Tyrrell's cheques, above

THE SPORT'S EXPANDING REACH

Meanwhile Bernie Ecclestone was commercially electrifying the sport. If it hadn't been him, someone else would have made the link between the increasing number of sponsors who were finding F1's image attractive and getting TV companies on board. But few, if any, could have negotiated so brilliantly. It came in that order though: sponsors first, TV companies next. Playing a massive part in that commercial breakthrough was the epic human interest story of James Hunt vs Niki Lauda in 1976, a contest that brought F1 into the mainstream. TV companies and sponsors alike were soon flocking to the sport and the presence of one multiplied the benefits for the other, so compounding the whole process. Ecclestone was making himself considerably richer and the teams had turned down his offer of taking a share, settled instead for set payments and left him to negotiate on F1's behalf. Those set payments allowed even teams not being paid £850,000 by Marlboro or £600,000 by Elf to set up on a proper footing, no longer living the sort of hand-to-mouth existence traditional in the '60s. All these naturally evolving factors drove cost in the direction it's always driven – upwards. As more money came in, so more was spent and the cost of being competitive steadily rose.

Then another breakthrough: Renault. So successfully was the glamour of F1 being portrayed that a mainstream car manufacturer began to look closely at setting up its own team. But being a manufacturer it wished also to use the sport to boost its technical know-how. Hence the turbo programme, taking advantage of the long-ignored equivalency factor in the regulations for forced induction engines. The company did not reveal its total spend over the period of its factory team participation from 1977-85, but it can safely be assumed to have been vast. This was cutting-edge technology, initially not at all well understood.

F1 FRONTLINE

with

Mark Hughes





Ron Dennis made shrewd use of Marlboro money and prised lucrative TAG backing from Williams, left

At the time of the turbo Renault RS01's introduction in 1977, most of the field were running Ford Cosworth DFV engines, available off the shelf from St James Mill Road, Northampton, at £12,500 each. It wasn't at that stage possible to buy an F1 V6 turbo. But the unit cost of each will have been stratospherically more than £12,500. That said, Renault's participation did not of itself directly increase F1 costs. The costs of the project were shared between the parent company's R&D and marketing departments and Elf. But as the turbo concept became progressively more competitive, it raised the bar. It attracted other manufacturers – Alfa Romeo, BMW, Honda. The latter two formed partnerships with existing specialist F1 teams, Brabham and Williams respectively, that garnered world championships. We need to distinguish here between team spend (not including the free supply of engines from the engine partner) and total spend (including the engine supply). Only for Ferrari has it been one and the same thing. The total spend increased vastly during the first turbo era, but for the teams the turbo engines themselves added cost only to those smaller outfits that were having to buy them commercially rather than being supplied free. But teams were beginning to increase in size. Coincidentally coming along at about the same time as the turbos was the harnessing of the ground-effect phenomenon. Suddenly more aerodynamic research required more aerodynamicists – but again this wasn't game-changing so much as a gradual ramping up of staff numbers. The sport itself was still expanding commercially, so there was more money being attracted – and the teams were using that. As the '70s met the '80s there was more money sloshing about in the sport because more companies were being attracted to its expanding global coverage and increasing profile. Year on year it accumulated to a big change – hence Williams' £2.2 million spend in 1980 compared to Lotus' £100,000 (£364,000 in 1980 money) a decade earlier and employing 75 people rather than 25. But it wasn't really game-changing. Not yet.



RON DENNIS & NON-QUANTIFIABLE MARKETING BENEFITS

"One of the biggest drivers of the massive growth between the end of the '70s and the beginning of the '90s was Ron," says his friend and former partner Hogan. "He was so determined for McLaren not only to win but dominate and he realised the only way to do this was to outspend Ferrari. That was his simple philosophy and it was very successful. He set about getting the money – from us and elsewhere.

"Every couple of years it would be time to renegotiate the Marlboro deal and we'd have this long-running argument as he ramped up what he was asking for. I'd say, 'Ron, are you calculating that number based on TV exposure or cost of engineering?' and he'd say, 'Both'. But you cannot do it like that. Because – and this is key – the marketing numbers are not well quantified. The engineering numbers are quantified, but with all the money coming in as a result of the marketing justification for expansion, they cannot be controlled." F1 just sucked in whatever was out there and its suction power was becoming progressively greater as Bernie did his thing for F1 within a world that was becoming forever bigger and more linked up. Sucking hardest of all was Dennis.

McLaren's budget went from about £2 million when Dennis took over at the beginning of the '80s to circa £50 million by the end of it. Now the game was changing. Ron will have worked on Hogan the way he does anyone he sees as beneficial to his cause – with a relentless,

thoroughly researched purpose, finding the point of mutual benefit and presenting that vision in a totally convincing manner, every possible objection thought out in advance and answered. He's a force of nature and rode the Marlboro bronco long enough to help him realise his vision. He understood the scale change that was possible better than any other team owner and adopted an aggressively expansionist policy, borrowing from the future on the strength of the expansion of the sport itself to increase hugely the team's size and financial power. You might have called it gambling on success if that didn't suggest a recklessness that is definitely not Ron. Everything was meticulously planned, each move calculated, and the sheen of McLaren acquired an ever-deeper lustre, the on-track success of Alain Prost and Ayrton Senna a reflection of the big moves made by Dennis behind the scenes. The expansion was in large part financed by Mansour Ojjeh, vastly wealthy Saudi businessman and owner of an investment company Techniques d'Avant Garde (TAG) specialising in links between Europe and the Middle East. He had taken TAG into F1 as a sponsor to the Williams team in 1979. Soon enough he became the target of one of Dennis' offensives, Ron presenting a joint vision whereby Ojjeh would become more than a sponsor, a partner, with McLaren the jewel in TAG's crown. Ojjeh is a sophisticated, multi-cultural, highly educated, well connected man. He was won over by Dennis's vision, was on board by 1981 and a majority shareholder by '85. He's been a crucial part of McLaren ever since, the financial muscle needed for any transitional periods, the guarantee of the team's financial independence.



THE SECOND MANUFACTURER WAVE

Initially TAG financed McLaren's commission of Porsche to create an engine to designer John Barnard's specification – the motor that powered the team to world titles in '84, '85 and '86. But Ron's vision was far from spent yet and his next move – bringing Honda on board as an engine partner at a shock-and-awe financial level, providing not just free engines but vast budget too – reset the parameters, initiating the second wave of car manufacturer involvement and increasing the scale yet again. "When Honda joined with McLaren in '88," says Hogan, "they were outspending [Marlboro, in the budget it supplied McLaren] by three to one." Formula 1 had just been eased from tobacco to the car manufacturer era.

Almost single-handedly, Dennis had changed the scale and definition of what a top F1 team was. Seeing this up close was engineer Steve Hallam, who joined McLaren from Lotus in 1990. "Lotus had been a pretty competitive team even as late as '87," he says, "and when I was there I thought of it as a top F1 team. But then I arrived at McLaren, saw the scale of what Ron had put together and I thought 'no wonder we were beginning to struggle'. It was on a totally different level of resource and organisation." Other F1 teams that failed to recognise the Dennis-led scale change – even those like Lotus and Brabham with proud histories – would fall by the wayside if they didn't borrow from the future to expand, to keep up.

Through the '90s and into the 2000s other major manufacturers followed Honda (and Fiat through Ferrari) in partnering or even owning teams: a returning Renault, BMW, Peugeot, Mercedes, Ford (partnering and then buying out Stewart and relabelling it Jaguar) and Toyota. For a time it was in vogue not to ask whether a manufacturer could afford to be in F1 but whether it could afford not to be. These were the boom years, when teams quadrupled in size, built ever-more palatial bases – McLaren's MTC (below) predictably the most palatial of all – created ever-more technological resources. But not because technology demanded it. Rather, just because the money was there.

In the same period, rules governing the ever-increasing speed of the cars became incredibly dense as hundreds of clever, well-funded engineers found ways around the intent of each new rule. The search for performance became ever more intricate and perfectly timed for the exponential growth in computing power. Because the money was there, that computing power was unleashed on F1. Some of the most powerful computers in the world, cutting edge and comparable with those in the US aerospace and defence programmes, are used to find another 0.1sec of F1 lap time. But the money came before the computers.

In boom time there is no business justification not to spend. All those manufacturers spending hundreds of millions of pounds each year felt it was justified – or at least might be. And so the sport, like a black hole sucking in the light, greedily consumed that spend. But some day the boom was always going to be over: it happened in 2008 and essentially remains that way today, leaving the top teams too big for the prevailing economic conditions (and ownership structure, but that's another story). "F1 isn't very good at forecasting or cost-capping," agrees Hogan, "but neither are a lot of other industries. Look at the aircraft or defence industries – a bloody disaster. It's not dissimilar, always at the sharp end, inventing new things and just pulling in the money from wherever it can be found rather than planning financially first and acting accordingly."

It's untrue to say there has been no cost-cutting in F1. A look at the table (on p27) reveals that, allowing for inflation, the title-winning spend in 2013 was actually £8 million lower than in 2005. With fewer manufacturer dollars available the sport responded with engine freezes, season limitations on the number of engines and gearboxes, severe testing restrictions and limits upon wind tunnel time and CFD capacity. But still, the total spend is out of kilter with what is left of the sport's income after its owners have taken their cut, and still those teams made massive in the boom years need to be fed – hence their disproportionate share of the money set aside for the teams. Now it appears they are resorting to cannibalism as the smaller teams struggle to survive.

Hogan, however, is not so pessimistic. "There needs to be some form of cost cap. Back in 2008 Max Mosley said they had a cost cap solution that was on the verge of being agreed, but it got side-tracked. We need to go back and try again on that. But are there more sponsors out there? Yes. Will they get value for money from F1? Yes. Is there a limit? Probably, but no one knows what it is. It's all relative."

Indeed. Thirty-odd years ago Williams' £2.2 million budget seemed vast. Today a manufacturer will invest around £1.6 billion for a new road car platform – which makes F1, at little more than a tenth of that per year, sound extraordinarily reasonable. F1 stands at a crossroads: one way is savage down-sizing to make it sustainable for independent teams. Another is a full-out drive to attract more manufacturers on the basis of marketing and engineering. Is it possible that one day, a couple of decades from now, we'll look back on the current era's budgets and be amazed at how small they were? Or is that just another F1 delusion? M



Andy Priaulx's BTCC BMW was unveiled at the Autosport International show in January

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Priaulx back in BTCC

Triple world champ lands plum West Surrey BMW seat | BY GARY WATKINS

TIN-TOP GREAT ANDY PRIAULX will return to the British Touring Car Championship in 2015, after an absence of 12 seasons.

The winner of three World Touring Car Championship titles with BMW, whose only full season in the BTCC came in 2002, will race a privateer BMW 125i M Sport for reigning champion West Surrey Racing. The deal means that the 40-year-old will undertake 19 weekends of racing in 2015, including his factory assault on the European Le Mans Series with a BMW Z4 GTE run by the Marc/VDS squad and three events in the United SportsCar Championship at the wheel of a Z4 GT3-based GT Daytona class entry run by Turner Motorsports.

"The important thing for me is that I am not winding down my career, I am winding it up!" said Priaulx. "BMW wanted me back in Europe after last year in the USC [with the Rahal GT Le Mans class team]. My programme in the ELMS is important, but it is only five races, which is not enough for me.

"I'm really happy with the schedule that I've got for this season. It's a good mix of sprint and endurance racing; I'm one of those drivers who likes to prove his versatility."



Porsche revealed its 2015-specification 919 Hybrid ahead of the first development test for the new World Endurance Championship contender. The firm issued photos of the unliveried car undergoing its shakedown prior to a five-day test at the Yas Marina circuit, Abu Dhabi, in late January. Revised nose apart, the images reveal a car largely unchanged in concept, although there has been a ground-up chassis redesign. An all-new car based around the existing concept, including its V4 direct-injection petrol engine and twin hybrid systems, was always Porsche's plan.

Priaulx said he was happy to have put himself in a position to be able to fight for overall race victories again.

"It is good to get stuck into a programme where I can take overall race wins," he said. "I had some really good races last year in North America, and I think I reaffirmed my speed after those two years in the DTM, but it all goes under the radar because you aren't doing it at the front of the field.

"I see this year as a chance to rebuild some career momentum. I know that the DTM didn't look that successful from the outside, but I had a decent first year and I qualified third for my final race. A lot of things need to come together for you to be successful in the DTM, and it never happened for me."



Priaulx stressed that he didn't regard the BTCC as unfinished business after leaving the series following one season with the Arena Motorsport-run Honda squad in 2002 and one race with Vauxhall the previous year.

"It's great to go back to the BTCC right now because it is on a real high, but I never felt that way because I was stepping up to a full manufacturer programme with BMW and it ended up being phenomenally successful for me," he says. "I won races in my first year and the title [the European Touring Car Championship] in my second."

Priaulx has brought backing from long-term personal sponsor IHG Rewards Club to WSR for 2015. His ELMS programme will take priority, which means he will miss the Rockingham BTCC round in early September.

Reigning BTCC champion Colin Turkington is not certain to remain with WSR after its loss of eBay Motors as title sponsor. The Northern Irishman has admitted that he might have to leave the team, with which he also took his first BTCC title in 2009, in order to maintain his place on the grid this year.

New F1 licence criteria

NEW FORMULA 1 SUPERLICENCES will be awarded on the basis of a points-based system for 2016.

The new qualification rules will demand that any driver granted the right to race in F1 must be at least 18 and have undertaken two seasons of car racing. The system, had it been in place for 2015, would have prevented Toro Rosso from signing 17-year-old Max Verstappen after only one season in Formula 3.

Drivers will have to accrue 40 points over a three-season period to qualify for a superlicence. Winning the title in GP2 comes with 50 points, while the champions in the LMP1 class of the World Endurance Championship, the IndyCar Series and the Formula 3 European Championship gain 40 points.

Formula Renault 3.5, from which Kevin Magnussen graduated to a McLaren F1 seat in 2014, has a lower rating of 30 points for the champion, which puts it on a par with GP3.

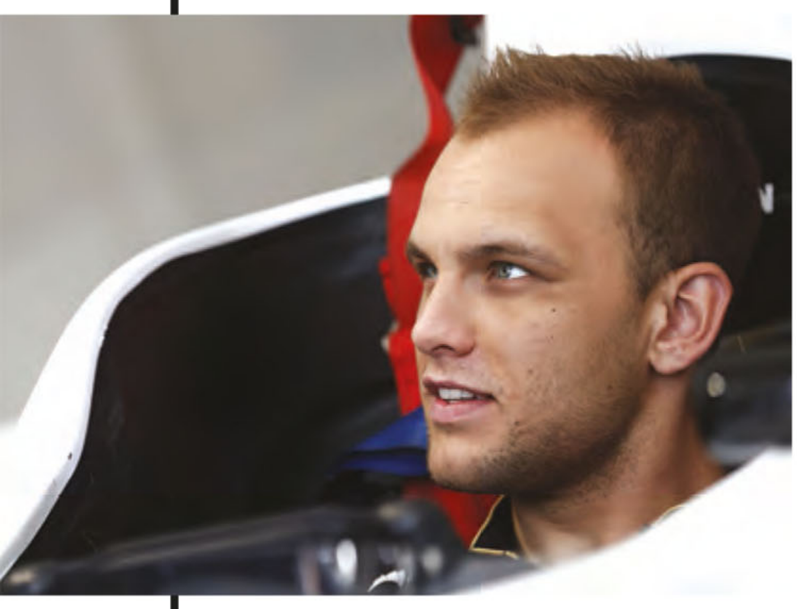
Winning Super Formula in Japan would gain the driver only 20 points, but a "future FIA F2" will be worth up to 60.

Renault is seeking a dialogue with the FIA about the ranking of FR3.5 and the governing body has revealed that the system could be amended.

WEC and GP2 for Sorensen

LOTUS FORMULA 1 DEVELOPMENT driver Marco Sorensen will dovetail a first full season in GP2 with an attack on the World Endurance Championship with Aston Martin.

The 24-year-old Dane will share a GTE Pro class Vantage GTE together with countryman Nicki Thiim and Christoffer Nygaard in all eight WEC races, including the Le Mans 24 Hours. The deal has been put together by the Young Driver AMR organisation, which



last year funded the car that took the GTE Am title with David Heinemeier Hansson and Kristian Poulsen.

Sorensen has joined Young Driver as a result of his links with backer Saxo Bank, which also sponsors the Aston Martin. He explained that the dual programme would help him develop as a driver and potentially open doors in the LMP1 ranks of the WEC.

"My goal is still to race in F1, but it will not harm my ambitions if I gain experience in other classes," he said. "Racing single-seaters and GT cars with Aston Martin will only help me to become a complete driver, and it could open doors in the WEC if things don't work out in GP2."

Sorensen has yet to reveal the identity of the team with which he will race in GP2, while his role within the Lotus Formula 1 team's development squad has also to be defined.



— OBITUARY —

Robert Manzon

Previously the last surviving driver to have participated in the inaugural F1 world championship in 1950, Frenchman Robert Manzon has died at the age of 97. Marseille-born Manzon started his career in rallying, in 1946, but switched to circuit racing and became a key cog in the Gordini F1 team during the 1950s. He recorded two world championship podium finishes, taking third place at Spa in 1952 (with Gordini) and repeating the feat in a Ferrari 625 at Reims two years later. He drove Gordinis in all but six of his 29 world championship races and also competed with distinction in endurance events and hillclimbs. He retired at the end of 1956 to run a car dealership.

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GORDON KIRBY

TRADING PLACES

THROUGH HIS DRIVING CAREER, MOST OF us thought successful team ownership might be the last thing Michael Andretti would do after racing, but he surprised us. Michael hung up his helmet a dozen years ago to focus on running his team and since then Andretti Autosport has won four IndyCar championships with Tony Kanaan in 2004, Dan Wheldon in '05, Dario Franchitti in '07 and Ryan Hunter-Reay in 2012. Michael's team has also won the Indy 500 three times with Wheldon, Franchitti and Hunter-Reay.

Today, Michael is one of IndyCar's top three owners in company with Roger Penske and Chip Ganassi. He also runs teams in IndyCar's three Road to Indy ladder series and, through a separate company, promotes events including the IndyCar race at the Milwaukee Mile, America's oldest racetrack.

Through the heart of his driving career Michael was a furiously feisty competitor, winning 42 top-level races, and he's ranked third on IndyCar's list of all-time winners behind father Mario (52) and AJ Foyt (67). That means he's ahead of the Unsers – Bobby, Al and Al Jr –and many other great names from Indycar racing's 100-year history.

Michael also won the 1991 CART championship and finished second five times in 1986, '87, '90, '92 and '96. Andretti continued to race regularly in CART through 2001, ending his career in the IRL and retiring after the 2003 Indy 500. Michael came back to run the Indy 500 with his son Marco in 2006 and '07 and the '07 500 was his last. He was 44 at the time.

In 2002 Michael became a partner with Barry Green in Andretti-Green Racing and was ready to assume his new life as a team owner. "When I stepped out in '03 I was perfectly happy to be doing it," Michael says. "I felt lucky because I was looking at my new future. I was still going to stay involved with the sport and I was perfectly content to be out of the car.

"I was fortunate to achieve a lot in my career. I never won the Indy 500 as a driver, but I enjoyed many competitive races where I had a shot at winning and I've been fortunate to win the 500 three times as an owner. I'm very happy. I have no regrets."

His son Marco started racing Indycars for his father's team in 2006 and Michael came back to Indy primarily to enjoy racing with Marco. "In '06 and '07 I felt like I wasn't as sharp. I wasn't on it," he says. "I thought, 'This isn't right'. You've got to be doing it every day. I was halfway competitive, but losing opportunities because I just wasn't on my game."

On his transformation from driver to owner, Michael says: "One thing about being an owner, I have so much more respect for the guys I drove for. When you're a driver you're often asking, 'Why are you doing that? Why won't you spend $5 over here?' But now I understand. It's different on this side and I wish I'd had this experience before, then I would have been a better driver outside the car. I'd have had a lot more respect for things.

"It's quite different being an owner. Now I understand why Carl [Haas] and Chip made some of the decisions they made that didn't make sense when I was a driver."

Michael is the only IndyCar owner who also runs cars in the Indy Lights, Pro Mazda and F2000 series. "I firmly believe in the Road to Indy platform," he says. "It's very important for the sport. We have a team on every rung of the ladder system and I'd like to see some of the other owners do the same thing.

"I'm doing the right thing," he adds. "I love the business. Times are tough for all of us in IndyCar, but I'm the luckiest guy in the world."

Jean-Pierre Beltoise


LAT

FRANCE HAS LOST one of its foremost racing personalities with the passing of Jean-Pierre Beltoise. The 77-year-old died in a Dakar hospital on January 5, after suffering a double stroke.

Born in the Parisian suburbs on April 26 1937, Beltoise was part of French racing's new wave during the 1960s. A successful motorcycle competitor, who clinched 11 national titles, he made his car debut in the 1963 Le Mans 24 Hours, sharing the 11th-placed René Bonnet with Claude Bobrowski and winning the Index of Performance.

His career appeared seriously compromised by an accident during the 1964 Reims 12 Hours, when his René Bonnet somersaulted into a field and caught fire. Marshals were initially convinced Beltoise must have perished in the blaze, but he had been thrown clear and his unconscious form was soon found nearby. He suffered serious injuries, and never regained full use of his left arm, but the incident did little to stem his career momentum. He won the 1965 French F3 title and made his first F1 world championship start at the Nürburgring the following season, winning the F2 class. After a couple more Grand Prix outings with a ballasted F2 chassis in 1967, he became a full-time member of Matra's F1 team in 1968. While Jackie Stewart had the benefit of a Cosworth V8 in his Tyrrell-entered MS10, however, Beltoise spent most of his time racing the factory's less effective V12-powered MS11. He finished second to Stewart at a wet Zandvoort, though, and also won that season's European F2 title.

He remained allied to Matra's F1 effort until the end of the 1971 season, although he carried on driving its sports-prototypes with distinction.

He continued his Grand Prix career with BRM and scored a memorable victory – his only such success – in the teeming rain at Monaco in 1972.

By the end of 1974 he had started 84 world championship GPs, with one win, seven other podium finishes and a best championship position of fifth (as part of the Tyrrell Matra team in 1969). He later did some development work for the incoming Ligier team, and was touted as its possible driver, but Jacques Laffite landed the seat and Beltoise focused instead on saloon and endurance racing, winning back-to-back French touring car titles with BMW in 1976 and '77.

He is survived by wife Jacquéline, François Cevert's sister, and sons Anthony and Julien, racers both.



Brian Lister

Brian Lister, who has died aged 88, took the name of his family engineering firm to worldwide fame through motor racing. A pragmatist more than an innovator, Lister designed and built very rapid sports racers that found repeated success in the 1950s, but following a number of racing deaths, notably his protégé Archie Scott Brown, Lister withdrew from racing.

Though initially intending to race and sell his own cars using Tojeiro chassis, Lister was impressed to be beaten in a 1951 sprint by an old MG driven by the colourful Scott Brown, whose talent outshone his physical handicaps. Lister asked Scott Brown to drive for him and thanks to the mix of driver skill, effective chassis and the tuning genius of Don Moore, the Tojeiro-JAP regularly beat 'faster' cars through 1952 and '53. Lister's first home-grown chassis was conventional, but the Scott Brown/Moore combination was a brilliant sales billboard from its debut win in April 1954 through its evolution with Bristol, Maserati (unsuccessfully), Jaguar and Chevrolet power. While Lister mostly designed his own bodywork, the 1955 Lister-Bristol was a very early visitor to the wind tunnel, and for 1959 Lister employed aerodynamicist Frank Costin to prolong the life of the unsophisticated chassis. However he later commented that "the Costin cars were no quicker, and the drivers didn't like them".

Drivers loved the Jaguar-powered cars, though, and from 1957 wins, and orders, arrived in quantity. Lister remained supremely loyal to his disadvantaged hero, arguing his corner when Brown was refused race licences on disability grounds.

With the costs of developing a new spaceframe chassis looming, Lister had already decided to cease racing even before Scott Brown's death in 1958. The personal shock of losing his friend meant he never regretted withdrawing, though he was pleased by the marque's later success in historic racing.

A diffident man, Lister loved jazz, playing in a band until late in life. *Gordon Cruickshank*

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Jim Clark
Racing Hero
Graham Gauld

A tome of such heft befits only drivers of a particular stature – and Jim Clark fits that template. The author has penned previous Clark biographies, but nothing on this scale.

A close friend of his subject, Graham Gauld was there to witness Clark's metamorphosis from promising club racer to global colossus – and committed much of it to film.

The photographs take greater priority than the words in this instance, images from Gauld's own collection combining with those from various leading agencies (including LAT and McKlein) to produce a thorough overview of the great Scot's career, from winning Grands Prix to throwing a punch at an over-officious Dutch policeman, driving a milk float, rallying and playing cricket.

A results appendix complements the bilingual text (in English and German). Such things aren't essential in an age of instant digital access to almost everything, but it adds a sense of completion to a story rendered no less poignant by time's passage.

Printed on high-quality paper, it is every bit as expensive as its lavish production values suggest, but it is also worth every penny. **SA**
Published by McKlein
ISBN 978-3927458-75-8, €99.90

Paddock to Podium
Max Rutherford

Self-published books have a certain look and feel – and some seem to surface through vanity rather than because there is a worthwhile tale to tell. This is not of that ilk.

Kiwi Rutherford worked as a racing mechanic in Europe during the second half of the 1960s, an adventure that culminated in a stint with Ken Tyrrell's Matra International in 1969, working on Jackie Stewart's title-winning MS10. The Scot's gratitude for his crew's work is evident in his foreword.

Rutherford tells his tale in a sequence of bite-sized chunks, interspersing travel and racing anecdotes with press clippings, photographs, letters... and even a certificate from the Brands Hatch racing school, where instructor Tony Lanfranchi gave him an 'A' rating after a trial in a Lotus Elan.

First-hand accounts of life with such as Brabham and Tyrrell paint a vivid account of the period, but it's the tales of road trips between continental races – living on prize money and cooking meals on a small stove at the roadside – that give this its charm.

Rutherford also pays tribute to the quality of Belgian chips – as much a fact of life in 1967, apparently, as it is now. **SA**
Published by Rutherford
ISBN 978-0-47329680-3, £27.75

Autocourse 2014-2015
edited by Tony Dodgins

The growing archive of e-books is welcome and entirely necessary for a modern publishing business. But there's something reassuring about a hard copy of *Autocourse* thumping on to your desk in this digital age. The annual, in its 64th year of publication, gives the lie to the rumour that print is dead.

As a record of fact, the publication boasts "detail and perspective that is unique to *Autocourse*". We might argue with that, as you'd probably expect, but in single-volume book form the point is unarguable.

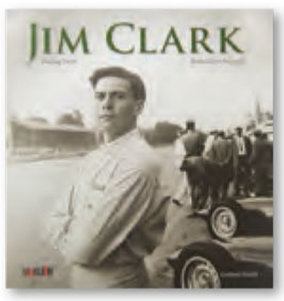
Editor Tony Dodgins and *Motor Sport's* Grand Prix editor Mark Hughes are responsible for much of the F1 content, ably supported by such as Maurice Hamilton and Andrew Benson. *Autocourse* remains a bastion of consistent quality, and long may it remain so. **DS**
Published by Icon
ISBN 978-1905334-97-1, £49.95

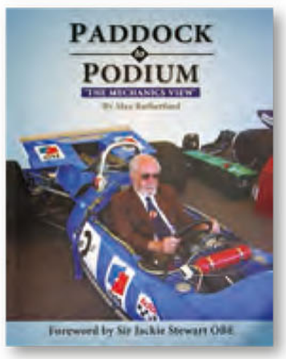
Grand Prix
The Killer Years
edited by John L Matthews

When *Grand Prix: The Killer Years* was shown on BBC Four in 2010 the reaction was mixed. On the one hand, this was clearly a story that needed to be told, but on the other it was seen to sensationalise the negative aspects of the sport without focusing on its many positives. This book of extended interviews from the documentary won't do much to clear that whiff of didacticism, especially with a bunch of flames slapped on the cover.

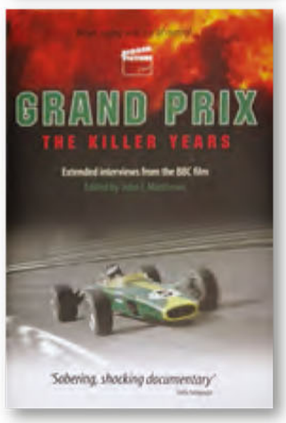
But there are some illuminating comments. John Surtees taking Jackie Stewart to task on various subjects is a highlight – it seems JYS never thought about how guardrails could spell disaster for a motorcyclist – and Jacquéline Beltoise's account of life in that era is interesting. With husband Jean-Pierre in F1 and brother François Cevert losing his life at Watkins Glen, her testimony gives the balanced view the original documentary perhaps should have had.

Unfortunately much of the book is riddled with errors and there are few revelations beyond those in the film. There's enough to make it worth a look for beginners, but there's not much you can't find elsewhere. **ACH**
Published by Bigger Pictures
ISBN 9781783015559, £19.99













1000Km di Monza
Aldo Zana

Subtitled 'The Golden Years', this huge and heavy volume focuses on the 1000Km sports car races held at the classic Monza circuit between 1965 and 2008 – years that featured major change not only in the organisation of endurance racing, but also in the cars. This is very obvious in the generous picture offerings here, as Sixties curves gain faltering aerodynamic addenda and evolve to the tunnel-honed but inelegant scoops and swirls of recent years. The text is in Italian only, but with complete starting grids and results for every race, and generous captions identifying each picture, this will still offer a great deal of information even if you don't read Monza's native language. If you do, each running of this tough event gets its detailed chapter, with inserts on a variety of subjects such as a super-streamlined Ferrari 512BB, or Alain de Cadenet, described as "the ultimate playboy..."

Rich in pictures (some rather dark), this is a valuable resource. **GC**
Published by Giorgio Nada,
ISBN 978-88-7911-575-9, €60

Art of the Corvette
Randy Leffingwell

Sometimes, books about specific models can get a little bogged down in details. They go to great lengths discussing production numbers, engine specifications and dates of minor updates to the cigarette lighter position. Thankfully, this is not such a book.

The Corvette has lived among us since 1953, so has a few stories to tell. It endured a difficult birth to highly expectant GM parents, eager for their new arrival to take on the world from day one. It would, however, take several years and many cosmetic and mechanical changes before the car found its feet. Now, more than 60 years later, the latest Corvette continues to be every inch a barometer of all that is American. And in a good way.

This book charts the progress of each of the Corvettes, starting with the curvaceous C1 original and highlighting an example of each iteration through to the latest, aggressively styled C7. Unburdened by huge swathes of text or annoying 'info-bursts', the images are beautifully presented, without distractions, and really make the book feel of the highest quality. If you want something stuffed full of info, this isn't for you. But if you love Corvettes and wish to immerse yourself in stunning photography, this is absolutely perfect. **DC**
Published by Quarto
ISBN 978-0-760346-40-2, £34



À la Márquez: the reinvigorated Rossi gets his elbow down

YAMAHA

MAT OXLEY

THE ITALIAN RENAISSANCE

VALENTINO ROSSI CONTESTS HIS 20TH season of Grand Prix racing this year. The Italian made his world championship debut in 1996, when not yet an adult, and now a middle-aged man he is still racing, still winning and still a realistic bet for this year's MotoGP crown.

Many argue that he is the greatest bike racer of all time. What is indisputable is that he is unique. A few other riders – compatriot Loris Capirossi, Australian Jack Findlay and Brazilian Alex Barros – have ridden a full two decades of GPs, but no one can match Rossi's astonishing winning stretch, which reaches all the way from his first victory at Brno in August 1996 to his latest at Phillip Island last October: 18 years and 74 days.

In many ways last season was the crowning glory of Rossi's career, even though he didn't win the title. When he was in his pomp, throughout the first decade of this century, his success seemed inevitable. But three lacklustre seasons – 2011, 2012 and 2013 – tarnished his legend and it seemed like he was commencing the inevitable descent towards retirement.

Rossi, however, had other ideas. Before the start of last season he celebrated his 35th birthday, making him 14 years older than reigning MotoGP king Marc Márquez. At the first race he fought elbow to elbow with the youngster and two thirds of the way through the season he was fast enough to force him into a mistake and defeat him.

Rossi arrested his decline with sheer hard work, a cornerstone of his career that's often overlooked by those keen to romanticise his success as the inevitable result of his genius.

Former MotoGP champion Nicky Hayden has twice been Rossi's team-mate and has been able to scrutinise him closer than most.

"When we were at Ducati everybody said Valentino wasn't trying, but that couldn't be further from the truth," says Hayden. "He really wanted to make that work. I remember testing with him at Mugello a few times. We'd be there two or three days, then on the last day the track would close at six, so he'd send the team manager to the officials, asking for another 15 minutes, just to try one more thing.

"He really does work hard and he shows up prepared down to the last detail. Not just fitness, but mentally and with the bike, so he doesn't just rely on his talent. He knows every setting, he knows every change the team makes. He doesn't just show up at the box five minutes before the session and put his helmet on; he really works with his team."

After studying Márquez at close quarters and endlessly on TV reruns, Rossi significantly changed his riding technique last season, proving Charles Darwin's adage that "survival is ultimately dependent on the ability to change and evolve".

"If you want to stay on top you must look at what the fastest riders are doing," Rossi says. "I now use more of the top of my body outside the bike to improve turning. I also try to modify my position on the bike and the movement of the bike and I move forward more during acceleration to avoid wheelies [which is better than relying on the anti-wheelie software to cut engine power]."

Rossi ended last season second overall, ahead of team-mate Jorge Lorenzo and behind Márquez, who dominated the campaign despite several accidents. That performance prompts the question: can he win an eighth MotoGP crown in 2015? Mick Doohan, the man who dominated the premier class before Rossi, is one of many who believe he can.

"If Valentino comes out of the blocks strong, anything is possible," says the Australian. "And if he comes out hard at the start of the season, that will drive him to push harder. Márquez will be tough to beat, but he still falls off a lot."

Rossi has been training more than ever this winter and spending a lot of time at his dirt track ranch, where he races friends and rivals every weekend. He is also working hard on Yamaha, who are fully behind him, taking bike development in whichever direction he desires.

His biggest hope is for a revised chassis character that will allow him to spend less time on the edge of the tyres. Yamaha's YZR-M1 uses corner speed and lean angle to go fast, whereas Márquez's Honda RC213V achieves its lap times from getting in and out, making corners as short as possible.

"We need to stress the rear tyre less," Rossi says. "We suffer too much when the tyres go down – we lose turning and then we lose contact with the Hondas."

There is every chance Rossi will stay in MotoGP beyond his current contract, which goes to the end of 2016. Perhaps he has his eyes on becoming the oldest winner of a premier-class Grand Prix. That's a long shot – he will have to stick around until 2023 if he wants to take the record from Scot Fergus Anderson, who won the 1953 Spanish Grand Prix, riding a Moto Guzzi around Barcelona's Montjuich Park, at the age of 44.



