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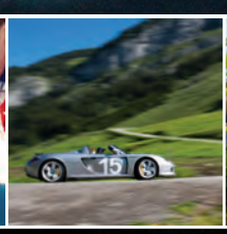
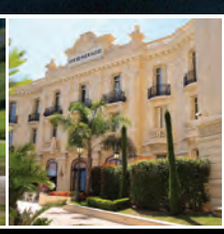
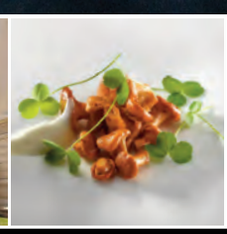
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DAMIEN SMITH
EDITOR

JEAN TODT WAS A WELCOME guest speaker at the annual Motor Sport Safety Fund lecture during the Autosport International Show in January. The FIA president freely admits he prefers a low profile, despite his role as the head of world motor sport, but he has an answer to his critics: "Sometimes people complain I don't communicate enough. Maybe I'm wrong, but I'm more interested in achieving a result."

Bluntness was always a Todt trait, but there's a mischievous humour laced within his impatience to most questions. Rather than lecture his audience, Todt chose to be interviewed at the NEC and was in relaxed mood as he reflected on his professional life. His genuine love of motor sport – perhaps easy for us to forget in the wake of a sometimes controversial career – was a common theme, and eyebrows were raised when he name-checked Jim Clark and Dan Gurney as his personal heroes. A sure sign his heart must be in the right place.

"I started my rally career in 1966, so it's half a century," said the former co-driver. "And it's scary. You think of that, but you are still motivated and passionate. When I look at me I'm still fresh."

The same could not be said of his throat. "My nickname when I was co-driving for Des O'Dell's Talbot team in 1981 when we were World Champions was 'Tea-bag'," he said as he sipped at his brew. "I have a bad throat, so if I want to go to the end of the lecture I need some refuelling."

But every now and then the comfy chat was pierced by Todt's characteristic needle. He revels in puncturing expectations and presumptions.

When asked if winning Le Mans twice in the 1990s as the boss of Peugeot was among his greatest satisfactions, he shrugged back: "No, not really…" Even on Michael Schumacher, whom he thinks of as "family" and was due to visit upon leaving Birmingham, he refuses to say what some might want to hear. When it was put to him that Schumacher went the extra mile to get to know and appreciate all members of his Ferrari team, Todt snapped: "That's a journalist's story because the reality was not like that. Michael is a great leader, motivator and personality but he was coming quite rarely to the factory. It's not exceptional to honour those with whom you work. Honestly, I don't think it's something very special. I would not give a special credit to that."

As Bernie Ecclestone has found over the years, the president is no pushover. Again, his answer to 21 Grands Prix a season being excessive in number appeared aggressive, a rebuke to those who work in Formula 1.

"If you do this job, if you consider what is happening around the world, you should consider yourself lucky to do 20 or 21 races," he said solemnly. "It is a privilege. It is a bad question to complain about a privilege."

Then there's the matter of women in motor sport. As the MSA and Susie Wolff launched a new 'Dare to be Different' campaign to promote women working and competing in racing, Todt had no hesitation in voicing his doubts about equality – with the caveat that he could be wrong.

"I have a lot of admiration and respect for women," he said. "In a lot of areas women are better than men. But… I'm not sure that in certain categories women may not have the same advantage as men. Sometimes I think we must admit a woman would not be as powerful as a man. [But then] you have the example of Michèle Mouton fighting against Walter Röhrl, so maybe I'm wrong in that. We should try to identify a strong lady driver and ask her to drive a Formula 1 Mercedes to get an answer, and maybe we would have a surprise. But it's not up to me to make that chance."

That's very Todt. On the one hand, direct and forthright – but on the other the archetype politician, adept at delegating responsibility. He believes it's "presumptuous" for him to speak of legacy, but this complicated man will leave one whether he likes it or not. What it will be, half a century into his racing life, still remains to be seen.

❖

ALL ISLE OF MAN TT RIDERS deserve our unending respect and admiration, but men such as Ian Hutchinson are a breed apart again. We all love a great comeback, and the Yorkshireman's tale takes some beating.