"If you want to stay on top you must look at what the fastest riders are doing"
Valentino Rossi

❖

THE BRITISH SUPERBIKE CHAMPIONSHIP IS the world's most competitive national bike series, so it's fitting that four-time BSB king Shane 'Shakey' Byrne is the latest winner of the Royal Automobile Club's Torrens Trophy, a grand silver tankard that is Britain's major motorcycling award.

Byrne – who got his nickname from rivals amused by his spectacular riding style – received the award at the end of January for winning his fourth BSB crown at the age of 37. Alongside Rossi's ongoing success, Byrne's latest title underlines the increasing longevity of careers in bike racing, thanks largely to safer tracks, bikes and riding gear.



Ari Vatanen guides his 205 T16 towards victory in the 1985 Swedish Rally

ALL IMAGES LAT

Vatanen back in action

Finnish hero to drive at Race Retro | BY PAUL LAWRENCE

THE 1981 WORLD RALLY champion Ari Vatanen will be the major star guest at Race Retro (February 21/22), when he is scheduled to drive on the live action stage.

The 62-year-old will be at the Stoneleigh Park event for the first time and will appear in two of his favourite rally cars, a Ford Escort Mk2 and a Group B Peugeot 205 T16. He is also scheduled to drive an Opel Manta 400.

"The BDG Escort is music in the forests and the 205 T16 was the most incredible rally car ever made," Vatanen said. He won five World Rally Championship events in a row in the Peugeot, but was then sidelined for 18 months after being seriously injured when he crashed in Argentina.

As well as driving, Vatanen will be interviewed on the main stage within the halls and is sure to be a popular draw.

Other confirmed guests include David Brabham, while the Richard Burns Foundation will display two Peugeots and two Subarus from the late Englishman's rallying career. The show is open for three days, including Friday February 20, with the live action running on Saturday and Sunday.

Ferrari drum role at Revival

RARE FERRARIS FROM THE 1950s will contest a special one-marque race at the Goodwood Revival, where the Lavant Cup will run exclusively for the firm's drum-braked sports cars.

Featured models are likely to include the 1949 Le Mans-winning 166MM, the 340MM, 375MM and 750 Monza along with various 250 Testa Rossas. Enzo Ferrari's cars scooped five World Sportscar Championship titles in the 1950s, and won classic races including Le Mans, the Mille Miglia and Targa Florio. In 2014 the Lavant Cup was run exclusively for Jaguar D-types and it has also previously catered for Ford GT40s.

HSCC honours Lister duo

THE HISTORIC SPORTS CAR Club will celebrate the lives of Archie Scott Brown and Brian Lister at Snetterton on June 13/14, during the Autosport Three-Hour meeting.

Plans for the Archie Scott Brown Trophy race for historic sports cars have expanded since Lister's death in mid-December (see p34). It will now become a wider celebration of Lister cars. The Scott Brown Trophy will be a special 30-minute invitation race for pre-1959 sports racers.

"It seems appropriate to recall the lives of both Archie Scott Brown and Brian Lister at Snetterton," said Grahame White of the HSCC.

Meanwhile, the Lister-Jaguar continuation car made its public debut at the Autosport Show and the first example has been entered for this season's Stirling Moss Trophy.

Lister is building 10 cars to the original 1958 'Knobbly' specification, using the late Brian Lister's drawings and manufacturing jigs. All 10 cars are sold and there are now plans to build three special final editions.



Jordan reunited with Mini

BTCC FRONT-RUNNER ANDREW Jordan will return to his racing roots to drive a Mini at the 73rd Goodwood Members' Meeting on March 21/22.

Jordan will share a 1979-specification Patrick Motorsport-liveried Mini 1275 GT with Nick Swift in the Gerry Marshall Trophy for Group 1 production saloons from 1970 to 1982. Jordan started his racing career in a Mini in Junior Rallycross.

"I get such a buzz out of driving an historic car, with tiny tyres, right on the limit," Jordan said.

His fellow BTCC champions Robb Gravett and Tim Harvey will also be on the grid, in Triumph Dolomite Sprints.



■ Jim Clark's 1967 Lotus 38 Indycar made its first UK public appearance at Autosport International, with Classic Team Lotus. Chassis 7 went to the US in STP colours, but retired from the race and then had several US owners before spending 30 years in Japan.

C2 expansion drive

THE PROMOTERS OF GROUP C Racing hope to attract enough C2 cars to give the category separate races in future. The first part of the initiative is to offer up to 40 per cent discounts on C2 entry fees, thanks to support from a new sponsor. Initially, C2 cars will continue to race alongside their more powerful C1 counterparts, but series

organiser Bob Berridge hopes to expand the C2 entry and make stand-alone races a viable option.

"It's about encouraging more cars to come out," said Berridge, who believes the C2 cars offer good value for money.



CHATEAU IMPNEY

Impney eyes big entry

TWO HUNDRED PRE-67 CARS WILL contest the first Chateau Impney Revival hillclimb in July, when motor sport returns to the grounds of the Droitwich hotel after an absence of 48 years.

"I've got no concerns about getting 200 cars for the event," said director Rod Spollon. "We'll have 19 classes including veteran cars, 500cc F3s, Formula Junior, pre-1960 Grand Prix cars and sports-racing cars.

"I'm trying to encourage my father Guy to compete. We have the Jaguar XK120 that won its class in the first Chateau Impney event in 1957."

FJ's worldwide tour

A THREE-YEAR PROGRAMME OF racing across four continents has been planned to lead up to Formula Junior's 60th anniversary in 2018.

Starting in early 2016, the historic single-seaters will have a Diamond Jubilee World Series with races in South Africa, Australia/New Zealand, North America and Europe, building to a major celebration at the 2018 Silverstone Classic.

"In Europe we plan to race at every F1 circuit that holds historic events," said Duncan Rabagliati of the Formula Junior Historic Racing Association.

Formula Junior started in 1958 and ran for six seasons before Formula 3 replaced it. It remains the most popular category in historic racing, with more than 300 cars in regular use.

■ **Iconic cars from the late 1980s, including Ford Sierra Cosworths and BMW M3s, will be able to contest the Irish Tarmac Historic Rally Championship after Motorsport Ireland adopted the latest FIA cut-off dates. The FIA has decided to allow cars from period J2, up to the end of 1990, to compete in the FIA European Historic Rally Championship next season.**

■ **The HSCC's Martini Trophy will undergo a major development for 2015, with the inclusion of a wider range of eligible cars and a new name of WEC Revival. The hour-long races will be opened up to pre-1980 Sports Racing GT and Touring Cars of a type that would have competed in the World Endurance Championship or other international competition in period.**

■ **The second edition of the Royal Automobile Club 1000-mile trial will run from July 13-18, starting and finishing at Woodcote Park in Surrey. This year's route includes overnight halts in Newbury, Coventry, Chester, Droitwich and Goodwood.**



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STAR LOT @ ARTCURIAL

1961 FERRARI 250GT SWB CALIFORNIA SPIDER
{ Rétromobile, Paris, February 6 }

Topping the list of lots at Artcurial's Rétromobile sale in February is this 1961 Ferrari 250GT SWB California Spider. The car has never been restored since it took its bow at the Paris Motor Show that year. In the intervening years it was owned by French movie star Alain Delon before making its way into the Baillon collection, where it picked up its weathered patina. This particular example is expected to sell for between €9.5 and €12 million.

UNDER THE HAMMER

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

RM Auctions

@ **PARIS** FEBRUARY 4

Nine lots estimated to make over
€1 million each
including:

1963 Mercedes-Benz 300 SL Roadster
Matching numbers example
Estimate: €1.3 - €1.9 million

1964 Porsche 904 Carrera GTS
Numerous German hillclimb class victories in period
Estimate: €1.4 - €1.8 million

1990 Ferrari F40
Less than 1200km on the clock
Estimate: €900,000 - €1.3 million



1939 Alfa Romeo 6C 2500 Sport Berlinetta
Known as the 'Mussolini Mistress' car. Travelled in his convoy when he was captured in 1945
Estimate: €1.9 - €2.4 million

1973 Porsche 911 Carrera RS 2.7
One of only 200 'Sports Lightweights'
Estimate: €1 - €1.4 million

1963 Ferrari 250 GT/L 'Lusso' Berlinetta
Estimate: €1.6 - €1.9 million

AUTOMOBILIA
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Hand-painted 'Mr & Mrs Drip' fibreglass forecourt figures of Esso advertising characters, 1.2m high
Estimate £610 - £920

RETROMOBILE PARIS PREVIEW



1965 Iso Grifo A3/C Stradale
Dubbed the 'Green Apple'
Estimate: €1 - €1.5 million

1977 Lamborghini Countach LP400 'Periscopio'
One of only 150 examples produced
Estimate: €1.13 - €1.45 million

1935 Delahaye 135 S
Raced at Le Mans from 1937-39 for Ecurie France
Estimate: €1.2 - €1.6 million



Bonhams

@ **PARIS** FEBRUARY 5



1981 DAP Kart
Ex-Ayrton Senna. Raced at Parma in 1981
Estimate: €24,000 - €28,000

1990 Porsche 964 Cup
Raced by Rolf Rosenkranz . 4th in 1991 Nürburgring 24 Hours
Estimate: €160,000 - €190,000

1973 Abarth Osella PA1
Estimate: €110,000 - €140,000



1926 Bugatti Type 37
Thought to have raced in the Algerian and Tunisian Grands Prix in the '20s and '30s
Estimate: €350,000 - €450,000



1980 Renault 5 Turbo
Winner of the Coupe de France des Rallyes in 1985, '90 and '95. Driven by Jean-Claude Alibert and Stéphane Poudrel
Estimate: €100,000 - €125,000

Artcurial

@ PARIS FEBRUARY 6

1966 Ferrari 275 GTB/2
Once owned by Roger Vadim and Jane Fonda
Estimate: €2.75 - €3.25 million

1928 Bugatti Type 43 Grand Sport
Driven by Malcolm Campbell and Lord Howe in 1928
Estimate: €2 - €3 million



1981 BMW M1
Prepared by ORECA for BMW France. 16th at Le Mans in 1981 (Philippe Alliot/Johnny Cecotto/Bernard Darniche)
Estimate: €700,000 - €900,000

1938 Mercedes-Benz 540 K
Estimate: €2 - €3 million

1934 Mercedes-Benz 380 K Cabriolet A
Geneva Motor Show car. Pebble Beach award winner in 2005. 16 built, four survivors
Estimate: €1.3 - €1.6 million

1955 Mercedes-Benz 300 SL
Estimate: €1.2 - €1.3 million

1994 Footwork-Ford FA15
Driven by Gianni Morbidelli
Estimate: €70,000 - €130,000



AUCTION CALENDAR

FEBRUARY

4 *RM AUCTIONS*
Paris, France

5 *BONHAMS*
Paris, France

6 *ARTCURIAL*
Paris, France

21-22 *SILVERSTONE AUCTIONS*
Coventry, UK

23 *BARONS*
Esher, UK

25 *H&H*
Buxton, UK

27-28 *MECUM*
Las Vegas, USA

MARCH

02 *SHANNONS*
Sydney, Australia

07 *HISTORICS AT BROOKLANDS*
Weybridge, UK

10 *COYS*
London, UK

12 *BONHAMS*
Florida, USA

13 *GOODING & COMPANY*
Florida, USA

14 *RM AUCTIONS*
Florida, USA

19 *DVCA*
Dorchester, UK

20-21 *MECUM*
Las Vegas, USA

21 *BONHAMS*
Goodwood, UK

27-29 *AUCTIONS AMERICA*
Florida, USA

28 *BONHAMS*
Stuttgart, Germany

APRIL

9-12 *MECUM*
Houston, USA

17-19 *BARRETT-JACKSON*
Palm Beach, USA

18 *COYS*
Essen, Germany

20 *BARONS*
Esher, UK

22 *H&H*
Duxford, UK

23-25 *MECUM*
Kansas City, USA

25 *OLDTIMER GALERIE*
Toffen, Switzerland

25 *WORLDWIDE AUCTIONEERS*
Houston, USA



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DREAM GARAGE

ROLLS-ROYCE PHANTOM

Don't get muddled between the new Phantom and the New Phantom. The first is today's offering with BMW parentage, the second its pre-war progenitor that in 1925 replaced the Ghost. With its uprated silk-smooth overhead-valve six and almost silent progress, the new car confirmed the Derby company's claim to be maker of "the finest car in the world". It had a four-speed gearbox, though it was a point of pride that it could proceed mostly "on top". It wasn't that the Phantom was especially advanced for its time, more the obsessive quality of its assembly that made it such a superb piece of engineering. The one technical quirk was its gearbox-driven brake servo, which made the pedal light at the cost of heart-pausing delayed action.

Sold only in chassis form (although the US-built Springfield cars did offer a factory body), the New Phantom offered an opportunity for opulence approved by its more flamboyant purchasers, and many of those came from India. Bodied by an English coachworks and delivered to an address in Calcutta, this example currently in the showrooms of William Loughran is more restrained, but the pillar-mounted spotlamp is a sign of something a little special. Apparently the lamp was installed for night-time hunting – no worries about four-wheel drive in those days. After all, Ghost chassis had been turned into armoured cars during the First World War and had coped very well with the Arabian desert.

"It's a very handsome car," says William Loughran. "The quality of the fittings is impressive – all five lamps are Grebel, which cost about as much as an Austin 7! And the dipping mechanism is amazing. You pull what looks like a second handbrake and the headlights physically swivel downwards."

Inside, the teal blue upholstery was redone some 20 years ago, but it's on the dashboard that the first owner left his mark. In place of wood veneer or polished metal, the purchaser ordered mother-of-pearl, dyed to match the leather. It may be unique. Adorning the board is a very fine selection of nickel-finished instruments, including a Tapley meter to check the efficiency of those servo brakes. Finished in a stately silver over black, the Windovers convertible body has removable sidescreens for when the monsoon arrives.

"At one stage it was in Don Williams' Blackhawk Collection in California," says Loughran. "It retains all the original bodywork, all the numbers match and it drives well. It's a damn nice thing!"

FACTFILE

YEAR 1927

ENGINE 7668cc straight six, pushrod OHV, single RR carb

GEARBOX four speeds, right-hand change

POWER about 108bhp

SUSPENSION solid axles, leaf springs, hydraulic dampers

TOP SPEED dependent on body

NUMBER BUILT *(UK & USA)* 3437

PRICE £POA



Oval offering: Ford stunned Detroit with a new GT – and, no, it doesn't pack a V8

Ford steals the show

Shock all-new GT to recall Le Mans glories | BY ANDREW FRANKEL

ON THE SURFACE, IT SEEMED A mistake to be getting on the plane. I'd gone to the Detroit Motor Show last year after many years away and enjoyed a show rammed with new and important products and interesting concepts. This year it looked like the new Audi Q7 was about the most exciting unveiling on the cards.

But then something happened, something that used to be reason alone to go to any big motor show but is so rare these days as to prove very much the exception to the rule. Someone pulled a very large rabbit out of a hat.





"Ford will build it and launch it in time to celebrate the 50th anniversary of its first Le Mans win next year"

That someone was the Ford Motor Company and the rabbit came in the rather extraordinary shape of the new Ford GT. On Ford's home territory it didn't steal the show so much as throw it over its shoulder and run away.

The GT revealed a side of Ford we have not seen for too long: confident, ambitious, proud and not afraid to celebrate the expensive, hedonistic and out-of-touch joy of supercar design. The styling of the car is a quite startling evolution of the GT40 theme first seen more than 50 years ago and seemingly lower and certainly wider than ever. Does it have the simple beauty of the original or the stunning purity of the 2005 Ford GT? Not to me, but not even a 7-litre MkII GT40 has anything like the presence or naked aggression of the new car.

We are told that Ford will build it and launch it in time to celebrate the 50th anniversary of its first Le Mans win next year, courtesy of the aforementioned MkII. Will it race at Le Mans itself? It is certainly a possibility that Ford will develop a version capable of being raced under the equivalent of the current GTE Le Mans regulations.

But for now we must focus on what we know for sure, which is that while it might appear to be a direct descendant of the GT40, it is in fact a very different car underneath, not least because its tub is made from carbon fibre. Aluminium subframes then carry the engine and other assemblies.

And that engine? A large, fire-spitting V8 in the finest traditions? Actually no – it's powered by a 3.5-litre V6 carrying twin turbochargers to reach an output of 'at least 600bhp'. So while it won't be in any way lacking in firepower, it will come from a rather different arsenal to that which might reasonably be expected. Likewise the gearbox: Ford did experiment with a two-speed automatic GT40 back in the 1960s but gave up on the idea... at least until now: the new GT will have just two pedals in its footwell but seven gears in its paddle-operated, double-clutch, automatic gearbox. Ford offers no information about performance, price or production numbers, but I would estimate a top speed of above 200mph, a 0-60mph time of below 3.5sec, a £200,000 price tag and a total run sufficiently exclusive to make the 4000 Ford GTs made 10 years ago look positively common.



SUVs and turbo chat

IF THE FORD GT WAS BY FAR THE most interesting item actually on show at Detroit, that which could not be seen was at least as beguiling.

We know, for instance, that Jaguar and Bentley's new SUVs are to be called F-Pace and Bentayger respectively, and while I can just about see the Jaguar name assuming some semblance of normality once we've all become used to it, I struggle to see the Bentley

Bentayger ever being a phrase to trip lightly off the tongue.

But the most interesting chat of the trip came courtesy of Porsche's R&D boss Wolfgang Hatz. Among his more startling revelations came the news that from this autumn all 911s save the GT3 models will come with turbocharged engines as he tries to balance the customer's desire for performance with the imperative as part of the VW Group to drive down corporate average CO_2 emissions. I don't know how I feel about the idea of no more normally aspirated 911s, though I do know I'd be much more reassured if even once I'd driven a 911 Turbo I preferred to its atmospheric stablemates.

GT4 Cayman on horizon

ELSEWHERE IN HIS RANGES, HATZ confirmed the long-trailed GT4 version of the Cayman and said it had been a project of the Weissach-based Motorsport department rather than Porsche as a whole. This means it was developed by the same people responsible for the GT3 and GT3 RS and, as such, is bound to be a far more sporting proposition than any Cayman seen to date. Hatz would not be drawn on its power output other than saying it would have less than – but in the region of – 400bhp. The most powerful current Cayman is the 335bhp Cayman GTS.

Nor has the Boxster been ignored. A new, ultra-sporting version of the mid-engined roadster is being developed too, albeit as part of a standard Porsche programme (unlike the Cayman GT4). It is likely to be a stripped-out version à la 2011 Boxster Spyder, which derives its performance not from oodles of additional power, but reduced weight and a more dynamic set-up. Both the Cayman and Boxster will receive Porsche's new flat-four turbocharged engine next year. This is believed to have a capacity of about two litres but, says Hatz, will still be capable of delivering "proper Porsche performance".

And finally Hatz confirmed Porsche is still working on a supercar to fit in above the 911 range but below the current 918 hypercar.

Its mid-mounted V8 engine is likely to be derived from the all new unit currently under development at Porsche for fitment into the next generations of Panamera and Cayenne.





■ **Another interesting Detroit newcomer was the Alfa-Romeo 4C Spider, critical to establishing Alfa's US credibility ahead of the introduction of the new Giulia saloon next year. Because the 4C has a carbon-fibre tub, little additional structural strengthening is required, so the fabric-roofed Spider weighs just 10kg more than the 4C coupé and claims unchanged performance figures. No indication of price has been provided.**

■ **Porsche's new Cayenne Turbo S has lapped the Nürburgring Nordschleife in 7min 59sec. I know I shouldn't care about such an irrelevant feat, but I find myself drawn like a moth to a flame. It might be pointless, but is it not staggering that a 2.2-tonne Porsche SUV can now lap this track five seconds faster than the first Porsche 911 GT3 in 1999? It might not be important, but it is amazing progress.**

Black Series AMG GT is on

OVER AT MERCEDES-BENZ, AMG boss Tobias Moers (above) was not afraid to talk about a few things not in the official press releases. Most interesting was the decision to make a Black Series version of the new AMG GT, which when we spoke in Paris in September seemed not to be on the cards.

Back then he talked about a lighter, more powerful and aerodynamically efficient 'GT3' version of the car. While it seems that this project proceeds apace, the new Black Series will come in at an even more extreme level. Expect about 600bhp from its 4-litre twin turbo engine and a level of performance to eclipse that of even the mighty SLS Black Series of 2013.

Honda NSX's triple spark

BACK ON THE DETROIT SHOW floor, the new Honda NSX (below) would have created more of a stir had concepts of very similar appearance not been doing the rounds for a number of years. But it was good to see Honda staying so true not just to the original design but to its technology, too. This calls for – count 'em – three electric motors to supplement the power of its mid-mounted V6 engine.

Exact details are still to be revealed but there is an electric motor to drive each of the front wheels, providing not just four-wheel drive but active torque vectoring, and a third positioned between the engine and gearbox acting as an element in a more conventional hybrid powertrain.

Total power is anticipated to be around 550bhp, or double the output of the original NSX engine some 25 years ago. The car will be made with right-hand drive and will go on sale in the UK priced some distance the other side of £100,000.

Extreme diet for Audi Q7

AND WHAT OF THAT AUDI Q7? It is an immensely important car not so much for what it is, as what it will become. The first to use a heavily revised platform that drops the weight of the seven-seat SUV by a barely believable 325kg, this is the car that will spawn not only the next generation Porsche Cayenne and VW Touareg but also the Bentley Bentayga and possibly even the Lamborghini Urus SUV. The car is also slightly smaller on the outside though, Audi insists, even more spacious within. Ⓜ





LEXUS RC-F

Second sports offering proves a heavy-hitter | BY ANDREW FRANKEL

DROVE AN LFA THE OTHER day. You remember: Lexus' V10-powered two-seat supercar designed to prove that when it came to such things, it had little left to learn from Ferrari and Lamborghini? And save being able to sell them, Lexus was entirely right. When I first drove one four years ago the LFA instantly became one of my favourite supercars, and there was nothing more recent acquaintance did other than cement the fact in my mind. The car is a miracle.

I should then perhaps not have driven the second-most sporting car in its history – this brand new RC-F coupé – quite so swiftly in succession. To be fair, there's not much point dwelling on the relative merits of a defunct supercar costing over £300,000 and a £60,000 answer to the BMW M4, but I'd hoped at least some of that character, that sense of specialness, had been handed down.

And, undoubtedly, some of it has. For a start just look at it: I think it's even more striking in appearance than the LFA and capable of making the attractive M4 look really rather ordinary. It's special inside, in the way you'd hope an expensive Japanese sports car might be: there's lots of technologies to play with, an endless supply of interesting shapes to look at and a pervading sense of hefty quality. Hefty: that's a word we'll be returning to shortly.

On paper there's more to suggest this might be the most exciting not-entirely-unaffordable Japanese sports car since the Honda NSX. Here you'd find news of a 5-litre, quad-cam V8 engine and the 470bhp it sends to the rear wheels alone, and without resorting to the sound-sapping, throttle response blunting turbochargers that do so much to lessen the driving experience offered by the M4. There's even a Torsen differential in here.

What's not to like? Well there's no option of a manual gearbox, and while the paddles will shift through eight ratios, they do so not via double-clutch actuation, but a heavy, power-sapping torque converter. And talking of torque, the RC-F offers 391lb ft of it, but only after you've spun the engine to 4800rpm to find it.

None of which would matter too much if Lexus had concentrated as hard on keeping weight out of the RC-F as it has on keeping technical content in. But it has failed, or simply didn't try. The RC-F weighs 1840kg and you can forget comparisons to an M4: a top-of-the-range, long-wheelbase, diesel-powered Jaguar XJ limo weighs less than that. It is, for want of a better word, hefty. And hefty cars with engines limited in low down torque always feel mismatched.

The RC-F is no exception. Apart from the irritatingly fiddly mouse-operated navigation system, there is nothing in the least unpleasant about gently wandering up the road in the RC-F. You attract lots of appreciative looks and the engine sounds excellent even in its



FACTFILE

£59,995

ENGINE
5.0 litres, 8 cylinders, normally aspirated

POWER
470bhp@7100rpm

TORQUE
391lb ft@4800rpm

TRANSMISSION
eight-speed automatic, rear-wheel drive

0-62MPH 4.5sec
TOP SPEED 168mph
ECONOMY 26.2mpg
CO_2 251g/km



gentlest 'Eco' setting where it switches from Otto to a quasi-Atkinson cycle to save juice. The ride is firm but pleasantly nuanced, while the steering doesn't provide much feel but is well weighted and accurate. The dashboard also changes its design depending on which mode you have selected for it, but all the designs are interesting and appropriate to what you are trying to achieve.

And if that is enough to coax £60,000 from your pocket, then be my guest: the RC-F would make a rubbish long-distance cruiser because the fuel consumption is truly terrible even in cod-Atkinson 'eco' mode and because the sub-15-gallon fuel tank is simply inadequate. If you really don't mind stopping frequently, it would provide endlessly easy and



Lavishly endowed with looks, power and tech, Lexus RC-F should thrill – but excess weight saps any brio



often quite engaging company.

But I want more than that from this kind of car. I want a two-plus-two coupé of such power and looks to really invigorate the driver, and to do so at a moment's notice. At first it seems promising: you call up 'Sport' or even 'Sport Plus' mode, feel the throttle response sharpen beneath your foot and hear the exhaust note harden and deepen. It's a unique sound, as if the bottom end had been designed in Detroit and the top somewhere near Maranello, and it's none the worse for that.

So imagine the promise made by a car to your eyes and ears; and now imagine the disappointment when you discover it offers nothing more than merely a moderately engaging driving experience.

Given it has almost the same amount of power as a Ferrari F40 – and far more than a BMW M4 – it feels surprisingly slow. I don't doubt the claimed 4.5sec 0-62mph time because the engine is undeniably strong in the upper reaches of its rev range and its lower ratios are short and close, but in the real world? Well, consider this: the M4 has a peak torque to weight ratio of 258lb ft per tonne available at just 1850rpm, the RC-F just 212lb ft per tonne and you'll need 4800rpm on the clock to feel it. That is the prime differentiator between their respective performances.

It fares better in the corners, but perhaps only because I don't quite trust the M4 on the limit. It is, shall we say, inclined to nip a bit. The RC-F is the reverse: it is your faithful friend offering just enough stabilising understeer to ensure you remain confident without sending you ploughing across the road. Which is good as far as it goes, but yet again it doesn't go far enough. Much has been made of the car's weight elsewhere and rightly so, for the kindest things you can say about its handling require qualification. Its handling is really very good, for a car weighing 1840kg. Really it should be at least a quarter of a tonne lighter.

A 1600kg RC-F would feel so much sharper, place less strain on its merely adequate brakes and, most of all, permit the engine to be retuned to provide torque where it was needed. And you could knock the power output all the way back to 400bhp to do so without affecting the power to weight ratio. Looking the way it does and with a sound to match, that is a car that would shake the M4 to its very core.

But as we know very well, it is far easier (and cheaper) to add power than remove weight, and that seems to be the choice made by its engineers.

The RC-F is not a bad car by any means but, to me at least, it is a slightly disappointing one. Or perhaps it is simply the right car in the wrong place, and that wouldn't be the first time I've thought that about a Lexus. In the US where gas is cheap, boulevards long and corners in limited supply, it is easy to see the attraction of a car of such undeniable qualities. But on our roads its limitations are a little too apparent for it to be more than something to look at if you've already decided you don't want an M4. And a new Mercedes-AMG C63 coupé will be here within a year equipped with the stupendous 503bhp V8 motor already seen in the AMG GT; it would be a brave man who wagered its arrival wouldn't diminish the case for the RC-F further still.



BMW 218D SE ACTIVE TOURER

A fine first stab at front-wheel drive

TABOOS ARE THERE TO BE broken. Porsches were always to be powered by air-cooled engines located behind their drivers, until it became convenient to use water-cooled engines located ahead of their drivers. Ferraris were always going to be rear-wheel-drive machines until it suited Maranello to build one with four-wheel drive. And surely Bentley would never build an SUV? We will see the answer to that question later this year.

But a BMW driven by the steered wheels alone? The Ultimate Driving Machine with incorrect-wheel drive? Surely this is some kind of joke?

Actually it's not: the BMW 2-series Active Tourer is indeed Munich's first front-wheel-drive car and, to the 30 per cent of existing BMW customers who will buy one and the 70 per cent who will be new to the brand, it will matter not one jot.

What will matter far more is that for a certain sort of growing constituency of buyer, namely those looking for a comfortable but spacious family holdall, the Active Tourer provides the opportunity to buy into a brand that may hitherto have been denied to them. Yes, this is also BMW's first cod-MPV and there are likely to be a few of us old stick-in-the-muds who'll get quite



exercised about that too.

But there's no need. BMW is now a fully diversified brand with cars as novel as the superb little electric i3, as traditional as the old 7-series saloon and as customer-savvy as its ever-widening range of SUVs. An inoffensive little people carrier like this is simply not worth getting steamed up about.

It's a good car too, so long as you can divorce your feelings from what you might historically have expected from a BMW. It's not particularly fast when fitted with a mid-range diesel engine and, while I suppose there's a certain élan to the way it tackles difficult roads that you'd struggle to find elsewhere in this class, compared to the conventional 3-series this kind of money will buy, its dynamics are entirely unremarkable.

FACTFILE

£24,205

ENGINE
2.0 litres, 4 cylinders, turbocharged

POWER
148bhp@4000rpm

TORQUE
248lb ft@1750rpm

TRANSMISSION
six-speed manual, front-wheel drive

0-62MPH 8.9sec
TOP SPEED 129mph
ECONOMY 68.9mpg
CO_2 109g/km

But to think of the Active Tourer as a Nissan Qashqai with a posh badge would be to do it a considerable disservice. It has a quality feel to its control weights, switches and levers that are distinctly BMW and not common elsewhere in this class. Ride quality is notably good and refinement spoiled only by the distant diesel thrum. I have it on good authority that the petrol 218i is quieter and more civilised. For those who'll buy it for practical purposes, it is a car short of gadgets like seats that turn into amphibious landing craft at the press of a button, but long on common-sense features like legroom, vast storage and surprisingly generous equipment levels, not to mention impressive fuel consumption and CO_2 emissions.

There are no reasons, either good or bad, to get excited about the BMW Active Tourer; but that doesn't mean there are not plenty to encourage you to try one. So forget the badge and ask yourself instead if you like the sound of a high-quality, well engineered, mildly entertaining and reasonably practical family bus. If you do, this is it.



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VOLKSWAGEN SCIROCCO GT 2.0 TDI

Sharp handling diluted by the passage of time

SEVEN YEARS AFTER ITS launch, the Volkswagen Scirocco has finally received some revisions. While amounting to no more than the usual nip here and tuck there, after so long this alone would probably justify this review.

But that's not why it's here.

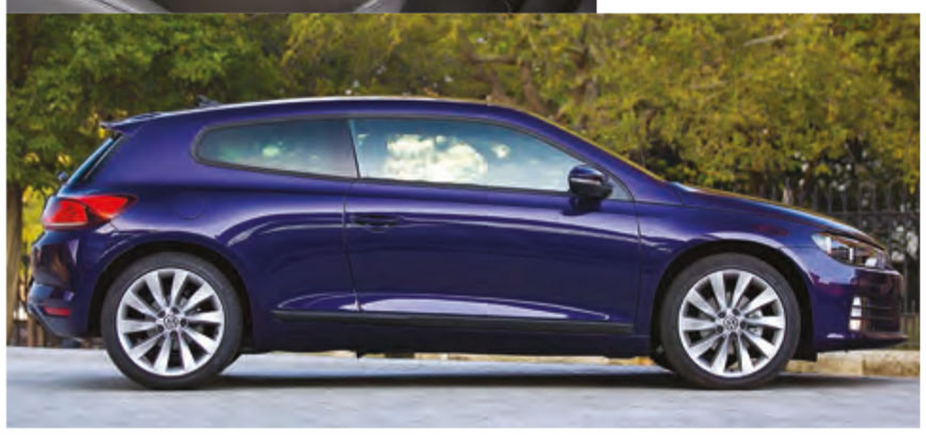
The minor modifications amount to the bare minimum VW could get away with while still being seen to be putting a fresh foot forward, and need not delay us here. The reason I recently spent a week in one is that I've not driven one in many years and those recollections I had of this smart yet spacious coupé were almost entirely positive.

Also, since its launch was so long ago that this regular slot did not exist, I'm fairly confident I've never reviewed any Scirocco for this title.

What I recall is a car that simply got on and did the job without fuss or drama. Unlike the previous-generation Audi TT it wasn't a car more concerned with how it was perceived than how it drove, it was merely simple, honest and surprisingly effective. Not only was it quick – I can remember keeping up with all sorts of apparently far faster machines around the Bedford Autodrome because it was so accurate on the way into corners and so economical with the space it required at the exit – it made sense too. It might look cramped, but there's actually room for four to sit in tolerable comfort, which is not something you'd ever feel inclined to say about the TT.

Driving the Scirocco today, it is clear that at least one of us has changed quite considerably in the intervening years,





FACTFILE

£26,805

ENGINE
2.0 litres, 4 cylinders, turbocharged

POWER
148bhp@3500rpm

TORQUE
251lb ft@1750 rpm

TRANSMISSION
six-speed double clutch, front-wheel drive

0-62MPH 8.6sec
TOP SPEED 132mph
ECONOMY 62.8mpg
CO_2 119g/km



and not in a good way. The car delivered to me came with a 148bhp 2-litre diesel engine, which provided performance that was as accessible as it was unremarkable. While it provided predictably decent fuel consumption, the subtle flair and spark that so characterised this car all those years ago was notable only by its absence. And yes, it would have been better with a petrol engine, but its lack of outright power was not what bothered me: it was that the car was no longer fun to drive.

I took it out to mid-Wales to see where its character had been buried, but if it was lurking somewhere within, it was not possible to find it within the bounds of what can safely be achieved on a public road. It no longer felt that incisive as I turned into corners, the steering lacked feel and, while it would adjust its line if you were coarse with throttle inputs, the delicacy of old was missing. The ride was poor, too.

It is of course possible that time has played tricks on me and my memories of this car are rosier than they should be, but I don't think so. In fact I think the trick has been played on the Scirocco: time has marched on and, unwilling to move with those times, it has been left behind.



FORD MONDEO 1.5 ECOBOOST TITANIUM ESTATE

Another fine chassis, but that on its own is no longer enough

WHEN THE HISTORY OF the Ford Motor Company is written, the year 1993 will stand alongside 1908 (introduction of the Model T) and 1966 (winning Le Mans at the third time of asking) as a date of monumental significance to the Blue Oval. This was the year in which Ford introduced the first Mondeo, but that alone would never make the date so significant. It wasn't the Mondeo that mattered so much, as the change in attitude its class-leading abilities reflected: this was the year that, in Europe at least, Ford decided to stop building rubbish cars.

Goodness knows there'd been enough of them, from most Sierras to almost all Escorts of the era and no small number of Fiestas, too. But then came the Mondeo, then the Focus and a series of Fiestas that have led their class ever since. And this all-new Mondeo would like you to think it is as good today as was the original some 22 years ago.