Those who've seen the acclaimed *Closer to the Edge* documentary will remember the slight, fair-haired Hutchinson and the bleak note his story appeared to end on before the credits rolled. Within a few months he went from winning an incredible five TTs in one week to the precipice, when an awful British Supersport accident at Silverstone left him facing the amputation of his left leg. His refusal to accept the surgeon's verdict and subsequently painful return culminated in a trio of TT victories back on the island last June. That he would ride again seemed unlikely; that he'd win



FIA president Jean Todt was charming and spiky in equal measure when he appeared at Birmingham's NEC in January



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again seemed frankly ridiculous.

Such feats don't require awards to confirm their worth, but still it was good to see Hutchinson recognised by the Royal Automobile Club in January, with the presentation of the Torrens Trophy for his outstanding contribution to motorcycling. The Torrens, created in memory of respected journalist Arthur Bourne, has only been awarded nine times since its creation in the late 1970s, the previous four occasions spanning the past eight years – which says much about the RAC's renewed embrace of its motoring roots. But no justification is required for Hutchinson's addition to the short list of winners.



SEE PAGE 64
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On receiving the Torrens tankard, Ian described his return to racing as "A bit like a hangover. At first you say you'll never drink again. But you forget that as soon as you recover." He said his doctor unwittingly sparked the comeback with an unlikely solution. Clearly ignorant of motorcycles, he asked why Ian couldn't change gear with his right foot to avoid the strain on his weakened left. Specially built bikes have allowed him to claw back his speed – "now I want to make it compulsory," he said with a smile.

Quite reasonably given his haul in 2010, Hutchinson reckons his lost four years as a front-runner cost him a potential 20 wins at the TT. At 36, he's in a race against time if he wants to catch John McGuinness on 23 or the revered Joey Dunlop and his record of 26. He'll be aiming for his 12th on the island – and at least a couple more – come June.

❖

SOME EXCITING NEWS HERE AT *Motor Sport:* we're looking to expand our editorial team to match our growth in print and online publishing. As you might have noticed, there's a bit more to *Motor Sport* than a simple monthly magazine these days. 'One-shot' specials such as our GP Legends, 1960s in Focus and F1 review kept us on full throttle during 2015 and more are planned for the year ahead, while our website – including the ever-expanding archive and exciting new Database – needs increasing amounts of care and attention. Last year we were beginning to feel the strain – and fortunately somebody has noticed!

The role is for a new deputy editor, with an expanded job spec to match. The current incumbent, one G Cruickshank, is entering his 34th year at *Motor Sport* – and happily for everyone, he's not going anywhere. As he puts it, "The business has changed so much over that time, it doesn't feel like the same job." That's never been more the case than in the past few years, which makes it extra important that GC continues as the magazine's stoic guardian, as he has been since Keke Rosberg became world champion.