But it's not. In fact it's not even close. Actually it's not even all-new. This Mondeo was first shown as the Ford Fusion as the Detroit show in January 2012, but thanks to restructuring of priorities and the closure of the plant that was to build it, it has taken fully three years to make it to market.

FACTFILE

£23,480

ENGINE
1.5 litres, 4 cylinders, turbocharged

POWER
158bhp@6000rpm

TORQUE
177lb ft@1500 rpm

TRANSMISSION
six-speed manual, front-wheel drive

0-62MPH 9.3sec
TOP SPEED 135mph
ECONOMY 47.9mpg
CO_2 137g/km



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I found it a car of curiously mixed abilities, certainly in the 1.5-litre Ecoboost estate form I was able to sample. On the positive side there's no doubting that Ford's chassis engineers have once more struck a wonderful balance between ride and handling. Also, while the 158bhp petrol engine is not likely to be a big seller in the UK, it's smooth, frugal and responsive beyond what you'd expect from such a small unit in so large a car.

But unlike the original Mondeo, which was hard to criticise, there is no shortage of features I would change on its descendant. The dashboard, for instance, is a mess with ugly instruments and information that's unattractively presented and can be difficult to access. Ford has also chosen to cut the size of the estate's boot for no good reason I can fathom, abandoning a key USP of its predecessor. But its greatest failing is its new electric steering – it's no good having a fine chassis if the steering guiding it is so lacking in feel that you become disinclined to press on.

I look forward to trying some other Mondeos – a diesel hatchback might be a very different proposition – but on evidence supplied so far the new Mondeo advances its cause little, if at all.

Kyalami eye witness

I have seen various claims about drivers being first to reach the scene of Peter Revson's fatal accident at Kyalami. Alastair Caldwell (December) stated that it was Denny Hulme. In your May 1974 issue, Hulme, Fittipaldi, Hill and Keizan reportedly stopped to help.

I was there as a marshal, decided to watch at Jukskei Sweep and took with me two fire extinguishers. From there one could see several corners. Eddie Keizan's Tyrrell had just disappeared through Sunset when Graham Hill entered Barbecue. Then came Revson, and I watched him from Crowthorne into Barbecue. It was here that I realised something was amiss, since he did not turn but continued straight on.

There was no brake lock or tyre smoke and he plunged nose-first into the Armco, halfway between Barbecue and Jukskei. I have no recollection of starting to run, but before I reached the car it was engulfed in flames. Eddie Keizan and I arrived at the same time. So intense was the fire that there was no way I could get close. Eddie, however, took both my extinguishers and walked backwards towards the car.

With my head in Eddie's stomach, I operated both extinguishers from under his arms. Graham Hill then arrived and followed Eddie's backwards method. Slowly we began to suppress the fire, but then one of the extinguishers ran dry. That's when Denny Hulme arrived on a fire truck – and it was he that operated the large on-board extinguisher that defeated the fire, allowing Graham to unbuckle Revson's harness. Emerson Fittipaldi must have arrived some time after Denny, because I became aware of him directly behind me.

We lifted Revson from the car and put him on an ambulance stretcher that had arrived, but it was obvious that our efforts had been in vain. Contrary to some published claims, it is not true that he was decapitated.

I sat down with Francis Tucker, the chairman of the SA GP committee and a practising lawyer, to give a sworn statement that was used in the inquest.

During a post-race gathering at Francis's house, I asked Graham how everyone felt following Revson's accident. He replied, "Nothing happened. Forget it."

Eric Fletcher, Pretoria, South Africa

Spain '76 revisited

In his interview with Simon Taylor in your December issue, Alastair Caldwell spoke about the disqualification and reinstatement of James Hunt's McLaren in the 1976 Spanish Grand Prix.

He claimed the Spanish scrutineers informed Ferrari before the race that the M23 was illegal, but did not tell McLaren. I have never read any report that verifies this statement. As far as I am aware, Ferrari didn't even protest the winning car after the race. No doubt Mr Caldwell would say that was because they were already 'in cahoots' with the scrutineers. But why would the Spanish authorities inform Ferrari and not the team concerned?

I have read that the discrepancy was spotted by Peter Jowett, who was employed by FOCA as a technical consultant. Jowett then informed the scrutineers. Can anyone shed light on this matter?

Bryan Caldwell, Vancouver, Canada

Fillet of soul

I read February's cover feature with considerable interest. It has been my great privilege to pilgrimage to each of these magnificent circuits in recent years and each is compellingly different, yet equally special.

I particularly enjoyed the way your feature celebrated the on-going history of all five venues. These theatres of speed are living circuits and each has had to adapt in its own way to face the challenge of hosting modern motor racing. None of them exists exactly as it did during the 1930s, but each still hosts top-line racing in a form that would have been recognisable to the pre-war greats.

What sets these five tracks apart from their modern equivalents is that great intangible: soul. This isn't something that can be built in; it develops only through human endeavour. You cannot recreate the lip-wobbling emotion of Monza in South Korea, for example, as I believe has been demonstrated during the last decade in Formula 1.

I visited the Circuit of the Americas for the last US GP and it already has a soul. Whether it's the fans' enthusiasm, the heady smell of barbecuing meat or the sincere respect of the drivers, COTA is halfway to 'great' status.

It just needs 80-odd years of motor racing heritage...

Andrew Swift, Wakefield, Yorks

Maserati date debate

A recent *Motor Sport* photo of several Maseratis has been brought to my attention. I have five photos (bought many years ago) that were clearly taken at the same time as yours, at Casa dell'Auto in Turin. I think, as Doug Nye surmised, this was a Piero Dusio-connected company. Certainly all the cars pictured had been through Dusio's hands pre-war.

Despite the annotations with your photo, I am sure that the date is earlier than September 1947, as 6CM 1535 reappeared at Bremgarten in June 1947 (driven by Hurzeler) with a different nose to that illustrated. I'd guess your photo is from 1944 or 1945.

Adam Ferrington, Stoke-on-Trent, Staffs



Trident missiles, from left: Maserati 6CM 1532, last raced by Teagno in Tripoli 1940 (its race number can clearly be seen). Maserati 8CM, last raced by Teagno in 1938. Maserati 6CM 1535, last raced by de Graffenried in 1939. Maserati 6C-34, also last raced by de Graffenried in 1939

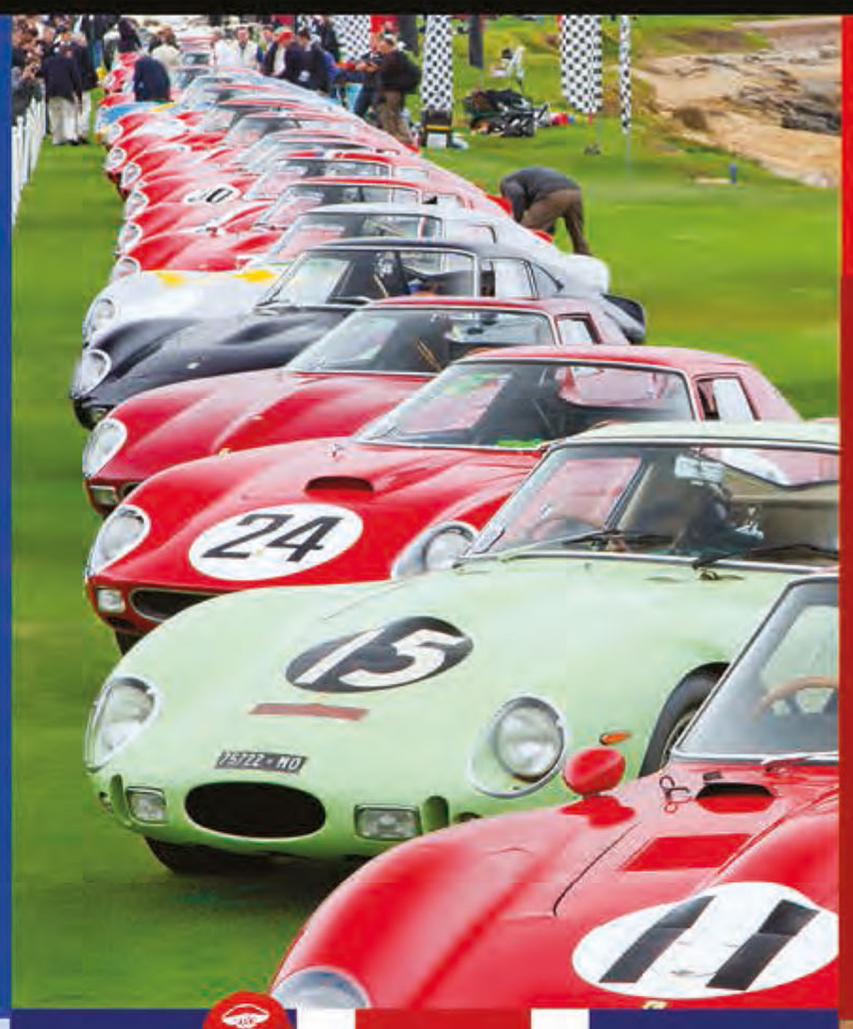
Canvas city chiefs

I read your feature on journeys to European circuits with great pleasure. But saying "camping facilities abound" at Le Mans is perhaps akin to saying "the Nürburgring has many corners". For many of us, going to Le Mans is about the quality of the camping as much as the race.

We camp to see old friends and make new ones. The eclectic mix of people and their cars creates a relaxed atmosphere, making the most of local food and especially the spicy merguez sausages. And the variety of cars on site is sensational – I have seen everything from Aston's finest via Renault Alpines to a standard Golf camouflaged up as Vulcan XH558 (plus a Red Arrows formation displays on Raleigh

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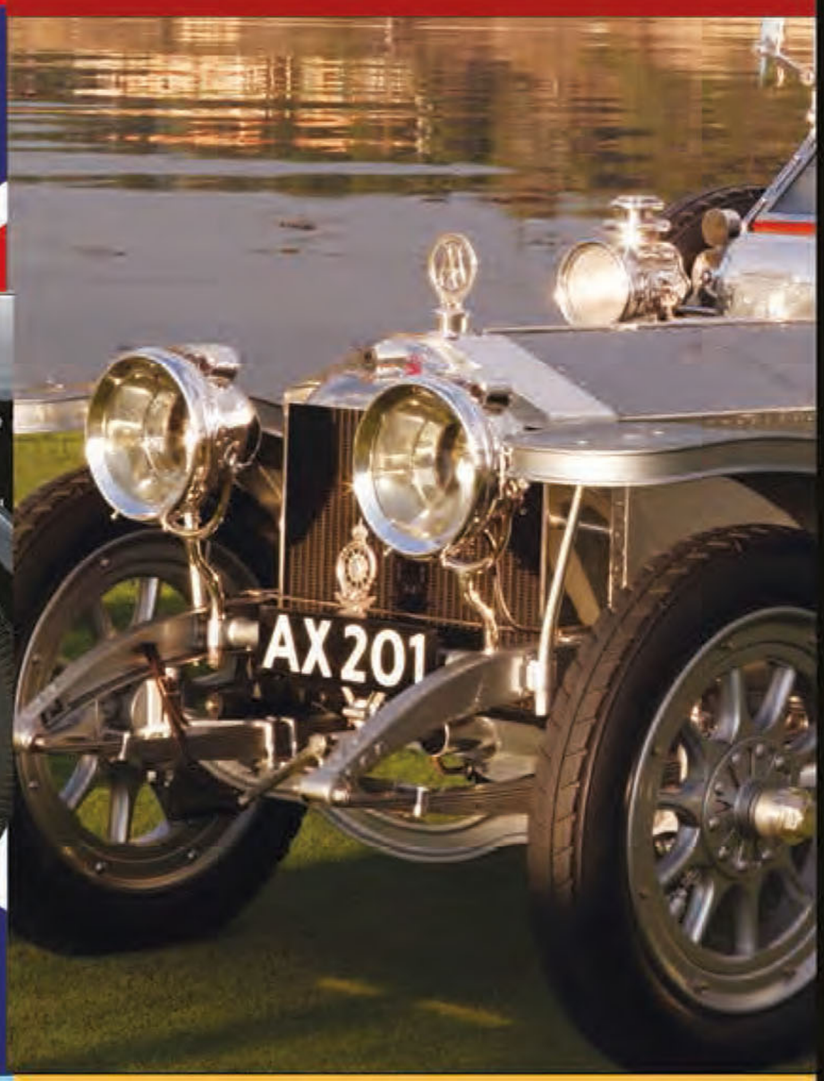
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Choppers, complete with smoke, and a beer-bottle model of Tower Bridge).

The mix of people, cuisine, cars and the odd tipple makes a great sandwich for the racing. And you haven't really been to Le Mans until you have been woken in your tent by a Corvette/Aston battle every few minutes.

Andy Graham, Redhill, Surrey

Her name wasn't Lola...

The Duckhams/de Cadenet Le Mans car, featured in my *You Were There* photo gallery (February), was not a Lola, contrary to your caption. Gordon Murray designed it using Alain de Cadenet's Brabham BT33 as a starting point. He drafted it in his spare time, after getting home from his day job at Brabham. Our small team built the car in a London lock-up. It performed very well given that it had previously covered only 12 test laps around Silverstone's club circuit – a credit to the effectiveness of Gordon's design.

John Sisson, Australia

Joy of the printed word

That was a wonderful piece by Simon Taylor on the one and only AJ Foyt (February). There are a couple of points that us old-timers (I can remember Foyt winning Indy in 1961) would note as perhaps having been lost in translation.

It was George Snider, not "Schneider", who drove AJ's dirt car. And that's a USAC dirt car (later known as Silver Crown) in the photo from Sacramento's Golden State 100, not a sprint car. There are subtle differences in chassis and engine, even though to the untrained eye they might look the same.

Keep up the great work. Even though I have the technology to enjoy the electronic edition, there's still something wonderfully fulfilling about savouring each of your printed pages.

Greg Rickes, Latham, NY, USA

Changing of the Guards

I enjoyed Simon Taylor's "burger" with AJ Foyt. I was at Brands Hatch for the 1964 August Bank Holiday Guards Trophy race.

We had all anticipated that the John Mecom trio of Foyt, Walt Hansgen and Augie Pabst would show our lads the way around. However, Foyt's Scarab Chevrolet contrived to hit David Piper's 250LM at South Bank on lap one. His team-mates managed little better...

Autosport subsequently had this to say: "Foyt unofficially practised on the short circuit on Sunday and it is said suggested to [race organiser] Nick Syrett that this was the track on which to run the race, with the fastest cars starting from the back of the grid." Now that would have been worth seeing.

David Fox, Schwenksville, PA

Foyt, a genuine giant

As a long-time subscriber living in the heart of NASCAR country, I found Mr Taylor's splendid lunch with the inestimable AJ Foyt informative and enjoyable. Thank you for a perfectly written piece on one of the true giants of international motor sport.

Daniel Pope, Piney Flats, Tennessee, USA

Discovery channel

Your recent piece on a forthcoming Baillon Collection auction was in error. It was not Lord Carrington but Lord Caernarfon who, with Howard Carter, discovered Tutankhamun's tomb.

Dr Peter O'Donnell, Epsom, Surrey

Mick Hill remembered

I was sad to hear of Mick Hill's passing. Having lived close to Silverstone, I spent many weekends at race meetings and always admired his beautiful yellow Capri. There were always interesting creations, like Bill Cox's 7.0 Capri, but I don't recall Hill being beaten very often.

I remember the debut of his VW Beetle, too, and waiting eagerly to see it during qualifying. It didn't appear, though, and I joined a crowd in the paddock to watch Mick and his team trying to free a jammed throttle slide. He was probably fuming, but joked with us about the 'joys' of running a new car.

Graham Jewers, Paignton, Devon

Ford focus

I enjoyed reading Simon Arron's item on the post-race celebration at Le Mans 1967 (January 2015). Reference to the three-car Ford accident in the early hours reminded me that I was there, evidently not far from Nigel Roebuck.

Later that morning I took a photo



(above) of two of the cars at the trackside. As I recall the third car was out of shot on the left. Your excellent archive reminded me of the full facts – that an impatient Mario Andretti, just after leaving the pits with a brake problem, was tossed off the road when he tried to slow for the Esses. He escaped from the wreck of the MkIV (car 3) with three broken ribs. The next car on the scene was the Ford MkIIB (5) of Roger McCluskey. With wreckage in his path and uncertainty about the driver still being in the remains, McCluskey threw his Ford into a spin and bounced off the earth bank and back into the road. Then Jo Schlesser arrived and aimed for the small gap between the other two Fords. The space was insufficient and his MkIIB joined the carnage.

Greg Thompson, Lydd, Kent

Sign of true class

As an avid reader of your magazine and collector of Grand Prix memorabilia items, I was saddened to read of the recent death of Jonathan Williams.

I enjoyed your tribute and read with laughter the comments about how amazed he was that autograph hunters managed to track him down. I was among them and contacted him in March 2014. He was most obliging, sent me a few e-mails and mentioned that he could never get his head around eBay prices for autographed pictures of fellow Ferrari star Chris Amon.

He sent me two beautifully autographed pictures with some other inclusions – and this while he was obviously in poor health.

I was glad that I had the opportunity to thank him.

Heath Richards, Auckland, NZ

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1



2

WADE FULLER

The son of American racer Bob Fuller, friend and contemporary of the great Mark Donohue, Wade sent in a lovely selection of photographs of bygone North Americana **1** Mario Andretti looks on as his Bignotti Lola T70 is serviced, 1968 **2** Carlos Reutemann hands Ferrari 312PB to Tim Schenken, Watkins Glen 1973 **3** Carroll Shelby **4** Can-Am pit activity, 1966: Bruce McLaren (M1B, no4) and Hugh Dibley (Lola T70 Mk2, no11) **5** Fledgling Gilles Villeneuve, 1974



4

5



3

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MOTOR SPORT SINCE 1924 HALL OF FAME

World of opportunities

Brawn & Scheckter open tech college

Motor Sport **Hall of Fame inductees Ross Brawn and Jody Scheckter helped open Sparsholt College's Motor Vehicle and Agriculture Engineering Complex in December. The building's workshops feature state-of-the-art welding and fabrication facilities, working to the highest level of sustainable environmental**



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performance. Students are trained by experts to gain real experience, working on a range of vehicles from road cars to specialist agriculture vehicles.

Brawn said: "I started as a mechanical engineering apprentice and always remembered the maxim that 'luck is preparation waiting for an opportunity'. What I'd like to say to students is that today is your preparation; opportunities will come at some stage of your life. If you've got the training and have had the education, you can grab them."

Scheckter said he was energised by his time in education. "I went to a technical college to work with cars and really loved it. The facilities here are far better and my career has flourished from those early days. If you keep at it, the sky's the limit."

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to explore the careers of Brawn & Scheckter
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KEEPING AN EYE ON THE TIME: NEW RELEASES AND BYGONE CLASSICS

by Richard Holt



IWC PORTUGIESER ANNUAL CALENDAR
in stainless steel, £16,900

IWC

To a person of the digital age, the phrase 'annual calendar' doesn't necessarily sound very impressive. A calendar wouldn't cause the most rudimentary of electronic devices to break sweat. But to do it with moving mechanical parts that need to account for irregular months and create a watch that only needs resetting once a year — at the end of February — is far from simple. For a grand old watchmaker like IWC to make a show of unveiling its first annual calendar goes some way to explaining what it means in watchmaking terms.

With the month, day and date shown in three separate, semicircular windows at the top, the in-house movement for the Portugieser Annual Calendar took IWC almost five years to develop. To provide the extra power used up by all that extra complication, the watch has two mainspring barrels, meaning it will go for seven days before it needs winding up.

The watch is released as part of the 75th anniversary of the Portuguese watch family, which IWC has renamed Portugieser for 2015.

www.iwc.com



BRM BT6-46
Gulf £3090

BRM

To the older reader, or one with an eye on motor sport heritage, BRM would stand for British Racing Motors, the Formula 1 team that employed the services of such giants as Jackie Stewart, John Surtees and Niki Lauda and which, in 1962, won the world championships for drivers and constructors with Graham Hill behind the wheel.

But when the French motor racing enthusiast Bernard Richards formed his watchmaking company in 2002, the F1 team was a quarter-century defunct. With the addition of the word "Manufacture", a new BRM was born.

The BT6-46 is produced in conjunction with Gulf, the oil company and motor racing sponsor, and has a bezel inspired by a Moto GP engine. As Monsieur Richards puts it: "BRM watches are custom-made and hand-finished in a pure racing spirit. A mass-produced BRM wouldn't be a BRM any more."

www.brm-manufacture.com

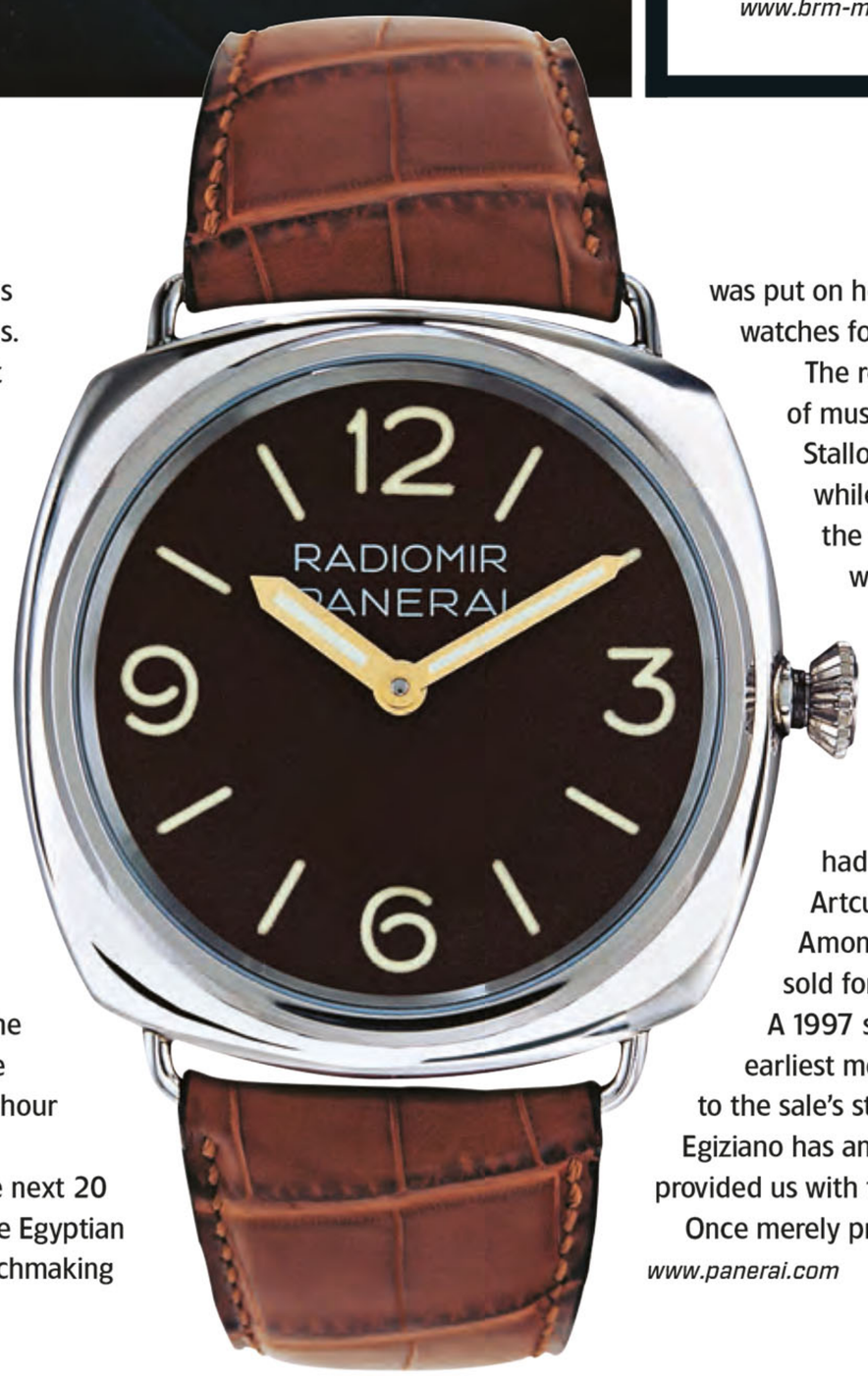
PANERAI

The Volkswagen Beetle wasn't meant to be stylish, it was conceptualised as a tool to bring motoring to the masses. But Ferdinand Porsche's car became loved in a way that transcended its utilitarian brief – so much so that we are mostly too polite to mention Hitler's backing.

The role of another dictator in the evolution of Panerai is similarly glossed over. Mussolini saw control of the Mediterranean as an essential part of his plans for a new Roman Empire. In order for his navy to execute sabotage operations, and coordinate well-planned rescue and attack missions, it needed divers equipped with watches that could work reliably under the harshest of conditions.

Florence-based Panerai had patented a radium-based substance that provided luminosity for various pieces of naval equipment. Then in 1936, following orders from the regime for a waterproof wristwatch with a dial that was legible in conditions of very low light, Panerai produced its first diving watch. The chunky, no-nonsense design later became known by the name of the glow-in-the-dark coating on its hands and hour markings: the Radiomir was born.

The development of diving watches continued for the next 20 years, culminating in the Radiomir Egiziano made for the Egyptian navy in 1956. When the military contracts dried up, watchmaking was put on hold. Then in the 1990s, Panerai began making watches for the public for the first time.



The response was great and the brand, aided by a bit of muscular Hollywood support in the form of Messrs Stallone and Schwarzenegger, became massive. But while the watches have been developed and kept at the cutting edge under the guidance of Richemont, which has owned Panerai since 1997, it is striking how close they have stayed to the original designs hewn from military imperatives.

Panerai has a fanatical following, with a group calling themselves the Paneristi sharing their passions in online forums.

A measure of the brand's power is that it just had its first single-manufacturer auction, with Artcurial putting 100 historic watches in a Paris sale. Among the lots was a 1956 Radiomir Egiziano, which sold for the record-breaking price of €125,800.

A 1997 special-edition Radiomir (left), a tribute to the earliest model, sold for a record €103,500. Paying tribute to the sale's star lot, Panerai CEO Angelo Bonati said: "The Egiziano has an extraordinary iconic value and its lines have provided us with the inspiration for our contemporary watches." Once merely practical, its products are now cherished.

www.panerai.com

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Keeping the British

These are not the most famous racing Jaguars, but a V12 quartet maintained the company's competition heritage between headline Le Mans victories of the 1950s and 1980s

writer ANDREW FRANKEL | **photographer** JAMES LIPMAN

BLYTON PARK MAY NOT BE THE MOST HISTORIC OF CIRCUITS, NOR IS IT the easiest to access. But where else can you affordably run four cars with 48 cylinders, more than 20 litres and not a silencer box between them? And on a track good enough to do them some justice? And without bringing every law enforcement agency and noise abatement society in the county down upon your head?

Between them and using only a little licence, these four span the gap between Jaguar's great racing eras. Popularly, Jaguar's competition history is regarded as the 1950s and 1980s with little worthy of mention in between. But as we shall see, this quartet is happy to speak of a time when, while Jaguar may not have been winning Le Mans, it was far from lacking in competition success. For the E-type took over pretty much where the D-type left off. It raced in 1961, a single year after the last D appeared at Le Mans, yet really only dominated its chosen form of racing just once, and right at the end of its career in 1975. Along with the amusing diversion that is the XJ12 coupé, the E-type begat the XJS while over in the US an IMSA prototype named XJR-5 was being prepared. This would, in time, take Jaguar back to Le Mans and provide the perfect curtain-raiser for its Group C triumphs to come.

And we have them all here: the unsung heroes of these only apparently dark days, the cars that kept the pilot light flickering, ready to be turned into roaring flames of success when the time was right.

end up...

1974-75

GROUP 44 JAGUAR

LOOKS SCARY, DOESN'T IT? Sounds scary, too. As in 'throw yourself flat on the floor when it starts' scary. The noise is that of a 12-bore shotgun at the point of discharge, sampled and repeated ad infinitum into one continuous sound. And that's just at idle. If someone gives it a blip, some primal instinct will tell you to run away.

But it's not scary at all. In fact the Group 44 E-type is one of the easiest racing cars you could imagine driving.

It is the work of one Bob Tullius, who'll be resurfacing later on in these pages. By the time Jaguar USA's British-born marketing director Mike Dale approached him, Tullius's Group 44 race team had campaigned Triumphs and MGs with some success in the US. This was 1974, the world was in the middle of an oil crisis, the E-type was out of date and Dale had a staggering 6000 of them without homes to go to.

The idea was that Tullius would make a car to compete in the SCCA championship on the East Coast while another team, Huffaker Engineering, would do the same in the west. At the end of the season there was a combined run-off to see who'd be the outright winner. The cars needed to stay production-based, but Tullius managed to extract about 440bhp from its 5.3-litre V12, up from the standard 270bhp.

The opposition was provided by Corvettes, which had failed to win the national title only three times in the previous 17 years; there seemed little about the under-developed Jaguar that was likely to disturb the status quo. Until, that is, they made their debuts on either side of the country on August 10 1974. The Huffaker car won in Seattle while Tullius was cruising around Watkins Glen, having annihilated the entire field, when the gearlever came off in his hand. The two cars continued almost unchallenged for the rest of the season until the run-off at Road Atlanta. At first it was business as usual, with two Jaguars out in front and Tullius smashing the lap record, but the Huffaker car went out of contention while Bob's tyres wilted, allowing a Corvette to sneak through to win by less than a second.

There'd be no such slip-ups in 1975. Up and down their respective coasts, both E-types

Period film about Bob Tullius and Group 44, who ran Jaguars in the top US series for more than 20 years

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"IT WEIGHS THE SAME AS A FOCUS AND HAS MORE POWER THAN A NEW PORSCHE 911 GTS"

cleaned up and at the run-off Tullius won outright to claim the national crown.

"I was only an OK driver," he says, "but I had a great team. And an OK driver with a great team was good enough to get the job done." By the time his E-type's career was concluded, it had entered 17 races and won 12 of them. And yes, that was all done by this very car, now owned by Jaguar Heritage. It may not have been Le Mans, but Jaguar was racing again. And winning.

The door is welded shut, so you hop over the side and slide down into a tiny seat, whereupon you are confronted by an even tinier steering wheel. The dash is sparse and randomly laid out but the car is simple to operate. Flick a switch, press a button, take cover and it's ready to go. There's a simple four-speed Jaguar gearbox (sourced from the 4.2-litre E-type for its closer ratios) and a kind clutch.

The steering is so light that at first you think it's broken. There's no feel through the wheel's fat rim, either. It is very intimidating.

But the engine is fabulous. Despite the racket, it doesn't feel like a race unit because the power comes in so evenly and strongly from such low revs. It pulls from just 2500rpm and at 3500rpm it's entirely on song. Given that Tullius used 7000rpm, it gives you some idea of the powerband available.

I chose not to exceed 5500rpm and it never fell off the cam. It feels fast, too, and I'm not sure why I should find that surprising: it weighs the same as a Ford Focus and has far more power than a new Porsche 911 GTS.

With its narrow track, long wheelbase and crazy steering, it should feel worse than it does in the corners. I don't think apex speeds would be that high, even on fresh slicks, but it turns in very cleanly given the weight in its nose and understeers just a little unless you choose to break the back loose with your right foot.

You might expect the E-type to be the poor relation of this crowd, but it's not. Its only real deficiency is its braking, which wilts after a few laps of Blyton just as it did on the tighter American tracks 40 years ago. Otherwise, and as the only one of the four you can just get in and drive quickly without having to think too hard about it, the Group 44 E-type is a pure and simple delight.

E-TYPE



Racer was introduced very late in the E-type's production life, but was instantly successful. Below centre, period Tullius







BROADSPEED XJ12

1976-77

IF YOU WERE TO GO LOOKING for an allegory for all that was wrong with the British motor industry in the 1970s, a near-500bhp V12 racing car might not be the first place you'd look. But the story of the Broadspeed Jaguar XJ12 Coupés has all the elements: there's the management that appeared almost wilfully to misunderstand its workforce, a car with ultimately insuperable quality control issues and an almost comical flair for underestimating the opposition. And yes, there's even the genuine talent whose light was all but obscured beneath such incompetence.

Possibly inspired by the success of the Group 44 E-type on the other side of the pond, in 1976 the board of Leyland decided Jaguar would go racing again in Europe, charged Ralph Broad with the task and gave a good impression of thinking it was as simple as that.

In fact the problems could not have been more fundamental: the car that should have raced – the new XJS – wasn't homologated, which is why Broad ended up instead with the old, floppy, heavy XJ12. Really, you couldn't make it up. I spoke to Broad about it before he died in 2010 and he described it as, "really a bloody awful car. It's structural rigidity was notable only by its absence and as for the aero…" – I had to wait until he'd stopped laughing – "well, you can see for yourself."

Indeed I can. The reputation of the Broadspeed XJ12s holds that they were total disasters, and if you look at their results – 11 retirements from 14 starts and one scant podium finish as consolation – it's not hard to see why. When hubs weren't failing and wheels falling off, the engines were blowing up.

But while it is true that they never won a race, didn't cause the BMW steamroller to falter and that Broad retired to Portugal in ill health after the programme was cancelled in 1977, the car had a talent that deserves to be recalled.

Looking at this spectacularly misconceived car it seems astonishing to say so, but despite all its excess weight, structural issues and the aerodynamic profile of Downton Abbey, in period the Broadspeed XJ12C was the fastest touring car in the world. By far.

At its very first race, at Silverstone in 1976, the car took pole position and, with Derek Bell at the wheel, led the early laps. "It was the wrong car, it wasn't even nearly ready and we should never have been racing it," says Bell,



"DESPITE THE AERO PROFILE OF DOWNTON ABBEY, IT WAS THE FASTEST TOURING CAR BY FAR"

"but it was certainly quick." It was also totally undeveloped and fell back down the order with various maladies before hub failure and the first of many detached wheels ended the car's run for good.

That was the only race it did that year, but 1977 followed a similar pattern. There were poles at Monza and the Salzburgring, but no finishes. At Brno two XJ12Cs locked out the front row, the second car six seconds clear of the next fastest, but while Bell and Andy Rouse retired as usual, the car of Tim Schenken and John Fitzpatrick at least finished, albeit down in 16th place after tyre failure.

At the Nürburgring, Fitzpatrick took pole, broke the lap record from a standing start and blew up. But Bell and Rouse took a different approach, nursing the big bus around the Nordschleife, stressing it as little as possible and brought her home in second place. The rest of the season played out at Zandvoort, Silverstone and Zolder, with one fourth place at home. Thwarted by wet qualifying, the Zandvoort race was the only one for which the car was entered and did not start from pole.

So despite its shortcomings, it was not unloved. On the contrary, John Fitzpatrick adored it. "It was the quickest thing out there. And by a mile. Of course the big engine had lots of power, but at the 'Ring we were dropping the BMWs by more than 10 seconds a lap and you don't do that just by being quick down the straights. It really handled, too."

It's a malevolent presence on the apron at Blyton. It's big, brutal and exquisitely ugly. And if you needed any further reminder that this was never intended to be a racing car, the standard dials and walnut dash provide it.

It sounds even ruder than the E-type, because the noise rockets around the interior, bouncing off its walls. And unlike its forebear, the steering is determinedly unassisted and its engine uncooperative. For my first few laps it feels like I am carrying it around the track rather than the other way around. But as it warms through it livens up, enough to provide occasionally savage thrust from the motor and feel at least fluent through the corners. To be honest it feels a little too much like a museum-piece for it to be appropriate to start hustling it, but it affords just a glimpse of what Fitz was saying. Even so, I cannot help but think how much better an XJS would have been. Happily one is on hand...



XJ12C's rival BMWs lacked walnut dash and standard dials... Below centre, Derek Bell prepares to board at Silverstone in 1977







1982-84

JAGUAR TWR XJS



"NOW THAT WAS A great car," says Win Percy – and he should know. He used the TWR XJS to win three European Touring Car Championship races in 1984, when Tom Walkinshaw claimed the first globally recognised title for a Jaguar works team since the 1950s. Perhaps oddly, Walkinshaw always believed the XJ12C could have been a winner and that it was the approach rather than any fundamental flaw with the car that was at fault.

When John Egan gave him the go-ahead to prepare the XJS for racing in 1982, Walkinshaw went about it a rather different way. There was no fanfare, no celebrations of Jaguar's racing return, no stated expectations of victories to come. In short there was no pressure – it wasn't even confirmed as a factory-sanctioned effort until 1983, by which time the car had already proven more successful by winning three times. The car suited the new Group A regulations far more than the XJ12 did the old Group 2, but there was more to it than that.

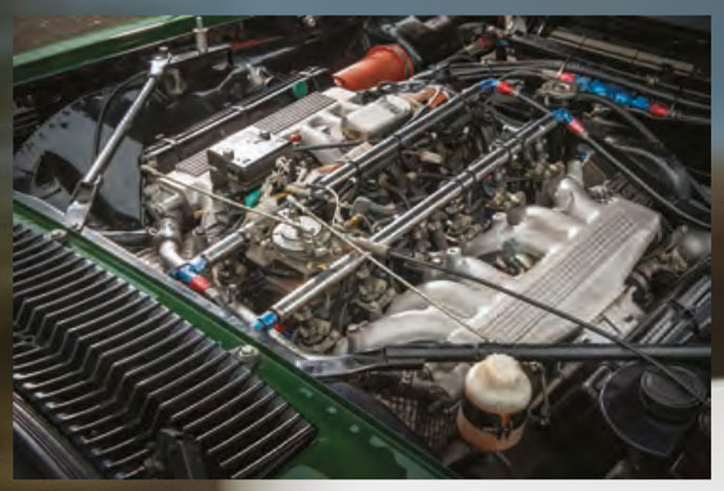
"Tom kept much of the car as standard as possible," Percy says, "because those components were already tried and tested. And he wouldn't have power steering or power brakes, because without them there were two fewer things to go wrong."

Driving it, however, required care. "It was odd really because if you drove it at 85-90 per cent effort, it wasn't nice at all. Wanted to catch you out, throw you off the track. It was a car you really had to grab hold of and wrestle. But at 100 per cent it was something else. At Brno there was a 150mph curve before the hairpin and I could place the car so accurately I was stripping paint off the wheel arch on the Armco without realising."

The following season proved a blend of occasional brilliance and far too much bad luck. Even so, with wins at Enna, Brno, Zeltweg and Salzburg, Jaguar was still within a shot of the title at the season's final round at Zolder. It was not to be: Dieter Quester had to







XJS suited Group A regulations of the day. Above centre, 1984 Spa win was Jaguar's first since 1957 in a major 24-hour race

"IN A 150MPH CURVE I WAS **STRIPPING PAINT OFF THE WHEEL ARCH** WITHOUT REALISING"

keep his BMW ahead of Win's Jaguar and did so, claiming the title for BMW.

But there were to be no such mistakes in 1984: with a much modified car, the Jaguars were the class of the field and won nine of 12 ETCC rounds, even taking the Spa 24 Hours to record Jaguar's first 'twice around the clock' victory since that of Ecurie Ecosse at Le Mans in 1957. Point proven, Walkinshaw adjusted his focus and allowed it to fall on an ever bigger prize: outright victory at Le Mans. But that is another story, altogether better known.

Although related both by engine and suspension design, the XJS feels so different to the XJ12 at times it is hard to believe they are kin. If the Broadspeed car can be likened to a snoozing Labrador that could show a considerable turn of speed if only it could be bothered to get out of bed, the TWR XJS is a slathering wolf on the hunt for its dinner.

It's still a heavy car, but only feels it as you warm it through. The moment you're ready to go, it is too. The engine seems far more peaky than the unit in the E-type: this one needs revs, and when you supply them the XJS responds in kind, firing itself up the track, demanding gear after gear from its five-speed racing Getrag transmission. Its pace is incredible.

Quickly you establish a rhythm, helped by perfectly matched control weights, pedal positioning and the precision of everything touched by your hands and feet. It seems barely believable that the donor vehicle was a contemporary of the XJ12, for in truth it feels a dozen years younger. Thirty years after it finally claimed the title, this XJS feels taut, lithe and eager for more. It didn't seem either to need or want to be mollycoddled, so I took it at its word and drove accordingly. And while I probably wasn't even in Win's 85 per cent zone, it felt superb: quick, balanced, allergic to understeer and never happier than under full power, tail almost imperceptibly out of line.

To be honest I'd have been happy to drive the XJS all day, chipping away at it until I felt I'd done it some kind of justice. But waiting for me was another kind of Jaguar, the first of its type in the world. It would not be the last.

1982-85

JAGUAR XJR-5

"THE ROAD TO VICTORY AT LE MANS STARTED WITH GROUP 44 IN AMERICA"

THIS WAS THE ONE I LOOKED forward to most, not because it was the fastest or most scary, but because it was the one about which I knew least.

The XJR-5 is the missing link. It was probably a more successful car in its own right than it receives credit for today, but its significance in the lineage makes it so important, for this was Jaguar's first pure prototype that actually raced. And, yes, it is a Jaguar in as much as any of the TWR-designed Group C cars that followed were Jaguars.

Less overtly perhaps, Jaguar funded Bob Tullius's Group 44 outfit – with Mike Dale making the running in the same way he had with the Group 44 E-type a few years earlier. Tullius contracted the job out to Lee Dykstra, who produced a conventional aluminium honeycomb tub, bolted the V12 to the back of it as a fully stressed member and designed a car around it, with full ground effect, to comply with new IMSA GTP rules introduced in the US at the same time Group C regs came into force elsewhere. The idea was to run the car in IMSA and, if it went well, be the first works-supported Jaguar to race at Le Mans since 1956.

The car made its debut at Road America in 1982 and dropped jaws right around IMSA when Tullius and Bill Adam brought it home in third place, conventional wisdom saying it would have no chance of staying the pace of the turbocharged opposition. But the next season Tullius won outright at Road Atlanta, came second at Laguna Seca, and took third at Charlotte before winning again at Lime Rock, Mosport and Pocono.

In many ways 1984 was more impressive still, because while there was just one win – a dominant 1-2 in Miami – the car was a regular visitor to the podium all season, despite now being up against the IMSA-eligible Porsche 962.

"Sadly, we just couldn't get near the Porsche," says Brian Redman, the man responsible for that sole 1984 victory and most of the podiums that followed. "The XJR-5 was a good car, but we were up against the most successful sports-racer ever built.

"The Group 44 team was very impressive. The cars were the best turned out on the grid and immaculately prepared, but really taking on a car designed by Porsche and doing so with a normally aspirated road car engine was never going to be an equal fight."

That year Tullius took two to Le Mans, where their power deficit to the turbo cars was further exposed. Sharing with Redman he qualified 14th, some 18sec slower than the pole-sitting Lancia. While pitstops meant it







Lee Dykstra-designed XJR-5 had its work cut out against Porsche's 962. Above centre, soggy action from Miami in 1983

actually led for a lap, it reached a little over 210mph on the straight, perhaps 20mph down on the quickest turbocharged Group C cars. Both cars eventually retired with gearbox failure.

Back in the US, even in 1985 the car remained competitive; indeed it was usually the very next best thing to a 962, which is not to be sniffed at. Again, however, and despite frequent visits to the podium, the XJR-5 won just once, Redman triumphing at Road Atlanta with Hurley Haywood, with Tullius and Chip Robinson second. And finally it finished Le Mans, Tullius and Robinson coming home 50 laps down in 13th place, the only finisher in, and therefore winner of, the GTP category.

I'm not going to pretend I got under its skin at Blyton. The car has been restored to running condition, but while Jaguar Heritage was happy and indeed keen for me to give its other charges a proper workout because such exercise is actually good for them, it was made clear that I was not to ask too much of the XJR-5.

Even so, I was able to do enough laps to put some heat in its tyres and feel some of the titanic thrust that would have been available from the ultimate 650bhp version of the expanded 6-litre V12 motor. Even taking its snake-belly driving position into account, it felt like a racing car in a way the others never did, and there should be no surprise in that. The steering is reasonably light and I was just able to feel it start to dart into corners like the mid-engined, purpose-built prototype it is. But so too could I feel a gearbox whose operation felt more like changing the points on a railway line than swapping one ratio for another. The interior is spartan and disorganised and feels very old-fashioned with its folded aluminium tub.

And of course it is. "You can see why Jaguar chose Walkinshaw for the Group C car," says Redman, who raced a Group 44 XJR-5 at Le Mans in 1985 and also a TWR XJR-6 in 1986. "Tom's car felt like it was from a different generation. It had a carbon-fibre tub, more power, better brakes and far superior downforce. It was lighter, quicker, stiffer, better in every way you could measure."

So it should have been, for it was conceived in a different era for a different purpose. What is less clear is whether there would have even been an XJR-6, let alone a title-winning XJR-8 or a Le Mans-winning XJR-9, had the XJR-5 not first proven the concept of a Jaguar racing prototype.

Which to me gives it significance far beyond its already more than respectable tally of successes. The road to victory at Le Mans may have ended in France with TWR in 1988, but the journey started with Group 44 in America in 1982. Or, you could argue, 1975. M





{ LUNCH WITH }

JAN LAMMERS

The Dutchman's single-seater career petered out in the wake of much early promise, but he went on to enjoy great success in other spheres

writer SIMON TAYLOR | **photographer** JAMES MITCHELL

WHOEVER COINED the expression 'Nice guys don't finish first' might have been thinking of Jan Lammers. Here's someone who was already displaying astonishing car control as a schoolboy, and who won his first touring car championship when he was 16. Someone who started his first Formula Ford race from pole, then won the European Formula 3 Championship and – just like the following year's winner, Alain Prost – moved from there straight into Formula 1. Someone who, according to pundits on the look-out for emerging talent, was heading for the top, and who was tipped by *Autosport* to be "a world champion of the eighties".

Yet that never happened. His brief time in F1 was frustrating and fruitless, apart from one potentially career-changing weekend that came to a shuddering halt 200 metres after the green light. Two seasons in Indycar were little better. But then this nice guy went on to become a brilliant endurance racer, scoring Jaguar's first Le Mans victory for 31 years, and was a winner from Daytona to Brno, Del Mar to Mount Fuji. After five seasons with Jaguar he went on to race more different sports cars, with more top-level team-mates, than maybe anyone else in a career that has lasted more than 30 years, and hasn't quite finished yet.

In 1956 Jan Lammers was born, fatefully, in the little seaside town of Zandvoort. His parents had no connection with motor sport, but their house just happened to be close by Holland's only major racing circuit. Now, after roaming the world during his racing life and basing himself in California, England and Japan, he has returned to live in the town of his birth. For our lunch he chooses Café Neuf, a period restaurant which echoes the former Dutch colonies by serving us Indonesian chicken on a skewer, with peanut and spices. Zandvoort looks like any slumbering holiday resort in December, pummelled by winds off the sea and occasional squalls of rain. Jan, a small, slight figure, looks almost as youthful as he did when he was in Formula 1 35 years ago. He speaks perfect idiomatic English. Before we

sit down to lunch we take a look at the circuit that has played such a part in his life. The layout is much changed, of course. In a sober moment we drive along part of the old track, little more than a footpath now, where in 1970 Piers Courage, and in 1973 Roger Williamson, died in flames.

More cheerfully we look at the site of the old Rob Slotemaker skid pan. As a 12-year-old Jan would hang around watching the school fleet of Simca saloons slither around in the hands of usually incompetent pupils. The surface was coated with old oil and then hosed with water, and the cars soon became filthy. So he offered his services as unpaid car-washer, which involved driving each car across the pan to where the hose was. Jan, always small for his age, struggled to see over the wheel and reach the pedals, but when Rob's back was turned he would put in lap after lap of the pan. Before long this little schoolboy had taught himself how to hold a full-power opposite-lock slide, and he moved from there into the car park and developed the ability to do 360-degree spins on dry Tarmac without stopping. Local people got to hear about him, and when he was 15 he was asked to cut the tape at the grand opening of a local supermarket, which he did sideways and backwards in one of the Simcas.

"WHEN I WAS 16 I APPLIED FOR A RACE licence, even though I was too young to drive on the road. Rob Slotemaker had been helping a young Dutch guy with his racing, Wim Loos, until Wim was killed at Spa. Now Rob wanted to help me, and he got me a Simca Rallye 2. I won my first race in that car and went on to win the Dutch Touring Car Championship. I also did touring car races in Germany with Rob: he ran a Camaro in the big class, I ran an Opel in the small class." Slotemaker was killed in the Camaro at Zandvoort in 1979.

"Of course I wanted to get into single-seaters, and I met this guy Jan Bik. He had a brothel in Amsterdam, and was making very good money. He got me an old Formula Ford Crosslé, paid for everything. He showed me around his premises, but I never made any use of the facilities. The girls were rather intrigued: they were used to men bringing money in, but I was taking money out.

"One day I was working in the skid school as usual, and there was some sort of Formula Ford test laid on by Hawke and Crosslé. All the top Dutch guys were there, plus some hotshoes over from England. I asked the guy from Hawke if I could have a go. The other drivers were all very professional, immaculate overalls, the latest helmets. I was wearing jeans and an oily sweater, and I borrowed a cheap helmet from a moped rider who came to watch.



JAN LAMMERS
CAREER IN BRIEF

Born: 2/6/1956, Zandvoort, Holland
1973 Dutch Touring Car Championship with Simca Rallye 2, aged 16 **1976** Dutch FF1600 **1977-78** European F3, winning title at second attempt **1979-82** F1 with Shadow, ATS, Ensign & Theodore **1985-86** Champ Cars **1988** Le Mans winner, Jaguar **1992** F1, March **1994** BTCC, Volvo **1995** Kyalami F3000 winner **2002-03** FIA sports car champion, Dome-Judd

"I got into the Hawke, and somebody found a jacket to roll up behind my back so I could reach the pedals. I closed the visor and realised the moped man had never cleaned it, because it was almost opaque. I did three flying laps, came in, said 'Thank you very much, nice car. I must get back to work now'. But they told me I'd been faster than anyone else, and I should try the Crosslé. After a couple of flying laps, as I came out of Bos Uit, I noticed the water temperature was way too high. I had been well brought up by Rob, I knew you must always respond to your gauges, so I switched off and coasted over the finish line with a dead engine. They said I was still quickest by 0.8sec."



Out of that came a good deal for Jan Bik to buy a new Hawke for Jan, and he went further afield into Denmark and Germany. In 1977 Hawke gave him some drives in a works Formula 3 car. "It was a fun time – Warwick, Piquet, de Angelis, Johansson were all in F3 then – but the car wasn't very competitive: a Ralt or a Chevron was the thing to have. By now an Amsterdam real estate broker was sponsoring me, and I told him if I had a decent car I could win the European F3 Championship.

"He wasn't convinced, so I suggested we hire a Ralt and spend a day at Zandvoort. If I didn't get under the F3 lap record he wouldn't have to buy me one. Roger Heavens rented us a car, I did 100 laps and I think about 70 of them were under the record. So I got my Ralt, and in the 1978 European Championship I had a great battle all season with Anders Olofsson. We ended up on the same points, and both on the same number of wins. But I had one more second place, so I was champion.

"And then right away I got a Formula 1 offer, from Shadow. Of course I took it. I know, looking back, I was too eager: I was ready to handle Formula 1, that was no problem, but I should have stacked up more results, and maybe got an offer from a better team later. I had a Dutch tobacco sponsor, Samson, and I brought their money to the team. Shadow was not in a good way then: the Arrows breakaway had happened, so Jack Oliver, Alan Rees and, most important, Tony Southgate were all gone. Don Nichols was the team owner, and team manager was Jo Ramirez, who is probably the nicest man I ever met in motor racing. But the Shadow DN9 was not a good car.

"My team-mate was Elio de Angelis. It was his first F1 season too, but – maybe because of his karting background – I think he matured more quickly than me, he probably had the edge. He out-qualified me eight times, I out-qualified him five times. We both had a lot of retirements and my best finish was only ninth in Canada, but I did go well at Long Beach. I pulled that lorry around the streets to qualify 14th. In the race I got caught up in a first-corner pile-up and had a long stop to replace the rear wing, but when I got going again, running at the back, I set eighth-fastest race lap. Then at Monza my official qualifying time was 1min 39.088sec, Elio's was 1min 39.149sec. Somehow he got on the back row of the grid, and I was posted as a non-qualifier. Well, he was an Italian, and we were in Italy – you work it out.

"For 1980 I went to ATS and Günter Schmid. Günter had the reputation of being a bad guy, but I don't think he was the animal that people made out. I'm easy-going and laid-back, and I've always been pretty good at working with difficult people. Rob Slotemaker was

LAT&TIMTYLER

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1 Season-long battle brought Lammers 1978 European F3 title **2** Fun Procars were compensation for grim 1980 ATS experience **3** Ninth in Montréal was 1979 season high in unwieldy Shadow **4** Shoestring ATS budget meant Jan's car could rarely compete in troubled campaign **5** Satisfying 1990 Daytona 24 Hours win for Jaguar and TWR **6** Monaco hat-trick in Renault Turbos was pleasing **7** Formula 1 return 10 years on in March-Ilmor

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8 In 1994 Walkinshaw persuaded Jan into a Volvo estate **9** Dome brought two sports car titles **10** Running Dutch A1GP team had promise– until the series collapsed **11** 2011 was his 22nd Le Mans – and he says he's not finished yet

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wonderful to me, and he wasn't the easiest guy. Tom Walkinshaw, of course; a lot of people found Tom very hard to take, but I got on really well with him. At ATS Gustav Brunner had just arrived, a very clever guy, and Roy Topp was chief mechanic. Roy looked after Jackie Stewart at Tyrrell, and he was one of the best mechanics I ever worked with. For a little team it was good.

"Then Samson pulled out, and I had no backing. ATS was a two-car team, Marc Surer and me, but they didn't really have the funds to run a second car. At the first two races, Argentina and Brazil, my car was just all the team's spares stuck together, and I was well off the pace and didn't qualify. Günter decided to run only the new car for Marc Surer at Kyalami, so I was there as a spectator, and in first practice right in front of me Marc had a big accident, leaving him with a smashed ankle. The old car was there as a spare and Günter told me to get kitted up quick and go out in the last session. Because it was hotter everyone was slower, and I just failed to qualify.

"Then, with Marc still laid up, I was back in for the next race, at Long Beach – and I qualified fourth. That gave the whole team a huge boost. But my race lasted 200 metres. As I accelerated out of the first corner a driveshaft broke. That could have been a podium at least.

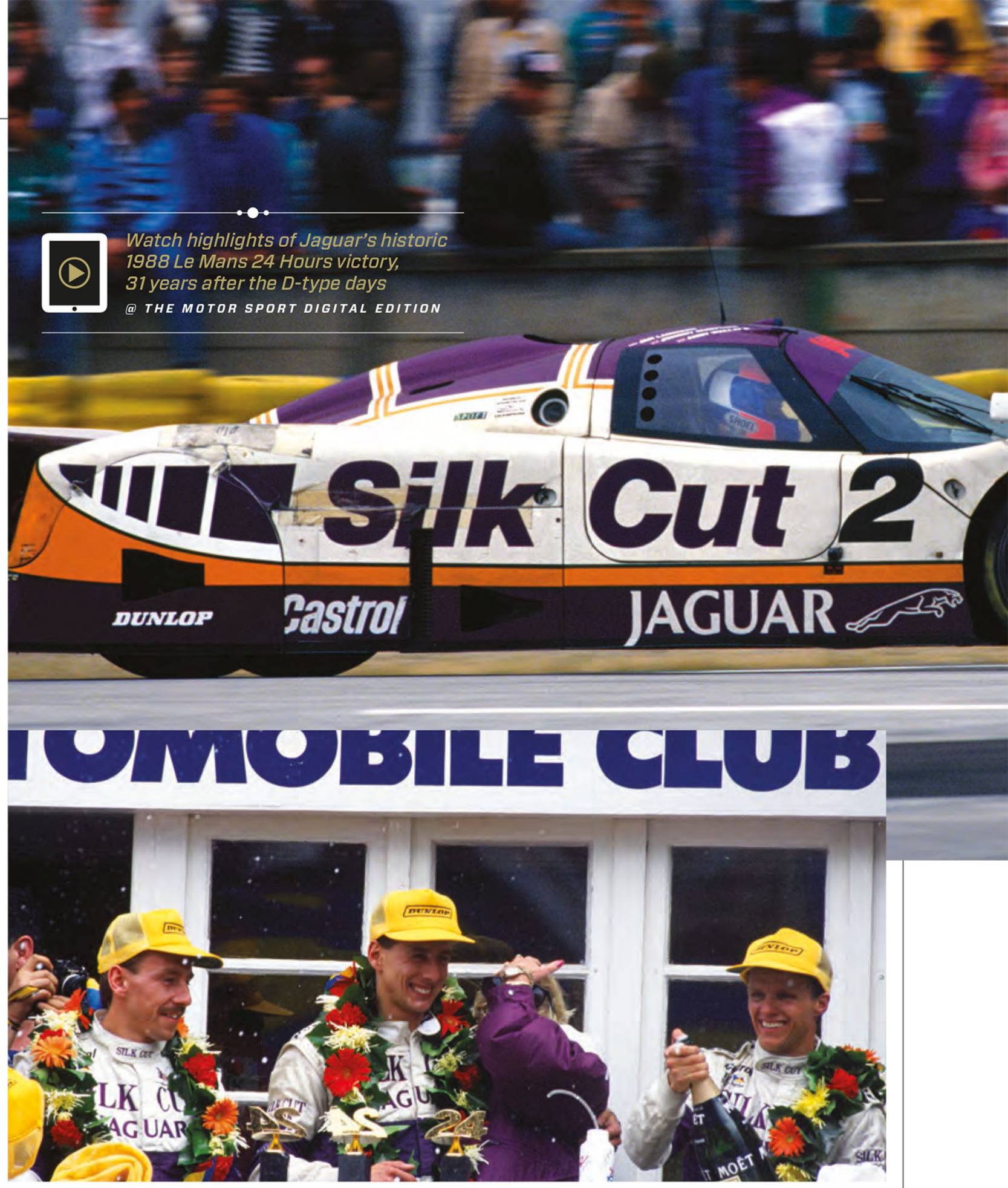
"By June Marc's ankle had mended, I still hadn't found any money, he was back in and I was out. I got a ride in Mo Nunn's Ensign, but that was pretty hopeless." Nevertheless, Jan was able to enjoy himself in the Procar series for identical BMW M1s, run usually as a support race for Grands Prix and with some top F1 faces in the line-up such as Jones, Piquet, Reutemann and Stuck. On a level playing field for once Jan was in his element, showing what he could do among exalted company in the big 3.5-litre mid-engined coupés. At the opening round at Donington he took pole, and won the race by 12sec. Three weeks later, at Monaco, he took pole again. "I led from the start, and it was looking good when Didier Pironi rammed me at Mirabeau and destroyed the back end.

"The M1 was a great machine. At the next round, Norisring, I led from the start again. I'd taped up all the cockpit vents to get more speed in a straight line, but that made it so hot that the fire extinguisher went off. An extinguisher puts out a fire by depriving it of oxygen, so it deprived me of oxygen. I passed out for a second or two before I realised what had happened. Then I got the window open and I recovered. By now I'd dropped to sixth place, but I managed to get back up to second before the end.

"In F1 I was back with ATS for 1981, but I hadn't been able to raise any sponsorship, and after four races I was out of there. For 1982 I got a ride with Theodore." Once again Jan had found himself in very much a lesser team. He only qualified the uncompetitive car once, for his home Grand Prix at Zandvoort, when he worked up from the back of the grid to 13th before the engine went.

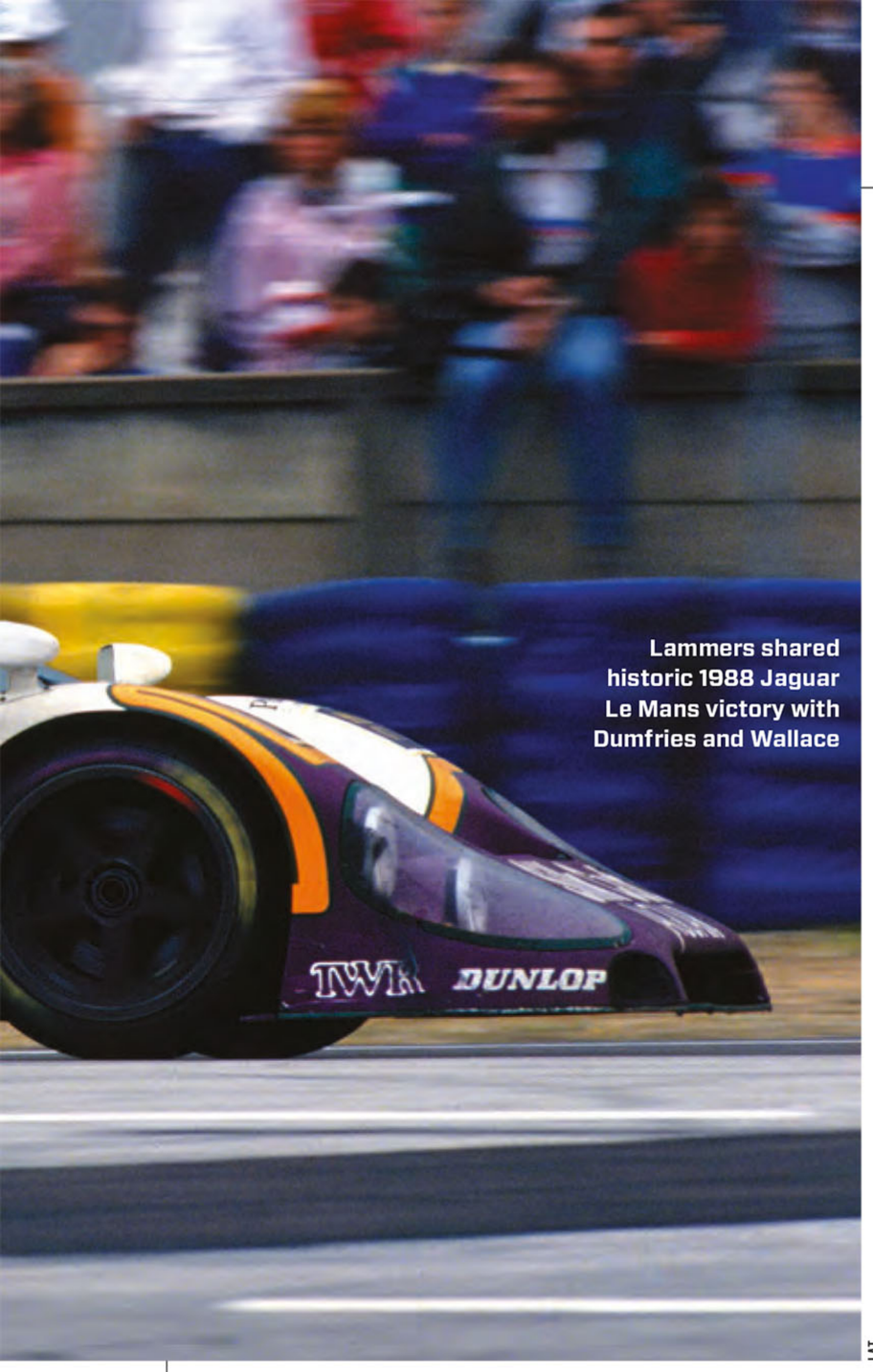
That wasn't quite the end of his rocky F1 career. A whole decade after his final outing for Theodore, he reappeared for the last two Grands Prix of the 1992 season. "It was March's final days. A Dutch friend of mine, Henny Vollenberg, was involved there, and he was kind of the last man standing because everyone else had left. He got me into Karl Wendlinger's March-Ilmor for the Japanese Grand Prix at Suzuka. I played myself in on Friday, intending to go for it on Saturday. Then it rained so I couldn't improve, but in the wet I was sixth fastest. In the race the gearbox packed up. Then we went to Australia and I did keep going until the end, although the gearbox was playing up again."

Back to 1983: with no F1 in the offing, Jan was hired by Richard Lloyd to race the Canon-sponsored Porsche 956. "I drove for Richard for two and a half seasons, with Tiff Needell, Thierry Boutsen and then Jonathan Palmer. We had a lot of good placings, and Jonathan and I won the Brand Hatch 1000Kms in 1984. But during 1985, when we were preparing to go to Le Mans – we were eighth there in '84 – I just felt less comfortable. I didn't feel so happy with the team, I didn't feel respected enough, and I believe you should never go to a race like Le Mans with mixed feelings.



Watch highlights of Jaguar's historic 1988 Le Mans 24 Hours victory, 31 years after the D-type days
@ THE MOTOR SPORT DIGITAL EDITION

"SO I SWITCHED MY ATTENTION TO Indycar. I had a couple of races for Sherman Armstrong in a not very competitive March, and then I got friendly with this wonderful big, brash, loud-mouthed guy, Jim Rothbarth, who was an amateur racer. I spent some time giving him some coaching, and he got as far as doing the Daytona 24 Hours. Before the race Jochen Mass found himself standing next to Jim and, because Jochen is a friendly guy, they started to chat. A common topic before the start of a long-distance sports car race is which driver is



Lammers shared historic 1988 Jaguar Le Mans victory with Dumfries and Wallace

LAT

going to do the first stint. So Jochen, making polite conversation about Jim's team, said: 'Who's going to start the race?' And Jim said, 'Gee, Jochen, I'm kinda new to this game, this is my first 24-hour race. But I think it's the guy with the flag'.

"Satellite TV was new then and Jim made satellite dishes, so he had money pouring in. He backed me for a seat with Forsythe. I found Indycars heavy and hard on tyres, and with the turbo you had to control the power and be sensitive with the throttle. But my sports car experience helped with that, and on road circuits it was almost like driving a sports car. On ovals I wasn't so happy initially. I did my rookie test at Phoenix, which is a one-mile oval, but at those speeds it feels tiny, like you're going to disappear up your own exhaust pipe. But on the road and street circuits I did okay: I was fifth at Laguna Seca, and at Miami I led until I screwed up and went off.

"For 1986 I was approached by Mike Curb, the Lieutenant Governor of California, who was backing Dan Gurney's Indycar team. They signed me up for the year, and all of sudden I wasn't hunting for sponsor money, I was being paid to drive. In my first five races I was in the top 10 three times – and then Gurney and Curb split up and the financial tap was switched off. When we went to Indy we knew from the beginning that we weren't going to make it. They got a seasoned Indy racer to try the car. He went 1mph quicker than me, and he told them, 'Your driver is not the problem, the car is the problem'. After that I tore up my contract with Dan and said, 'Let's just forget about it'.

"All this time – quite a contrast to Indycars – I had a Renault contract to race in their R5 Turbo series, and I won it in 1983 and '84. I won the Monaco R5 race supporting the Grand Prix three years running. To win at Monaco is nice, even if it's only in a little hatchback. I also did the Macau F3 race four times, finished second once and third twice. I loved that Macau circuit. To set a quick time and not throw it in the wall you had to be really accurate, get very close to the barriers. Glenn Waters, when I was driving there for him, put grease on the sidewalls of my tyres, and after qualifying he said that most of the grease had been rubbed off."

There were other drives, such as a couple of one-off outings for Tom Walkinshaw's Jaguar team in their XJR-6s at Brands Hatch and in Malaysia, but both ended in retirement. For the 1986 Daytona 24 Hours Jan joined the BF Goodrich Porsche 962 team along with Derek Warwick and Jochen Mass, but around dawn his rear brakes failed and he crashed heavily. He was trapped in the wrecked car, lying in a bath of fuel, before he was lifted out through the windscreen aperture.

By mid-1986, with the Gurney Indycar relationship over, Jan's diary was suddenly empty. "I was living with my girlfriend in Huntington Beach. I thought, 'OK, I've been racing for 13 years, and I always thought I was pretty good. If that's true somebody will come and find me. If nobody calls, then I'm not as good as I thought I was'.

"I THINK I'M PRETTY GOOD. IF NOBODY CALLS, I'M NOT AS GOOD AS I THOUGHT I WAS"

"And nobody called. I just played golf for two and a half months. Then suddenly the phone goes and it's Roger Silman, team manager for Tom Walkinshaw's Silk Cut Jaguars. Three weeks later I'm finishing third in the World Sports Car Championship round at Jerez with Derek Warwick. Three weeks after that Derek and I are leading the Nürburgring 1000Kms, until the engine blows. Three weeks after that I'm finishing second in the Spa 1000Kms with Derek, and then three weeks after that I'm in Japan for the Fuji round. That's how quickly your fortune can change in motor racing.

"In 1987 I was paired with John Watson, and we won the championship rounds at Jarama, Monza and Fuji. We were second at Spa and Silverstone and third at Brands. Le Mans was a disaster: I was with Eddie Cheever and Raul Boesel and we had lots of problems, but ours was the only Jaguar to finish, in fifth place behind the Porsches. But almost all the other rounds went our way. In the Drivers' Championship Raul had fewer retirements than John and I did, so he took the title with John and me joint second.

"As well as the purple Silk Cut Jaguars contesting the WSCC, there was also the American Jaguar team, in green Castrol colours, run in the IMSA series by Tony Dowe out of Valparaiso, Indiana. The rounds tended to be on alternating weekends, so I did 23 races for Jaguar that year, criss-crossing the Atlantic as well as going to Japan and Australia. In the FIA races I was with Johnny Dumfries and in IMSA it was Davy Jones, but I also did a couple of races with Martin Brundle. We were second in the Spa 1000Kms together, and in the final IMSA race at Del Mar I led from the start and handed over to Martin who led to the finish. And I did a stint in the winning car in the Daytona 24 Hours, along with Martin, Raul and John Nielsen.

"Then there was Le Mans. Johnny and I were joined in our car by Andy Wallace, and Eddie Hinckley was our chief mechanic, a fantastic guy. Before the race we lowered the car slightly at the back, a crucial change that gave us a bit less drag and made us faster than the other Jaguars in a straight line. I told Johnny and Andy I was going to start quietly and not get mixed up with the racing at the front. But the car was so quick on the straight I could do nothing else. I was sixth on the grid, second at the end of lap one and in the lead by lap six. We pretty much led the whole race, even though I had to stop at 6am to change a badly cracked windscreen. The other two Jaguars dropped out.