Details of the new role can be found on page 59. Ⓜ



IN NEXT MONTH'S ISSUE

Speed with charisma – the great Mike Hailwood

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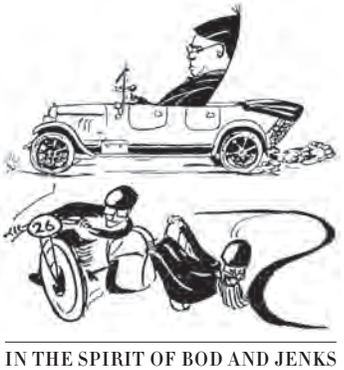
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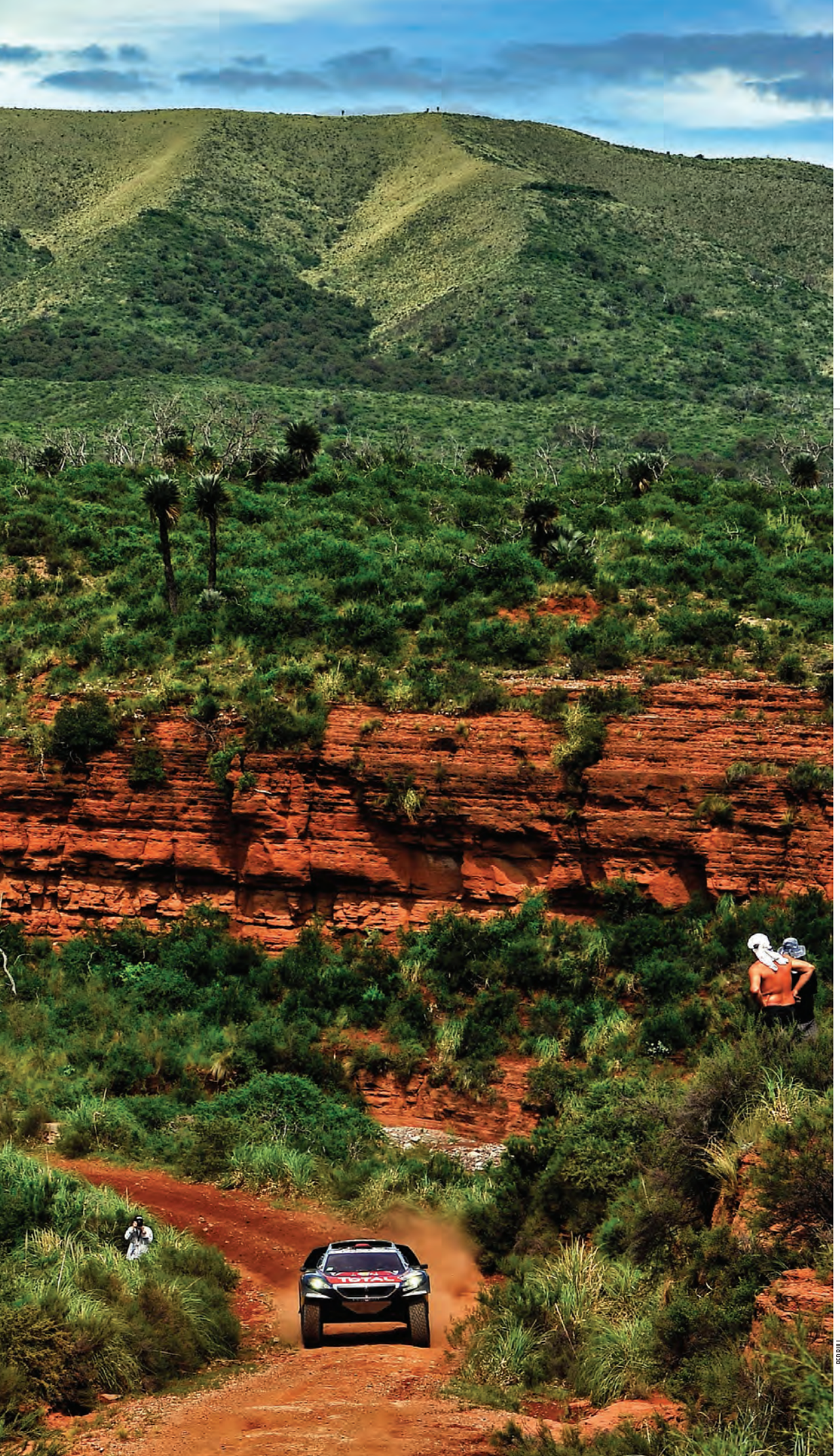
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THE MOTOR SPORT MONTH

IN PICTURES



REDBULL

JANUARY 4, 2016

Dakar Rally

CORDOBA, ARGENTINA

The factory Peugeot 2008 DKR of Cyril Despres pictured between Villa Carlos Paz and Termas de Rio Hondo, as the 2016 Dakar Rally got into its stride following a troubled start (with an accident and bad weather forcing stage cancellations). Stéphane Peterhansel won for Peugeot, Despres finished seventh and their team-mate Sébastien Loeb – the early pace-setter – slipped to ninth after a dramatic roll.