"Then, with barely a couple of hours to run, changing up from second to third, Waaaang, the revs go sky-high, no gear. I knew Raul had already retired his XJR-9 with no gears. I tried fourth and it went in, so I decided: 'From now on I'm not going to touch that gearlever'. I stayed in fourth for the rest of the race. We'd been doing almost 250mph in fifth, so I could still do over 200mph in fourth, but it was quite a struggle chugging around the tight corners. I didn't want to say anything on the radio, because I knew that the other teams were monitoring our frequency, and Hans Stuck's Porsche wasn't far behind. If Hans knew the trouble I was in he'd go flat out to catch me.

"I came in for my last refuelling stop and had to splutter away in fourth gear. It took me the whole length of the pitlane to get the clutch out, and they must have heard the trouble I was in. You don't know how relieved I was when

3 o'clock came around and the chequered flag came out. Stuck was just 2min 36sec behind.

"It meant such a lot to the team, and to everybody. In the 1950s Jaguar won Le Mans five times in seven years, and now, after 31 years, Jaguar had won again. It was a big, heavy car, with lots of downforce. It was Andy's first endurance race, and at one point during the night he was completely worn out. So I did 13 of the 24 hours, I started it and I finished it. We kept quiet about the gearbox problem and how difficult my last stint had been. None of the journalists picked it up, so it never became generally known. After the race, when Tom's crew took the gearbox apart, the primary shaft fell out of the casing in two dozen pieces.

"I was on a high with Walkinshaw and Jaguar, driving a great car for a great team, great people in a great environment. And I was



"AT 47 I BECAME WHAT YOU MIGHT CALL A BREAD DRIVER, OR A RACING PROSTITUTE. I SAID YES TO EVERYTHING"

earning good money – in 1988, doing 23 races on both sides of the Atlantic and winning Le Mans, I guess I earned about £300,000. Tom and Roger Silman always knew how to get the best out of me, and I owe them a lot. Tony Southgate too, who'd designed the car: clever, approachable, and a real sense of humour.

"I was always the team jester. Sometimes you'd walk into a briefing and it was like a funeral was going on. Tom was usually pretty stern, but I'd try to make him laugh. I'd say, 'Hey Tom, who's this?' And I'd pull a face. And he'd groan and say, 'I don't know, who is it?' And I'd say, 'It's me!' He'd raise his eyes to heaven and say, 'Why am I paying this guy to be in my team?'

"I think Tom and Roger liked me because I was low-maintenance, I never complained. Martin Brundle and Eddie Cheever – I'm sure they'll forgive me for saying this – were the prima donnas in the team, never happy. Even if they were fastest they always wanted to go quicker. That's a great attitude, it helps the team to do better, and they were an asset because of it. But sometimes Tom, to make a point, would put me in their car and, with all my joking around and my nonsense, I would be as quick or sometimes quicker.

"But I got on very well with Martin. I was the Dutch guy, informal, outspoken, jokey. He was the English guy, serious, playing his cards close to his chest. I could never forget that he stood up to Ayrton Senna in his F3 days. He was a great racing driver and a great team-mate."

So what does Jan think are the qualities that make a good endurance driver? How does it differ from Formula 1? "Well, there was a time when F1 was also an endurance race, and not just in the days of Moss and Fangio, when Grands Prix lasted over three hours. In the early '80s it was a real workout, and sometimes a driver couldn't make it to the end of the race – remember Mansell and Piquet in hot weather races, with their heads lolling around in the cockpit because they were worn out. A good endurance driver has to be very fit, of course, and I worked hard on that: running, kick-boxing, karate, especially sports that taught me to ignore pain or discomfort. And if you're doing 25 or 30 long races a year that helps to keep you in shape. In endurance racing if your driving is too tense, if you have to wring the car's neck to be quick, however fit you are you'll wear yourself out. And you'll wear the car out too.

"In 1989 I combined the European and American calendars again, with some good results including wins at Portland and Del Mar again. My co-driver was often Patrick Tambay, a real gentleman, and I did Le Mans with Patrick and Andrew Gilbert-Scott. We had a puncture on the very first lap, would you believe, then came through from dead last to lead by 1am. Then a blown oil seal leaked all the oil out of the gearbox. The TWR guys changed the whole back end in just under an hour, and we climbed back to finish fourth. In 1990 Davy, Andy and I won the Daytona 24 Hours, and at Le Mans Andy, Franz Konrad and I came second in a Jaguar 1-2. We lost a lot of time having a new nose, door and screen fitted after Franz crashed at 5am.

"I did 95 races for Jaguar over those four and a half years. Then, with the turbo engines coming in, and after so long with one team, I thought it was time to move on. Toyota was setting up a sports car programme and offered me big money, so I went with them. In 1991 we did a lot of testing but the car wasn't ready to race, so I filled in doing Japanese Formula 3000 for Dome, which was great fun, against Schumacher, Irvine, Herbert, lots of good guys. When the Toyota got going in 1992 Geoff Lees, Teo Fabi and I were eighth at Le Mans, and Geoff and I won the Japanese championship.

"NOW, AT 47 YEARS OLD, I BECAME what you might call a bread driver, or a racing prostitute. I needed the money, I needed the drives, and I made it my policy to say yes to everything. I did F3000 in Europe in 1993 with Il Barone Rampante, and then in 1994 I was back with Walkinshaw, in touring cars after nearly 20 years. Tom talked me into a Volvo estate car, and the first time I drove it I thought, 'Thank God I only signed for a year!' Since then the list of cars I have raced is a long one: Porsche, Audi, Lola, Ferrari, Spice, Dome, Lotus, Courage, Panoz, Nissan, Bitter, Mustang, Corvette, ORECA, Lamborghini, Doran, and some more I've forgotten. I have now done Le Mans 22 times: it would be nice to do two more, to make it 24. In 1996 I was there in a Courage co-driving with Mario Andretti and Derek Warwick. Mario is so laid back, so relaxed: he can talk with equal focus about the most complex things, and about the most trivial things. We had lots of problems but we did finish. It was a huge privilege for me to drive with such a great man.

"Derek Bell is another: he and Andy and I did the Sebring 12 Hours in 1995 in a Spice-Chevrolet, and we won it. But somehow the official timekeepers counted our last two laps as one lap, and decided we were second. Derek was the ultimate endurance driver: stable, confident, uncomplicated, never moody. At dawn, at night-time, early or late in the race, he was always the same, consistent in his attitude and approach. And he was fast.

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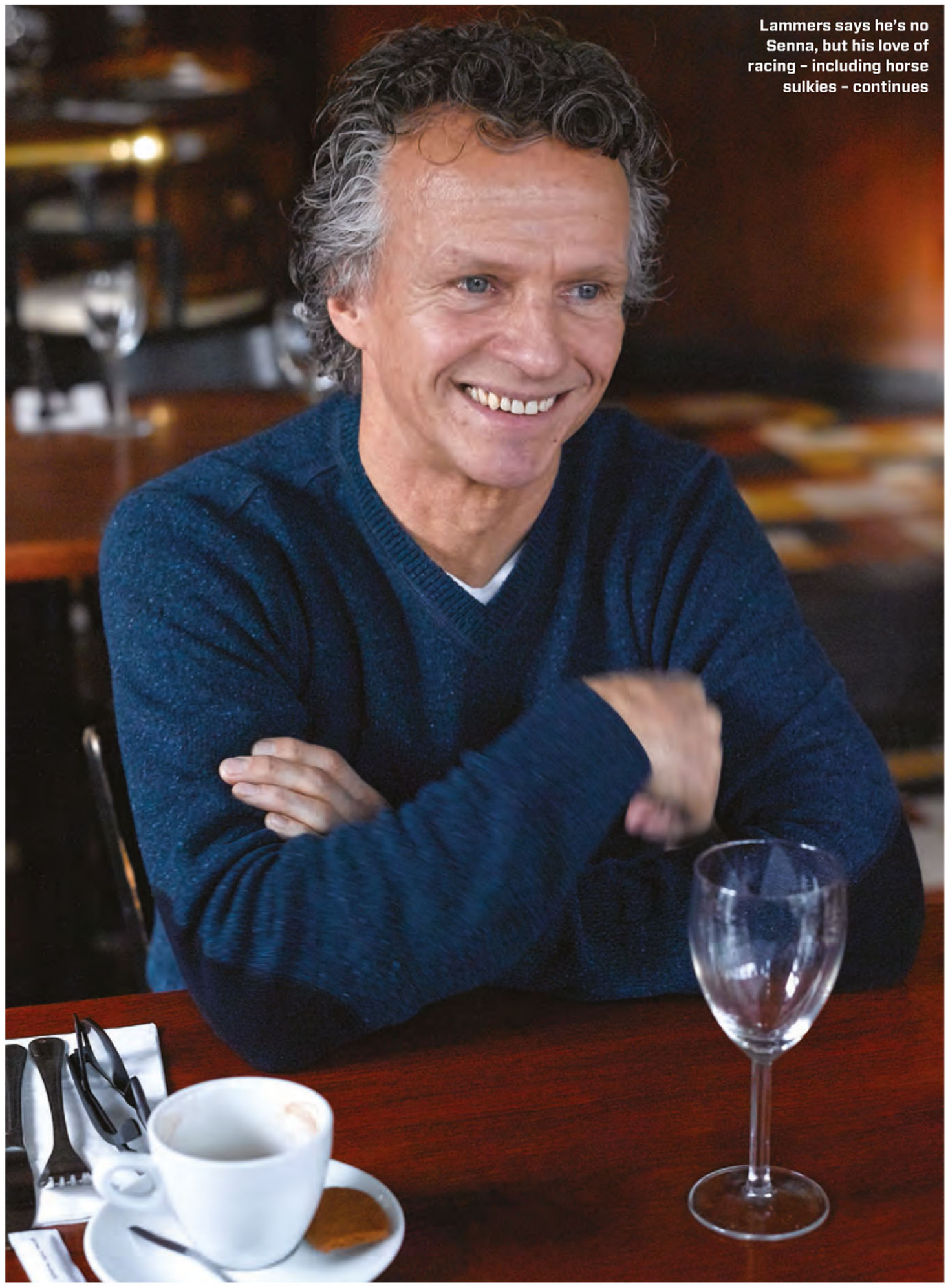
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"So many others I raced with: from Stefan Johansson to Danica Patrick, from Allan McNish to Perry McCarthy. Perry would always arrive for a test in a car that looked as though it had cost £50. I twice did the Daytona 24 Hours with Tony Stewart, the multiple NASCAR and Indycar champion: in 2005 we finished third in a Crawford-Pontiac. Driving with Tony was another memorable experience. He's a real competitor, a pure racer. He's one American who, if you brought him into F1 today, he'd be a front-runner.

"The Nissan GT1 project put me back with Walkinshaw: lovely car, but way under-powered. We got sixth at Le Mans with it in 1998, with Erik Comas and Andrea Montermini. Another strange project was with Toine Hezemans, who is a great salesman: if he wanted to murder somebody he'd talk them into committing suicide. He persuaded Erich Bitter to build us up a little Lotus Elise with a huge Chrysler V10 engine. Not a good idea.



Lammers says he's no Senna, but his love of racing – including horse sulkies – continues

"IN 2000 I SET UP RACING FOR HOLLAND, and through my old contacts with Dome in Japan we got their new Le Mans car with Judd V10 engine. The FIA Sports Car Championship replaced the old World Sports Car series, and we were third in that in 2001. Then we won the title two years running in 2002 and 2003, with wins from Monza to Nürburgring to Brno. We raced that Dome for seven seasons, with updates: did Le Mans seven times, finished five of them, with a sixth, two sevenths and an eighth. Not bad for one car. But we were always on a tight budget and low on sponsorship – at one stage I resorted to dividing the paint scheme up into panels, and selling panels to everybody I could persuade to come in.

"In the end Racing For Holland nearly dragged me into the ground. I managed to wind it up without going bankrupt, paid off the banks, did a deal with the taxman, and my creditors have all been very patient and understanding. It's all pretty much sorted now.

"When A1GP started in 2005 I ran the Dutch effort under the RFH banner, with Jeroen Bleekemolen, Jos Verstappen, Robert Doornbos and others. In the third and final year we were fourth in the series. The idea was great, the format was great, and potentially it was the best thing that could have happened to motor racing. Tony Teixeira put his own balls on the line, and fought to the bitter end. The trouble was he thought he could get it going for £200 million and he needed £400 million. It was my job to publicise the series in Holland, and for the Zandvoort race we had 100,000 paying spectators over the three days. In F1 Bernie deals with the big companies and the politicians, and doesn't care about spectators. They're just there to make the TV pictures look good.

"I still get to do the odd race: I did a Scirocco Cup round for VW in Moscow recently, got pole but muffed the start totally. Got back to second, just failed to catch Nicola Larini by the flag. I've done the Mille Miglia in a Porsche 550 Spyder, a Bugatti, an XK120 and a Porsche, and I did the Carrera Panamericana in a Porsche 356. I've done five Dakar off-road rallies in South America, not in a car but in a thousand-horsepower, eight-ton Ginaf truck. I've run a couple of New York marathons – I got under 3 hours 50mins – and also I race a sulky, a lightweight two-wheeled cart drawn by a galloping horse. That's quite exciting.

"Looking back just at my F1 career, you might think I have regrets. I have absolutely no regrets. I think I was quick, but I wouldn't have been a Senna. Maybe I would have been an Irvine, or a Barrichello. If everything had worked out, maybe I'd be pissed off because I only ever finished second in the world championship, because I got a puncture in the last round or something. I have seen so many people in motor racing who are dissatisfied for the rest of their days because they do not achieve their ambition. I've had a wonderful life, doing for 40 years what I love to do. I'm very happy with that." Ⓜ

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Miura at liberty on Grand Avenue. Right, Lotus 25 on *Motor Sport* stand. Far right, Maserati 5000 GT

A capital show



New London Classic Car show proves an instant hit... and triggers plans for future expansion

writer GORDON CRUICKSHANK



ALL IMAGES LCCS, JEFF BLOXHAM & DAMON GOGMAN







"NEWEY WAS BOWLED OVER TO SEE THE LOTUS ELAN DRIVING TOWARDS HIM"

FAMOUS NAMES, FABULOUS CARS AND *Motor Sport's* spectacular Hall of Fame display made the first London Classic Car show a major January draw for the enthusiast.

Formula 1 figures David Coulthard, Christian Horner, Martin Brundle and Adrian Newey joined TV names Chris Evans, James May and James Martin for the glittering opening ceremony, culminating in live-action demonstrations down the show's Grand Avenue. London hasn't had a classic event of this kind before, and it began with a bang.

Newey's impressive career was celebrated by an extensive exhibition of cars he designed or which inspired him, and one of those was only revealed during an on-stage interview with Chris Evans. When the television presenter and classic car enthusiast asked which was the first car the Formula 1 design ace had modified, he mentioned his father's Lotus Elan – and was bowled over to see the car driving towards him, his first sight of it in years.

Those live demonstrations gave the show a unique angle, centred on the Grand Avenue running down the middle of the exhibition and lined with impressive vehicles from exotic supercars and vintage racers to rally cars and Formula 1 machines. Three times a day the halls echoed to crackling exhausts as they took a turn on the catwalk, executing some carefully judged fishtailing at each end. Stratos, Miura and Ferrari 288GTO joined Bugatti Type 35B, 250F and V8 BRM, with McLaren M23 and Camel Lotus 101 updating the Grand Prix eras.

The most famous race of all featured in the Le Mans Icons display, offering GT40, Porsche 956 and the last 'road car' to win there, a





From left, Lotus T101 in action, desirable DS drop-top, James May covets 1960s Corgi icon and Adrian Newey poses with his past





***Motor Sport*'s Hall of Fame display included (above, from left) Ferrari 500, BRM V16 and Alfa P3, Benetton B193 (right) and Lotus 97T (far right)**

McLaren F1 GTR, while threading down between the busy stands brought visitors to the Newey exhibition. Beneath huge blow-ups of his university drawings for high-downforce sports cars stood that Elan and a Mini Cooper S that first got him mobile, March Indy and sports cars from his valued US era, the nipped-and-tucked Leyton House March that made his first mark on F1 and, in the centre, a trio of success – Williams FW14B, McLaren MP4-13 and Red Bull RB5. Nearby stood the Ferrari 430 and GT40 the talented aero expert has raced himself.

Across the hall, James May's Cars that Changed the World aroused plenty of comment with its mix of obvious – Model T, VW, Mini – and oddball, which included a Lada and a Mars explorer vehicle. But as viewers filed through the stark white corridors there was a dramatic build-up to his last choice – which transpired to be the Corgi James Bond Aston DB5. Well, in 1964 it was the fastest-selling car ever…

Completing the four cornerstones of this new event, *Motor Sport*'s impressive Hall of Fame display showcased a car for each our eight HoF Founding Members. Lined up in front of huge images of appropriate magazine front covers were a pair of Lotuses – 25 for Clark, 97T for Senna, a scarlet 500 to recall Enzo Ferrari's first world championships of 1952 and '53, and a Tyrrell 006 to wave a tartan banner for Jackie Stewart. A gleaming yellow Benetton B193 illustrated Schumacher's early years, with a glorious Alfa Romeo Tipo B alongside in upright contrast, only missing Nuvolari crouched over the big four-spoke wheel. Finally, two British might-have-beens – Moss famously took Vanwalls to victory, but never in the bulbous streamliner that intrigued show-goers, while for a time the V16 BRM looked promising enough for the great Fangio to get on board… It was a stunning display that kept visitors entranced.

Though this was a show about classics, manufacturers with a proud heritage were there too. Along with its GT and newest Ghibli models, Maserati displayed a lovely 3500GT cabrio, a beautiful 5000GT and a









stubby cycle-winged 4CS of 1938, which was buried for safety during WWII. Right opposite were market rivals Aston Martin with a gleaming white DB6 and its current GT3 racer, while Citroën celebrated 60 years since it astonished the Paris Motor Show with the ground-breaking DS, displaying examples of its DS sub-brand.

When the crowd weren't pressing to see Moss's 1956 Monaco-winning Maserati sprinting down the strip, busy stands offered cars complete, in parts or even sliced in half, if you fancied the side of a taxi on your wall or a sofa shaped like a DB5 nose. There were people turning car parts into elaborate furniture or remarkably convincing animal sculptures, auto artists galore, period tyres, replica petrol pumps, and desk lights from headlamps if your house needs a makeover.

Among the auction houses H&H showed the Tojeiro-Lister that brought Archie Scott Brown to prominence, JAP cylinders protruding through its flimsy bonnet, while Historics at Brooklands included the lilac-painted one-millionth Morris 1000 – or Morris 1000 000 as its boot badge proclaimed. Delahayes were in vogue on several stands, notably a lovely Pininfarina coupé that Hall & Hall showed along with an ex-Piers Courage De Tomaso 505 F1 car, while over at restorer Jim Stokes visitors could admire a magnificent Grand Prix Lancia D50 recreation.

Overall there was a quality feel to this busy inaugural event, with its indoor live action and focus on the classic field. Organisers say footfall exceeded predictions, and claim next year's will be half as big again. If they can maintain the standard, it looks as though London has a new winter spectacle. Ⓜ

Motor Sport *would like to thank Clive Chapman and Classic Team Lotus, Kevin Wheatcroft and the Donington Grand Prix Collection, Rick Hall of Hall & Hall, Paul Grist, Nick Fennell and Stephen Ottavianelli for their assistance with our Hall of Fame display.*

"THERE WAS A QUALITY FEEL TO THIS BUSY INAUGURAL EVENT, WITH ITS INDOOR ACTION"



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Stoffel Vandoorne

McLaren has several promising juniors on its books – and one of them stumbled upon racing by chance. Adam Cooper met him

IT'S BEEN A WHILE SINCE BELGIUM HAD A front-running F1 driver – indeed 25 years have passed since Thierry Boutsen scored the last of his three Grand Prix victories for Williams. However, as a direct result of a talent search initiated by the country's ASN, McLaren protégé Stoffel Vandoorne is well set to be the man to end that drought. How long the 22-year-old will have to wait for his chance remains to be seen.

His problem is that the Woking team is hardly short of options for the foreseeable future. Jenson Button has been confirmed for two years, and Kevin Magnussen is on standby, having been demoted to the reserve role. Vandoorne has been named test driver, and as such will be focused on running in the simulator. Logic suggests that his main hope will be getting the nod over his Danish colleague when next a vacancy occurs.

Vandoorne's introduction to motor sport came entirely by chance. While many of his contemporaries come from racing families, his father was an architect who happened to be commissioned to design a restaurant at an indoor kart track in his native Kortrijk. The six-year-old Stoffel accompanied him to work one day, and was offered a run in a kart. Things progressed from there.

"I loved it, and I wanted to go back," he recalls. "I have no idea if I was quick, because I was mainly driving alone. Then I started doing some races for fun. I didn't really have the funding to race, but my dad found a few sponsors, and we were able to make the step."

He won the Belgian title in 2008, and the following year was second in the world championship. He then landed support from the RACB's young driver programme, which allowed him to move into cars in 2010.

He duly won the F4 Eurocup championship that supported Renault 3.5 events. The €100,000 prize helped him move up to European Renault 2.0, and he also earned a place in the FIA Driver Academy. He was fifth in his first year and beat Daniil Kvyat to the title in 2012.

An introduction from FIA driver mentor Alex Wurz led McLaren to take an interest in his progress, and at the end of 2012 he was formally signed to the team's young driver programme. He also hooked up with Richard Goddard of Button's management company, The Sports Partnership.

In 2013 Stoffel battled with fellow McLaren man Kevin Magnussen in Renault 3.5, ultimately finishing second in what was a strong performance by a rookie: "I had a close fight with Kevin, but he was in his second year and had made all his mistakes in his first! I was the one who kept him honest."



LAT

CAREER IN BRIEF

Born: 26/3/1992, Kortrijk, Belgium
2008 Belgian KF2 karting, champion **2009** CIK World Championship, 2nd **2010** F4 Eurocup, champion **2011-12** Formula Renault 2.0, Eurocup champion in year two; signed for McLaren **2013** Formula Renault 3.5, 2nd **2014** GP2 Series, 2nd

Last year he moved into GP2 with ART, for whom McLaren junior Lewis Hamilton raced in 2006. He won the opening event in Bahrain, but then hit a difficult patch, impressing team boss Frédéric Vasseur with his resilience under fire. He bounced back to score three more feature race victories, while finishing the season with a string of four poles.

"We showed we were the guys to beat in the second half," he says, "and scored more points than anybody after Austria. We just missed out at the beginning of the year."

Having also impressed McLaren with his limited F1 running he is more than qualified to move up, but instead he's heading into a second year of GP2 with ART. After that the way forward is not yet clear.

"There's never a guarantee that you've got a place in F1, so let's see what will happen. That's why I've got Richard, to try and manage all those things. I just have to try to win races and show that I'm ready for it." Ⓜ

THE AMAZING ADVENTURES OF

Basil Davenport beat serious pre-war hillclimb rivals in a series of skimpy home-built V-twins – and most famous of these was 'Spider'

writer SIMON TAYLOR | **photographer** HOWARD SIMMONS



SPIDER MAN

T'S ALWAYS PLEASING IN MOTOR SPORT when a four-wheeled underdog, an apparently shabby, primitive, out-dated machine, beats the latest highest-tech equipment. 'Twas ever thus. In the 1920s and 1930s a curmudgeonly, uncompromising North Countryman called Basil Davenport achieved huge success in the specialised sport of hillclimbing and sprinting. He used a 1500cc V-twin special based on old GN parts, with a deliberately scruffy exterior that belied the fact that it was constantly improved from season to season.

In those days every event at Shelsley Walsh was of major importance, attracting international works entries and the occasional Grand Prix car. Basil's air-cooled, chain-driven device, christened Spider, broke the outright hill record there four times and set six consecutive Best Times of Day. Among the cars it vanquished were Raymond Mays' 2-litre Mercedes and his 3-litre Vauxhall Villiers Supercharge, and the mighty V12 4-litre Sunbeam.



After WWII Basil Davenport (left) built Spider II, a very rapid 2-litre V-twin

In 1930 the great Rudi Caracciola came to Shelsley in his works 7.1-litre SSK Mercedes, with Alfred Neubauer in attendance, and Basil beat him. His big disappointment was taking on Henry Segrave's Grand Prix Sunbeam in 1925, and very nearly humiliating it. Sadly, on the steep final straight to the finish line, Spider broke a con-rod and its engine seized. Basil coasted over the line – and still finished second, only 0.8sec slower than Segrave.

Spider was towed to and from events on its wheels behind another equally primitive home-built car, the BHD. Also GN-based, this skimpy 1½ seater would often also carry Basil's brother's racing motorcycle roped to its left side. Over 10 seasons between 1922 and 1931 Basil achieved an extraordinary 161 wins in hillclimbs and sprints up and down the country. He then retired to devote himself to the family silk business in Macclesfield. But after World War II he built a 2-litre version of Spider, using a narrowed HRG chassis – HR Godfrey having been, in partnership with Archie Frazer-Nash, the 'G' of GN. Back at Shelsley in 1946, against far more modern opposition, Basil set BTD for an unsupercharged car. He continued to compete at Shelsley and elsewhere well into the 1960s, winning more awards and always achieving astonishing times against the moderns. In 1963, by which time he was 60, his 45.27sec climb was only 4.6sec slower than six-times hillclimb champion Tony Marsh in the modern quasi-F1 Marsh-Climax.

❖

BASIL DIED IN 1979, BUT HIS CARS LIVE on, looking as they always did. They are campaigned regularly, and continue to win. Shelsley is smoother now, its banks better trimmed, and David Leigh has taken the 1500cc Spider up in a brilliant 37.94sec. The 2-litre car, its engine now displacing 2300cc, has set an astonishing time of 34.79sec in the brave hands of current owner Martin Spencer. Having watched them many times in action, I had long wondered what these extraordinary projectiles felt like from the cockpit. So Robin Parker, the BHD's current owner, gathered together a trio of Davenport machines for me to sample, where else but on Shelsley's hallowed 1000 yards. Spider II was temporarily indisposed, but David Leigh brought the original Spider, Robin was there with the BHD and Malcolm Leyland brought the 1100cc single-seater Grub.

Spider's engine is a V-twin of 1487cc, with chain-driven overhead camshafts operating four valves per cylinder. Despite its deliberately homely appearance, its mechanicals were meticulously developed not only for performance but also for reliability. When Basil won a 100-mile race on the beach at Southport he drove with the offside front wheel in the edge of the water, so that the spray would cool the cylinder barrel on that side. After a disastrous blow-up at an event on the Colwyn Bay promenade, when bits of engine flew over the heads of the watching crowd and into the sea, he had a new crankcase cast with offset cylinder barrels, and at a sprint at Blackpool Spider crossed the finish line at over 100mph, still accelerating. Nobody seems sure today what power the engine develops, but overall weight is about 1000lb, so clearly the power-to-weight ratio is exceptional. Basil used to mix his own fuel in a hen-house in his garden, a witches' brew of acetone, methane, ethyl alcohol and methylated spirits.

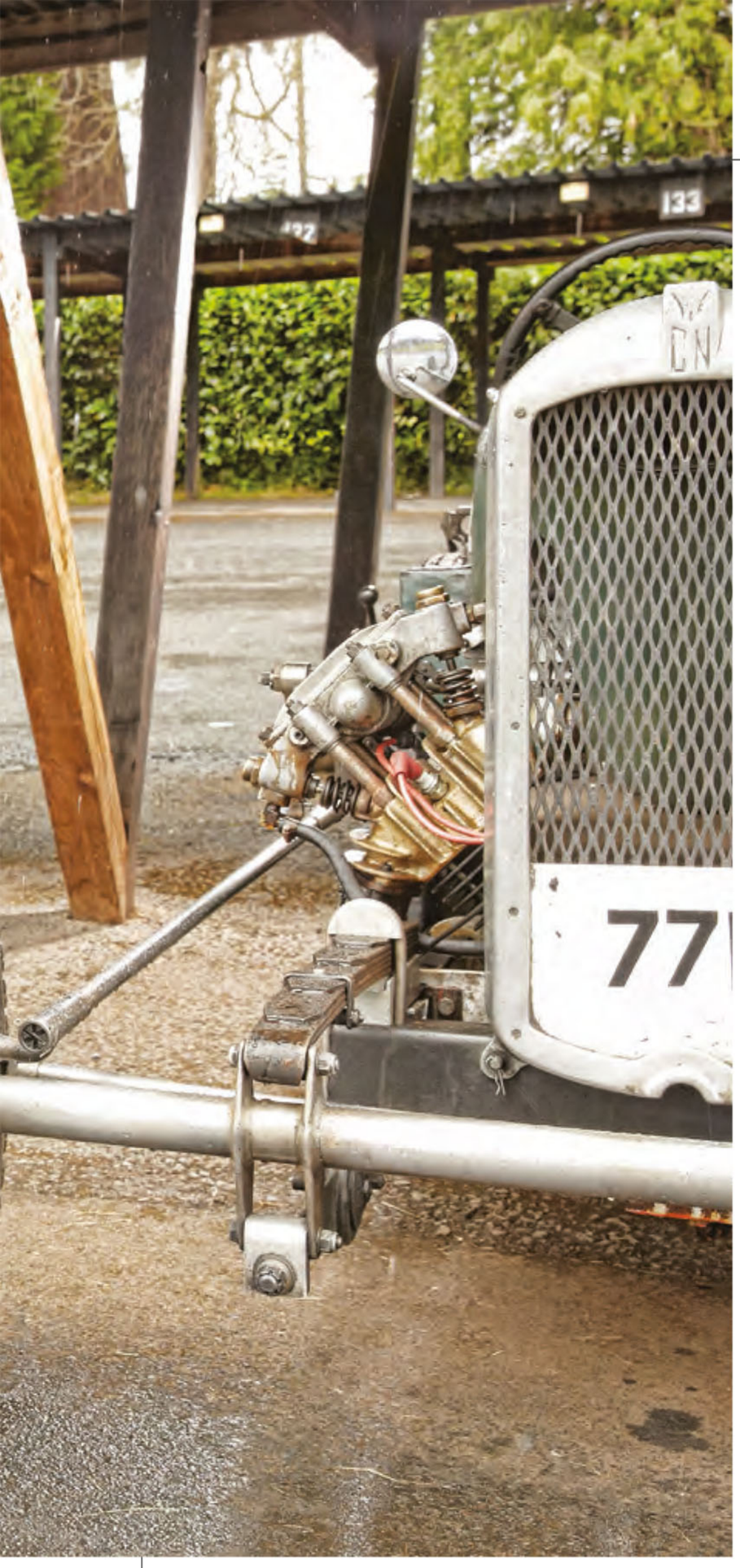
Spider has brakes on the rear wheels only. Basil experimented with front-wheel brakes in 1930, but discarded them as being too heavy. Once aboard you search in vain for the brake pedal: the only braking is via a lever mounted outside the cockpit. For road use there was, and still is, a legal requirement to have two braking systems. Basil got around this by simply having a second hand lever on the other side of the car.

The shortened GN chassis has quarter-elliptic springs front and rear and of course, like any GN, the car is chain-driven, with a separate chain for each ratio, each engaged by a dog clutch. There is no differential, so both rear wheels have to travel the same distance however sharp the corner. So every corner is taken, if you are inexpert, in an untidy series of bites like the circumference of a 50p piece; or, if you know what you are doing, in a controlled tail-out drift. And of course no power is lost by spinning the inside wheel.



Basil Davenport took 161 victories pre-war. Above, l to r: Grub, Spider and BHD in Shelsley shelters

"THE GREAT CARACCIOLA CAME WITH A 7.1 MERCEDES SSK – AND BASIL BEAT HIM"



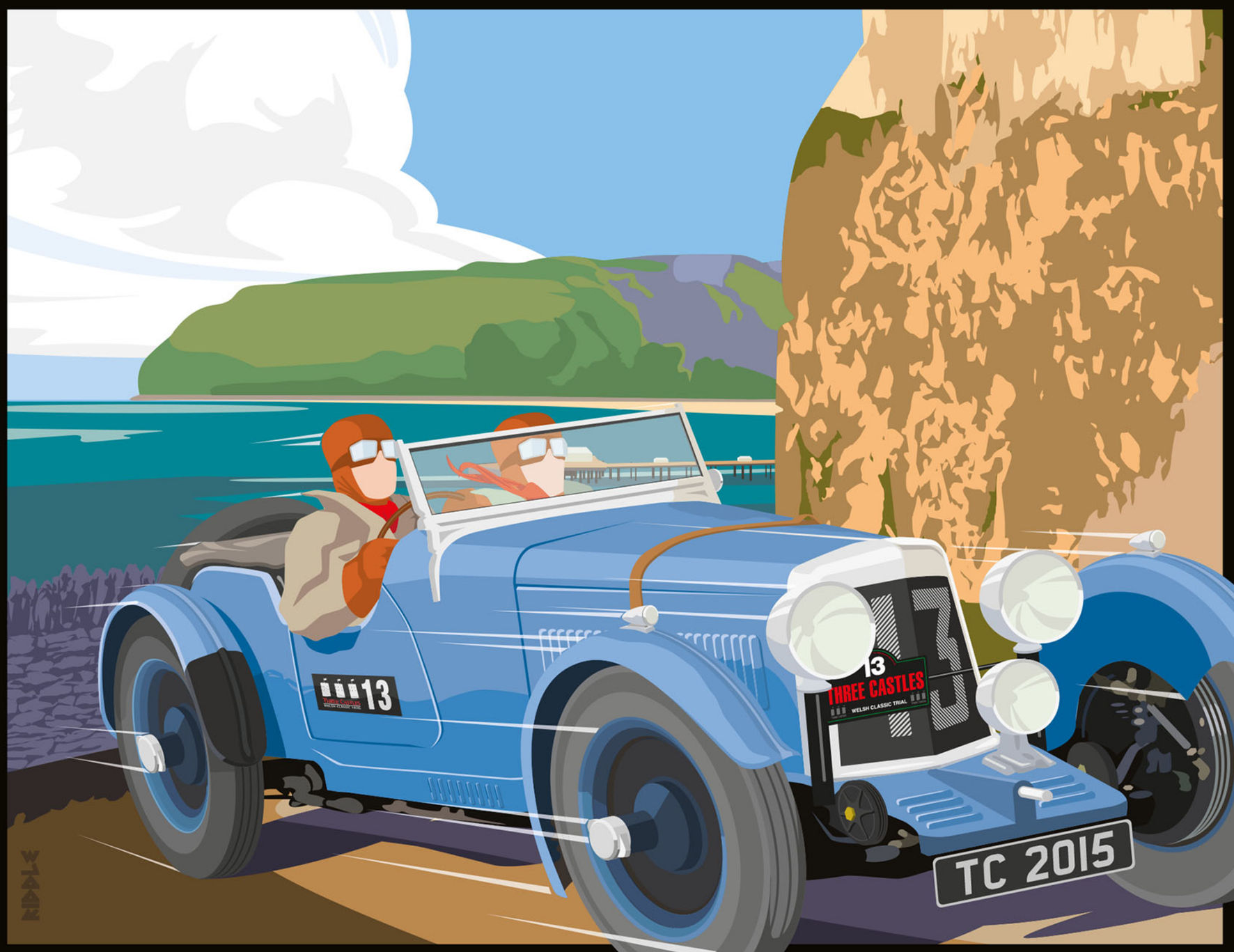


Chains abound, for overhead cams and diff-less transmission. Narrow body assists flow to air-cooled V-twin

‘SPIDER’

I HAVE BEEN LUCKY ENOUGH TO DRIVE a lot of varied motorcars in my time, from a blower Bentley to one of the V16 BRMs, but the impact of driving this extraordinary device ranks as one of my more memorable four-wheel experiences. Part of Basil’s deliberate attempt to thumb his nose at his wealthy fellow competitors, with their highly polished cars tended by retained mechanics, was to compete in an old brown cow-gown with a length of string tied around his middle. This made a stark contrast to the immaculate Raymond Mays, who took so much care over his appearance. For authenticity I borrowed a brown cow-gown, and I drove Spider bare-headed, just as Basil did until the rules forced him into a pudding-basin helmet. A modern crash helmet would have been completely wrong.

From pointed prow to pointed tail, Spider’s battered body is wonderfully idiosyncratic, and skimpy in the extreme. From the high front it slopes down towards the large, high steering wheel, so that when driving in anger you



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seem to look through it rather than over it. There is nothing so sissy as an aero screen. Having inserted me, just, into the tiny cockpit, David Leigh talks me through the drill. Pump up the oil pressure via a plunger in the outside oil tank, and recruit an army of helpers for the push start. When successful, this is greeted by a cacophony of spine-jarring thumps from the big V-twin. Then I come to the start line and pump up the fuel pressure via a lever on the dash. There are just two gauges, a rev-counter reading only from 3000 to 5000rpm, and a fuel pressure gauge. I lift my left foot off the clutch, both rear wheels spin in unison (no diff, remember) and a massive clattering shove in the back propels me away up the hill.

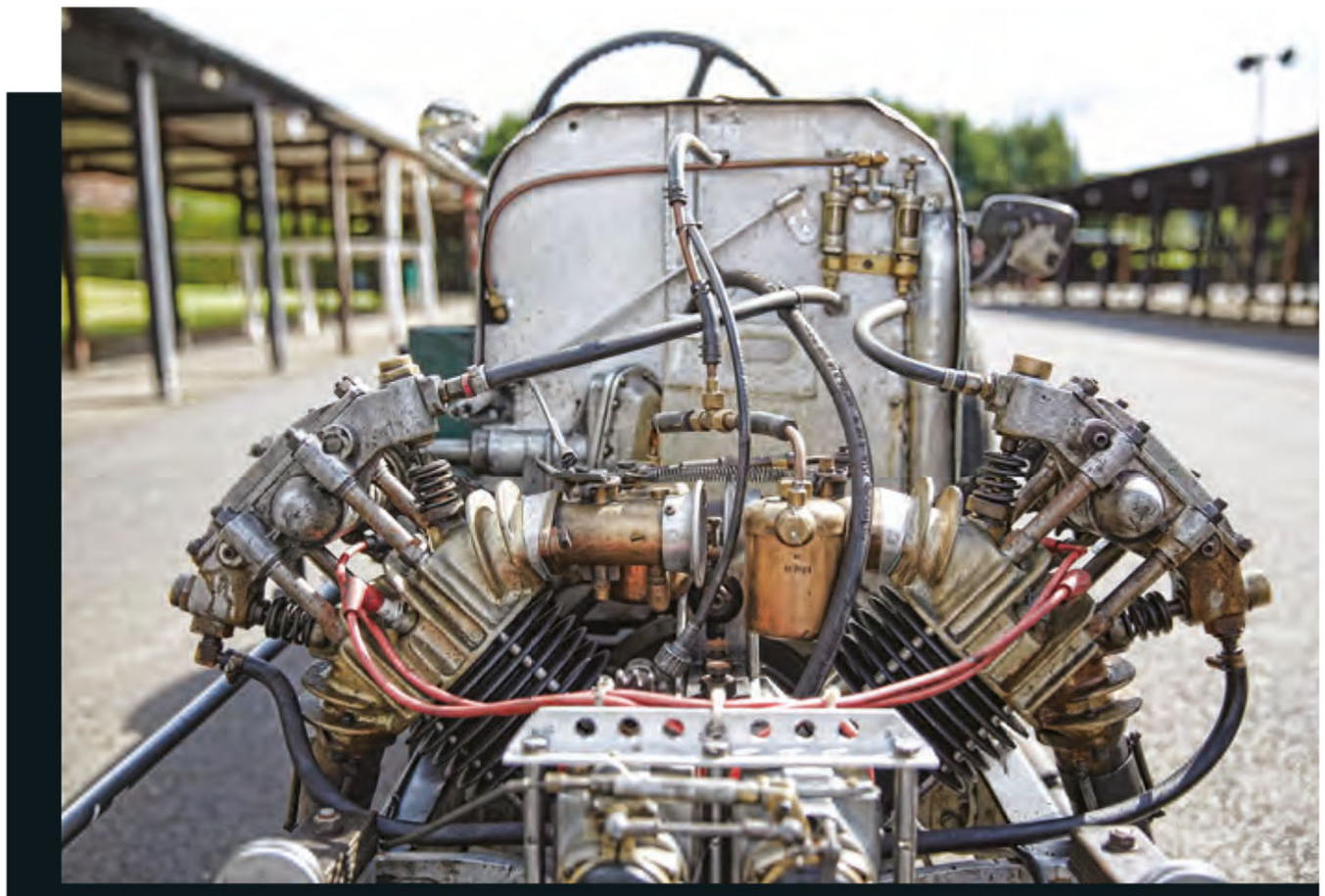
Running now on 100 per cent methanol, the engine delivers huge torquey grunt, and I arrive at Kennel Bend at what seems to be frightening speed. That is when I discover that the steering is incredibly quick, with barely half a turn from lock to lock. Spider responds instantly to very small movements at the helm, so that one thinks rather than steers around a corner. The gears, operated by another hand lever outside the cockpit confusingly near the handbrake, snick in surprisingly easily, provided you are confident and get the revs right.

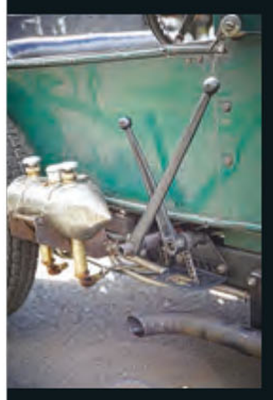
After negotiating Crossing, the Esses approach at serious velocity. I lift far earlier than Basil would have done, or David does now, but this allows me to haul on the handbrake (to little apparent effect) and then change down. Braking and changing down at the same time, which would presumably be the quickest way, seems impossible. David's technique is to brake, then release the lever briefly, slot the gear lever back into the lower cog, and go back to the handbrake again. This all has to happen in a fraction of a second with rapid movements of the right hand, and the gearchange has to be precisely right, and very quick.

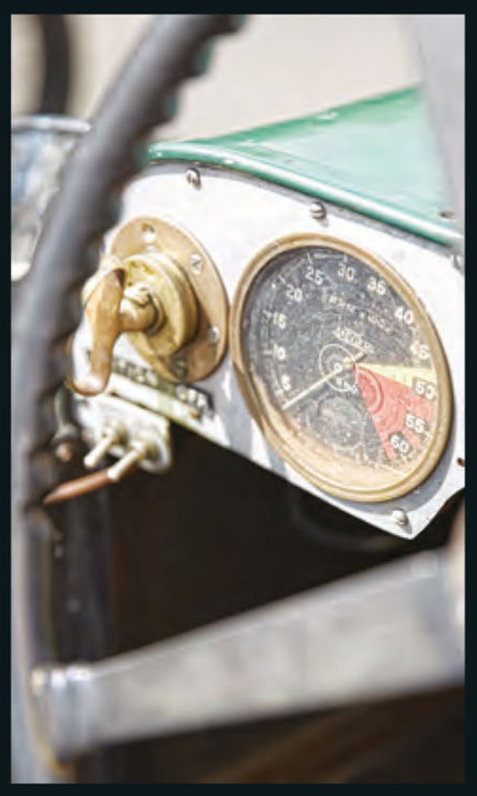
I negotiate the left and right at a more circumspect rate and, having got this far without catastrophe, I focus on the final climbing straight. I accelerate as hard as Spider will go, in second and then into third, before lifting off well before the finish line lest I should disappear into rural Worcestershire. Sprouting unprotected out of that narrow little cockpit, it feels ferociously fast. By any measure this is still a very rapid car, and in the 1920s it must have been sensational.

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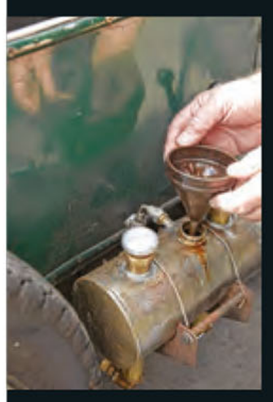
PLAYING MYSELF IN TO THIS TRIO OF astonishing machines, I started with the BHD. Basil built this up out of GN bits for occasional road use, but he competed with it as well. At a Chester Motor Club event in 1925 the car rolled and caught fire. A spectator, one Cecil Parker, rushed forward and pulled him out of the wreck. The grateful Basil said to him:

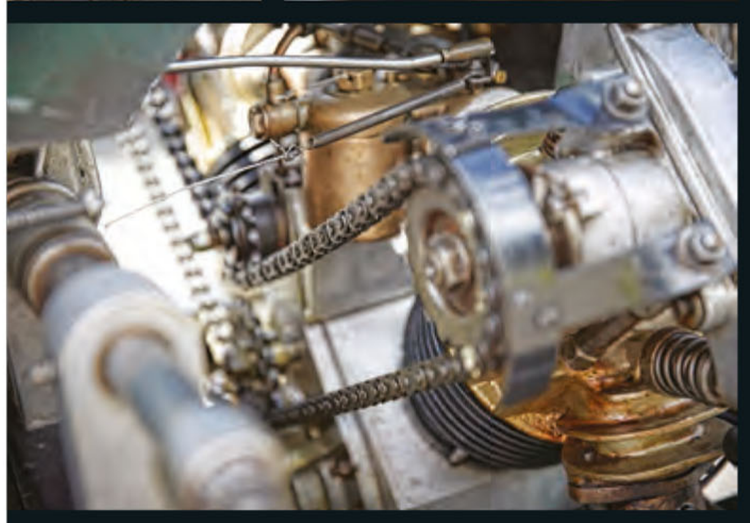




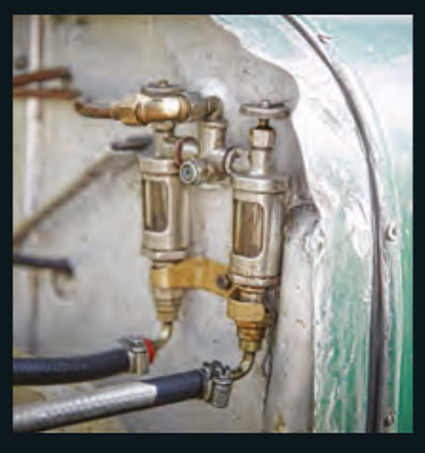


'BHD'









Davenport used the skimpy BHD as a tow-car, despite cramped cockpit and unpadded seat

"You saved my life. When I've finished with this car it's yours." Fifty years later Robin Parker, now vice-president of the Chester Motor Club, had a phone call from a man with a broad Cheshire accent. "Davenport here. I promised this car to your father. You'd better come and collect it."

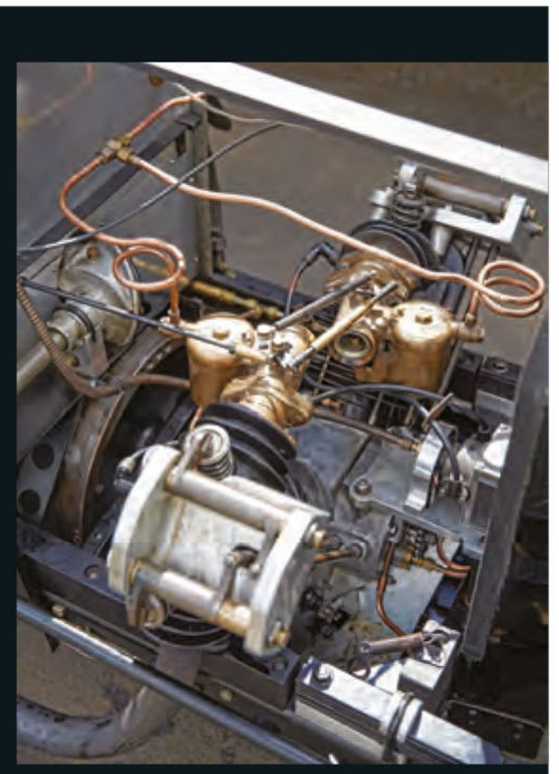
I marvelled that Basil used the BHD as a tow-car, even on the sparsely-populated roads of the 1920s. The cockpit is barely wider than Spider's and the seat is metal only, so the driver's backside receives a merciless hammering. The thumping two-cylinder, again with chain-drive valve actuation, has a surprisingly strong pull at low revs. Retardation is again by rear wheel brakes only. This time there is a brake pedal, but this too is just for legal reasons, and Robin advised me to ignore it and stick with the handbrake. The BHD is a very fast car, too: in a recent sprint on the runway at Colerne with Robin's son James at the wheel, it was timed at 115mph.

❖

AS A TEENAGER MALCOLM LEYLAND got to know Basil well, and effectively became his mechanic, learning much about life in general and GNs in particular and helping with the recreation of Basil's first GN, a two-seater registered MA 5098. The Grub, which Malcolm put together more recently from Davenport's huge pile of GN bits, is beautifully turned out, and Basil might have disapproved of its polished panels. It is very much a single-seater, with a very narrow cockpit, but it has three working pedals and is a lot easier to drive than the other two cars. On the hill it feels 20 years more modern than Spider, and much more forgiving. Its 1100cc JAP engine is lower-revving, but in every way this is a wonderful period car. The two-seater is now in Malcolm's care also.

At a Curborough sprint in 1975, when he was 72, Basil had his last competitive run in the 1500cc Spider. He died four years later. But Spider 1, Spider 2 and the BHD, plus the Grub and the two-seater, are all still just as they were, and are exercised regularly. The sight of David Leigh ascending Shelsley at full noise, or indeed Martin Spencer in Spider 2 beating ERAs, is awe-inspiring. Having had my brief introduction to three of Basil Davenport's cars, my respect for David and Martin, and for Basil himself, knows no bounds. Ⓜ

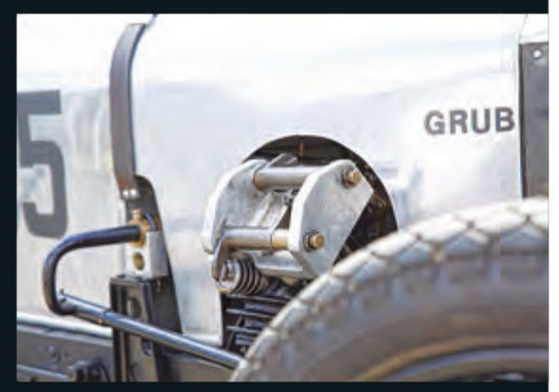




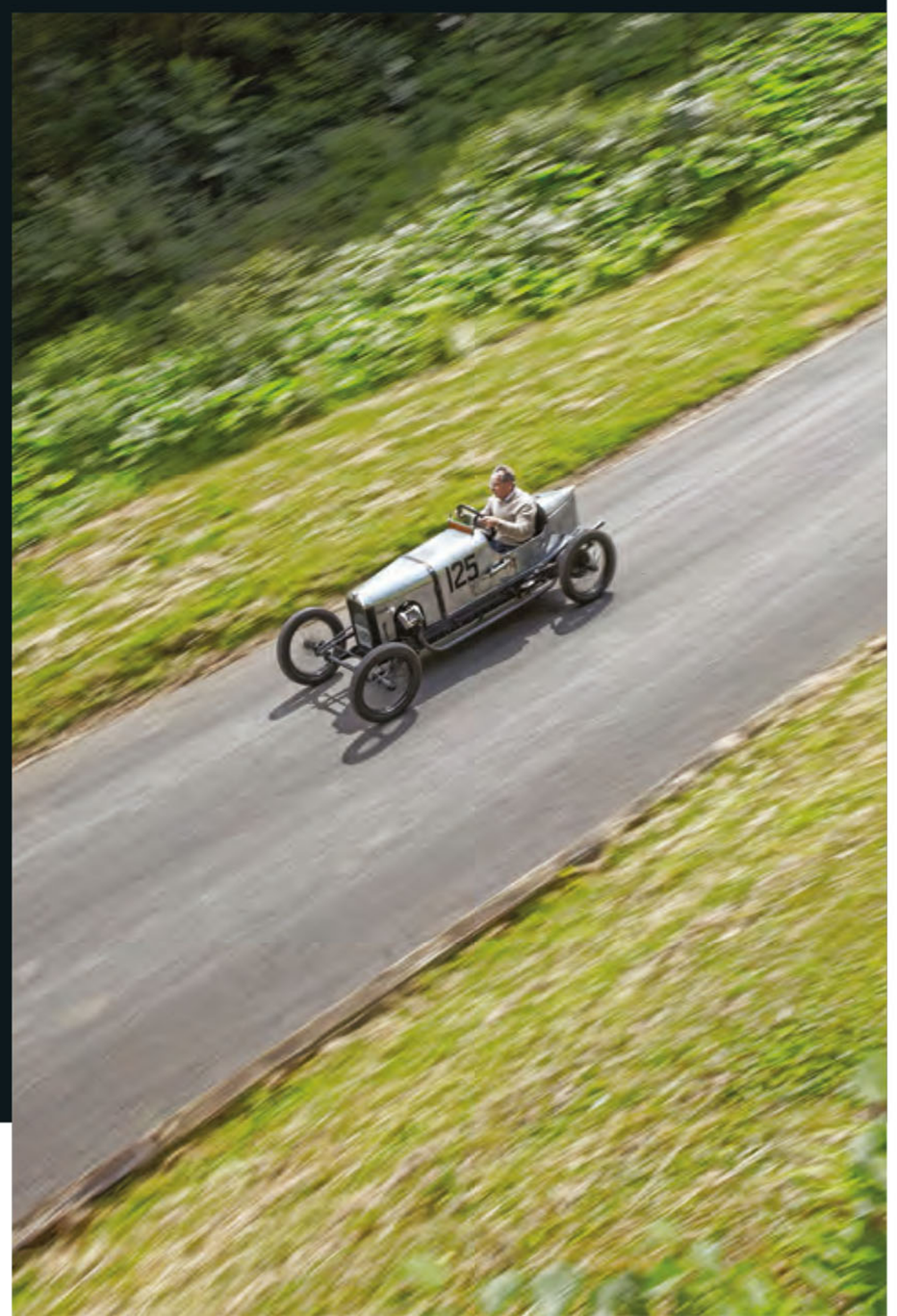
'GRUB'

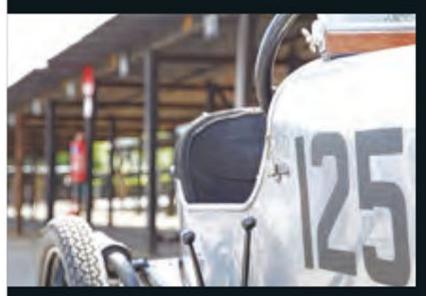


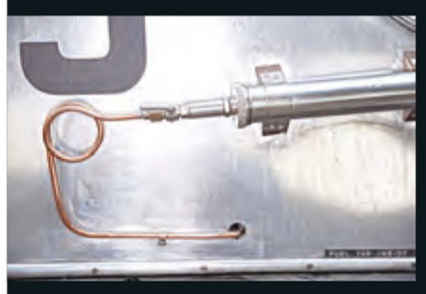




Rebuilt 'Grub' single-seater is neater than the Spiders. Motor is 1100cc JAP twin; Footbrake makes it easier to drive







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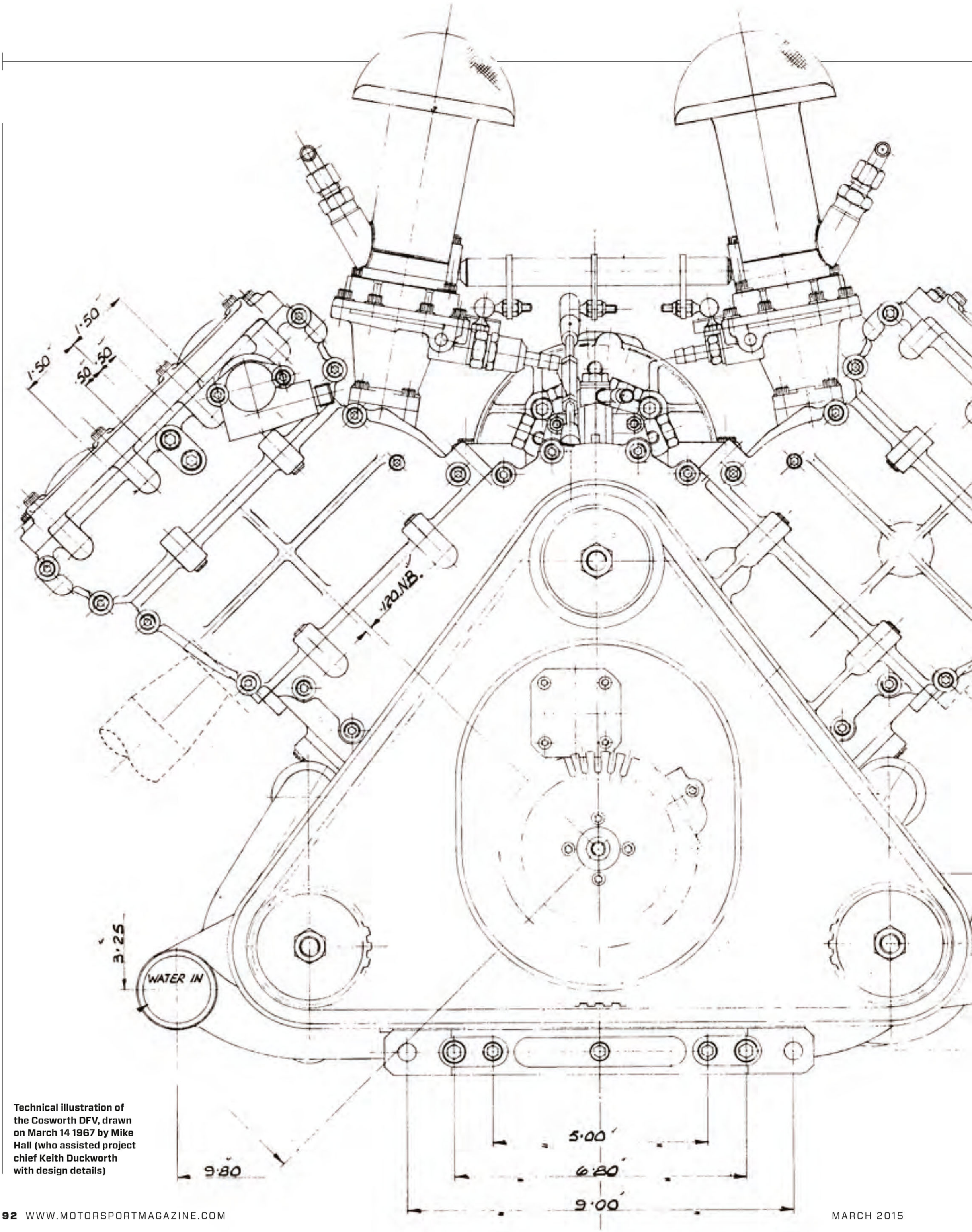
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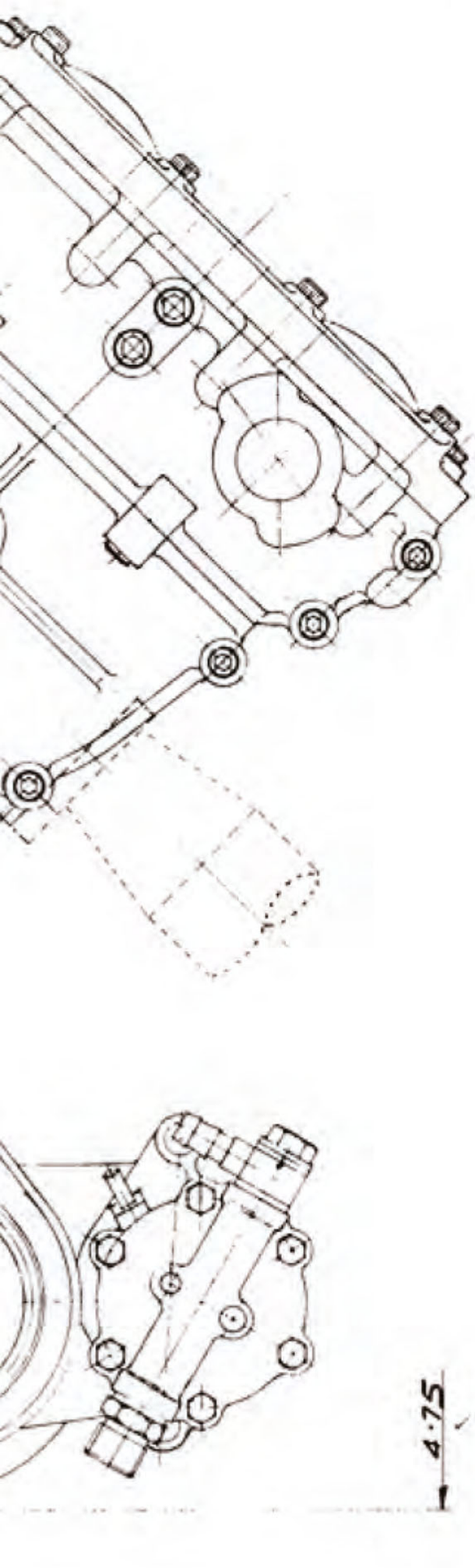
RoutenChaplin

ST. JAMES'S PLACE WEALTH MANAGEMENT

Graphics: Silver Fox Creative



Technical illustration of the Cosworth DFV, drawn on March 14 1967 by Mike Hall (who assisted project chief Keith Duckworth with design details)



BACK TO THE DRAWING BOARD

Cosworth might not currently supply F1 engines, but it doesn't need its name on a cam cover to remain involved at the sport's top tier. The firm's influence – and rich heritage – extend as broadly as ever across our industry

writer SIMON ARRON

THE AUDITORIUM IS packed with all the usual stuff – chairs, screens, lecterns – but two sides of the room are lined with a particular strain of jewellery, a finely polished array of some of the most successful engine designs in motor racing history. And there, just behind them, slightly incongruous in this digitised world, is a lovely old drawing board. The very one, indeed, on which Keith Duckworth sketched out the Double Four Valve, or DFV.

Cosworth has much of which to be proud.

This year will be the 30th since a DFV last featured on a contemporary Formula 1 grid, but with a record 155 world championship Grand Prix wins to its credit (between Zandvoort 1967 and Detroit 1983), it remains central to almost any conversation about Cosworth. The fact remains, though, that the company hasn't scored a GP victory since Brazil 2003, when Giancarlo Fisichella took a fortuitous, rain-affected win in his RS1 V10-engined Jordan. As recently as 2010 Cosworth had four teams under contract – Williams, plus newcomers HRT, Lotus (later Caterham) and Virgin (Marussia) – but custom dwindled as its partners either defected or folded. By 2013 it had only Marussia on its books, and last season's switch from 2.4 V8s to 1.6 V6 turbos heralded Cosworth's departure from F1 – on the surface, at least.

Visit the company's HQ, though, and you don't get the impression that Cosworth is twiddling its thumbs. Just around the corner from Northampton Town FC's Sixfields Stadium, you'll find a sprawling mass of industrial units of different shapes and sizes – but each is stamped with the Cosworth logo. At the far end of this industrial hive, a brand-new building stands taller and broader than any other. That, too, is Cosworth's: when it ▶

opened recently, the production line was already booked to full capacity for the first three years.

So, Cosworth, what exactly are you doing?

"There are two key areas in racing," says Pio Szyjanowicz, head of communications and partnerships. "Electronics, through data control and acquisition systems, steering wheels, instrumentation and chassis controllers, and wind tunnel test systems, so we are still very involved in F1. On the mechanical engineering and engine side, we're engaged in a number of programmes – but it's very difficult to start mentioning where, because we're tied by confidentiality clauses and our role in some series might become a bit obvious.

"We're also very interested in sports car racing – and in this hybrid era there's a huge overlap between the technology in F1, sports car racing and even road cars. Some of our partners are very interested in this, because Cosworth can take technology developed for motor sport and apply it to niche, high-performance road cars."

Jason Watkins, global sales manager, adds: "In terms of the motor sport sector, we are involved in all major series around the globe. Our electronic systems feature on every racer in Indycar, Indy Lights and the British Touring Car Championship. We provide scrutineering systems, data acquisition, some engine management systems in the Le Mans Series and we're involved in the World Endurance Championship, so we're very much still at the forefront of professional motor racing, certainly on the electronics side. With road cars, a younger generation is now coming through and might have heard stories about Ford Sierra Cosworths and so on from their fathers, but today we're known for work with the current generation of high-performance Japanese cars."

Szyjanowicz: "Go to California and you'll hear everyone talking about Cosworth in terms of a Subaru Impreza engine upgrade, rather than Formula 1."

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FOR A FEW YEARS COSWORTH DABBLED outside its traditional heartland, working in aerospace and defence. "The plan was to find adjacent industries, just a step away from where we were operating, with very high levels of precision engineering and relatively limited volume," Szyjanowicz says. "We went through an expansionist, exploratory phase, from reverse-engineering a Deltic engine for a Royal Navy minesweeper through to making wearable electronics – intelligent body armour – and diagnostic systems for wind turbines. It took a very long time to get any return on our investment, though, and in retrospect it didn't make sense for Cosworth to diversify while at the same time trying to keep our core automotive and motor sport businesses turning over."



Watkins: "Those long gestation periods didn't really complement our motor sport model, where what you do one week usually differs from whatever you do the next. They were alien to a company that's used to a reactive, dynamic environment."

Eventually one or two car companies made contact, asking what Cosworth had been doing and whether it was in the market to produce some high-performance parts. "It was a light-bulb moment," Szyjanowicz says. "The automotive industry is set up for producing 250,000 engines a year, or much smaller quantities in F1, but what if you want to produce 15,000 engines a year for your halo vehicle? How do you get that number of engines made? It's too big a volume to be small and too small to be big. Manufacturers have tried to fit this into their mainstream production schedules, but things break and it stops the line, which becomes very expensive. Our new factory is specifically set up to produce 15,000 or so units per year. If we wanted to do that successfully, though, we couldn't continue our previous strategy with targets half a mile wide but only an inch deep."

The sideline projects were cast aside and Cosworth returned to its roots. "It's interesting," Watkins says, "that I came from working in defence and found a greater level of secrecy with some of the automotive and motor

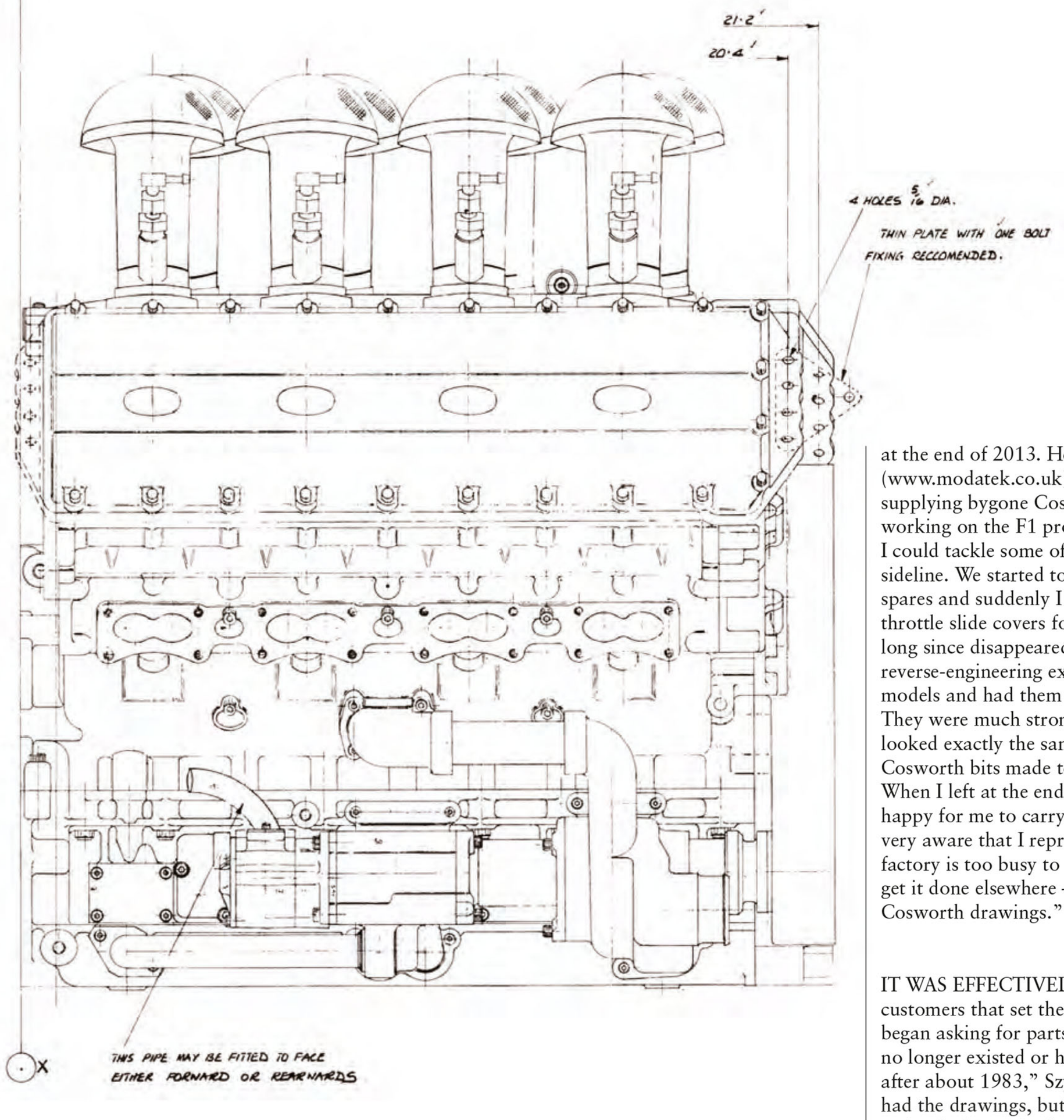


Jim Clark's Lotus 49-DFV at Zandvoort in '67. Below, Michele Alboreto wins the engine's 155th and final GP, Detroit '83

Watch '9 Days in Summer', the great documentary on the development of Cosworth's DFV and the Lotus 49
@ THE MOTOR SPORT DIGITAL EDITION



LAT



"THE STUD SPACING ON THE DFV WAS JIM CLARK'S BOTTOM WIDTH. THESE STORIES SHOULD BE PASSED ON"

sport projects than I'd encountered before!"