HANKOOK

DUBAI AUTODROME, DUBAI, JANUARY 14-16
The opening round of the 24H Series 2016 took place in the UAE in mid-January, the Belgian Audi Club WRT R8 of serial GT winner Laurens Vanthoor, veteran Alain Ferté and Britons Michael Meadows/Stuart Leonard finishing five laps clear of the rest. The victors are pictured alongside one of Dragon Racing's Ferrari 458s.

KITZBÜHEL, AUSTRIA, JANUARY 14
As part of the build-up to the annual Hahnenkamm ski races – one of the biggest challenges in winter sport – Max Verstappen did a demonstration run in the area. In a Red Bull RB7. On snow chains. News subsequently broke that the team might be fined more than £20,000 for having failed to obtain the correct event permit...



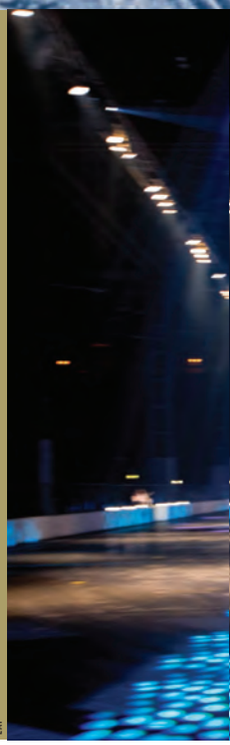
RED BULL



JEFF BLOXHAM

NEC, BIRMINGHAM, JANUARY 14
Undoubted star of the Autosport International show was this 4WD Lotus 56B, the gas turbine GP car Classic Team Lotus hopes to have running within the next 18 months. Developed from the Type 56 Indycar, it was used occasionally in 1971 before being abandoned due to its complexity and weight.

NEC, BIRMINGHAM, JANUARY 17
Also seen at the show, Williams star Felipe Massa demonstrated an FW08C – the chassis Ayrton Senna tested for the team at Donington Park in 1983.

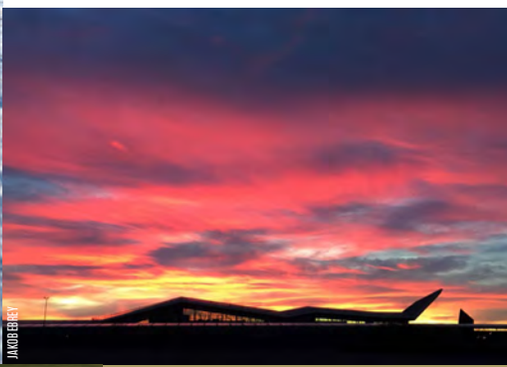


LAT

THE MOTOR SPORT MONTH

IN PICTURES





JAKOB EBREY





ALEX MITCHELL

SILVERSTONE, ENGLAND, DECEMBER 28
Silverstone has a reputation for being a poor place to take racing photographs, relative to other venues, but looked striking on a morning when there were no cars around. Regular contributor Jakob Ebrey took this with his iPhone, while out for a jog.

HAMPTON DOWNS, NEW ZEALAND, JANUARY 17
Porsches as far as the lens can see... Located within easy reach of Auckland, on New Zealand's North Island, Hampton Downs hosted a Porsche Festival over two weekends in January. WEC co-champion Brendon Hartley and 2015 Le Mans 24 Hours winner Earl Bamber headed the guest list.

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REFLECTIONS *with*



Nigel Roebuck

>>TYLER ALEXANDER REMEMBERED >>WHY FORMULA 1 REALLY DOESN'T NEED 1000BHP



THE START OF SOMETHING BIG

Monaco 1966 – and the first appearance of a McLaren in the F1 world championship. Bruce is working on the left rear of his M2B, with Tyler Alexander behind him. A long-serving team employee, Alexander passed away on January 7.