Among the bustle of present and future, one of Cosworth's factory units is steeped in the past, filled with cabinet upon cabinet of original drawings sketching out a glorious pedigree.

"We have an archive dating back more than half a century," Szyjanowicz says. "The DFV remains the most successful F1 engine of all time and many are still raced, but we don't have the bandwidth as a business to focus on the new and the now, building a new engine factory and so on, as well as digitising this archive and making all the old parts available."

Why was everything kept? "Simple," Watkins says. "Engineers never like to throw stuff away."

Cosworth switched to digital operations in 2002, prior to which everything had been done on paper. "We're quite fortunate," Szyjanowicz says, "that our Northampton site had a fair amount of space in which to keep adding more and more sheets."

This is where Matthew Grant enters the tale. Grant worked at Cosworth for 17 years, but left when the most recent F1 project concluded at the end of 2013. He set up Modatek (www.modatek.co.uk), which specialises in supplying bygone Cosworth parts. "While I was working on the F1 project," he says, "I asked if I could tackle some of the historic stuff as a sideline. We started to build a portfolio of spares and suddenly I had a customer wanting throttle slide covers for a DFR. The tooling had long since disappeared, but using Cosworth's reverse-engineering expertise we made 3D CAD models and had them machined from solid. They were much stronger than the original, but looked exactly the same and were genuine Cosworth bits made to the original drawing. When I left at the end of 2013, these guys were happy for me to carry on selling their parts. I'm very aware that I represent the name. If the factory is too busy to produce something, I can get it done elsewhere – but always from original Cosworth drawings."

❖

IT WAS EFFECTIVELY COSWORTH'S customers that set the ball rolling. "People began asking for parts that were running out, no longer existed or had never actually existed after about 1983," Szyjanowicz says. "We still had the drawings, but nobody knew how to make the bits. Matthew got involved after digging out drawings from the archive and taking a modern view of the production engineering. How could he go about making such and such a part 30 years after it had last been produced? He's the only non-employee with access to our archive and we're very keen that he should handle that side of things and bring our back catalogue to the market place."

Grant relishes the task, but admits it can be slightly daunting. "I feel a bit of responsibility," he says, "because these guys have authorised me to go out and sell historic parts and I have to make sure I protect the name, because it is so important. You could buy the components for a DFV or an FVA from almost anywhere, but it's the Cosworth name people want – provenance is sometimes more important than technical ability. If they're rebuilding an engine, they don't want to do it with bits from anywhere – they want genuine Cosworth parts.

"A guy running a Benetton with a Ford HB could go out and get bits made, but might prefer to work with Cosworth to ensure he's got the most authentic car possible. Otherwise you start diluting and diluting things and you might as well fit a Duratec engine or something, because at what point do you say, 'Hang on, that's not original'? I love the fact that people want to keep them genuine.

"I won't try to make anything cheaper or faster – customers will get Cosworth parts as they were originally designed. I won't dilute the brand."

❖

MOTOR RACING IS AWASH WITH FORMER Cosworth employees – Rob White at Renault Sport F1 and Porsche LMP1 technical director Alex Hitzinger, to name but two, and there are a fair few in the Mercedes F1 engine plant at Brixworth – but there are also lower-profile operations, small-scale engineering cottage industries run by ex-Cosworth people in the Northampton area. Grant calls upon these as a matter of course. "I'll show them what I need," he says, "and it's a case of, 'Ah yes, I remember making that all those years ago'. So it's not just being made from the same drawing to the same tolerances, but is being made by the same bloke on almost the same machine."

Not so much Cosworth DFV, then, as Cosworth DNA.

In some eyes, such craftsmanship is quite literally perceived as art. "We've had approaches from galleries who want to put Cosworth bits on display," Grant says, "just because stuff that was made 30-odd years ago still looks so good today."

Szyjanowicz adds: "People look at an engine and don't imagine quite how intricate the internal parts are. Then you show them a few bits and they say, 'What? All of that's in there? Why didn't you make the outside look like the inside?' "

Such artistry begins at source. Grant says, "I've found drawings by Keith Duckworth and Colin Chapman for the layout of the Lotus 49, a fantastic work of art, and there were also some of Keith's notes about balancing a crankshaft. It's on four sides of A4 and I wish I'd read it when I first started at Cosworth, because I'd have been much cleverer by now. We've kept all the notes, because they're so important for future generations.

"The stud spacing on the DFV block was basically Jim Clark's bottom width – it was designed around his backside – and these stories should be passed on. We still have all the early test reports from the DFV, MAE and FVA, too."

Szyjanowicz: "The trouble, nowadays, is that paper is not perceived as terribly interesting. We have to make this sort of content engaging for modern youngsters, who can make their own intake manifold in a couple of days with 3D printers. You used to need a 30,000sq ft machining centre to do that in a week…"



RS1 V10 scored Cosworth's last F1 victory – Giancarlo Fisichella, Brazil 2003. Below, the firm has long been engaged in the BTCC

LAT



"IS COSWORTH INTERESTED IN RETURNING TO F1 ONE DAY AS A SUPPLIER? ABSOLUTELY..."

Is Cosworth interested in returning one day to F1 as an engine supplier? "Absolutely," Watkins says. "We're following developments very closely," Szyjanowicz adds. "Given our history, our engineers couldn't help but keep track of what's going on, even if there weren't any contracts involved, because it's part of who they are. It's amazing to see the thoughts that come out of that."

There is no inkling, though, that the past will ever be abandoned. "One of the wonderful things about the historic scene," Szyjanowicz says, "is that people can get hands-on access to the technology. They can get involved, touch it, feel it and service it. Given the level of progress in modern F1, only a handful of people get to see the technology and even fewer to touch it."

The irony is that contemporary F1 cars effectively become obsolete far more quickly than their 30-year-old counterparts, simply because it takes too many people – and too much computing power – for an ambitious individual to run them.

"With the advent of pneumatic valvetrains in the early 1990s," Grant says, "you suddenly needed a clean room to do an engine rebuild, with the air-con set up to make sure no debris came through. There was a leap in build quality, and people have to go through the lessons we learned all those years ago if they want to keep things running. In 20 years, I don't imagine we'll see a driver and his mate running a Mercedes W05 or whatever. It would require an awful lot of stripped-down technology to enable modern cars to run in private hands…" Ⓜ

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STRAIGHT

The wider motor sport community doesn't always give drag racing the recognition it deserves, but for more than 40 years Don Garlits has been a household name in his native America

writer ROB WIDDOWS

MOTOR RACING fans are a bit snobbish, a bit sniffy, about dragsters, aren't they? The cars simply blast along in a straight line for a few seconds, after all. But there's a whole lot more to the sport than that, as we are about to learn from the 'Big Daddy' of them all.

Donald Glenn Garlits is unequivocally the greatest dragster driver ever to grace the strips of this planet. He was first to pass 200mph in one eighth of a mile, first to top 270mph in the quarter mile and became the first drag racer to appear in America's Motorsports Hall of Fame. His list of achievements would fill this page. Garlits was a pioneer, an innovative constructor, the first to put the engine behind the driver; his record-breaking Swamp Rat Streamliner is in the National Museum of American History. In May of last year, aged 82, he set a new record, at 184mph, in a dragster powered by batteries.



Better known to his fans as 'Big Daddy', or 'Swamp Rat' in deference to the dragsters he designed and built, Garlits discovered his passion for speed while hot-rodding back home in Florida.

"We all had hot-rods; cut down Coupes were the top of the line. I had a '40 Ford with a Cadillac engine, and we went racing on an abandoned army base in Zephyrhills," he says. "We marked out a quarter mile, went flat out all day long, no clocks, just a guy who flagged us. That was June 1950. We were just a bunch of black leather-jacketed hoodlums. I still wear mine in honour of where we started, the roots of it all.

"My mom wanted me to be an accountant, and I tried it, but I wasn't happy and my stepfather gave me some good advice. He said. 'You gotta go through life doing what you *love*. You love cars, so go do it. Your mom doesn't run your life, so be there

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before they open the doors, get in there when they open and they'll come and get you when it's time to go home. That's what's it's like to *love* your job'. And that's how it was. I took a cut in pay to work in a bodyshop and my girlfriend never spoke to me again. I married the right one. My wife looked after the business – you gotta get that right."

❖

IT WASN'T UNTIL 1964 THAT GARLITS began to make his mark on the strips. The sport was in its infancy, he'd built up a garage business ('Don's Speed Shop') and then in '64 won the US Nationals at Indianapolis, set a new record at 200mph and came to Britain for the inaugural International Drag Festival.

"When I came home the phone was ringing off the hook," he says with a grin. "My career was taking off. Every strip in the land wanted a piece of Big Daddy Garlits, running Wednesday night, Friday night, Saturday night and Sunday. Went home with a lotta money. I kept the businesses going, in case I got hurt, and we were busy, I tell ya. Building the Swamp Rats, driving, trucking all over the country. In California they were asking, 'Who is this guy Dan Garbage from the swamps? We'll show him some tricks'. So we took our first car, Swamp Rat 1, out to Bakersfield and beat 'em. We set some records – and all in a car built on 1931 Chevrolet frame rails."

So what did Garlits have that the other hot-rodders didn't? What makes the difference when it comes to going flat out in a straight line?

"Concentration. Reflexes. You gotta have those – and there's no second chance, you win or you lose. In round-track racing you can make a mistake and get back into the fight. Drag racing is do or die. Reflexes and focus are everything. You have milliseconds to get it right: it's tough, you need to be prepared. I kept pretty fit; I had friends who drank and smoked, most of 'em are dead now. Before a run I'd sit in the truck, take a power nap, come out fresh and sharp. You knew *immediately* if you screwed up, if you didn't catch the light just right. You work in thousandths of a second; you gotta cut the light close as you can, that's a key thing. A top baseball player sees the ball coming at 90mph, but he slows it down in his mind, sees the stitching on it and that's how I saw the lights – not blink-blink-blink, but blink... blink... blink... like in slow motion. If that doesn't happen you're not gonna be a champion, you're not top of the line.

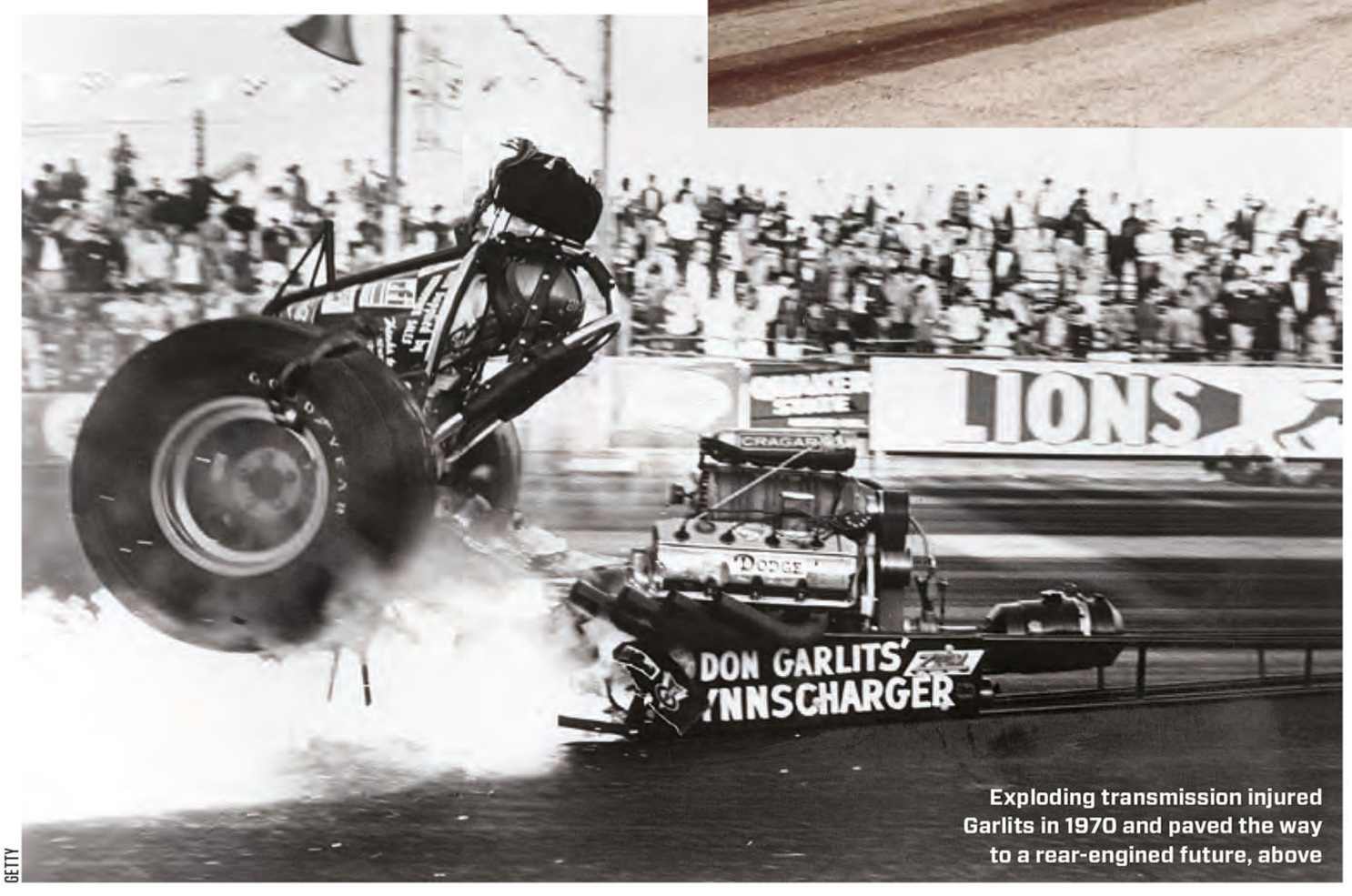
"I always ran the quarter mile, and that 4.7 seconds seemed like a long time, plenty to do, a lot of stuff, feel the engine lift to the beat, look over at the other guy, watching stuff go by, but... oh yeah, your body is rearranged. You're hit with 8g when you step on the gas, your brain crashes to the back of your skull, your liver crashes against your rib cage, and when you pop the chute you got 7g the other way. You take a hit, everything gets a little squiggly, you feel dazed, like somebody punched ya. It's a young man's sport and over time it can cause internal injuries. My hearing ain't so good but I seem to have gotten away with it – hey, when you're on the edge of the envelope things can go wrong. When you're rewriting the book, testing new stuff, like when my transmission exploded in Swamp Rat Xlll in 1970, blew my right foot off, cut the car in two. You were riding a bomb – that's why I never wanted to be in a car with bodywork on top. I mean, you got 25 gallons of nitro-methane, an 8000-horsepower engine and when they put that body down you know you're in there for something, right? When those funny cars light up, they light up, a fire blows the whole body right off. So I started drawing up plans for putting the engine behind the driver, no bodywork. I'd go to the shop in my wheelchair, saw stuff up, make some new parts. That was to be Swamp Rat XlV and we won Top Fuel runs with it a year later."



In 1987 Garlits nearly retired after suffering what drag racers call a 'blowover' at Chester and he was badly burned when his car was consumed in a ball of fire. He was one lucky man that day.

"That was frightening," he says. My blower exploded, the first fire in drag racing, it nearly burned me to death. I thought about quitting, but my team's other driver walked away and I had contracts to fulfill, so I got back in the car. First run after the accident was shaky, yeah, like after the blow-up in '71, I had *déjà vu* at the start, didn't catch the light, got beat, couldn't run the other guy down. That didn't happen again, just that once I got a bit shaky, a bit spooked, and missed the light by point something of a second."

These days, as in so much motor sport,



GETTY

Exploding transmission injured Garlits in 1970 and paved the way to a rear-engined future, above

dragsters are spec cars, no room for innovation. Big Daddy, you will understand, doesn't have much time for rigid specifications.

"I'm an innovator, always wanting to build new stuff, not resting on my success," he says. "That's why I put the engine in the back, that's why I'm doing the electric dragster, something new and different. I was at The Speedway in 1963 when Parnelli Jones won, spewing oil all over the place, the last-but-one victory for a roadster. Jim Clark was behind him with a rear-engined car: they should have black-flagged Parnelli, but didn't because they knew it was all over for the roadsters. I just remember thinking, 'If that little rear-engined thing [Chapman's Lotus] could run around there at 200mph with oil spraying on it, then surely I could go straight for 1320 feet?' So I figured it out. Sure, we went off the strip a few times getting it right, took three months to get it where I wanted it. The Goodyear people said to me, 'Don, don't you know that every rear-engined car that was ever built turned right or left through the speed traps – we gotta lot of money in you and we don't want to lose you'. And, you know, Americans love their traditions, so the guys at Chrysler, where we got our ram chargers, were saying, 'Well, we reckon that Don Garlits has finally bitten off more than he can chew'. That made me even more determined, oh yeah. Once we slowed the steering down from what we'd used on the front-engined cars, we took it out and got close to a record run.

"These days you can't make any changes, it's against the rules. They're spec cars like the Indy 500 racers. I talked to my good friend AJ [Foyt] about it at The Speedway this summer and every other word was a profanity... He's a racer like me, a tough guy, and he says to me

"WHEN I SEE YOUR F1 GUYS DOING 200, HEY, I'M GETTING BORED AT THAT KIND OF SPEED"

[imitating the great Texan], 'These damn spec cars, they're not frigging race cars no more'. I had lots of chances to go circuit racing like AJ, living near Daytona, but there was never any time. I've driven Daytona. It's real fast, but when I see your F1 guys doing 200 on the straight, hey, I'm getting bored at that kind of speed. At 150 I'm ready to get out and walk. And all those buttons on the steering wheel...



Ever the innovator, Garlits hopes to crack 200mph with his electric dragster

We don't need that kinda stuff, we just steer it, the way it always was. I reckon the skills are identical. You just hone them differently and I guarantee that AJ could have been just as good as me in a Top Fuel dragster, I coulda been as good as him in a sprint car. It's about having that killer instinct, that feel in the seat of your pants, knowing when to come back just a hair on the throttle."

❖

MOST OF US, LET'S BE HONEST, HAVE needed a little persuasion to go and see what these dragsters are all about. It's something you should do at least once, if only to understand why places like Santa Pod attract such huge crowds. I know many people who just wish they hadn't got so close.

Looking at me with that mischievous grin, Garlits says, "You wanna be where the noise doesn't turn you inside out, say 100 feet down the strip. You get to see the whole thing, the speed, the full experience. You gotta be a bit mad to do it – only the fanatics remain, so they say. The sport has given me a great life. I've seen a lotta stuff, met some great people. In '71, when we were winning everything, President Nixon asked Richard Petty and I to get out to Vietnam just before Christmas, talk to the troops, show some racing films, and I took a model of my black streamliner dragster. We'd get up at daybreak, get in the Hueys, fly to the front line. We'd be shot at from the ground, but it was only small arms and we had 30-calibre machine guns on those helicopters. The guys made a race track for us out in the woods and Petty and I would race each other in tanks. One time, Richard fell into a tank trap; it was a helluva thing getting him outta there. We spent time in hospitals, with all those young guys who'd been shot up. That was bad. I was against that war."

Garlits' legend and the sport of drag racing will be forever preserved in his Museum of Drag Racing in Ocala, Florida. We have barely scratched the surface of an extraordinary career but meeting the 'Big Daddy' has given me fresh respect for those who race in straight lines. Ⓜ

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EVENTS
OF THE MONTH

❖ AUTOSPORT INTERNATIONAL ❖



2013 BTCC king Jordan is switching from private Honda to works MG

ALL IMAGES LAT

Autosport International
Birmingham NEC

OVER THE PAST 25 YEARS AUTOSPORT INTERNATIONAL has established itself as the industry's annual kick-starter, marking the transition between last season and next. It's a place to get the past year out of your system and shake off the Christmas rust, but for most of us it's also the first event on the calendar. The atmosphere is one of anticipation, and it's always a feast for the eyes.

This year, the main headlines surrounded the British Touring Car Championship. The UK's most popular series seemed to be in a state of limbo heading into the show – at least in terms of driver line-ups – but some of the confusion was settled over the weekend. Triple Eight announced 2013 champion Andrew Jordan as replacement for the departing Jason Plato and unveiled the new Pirtek-liveried MG6 on the BTCC stand. Next to it was the new Infiniti Q50 of Support Our Paras Racing, the new team that is being run as a

non-profit organisation, with all proceeds going to its eponymous charity.

The biggest touring car news of the weekend, however, was West Surrey Racing's announcement that it had signed Andy Priaulx. The three-time world champion hasn't raced in the BTCC since 2002, when he won at Knockhill in a Honda Civic.

Just as much talk was reserved for the drivers who haven't yet put pen to paper, among them reigning champion Colin Turkington. A lack of sponsorship prevented him from defending his crown in 2009 and there's a genuine fear that he might be facing a repeat in 2015. Let's hope not.

Along with Priaulx and Jordan, the main stage was its usual hive of activity, with several British and international stars making an appearance alongside host Henry Hope-Frost.

Allan McNish was there, as were his successors as sports car racing's top Brits: Toyota's world champion Anthony Davidson and Audi racer Oliver Jarvis. Petter Solberg made an appearance and confirmed his intention to defend the World Rallycross Championship this season… before tearing up the live arena.

It goes without saying that, away from the stage, the main attractions were the cars. Plenty of modern machinery was dotted around, but hidden in the corners were some real historic gems. The Silverstone Classic area was impressive: one highlight was a late '90s Lister Storm, which still looks absurdly muscular even next to the burly design of some modern GTs.

Project Brabham had a host of cars on display further into the hall, ASI marking the initiative's first public appearance. David Brabham and son Sam were on hand over the weekend, and were touched by the reaction. "We've been staggered by the level of interest and goodwill towards the project from the industry and public," said David. "It's been pretty special to have the first opportunity to meet so many of our Project Brabham members and to see the merchandise being so popular. We've been inundated with enquiries."

If you happened to wander past the *Motor Sport* stand over the course of the weekend, you might have noticed a significant crowd. That's because we were lucky enough to have an Eventuality simulator set up; our own efforts weren't exactly up to snuff, but we were (often) joined by the McLaren *Autosport* BRDC Award finalists: Alexander Albon, Ben Barnicoat, Sennan Fielding, Seb Morris, George Russell and Harrison Scott, who all got stuck in, cajoling each other at each go.

It would be remiss not to mention the fastest time over the weekend, set by Oxford Brookes student George Simmonds. He posted an impressive time of 1min 10sec around Goodwood in a Porsche Carrera Cup car.

It seems hard to believe that there are contemporary F1 drivers who weren't born when *Autosport* International first took place in 1991, but we'll no doubt be seeing them on the main stage in years to come. That's why people keep flocking to the NEC: like the Goodwood Festival of Speed, ASI is a great place to get close to people and cars that aren't usually so approachable. *Alex Harmer*

For more on Eventuality's simulators go to www.eventuality.co.uk





The rarely introverted Petter Solberg. Above, David Coulthard gets a grilling on the central stage





BTCC Infiniti and, above from left, David Brabham and '90s Lister Storm





Motor Sport simulator lured *Autosport* Award finalists

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Kartforce racer Simon Khan leads Arron during practice for Johnny Herbert's 20th charity karting event

HANNAH DRICK

CHARITY BEGINS CLOSE TO HOME

Barking, December 7: Johnny Herbert celebrates 20 years of raising money for worthwhile causes

SEVERAL MILES EAST OF London's hub, just beyond a crest, the posted limit on the A13 drops from 50mph to 40… and there are two sets of average speed cameras just metres apart. Mistime your braking by a second or so and you might well get a ticket. I'm all for reducing road accidents, but such set-ups owe little to safety and everything to attempted extortion.

On this particular Sunday morning, a superior manifestation of the human spirit could be found just a few minutes away, at Capital Karts in Barking. Here, about six miles from his native Romford, Johnny Herbert was hosting his annual charity kart challenge for the 20th time. In 2014 the chief beneficiary was the Halow Project, which specialises in creating opportunities for those with learning disabilities. When I arrived, Herbert was ferreting through his kit bag. "I'm just checking to see whether my overalls have been washed in the past 12 months," he said. "Also, I'm hoping I haven't repeated last year's trick of bringing two left-handed gloves…"

This is the longest indoor circuit in the UK, at 1050 metres, and a quickish lap takes about 70 seconds.

SIMON ARRON







Johnny Mowlem, Damon Hill and a bloke in 1989 TVR Tuscan overalls. Left, pit and track action

Compacting such a track into a relatively small space involves a degree of compromise, so the circuit is inevitably narrow – in places barely two karts wide – and also very bumpy. A little persuasive nudging was unavoidable, but race officials accepted as much and the three-hour enduro was sensibly administered.

I was assigned to the Halow Flyers, a team comprising sports car racers Duncan Tappy and Alex Brundle, Cris Pirro (son of serial Le Mans winner Emanuele), stunt driver Salvo Cachia and, supposedly, Damon Hill. The latter had aggravated a back injury, however, which was his own stupid fault for playing golf: he was thus assigned to other duties, such as hanging out the pit board and drinking endless cups of tea.

"Damon and I started in cars at about the same time," Herbert said, "and we came through the sport together and achieved what we achieved – although he of course won a world championship. Bastard…"

Victory went to BT Motorsport (Bobby Thompson, Danny Wood, Reece Wade, Tom Jackson, Laura Tillett and Connor Wade), with solo racer Howard Kayman taking second. Herbert and Johnny Mowlem finished third, abetted by Tiffany Chittenden, Tamsin Germain, Will Shaw and Connor Mills.

"The event has come a long way in 20 years," Herbert said, "and [organiser]

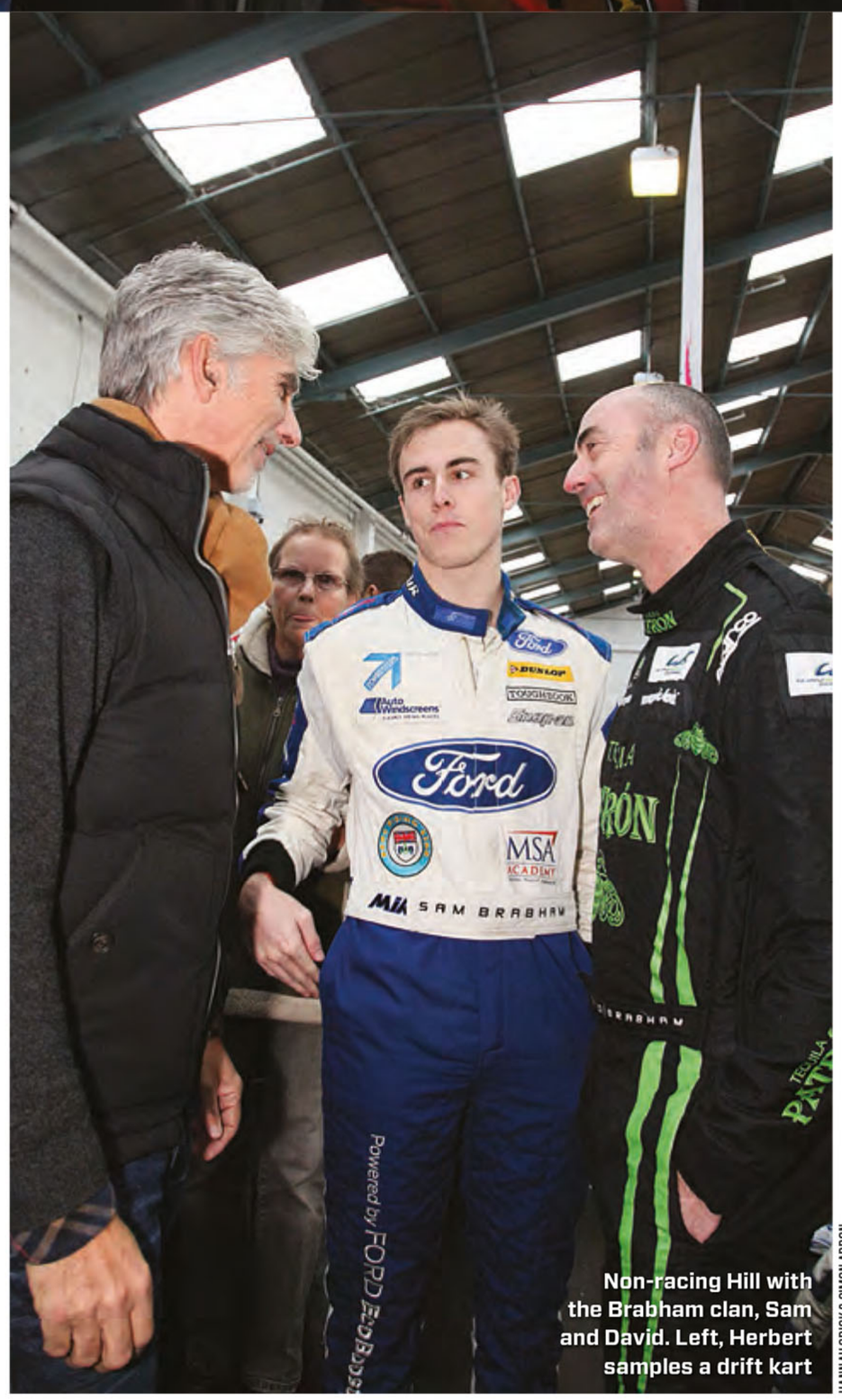


Roy Craig has played a significant part in that. It began as a nice relaxing day out, but has evolved into one of the most competitive things I've ever done. It has raised a lot of money, though, which is the main thing."

In this instance, the tally was more than £36,000.

We finished somewhere in the middle, along with two Kartforce teams featuring injured service troops – double amputees, in some instances – who have used motor sport as part of their rehabilitation. Karting provides a level playing field and the project's ultimate goal is to build towards an entry for the Le Mans 24 Hours.

A fruitful day, then, but also a source of significant inspiration.



Non-racing Hill with the Brabham clan, Sam and David. Left, Herbert samples a drift kart

HANNAH CRICK & SIMON ARRON

A MANTRA FOR ALL SEASONS

Mallory Park, December 26: a popular tradition revived... in the inevitable slipstream of a fried breakfast

DAYLIGHT WAS SOME WAY DISTANT, but radio reports already confirmed queues of shoppers outside department stores on London's Oxford Street. Boxing Day traditions have changed in recent decades: there was a time when you'd have to wait until about December 29 before shops would re-open and you could venture out to spend the record tokens accumulated as Christmas gifts. You had time to plan your acquisition strategy and the anticipation was delicious, a vastly superior alternative to mindless spending.

There are many acceptable things to do on Boxing Day – but rushing out to buy a dishwasher is not among them: settling down to watch a Bond movie with family, friends and a bottle of Sauvignon Blanc is fine, ditto attending a football match (preferably non-league)... or setting co-ordinates for Mallory Park.

It is 60 years since Brands Hatch pioneered the concept of Christmas race meetings – and Mallory has upheld the tradition in recent times. Its annual Plum Pudding fixture (something of a modern rarity, in that it combines four wheels with two) slipped from the schedule in 2013 while a new management team was in the process of adopting a temporarily closed circuit, but it was rapidly reprieved – and represented only the second time all year that cars had raced at the 1.3-mile track (although a full calendar is in place for 2015).



Honda rider Richard Blunt scored one win. Below, Michelin stars are surely imminent...



It was still quite dark when I arrived, although the paddock was ripe with chat (bikers discussing sets of racing wheels they'd just acquired from eBay) and the café cast a narrow, welcoming shaft of light through the gloom. Its fried breakfasts would arguably be a match for any fare served in the UK over the Christmas period. Only later did I learn this was to be the final meeting for the wonderful catering team, which has retired as a collective after being a staple for as long as I can remember. Had I known at the time, I'd have popped back to pay due tribute: the end of an era and a very tough act to follow.

The planned sidecar events had to be canned due to a shortage of entries, but eight races survived: four for bikes and two apiece for sports cars and saloons. And compared with the contemporary club racing norm, the crowd was substantial.



Given the meeting's nature (the circuit layout had to be altered from time to time to accommodate the bikes, with two chicanes implemented) and the shortage of daylight (practice wasn't scheduled to start until 9.30am), smooth operations are ever essential. There was plenty of scope for chaos, with significant speed differentials (everything from a Radical SR3 to a Riley Brooklands in the sports car race) and grids determined by random methodology, but the whole thing was a paragon of slick efficiency. Andy Thompson (Seat Toledo) won both saloon races, while Rob Spencer (Locost) and Ray Rowan (Porsche 911 GT3) took one victory apiece in the sports car events.

There was even time for a lunch break – unusual in this day and age, as many a weary marshal will testify – but by then necessity dictated contemplation of an early departure. During the morning I'd noticed some strange spots and swirls in my camera's viewfinder and it took several minutes to establish that the problem had more to do with Arron than Pentax. I stayed as long as I could, but with left-side vision deteriorating it seemed wise to head to London's Moorfields for analysis (some kind of haemorrhaged blood vessel, apparently, but it should repair of its own free will).