ALL IMAGES LAT

REFLECTIONS *with* Nigel Roebuck

TYLER ALEXANDER IS GONE, AND WITH him another link to a simpler time in motor racing, to what many look upon as the sport's golden age. Note I used the word 'sport', for that was how – in the face of increasing evidence to the contrary – Tyler stubbornly saw motor racing right to the end of his life. "I'll grant you it's not easy sometimes," he acknowledged when we had a heart-to-heart about the state of play a while ago, "but once you've learned how to push the bullshit to one side, you can do it…"

This was a man of real quality. In today's politically correct world to use a phrase like 'old school' is to invite opprobrium, as I noticed in a recent newspaper piece about a TV presenter currently under suspension. "He's very 'old school'," a colleague sniffed. "He tends to say what he thinks…"

Well, mercy me, imagine that! The deadly combination of PC and PR may exert a steel grip on free speech these days, but thankfully there will always be a few who slip through the net, and the late Mr Alexander was one such. Tyler was indeed 'old school', and not in any modern pejorative sense, either: he worked tirelessly for more than 50 years, his sense of loyalty was unquestioned – and, yes, he said what he thought, usually in words of one syllable.

For ever, of course, Tyler will be synonymous with McLaren, by which, first and foremost, I mean Bruce, for whom he went to work in 1964, for whom he would have taken a bullet.

"It's a fact that Bruce left a mark on everyone who ever met him," Tyler said. "He had this incredible 'never give up' attitude. We'd be looking for something in the factory, and none of us could find it – he'd just keep going until he found it, and an hour later he'd come back with it. That kind of mentality sort of transferred itself to us, and in a great many of us it stuck, and stayed there."

Alexander was not at Goodwood that Tuesday morning in June 1970 when McLaren was killed in a testing accident. "Actually, I was at Indianapolis, in the restaurant of the Howard Johnson down the road from the race track, where we stayed. I was having breakfast with Dan Gurney, when a message came over the speaker system to say 'phone call for Mr Alexander'. It was Teddy [Mayer], calling to tell me what had happened. Then I had to tell Dan, of course…

"Teddy got Dan to drive both the F1 car and the Can-Am car, and he was absolutely the right man at a time like that. He got everyone back on track. Such a wonderful guy – he *really* helped McLaren through a terrible time.

"Something you have to remember, too, is that, at the time of Bruce's death, Denny [Hulme] was also injured. He'd burned his hands badly in testing at Indy, and came back to racing long before he should have done – drove the Can-Am car at Mosport, where Dan won, and somehow finished third. He couldn't get out of the car at the end – one of his hands was actually stuck on the steering wheel. He and Dan did what they did because it was for Bruce, and it was the same for all of us. The guy was like no one else I ever met…"

Gurney also won the second race, at St Jovite, but soon afterwards was obliged by contractual conflicts to part company with McLaren. Essentially, though, his work had been done, and the recovering Hulme went on to dominate the balance of the Can-Am season.

Over the years, apart from brief spells with Carl Haas's short-lived Formula 1 venture and with BMW's IMSA team, Alexander was always a McLaren man, readily adapting to working in Formula 1, Can-Am or Indycars, and it occurred to me a while ago, as I read his memoirs, that, with the possible exception of Roger Penske, he must have worked at more different circuits than any man in history. I mentioned it when last I saw him, at Silverstone in July: "You know what? I'd never thought about it, but you could be right. There are probably places I've clean forgotten – I'll start a list, and let you have it next time we meet…"



If you didn't know him well, Tyler could come across as gruff and hard-nosed – we're back to the 'old school' thing again. If he worked hard to hide his sentimental side, undoubtedly it was there, but it wasn't on show to everyone. Like all worthwhile people, he took a little getting to know, but once he had concluded you were not a phoney, that you knew motor racing and were to be trusted, you had a friend for the ages.

One of the younger members of the press room, who had not experienced Formula 1 during its truly perilous days, once told me that he thought Alexander's attitude to racing callous. All that showed was that he didn't know Tyler very well, or the times through which he had lived. If the death of Bruce McLaren had been the most significant tragedy of his professional life, it was only one of many losses he had experienced. Time was when fatalities were so frequent that if they were always a shock they were not a surprise.

"You have a lot of emotion when things go wrong, sure," Tyler said, "but you've got to learn to deal with it – as we have in this business for years and years. You just do, don't you? Some of us… learn some



Austria 1980: Tyler Alexander on duty in the McLaren pit alongside John Watson's M29C

things, you know: in simple terms, things like that toughened you up. The emotions were there, but you had to get on with it, and Bruce instilled some stuff into us that helped us do that – talk to anyone who knew him or worked for him, and they'll tell you the same: he just did.

"I learned a long time ago to deal with that stuff – I had to. It's just the way it was in those days. By the time Senna was killed, everything had changed so much, and for some people Formula 1 kind of folded up – but they were people who didn't understand the sport. For the rest of us, it was, you know… it happens, right? I remember that day like it was yesterday, saying to myself over and over again, 'Don't die, you son of a bitch – just don't die' – with the tears running down my face…

"Despite the horror of the whole thing, the race was eventually restarted, and the other side of your mind said, 'You'd better get on with things here.' If you let yourself drop into some kind of pit, it just screws you up, and you'd be better off walking away from it completely. In this business there are a lot of nasty things, as well as a lot of good things, and if you're going to survive in it you'd better face that."



"THE FIRST WOMAN TO COMPETE IN F1, SHE DROVE A 250F AT SPA"

Hard-nosed? If that's how you care to see it, perhaps, but Tyler would have called it 'realistic', and he was right. In my book he had all the right values, with class – in the important sense of the word – to throw away. As with a man like Innes Ireland, I shall miss him a great deal.

Within hours of Tyler's death there came news from Italy that Maria Teresa de Filippis was gone, too, at the good old age of 89. I never knew the aristocratic lady well, but always greatly admired her: how could I not when, as the first woman to compete in Formula 1, she drove a Maserati 250F at the 'old' Spa-Francorchamps in 1958?

Prior to this, de Filippis had been successful for some years in Italian sports car racing, but although she adored the world in which she lived inevitably there was great sadness at the loss of people around her. In 1957 Eugenio Castellotti was killed at Modena, and Alfonso de Portago in the last Mille Miglia, and in '58 the lives were lost of Luigi Musso at Reims, Peter Collins at the Nürburgring and Stuart Lewis-Evans at Casablanca. World champion Mike Hawthorn died in a road accident at the beginning of 1959, and when Jean Behra, a close friend, was killed at AVUS later that year, Maria Teresa called time on her racing career. "Jean was a wonderful man, very kind to me, very *simpatico*," she told me at Monza years ago, "and when it happened to him, I decided the racing world had become too painful…"

De Filippis married soon afterwards, and concentrated on her family, but if she had no direct contact with the sport for many years, she never lost her love of it, and in 1978 joined the Club Internationale des Anciens Pilotes de Grand Prix, of which she was to become General Secretary, and ultimately Honorary President.

Periodically the club organised events for its members, and one such – in Venice, immediately after the Italian Grand Prix in 1992 – I was privileged to attend. Maria Teresa scurried everywhere, very much the earth mother of the affair, which was superbly organised, and included memorable outdoor dinners at sumptuous villas, some of them owned by club members.

More than 40 *anciens pilotes* were on hand, so that wherever one looked there was a god of the sport, as well as evidence of a camaraderie long lost. I mentioned this to Phil Hill, and he nodded in agreement: "They were different days, weren't they? Yes, of course we're all thrilled to see each other again – apart from anything else, I guess it's a reminder that we survived…"

❖

IT MAY SOUND RATHER LESS GLAMOROUS, but the renamed F1 Grand Prix Drivers Club, with Howden Ganley as its president, survives today, and I'm very glad it does, for contemporary Formula 1 has long cared little for its heritage or for those who created it.

You may think this surprising and not a little ironic, given that in these troubled Formula 1 times it is largely the heritage of the sport that persuades many of its older supporters – who are apparently not being replaced in great numbers – to keep faith with it.

When I watch The Masters on TV, I am every year struck anew by the reverence in which the greats of golf's past are held, but sadly it isn't like that in Formula 1:
I remember one year at the Hungarian Grand Prix, for example, when Dan Gurney and his wife were held up for ages before being granted paddock passes, and another occasion when – for the same reason – I ran into a quietly raging Derek Warwick at, of all places, Silverstone.