Even through one eye, though, the Plum Pudding meeting had been a constant delight – a throwback to a time before rigid structures, when taking part was all that mattered. Ⓜ

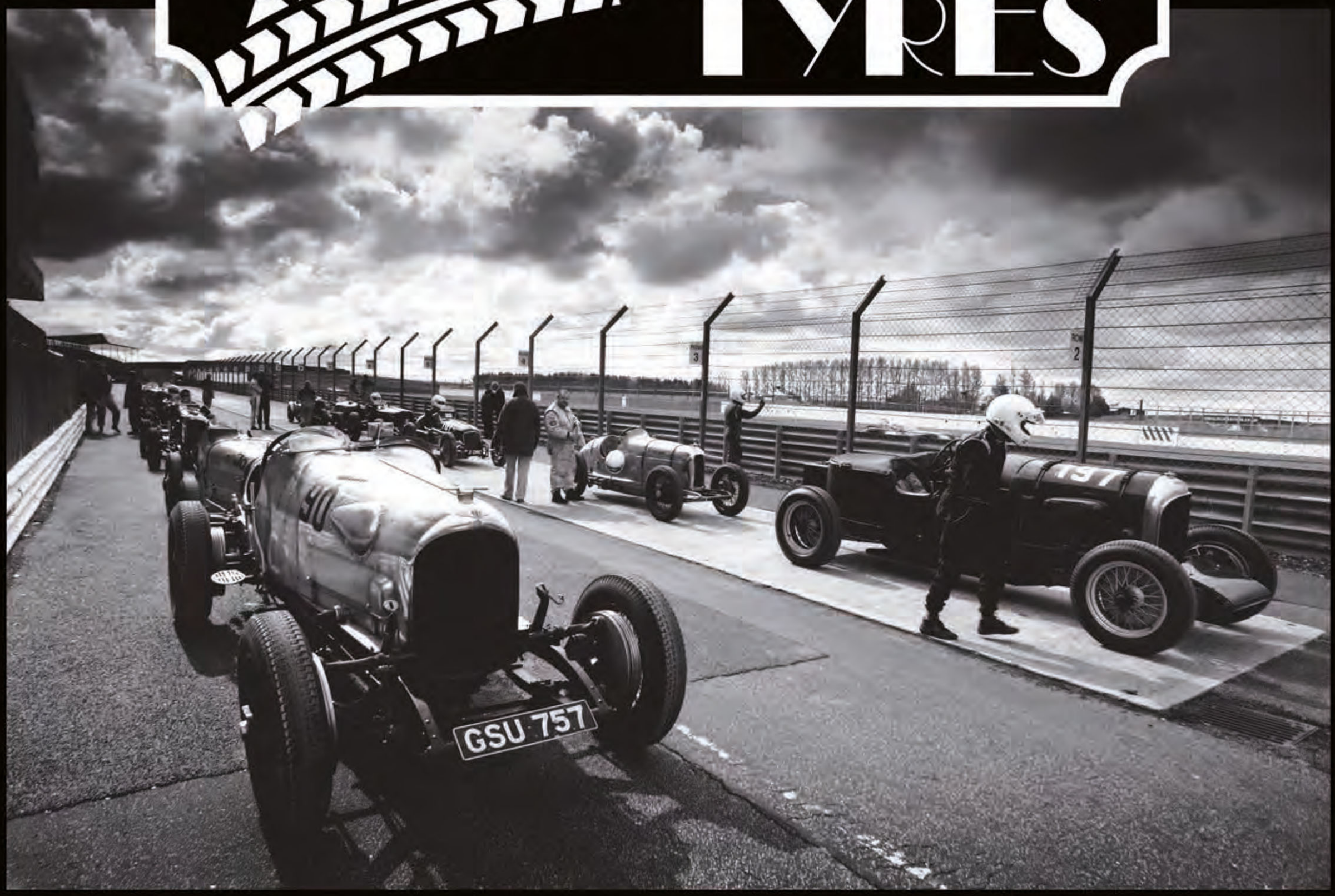


Sports car field included Radical, Porsche GT3 and Riley Brooklands. Right, festive touch in the pits



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HISTORIC SCENE WITH

GORDON CRUICKSHANK



One wheel in the past: searching out what's new in the old car world

www.motorsportmagazine.com/author/gordon-cruickshank



Scimitars old and new: edgy SS1 and, right, mini roadster might-have-been

FAMILY PLANNING

The cute baby that might have joined a fresh model range from one of our quirkier marques

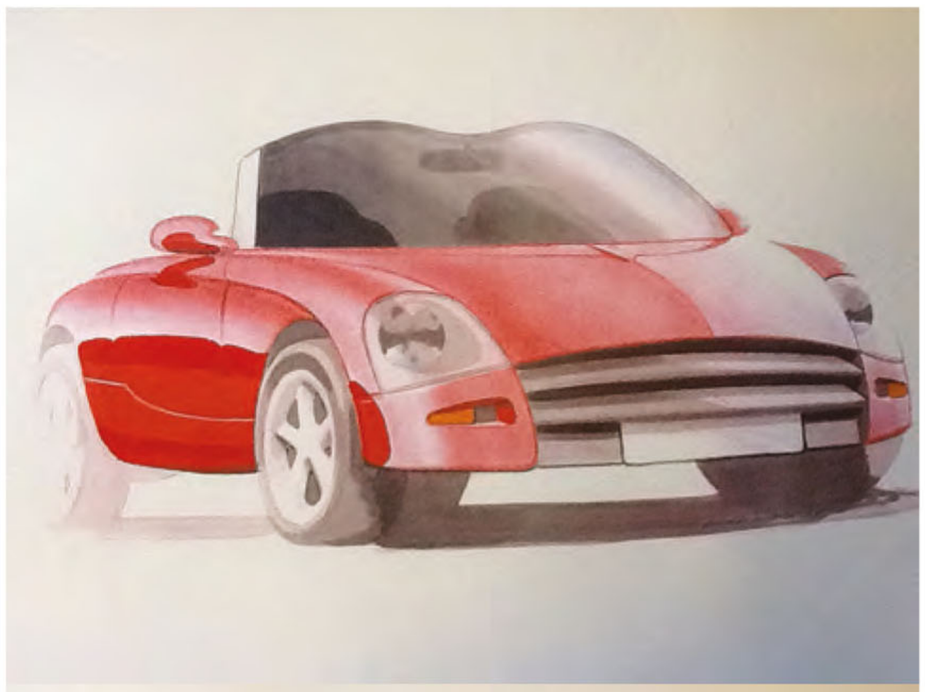
THERE'S A DIVISION OVER the Reliant name. The wider world will think of the Robin and its siblings – low on style, wheel quota and stability. Motoring people's minds snap to the innovative Scimitar GTE, the good-looking sports estate which recently celebrated its 50th anniversary.

My thoughts turn to a few sunny days in the 1980s when I had a Scimitar SS1 Turbo on test. I loved it.

In case like most people you've consigned the SS1 to the mental lumber room, let me remind you of a trim, compact two-seater with a pokey motor (at least in turbo spec), clever layout and a terrific chassis that was a hoot to drive. Still not registering? Maybe that's because of the body it wore – a body shaped in Turin by Michelotti, apparently in a rush during a blackout. It was too narrow, too high, too fussy, with an over-tall windscreen above its gappy plastic ridges and furrows.

A 1990s redesign by Bill Towns smoothed it over, improved proportions and packed more power, but by then all the people who didn't buy the first one had a meeting and decided not to buy this one either. It was another blow

GORDON CRUICKSHANK





to a struggling company which had pursued its own path since 1935, offering those three-legged oddities loved and abominated equally, but also the unconventional sports cars that livened up many an Earls Court motor show.

There were many 'might have beens' along the way, but here's one you won't have seen before – a lost Scimitar with a BRM engine.

Prime mover in the scheme was Reliant's newest Chairman, MD, and investor Jonathan Heynes. Son of respected Jaguar chief engineer Bill Heynes, Jonathan spent 25 years at Brown's Lane but had also been 'loaned' to Jensen to help develop the Jensen-Healey, so he had a feel for a small British sports car maker when he moved to the troubled Tamworth firm in 1996. It proved too difficult to restart production of the final SS model, the Sabre, but an all-new Scimitar looked practicable alongside the Robin and Bug.

"I intended the car to be simple and attractive with conventional running gear," Jonathan says. "We decided on a rear-drive frame chassis along with a Nissan 1000cc four-cylinder. We also tested the Honda S2000's six-speed gearbox, which would have been ideal."

Baby Scimitar scheme was for 1-litre two-seater with high/low screen. Roof panel would store under bonnet, below

Aware that the looks of the original SS1 hadn't helped it, Heynes engaged designer Geoff Wardle, who had worked with Chrysler, Saab and Ford and is now a senior figure training future designers at Art Center Pasadena. "I'd previously been involved with the Tatra T163, so I had an inherent weakness for 'underdog projects'," Wardle says today.

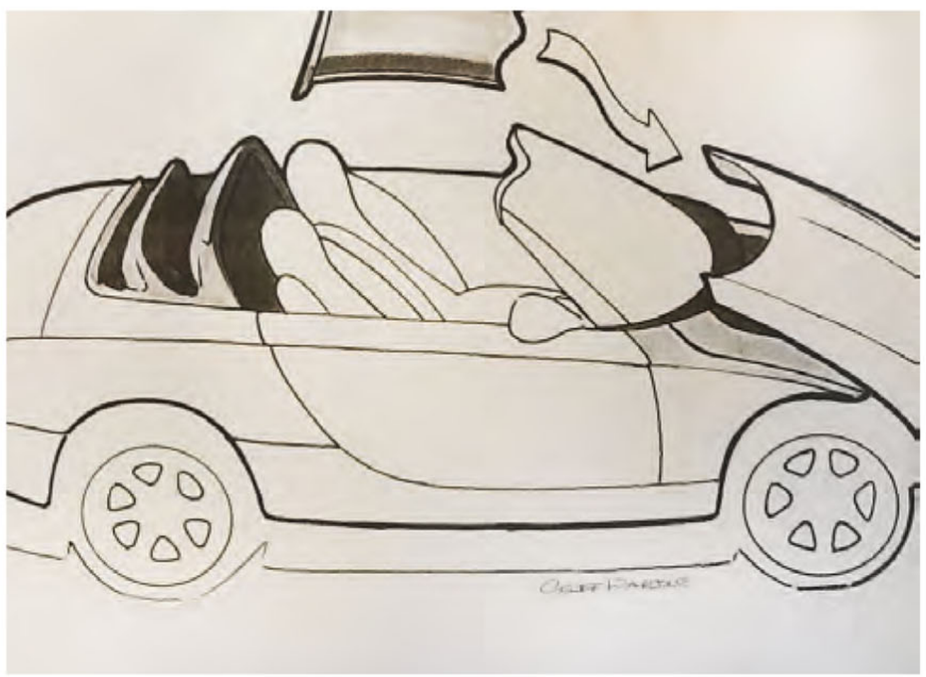
His proposal shows compact, simple forms, smoothly curved and a long way from the ridges of the SS1, added to stiffen the pressed plastic panelwork. This time the firm saw no need.

"With Robin and Scimitar, Reliant was at the time in the forefront of GRP along with Lotus and TVR," says Heynes.

Wardle again: "Engineer Tim Bishop and I worked out a package that placed the engine and gearbox well back from the front wheels. Although the car was to be no longer than an Austin-Healey Sprite/MG Midget, albeit a little wider, we managed to achieve a much better front seating position with the steering wheel at comfortable arm's length away. In fact the motor was so tiny we could position it between the legs of the front occupants, with access through a hatch in the 'transmission tunnel' rather than from under the hood! This would have given the car an extraordinarily low polar moment of inertia, not to mention every possibility of achieving a 50/50 weight distribution."

One influence on the proposal was the recently launched Renault Spider, which had no windscreen.

"Having the engine so far back," says Wardle, "gave us the opportunity to offer an adjustable windshield suitable for regular road driving or a motor sport mode *à la* Healey 100/4. Instead of folding, the windshield, complete with frame and wipers, would slide down ahead of the engine."



You can see in the sketches how the 'double bubble' screen slides down, turning the little machine from practical convertible to racy roadster with what Wardle describes as two vestigial Brooklands aero-screens. "I had configured a two-piece folding top arrangement," he recalls. "The rear quadrant would simply fold back behind the seats and a lightweight glassfibre roof would connect this with the top of the windshield. The roof would easily stow under the clamshell bonnet at the front, which, because of the extreme rearward position of the engine, would have been more like a Porsche 911 baggage space."

"It was a fairly simple solution with a dramatic effect, excellent in styling concept," says Heynes, "but it's unlikely we would have finally approved it. It was not practical for production. The car would have had a conventional fabric hood similar to Sabre.

"IT COULD HAVE BEEN A FROGEYE SPRITE FOR THE 21ST CENTURY!"

The project did get as far as a full-size mock-up shaped on the firm's digital modelling bed, from which moulds would be taken. At the same time Reliant was pushing to improve its 'bread and butter' business, which meant fitting fuel injection and catalysers onto the Robin's 850cc alloy motor. That proved to extract 50bhp but clearly they'd need more punch for the sports car.

"We located an overhead-cam Reliant 850cc engine which the government had commissioned from BRM," Heynes recalls. "Six were built and all were instructed to be scrapped, but one escaped into my hands. Powerful and light, this would have powered the Kitten four-wheeler and the four-wheeled Bond Bug that we had also developed."

What's this – a Bug with four legs? The Bug was the groovy orange 1970s



Proposals for a four-wheeled Bond Bug included an open version



sports machine with a lift-up screen and roof instead of doors, which one reviewer described as "scuttling down the road like a demented wedge of Leicester cheese". Designed by Tom Karen of Ogle it was a lot of fun, but you can't combine enthusiastic driving with a single front wheel for long, as a *Motoring News* reporter admitted while clambering out of the test car lying on its side outside Standard House.

So a 33 per cent increase in wheel count might have brought new customers, especially with a conventional screen and a light twin-cam under the moulded floor pan. And you could still drive it on a motorbike licence.

Despite its tiny staff ("A small team of engineers and two draughtsmen," according to Jonathan) the firm was buzzing with plans, with the new Kitten, the Bug, the EFI system, a diesel prototype, experimenting with electric power ahead of the curve, and investigating a new GTE derived from an MG styling project (right). Sales were rising too. But when one partner decided to pull out the remaining investor was, as Heynes puts it, "regretfully less enthusiastic on the Scimitar project than myself and my team. They thought we were weakening the cash position with a longer-term project. The Robin was the priority, along with a complete move of factory."

All Scimitar development stopped pretty much immediately. With company restructuring on the way Heynes later decided to sell out of Reliant, and though car production limped on it finally died in 2002.

Thus vanished another bright idea from the UK car industry. It could have been a 'halo' vehicle for a marque with a – let's say – mixed image, and might have sparked a new market of its own, as Wardle reflects.

"I believe that Tim's simple but smart engineering philosophy combined with the car's diminutive size could have chewed a little out of the roadster market that the Mazda Miata [MX-5] had reawakened," he says.

"The car would have been much simpler than the Miata but would have had its own strong personality, perhaps providing a new subculture of miniscule sports vehicles. It would also have had spectacular fuel economy and very low running costs – a Frogeye Sprite for the 21st century!"





HOWARD SIMMONS

LAP OF HONOUR

Jaguar legend recognised for a lifetime of input to one of Britain's great marques

ONE OF JAGUAR'S KEY FIGURES, TEST DRIVER NORMAN Dewis, has been awarded the OBE in the New Year's honours list for his work developing racing and road cars for the famous firm. Over three decades Dewis put in millions of test miles on everything from XK140 to the XJ40 saloon, via the Le Mans-winning C- and D-types, the immortal E and its Lightweight spin-off, and the sensational XJ13, the quad-cam V12 sports-racer that never made Le Mans. It wasn't just development, either – Norman was a handy pilot, co-driving Stirling Moss on the 1952 Mille Miglia and driving a works D at Le Mans in '55.

Despite his 94 years, Dewis still plays a part in Jaguar as what they now call an ambassador. Often at marque events his trademark bootlace tie and cowboy boots are evident, and he's very involved with the new Heritage operation, including the new Lightweights currently being built. Which makes sense, as Norman was one of the team developing the original. He has a great memory too, which is handy when you need a quote on racing Mk2s or what it was like driving a works D to Le Mans.

It's been a remarkable career. Congratulations, Norman.



I DO KNOW THE difference between a Ferrari and an Alfa Romeo, honestly. Still, we managed to head my piece last month on Paul Grist with a picture of someone else in a car Paul has never driven. WB always blamed "the printers" for errors in the mag, but there's no such escape route here. My apologies to Paul, and herewith a photo which is definitely him, on the right, congratulating son Matt on his impressive victory in last year's Monaco Historique event in their magnificent Alfa Romeo Tipo B, which you may have seen on our stand at the London Classic Car Show.

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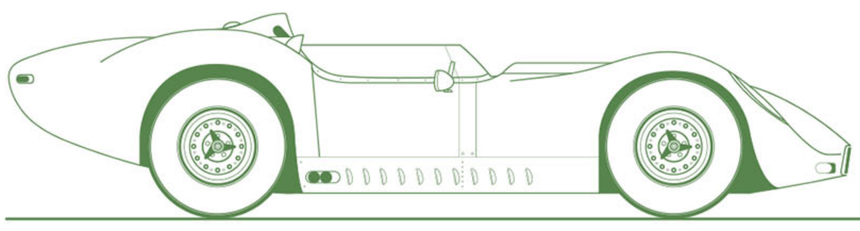
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FROM THE ARCHIVES WITH

DOUG NYE



Our eminent historian dips into the past to uncover the fascinating, quirky and curious



James Cohen and Reg Hignett pictured at the start of the 1949 Mille Miglia

NONE BUT THE BRAVE

The Mille Miglia's heroes are fondly remembered, but it's worth adding a little context to their commitment

THIS YEAR MARKS THE 60th anniversary of Stirling Moss and Denis Jenkinson's fabulous victory for Mercedes-Benz in the 1955 Mille Miglia. What was for decades the world's greatest public road race – and certainly the one that all interested major manufacturers most wanted to win – also produced some fine performances by British marques, which the Moss Mercedes win very much outshone.

In the 1949 Mille Miglia, the Donald Healey Motor Company excelled, finishing first and third in the Touring Category. Sadly, Healeys twice played an unhappy role in Mille Miglia tragedies, and the Mille Miglia was always perilous. One minor reason that Moss took Jenks with him in 1955 was to provide some small measure of insurance against making a potentially fatal mistake.

The 1949 edition's organisers had accepted entries from pretty much any wannabe. Some Mille Miglia old hands feared the worst as no fewer than 303 entries were listed. Co-drivers remained mandatory, meaning that 606 drivers of widely variable experience and

competence would be let loose on the route, which itself was much revised that year. Both Modena and Bologna were for the first time omitted, as were the Futa and Raticosa Passes. An innovation was that start times were adopted as the cars' competition numbers, giving spectators some idea of who was going well and who was not.

Making an optimistic entry in what would be their first motor race were two motor trade friends from Manchester in their Healey Duncan Drone – surely one of the ugliest British sports cars ever produced? In its defence, there was a reason – tax avoidance. Significantly, the prototype Drone had been nicknamed 'The Spiv'…

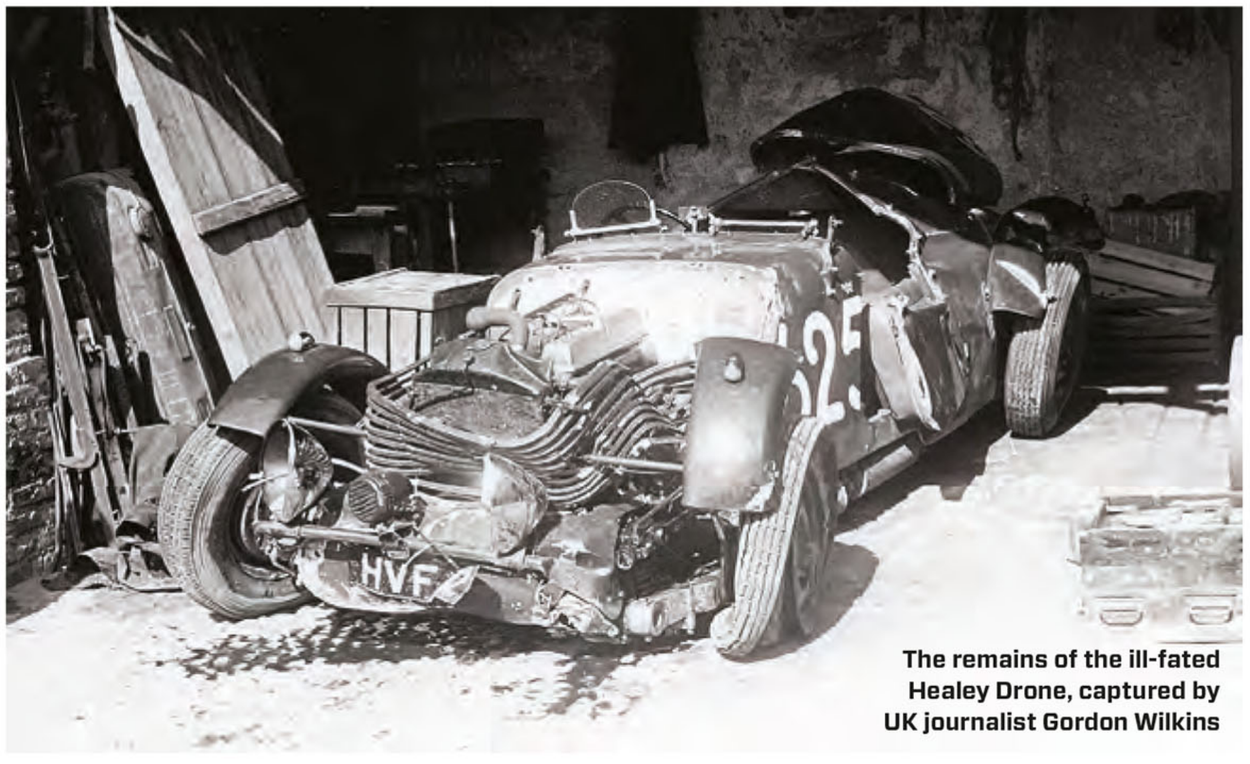
Some 28 Healey chassis were fitted with sports saloon bodywork by Ian Duncan's short-lived company – based at Park Hall in North Walsham, Norfolk. Perhaps 10 more open sports Drones also emerged to sidestep a new 66 per cent purchase tax suddenly levied on completed cars costing more than £1000 should they be UK registered.

At the time the Government was urging industry to "export or die", and this punitive purchase tax levy was simply encouragement.

The Healey Duncan Drone carried the most rudimentary single-curvature aluminium-sheet bodywork and – to minimise its selling price – even the passenger seat, windscreen and spare wheel were offered only as 'extras'. The idea was that a home-market customer could have his Healey Drone simply rebodied with something more civilised – at least three being reworked in this manner by Westland. Quite how the rebodying price compared with simply paying the initial tax I am unsure.

Regardless, the very basic Healey Drone was light and very quick for the time. The 1949 Mille Miglia car's entry was made by James Cohen and Reg Hignett, who were flagged away down the Brescia starting line at 6.25am. Their adventure appears to have gone well – for the first 16 minutes and just over 20 miles. They tore out of Brescia on the southerly road towards Cremona. But as they rushed into the outskirts of Manerbio, they were confronted by a mass of uncontrolled spectators, swaying back only at the last moment as the cars approached. Cohen, driving, seems to have been unsighted by the moving crowd on the entry to a fast right-hander onto a bridge over the Mella river. Count Trossi had crashed here in the 1933 race, his co-driver Count Brivio being thrown out into the water. Neither of the young Brits would enjoy such luck. Their Healey Drone slammed into the left-side stone bridge parapet, then rebounded to hit the other. Passenger Hignett was killed instantly, while Cohen was thrown out backwards and sustained a paralysing spinal injury. He was flown home to Manchester three days later, but he too would succumb. Next day, British journalist Gordon Wilkins found the wrecked Drone in Manerbio, photographing it for the record.

The 1950 Mille Miglia produced another Healey incident when Philip Wood crashed his Silverstone into a bridge parapet between Vicenza and Padua – killing veteran co-driver Peter Monkhouse. So when this magazine's Continental Correspondent was invited to navigate Moss in that 1955 classic, both went into the great race with their eyes wide open. Brave boys.



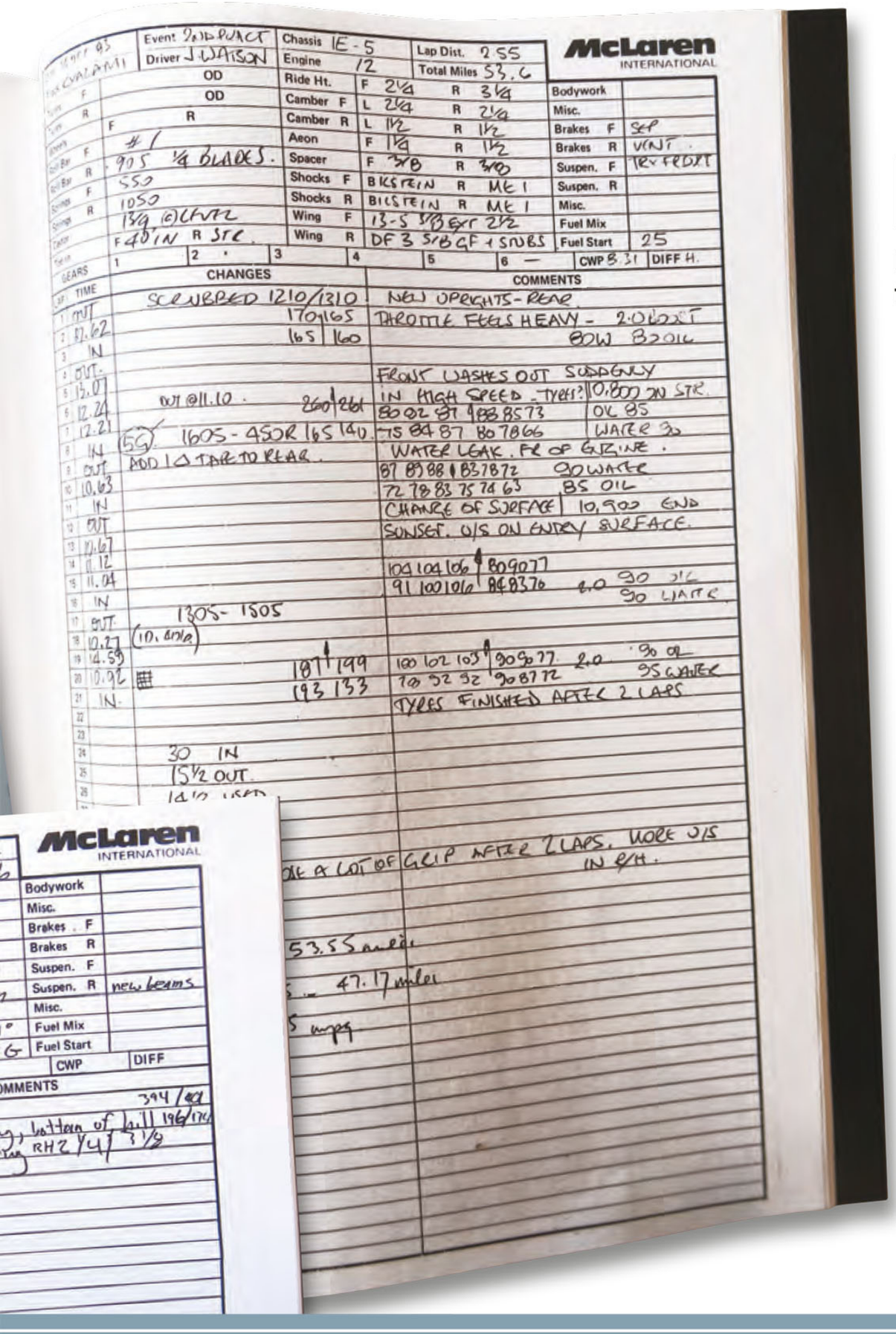
The remains of the ill-fated Healey Drone, captured by UK journalist Gordon Wilkins



CATCH US IF YOU CAN

Mercedes-Benz's GP rivals will profit from a slackening of the rules, but so too will their quarry

WONDER HOW FUTURE RACING historians will reflect – if any bother – upon 2014? I suspect they will really struggle to understand how the first year of a brand-new Formula 1 engine requirement could also have been encumbered with an in-season development ban. It seemed like a politician's deniability figleaf – to claim 'cost saving'. Looking back, a move that would freeze any one manufacturer's early-season advantage into a year-long stranglehold seems simply numbskull.



PACE NOTES IN FORMULA 1...

How engineers used to rely on their drivers' every syllable, rather than just plugging in a laptop and downloading the relevant data

MAYBE 20 YEARS AGO, RON Dennis gave me copies of some McLaren F1 team record sheets, as kept by his engineers each race weekend. Recently browsing through one for the 1983 McLaren-TAG Turbo MP4/1 chassis '5', I was struck by the apparent difference in driver feedback.

Niki Lauda seems to have been the soul of brevity, as in Q2 at Rio during the Brazilian GP weekend. Under 'Comments' the hand-written notes read: "Car soften – too much roll understeer in oversteer out – engine feels normal." In first practice at Spa before the Belgian GP, Niki again: "Little bottoming, bottom of hill 196/174 – kick in steering RH2" – and in Q1 there, he ran on, "Used qualifiers – no grip at all - 400 revs more – car feels softer (more roll) harshness same – some u/s [understeer]". And that is all.

In contrast, by October that year John Watson was driving chassis '5' and at Kyalami before the South African GP he reported: "Slight u/s end of straight. Gearing better. Brakes OK. Less time lag but stronger. 110 oil/90 water/2.0 [boost?] – 11,000 not that quick on straight. Other cars – u/s end of straight – a little power o/s." After removing a front spring packer: "Couldn't tell a difference on steer – slower on straight – 10,700 – thinks it's tyres. Improved u/s but still there – still slight u/s – mainly tyres – 10,950 st end – don't think spirals made any diff." I haven't a clue what 'spirals' might mean, but 'diff' in this context is surely 'difference'. Then: "U/s in m/s good in this. Very slightly quicker on st – 2.1 bar...". New page: "LF blistered – 115 oil 100 water – oil 110 water 100 just under...".

On page two Wattie subsequently reported: "Throttle feels heavy – 2.0 boost – front washes out suddenly in high speed – tyres? – 10,800 on str – oil 85 – water 90." After a water leak at the front of the V6 engine had been noted, the report continues: "Change of surface Sunset [as in Sunset Corner]. U/s on entry surface – 90 oil 95 water – tyres finished after 2 laps – lose a lot of grip after two laps – more u/s in r/h."

Yes, from the loquacious Ulsterman it was all pretty breathless stuff. Instead of having to hear it all from the man in the cockpit, one really can appreciate how today's race engineers must just love telemetry...

For this year's world championship, a convenient liberalisation ploy has now been developed. But even far through an established formula, any new year's car designs will always be an assembly of numerous compromises. As time passes, and as long as the regulations permit it, evolutionary design achieves progress by ironing out each of those compromises, or by identifying and exploiting better (faster) ones.

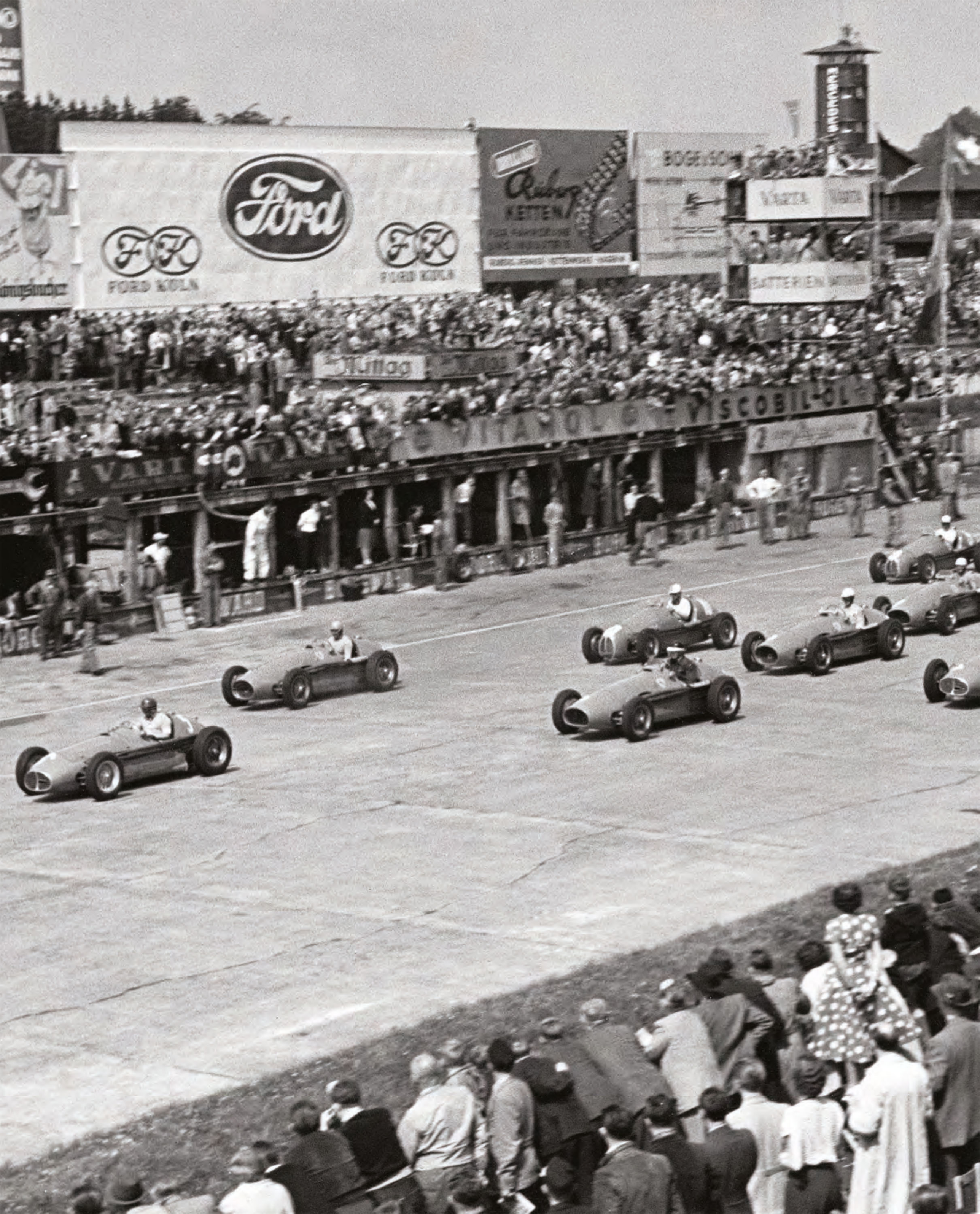
During a racing season, engineers learn how to extract the best from the car they have managed to complete by the time the calendar is upon them. Each winter is therefore hectic, full of ambition, hope and expectation; much of it – inevitably – to be dashed either in light of early-run testing, or (worse) under the coldly merciless eye of global TV at the hands of rivals in the opening Grand Prix.

Private testing used to be the key. Public testing results cannot be quite so massaged or polished by team publicists – nor by sympathetic supporters among the press (and there are precious few of those around today). And as for wonderful horsepower figures and fabulous testing lap times... well, pre-season testing was seldom too entramelled with impartial (and implacable) scrutineers. Hence many engineers, with ruthless team patrons on their backs, would be talking about fabulous power and staggering lap times to attract or retain the support of variably naïve commercial sponsors.

So I was fascinated to hear at Christmas that last year's championship-winning Mercedes-Benz W05 hybrid – with its Mercedes-Benz/AMG PU106A Hybrid power unit (positively trips off the tongue, doesn't it?) was in fact little greater than what one should expect for a new formula's maiden season – a mass of known compromises, several of them quite severely performance limiting...

The most serious of these – forced upon the team by the remorseless march of time towards the Australian GP starting date last March – probably robbed the W05's rear wheels of 15-20 horsepower, and maybe more. Come the end of the season, mission accomplished, world titles won, the development brakes could come off and fixes could be applied, the engineers having had months to consider and perfect them in principle.

So while much will be made of how the winter has given every other F1 team the chance to close the technology gap to Mercedes, none should overlook the fact that at Brackley and Brixworth the world champion team's brightest have been working every bit as hard to correct their 2014 compromises, to optimise their proven concept... and simply to stay ahead. From what I've been told, expect pretty much more of the same through 2015. As a Brit I'm just happy that these cars aren't entirely German Silver Arrows. From the south midlands, in homage to Brummagemware, perhaps it might be more apt to regard them as EPNS Arrows?


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PARTING SHOT

AUGUST 2

1953

NÜRBURGRING, GERMANY

Juan Manuel Fangio (Maserati A6GCM) makes the best start to lead the Ferrari 500s of Alberto Ascari and Mike Hawthorn. The Argentine went on to finish second, behind Ferrari driver Nino Farina. It would be the Italian's final world championship Grand Prix victory. Hawthorn took third, ahead of Felice Bonetto (Maserati).

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