It's the lack of *respect* that one so much deprecates, and it would do the powers-that-be no harm at all to study the events in Augusta, see how the heroes of the past are honoured and take notes.

Perhaps, now I think about it, to some degree this is an American thing. Recently, at a Q&A evening, I was asked which race weekend I had most enjoyed in 2015, and without needing to think about it I said Indy. Very well, I had the sublime experience of being driven around the Speedway by Mario Andretti in the two-seater Dallara-Honda, and whereas my two favourite Grands Prix – Spa and Monza – were dull affairs last year it delighted me to see Juan Pablo Montoya win a fantastically close 500.

There was even more to it than that, though. Whatever problems Indycar racing may have been through in the last 20 years, however much it struggles to pull a crowd at many of its races, the Indianapolis 500 remains a glory of our sport, which is why – just as the Nicklauses and Palmers and Players return to Augusta, year after year – so many

past drivers come back to Indiana in the month of May.

Last year I was invited to a private dinner (below) at a restaurant in town on the Friday evening before the race. Hosted by Borg-Warner, it was a relatively small affair, but had a guest list that rather got your attention: AJ Foyt, Parnelli Jones, Bobby Unser, Johnny Rutherford, Rick Mears, Danny Sullivan, Arie Luyendyk, Dario Franchitti and Kenny Bräck, 500 winners all – oh, and Daniel Sexton Gurney, who somehow never won it, but should have done. To complete the picture, joining us for the occasion, a silent, powerful, presence in the corner of the room, was the immortal Borg-Warner Trophy.



It won't surprise you that this was an evening I shall remember always, quite unlike anything I have ever come across in Formula 1 – save that sojourn in Venice 24 years ago, organised by the drivers' own club.

❖

THANKS TO INDYCAR'S LUDICROUSLY abbreviated season – which ended last year in August! – it seems a long time since anything very noteworthy to do with the series has made it across the Atlantic, but recently its reigning champion Scott Dixon came forth with a few observations that also ring true of Formula 1.

In recent years Indycar has been very much a 'spec series', with every car built by Dallara, but in an attempt to introduce a little differentiation in appearance, for 2015 the two engine suppliers, Chevrolet and Honda, were permitted to design their own 'aero kits'. Those for oval use, such as I saw at Indianapolis, were relatively easy on the eye, but the street and road course bodywork was unsightly, with lots of appendages and front wings fussy and vulnerable in the manner of contemporary Formula 1.

More significantly – and no more than inevitably – increased freedom in aerodynamics led also to increased downforce, and that did not sit well with many of the drivers. "In my opinion," said Dixon, "the aero kits were very unnecessary, and in some areas made the racing slightly worse: behind cars the dirty air was much worse, and it was hard to get close on road courses. I think the money could have been spent in better areas…"

As the Formula 1 season approached its end, rumours circulated about the rule changes due to be introduced for the 2017 season. The cars, according to the powers-that-be, needed to be *much* faster, to the tune of perhaps five seconds a lap, and for that to be achieved it would be necessary to have 1000bhp and considerably more downforce.

Quite where this figure of 1000 horsepower was conjured up is anyone's guess, but what's the big deal? Thirty years ago, in the first 'turbo era', that would have been a humdrum figure. Remember the words of Patrick Head, on the Honda engines used by Williams in 1986: "We had quite a big power advantage, and were therefore also able to run more downforce than anyone else. Honda couldn't actually tell us how much power we had – because they didn't know themselves! Their dyno only registered up to 1000 horsepower – which they were reaching at 9300rpm. We were revving them to 13,500 or so!"

Nothing very remarkable about 1000 horsepower *per se* in Formula 1, then, so how and why this figure has lately acquired a 'magic bullet' status in the minds of some, one doesn't understand. Quite apart from anything else, if you were Lewis Hamilton or Nico Rosberg, and had a 'state of the art' Mercedes hybrid power unit behind you, you already had not far from 1000 horsepower in 2015.

About the same, come to think of it, as the best V10s were producing a decade ago, when lap times at, say, Monza were almost four seconds faster than now. As I mentioned in a previous column, Hamilton's 2015 pole time – 1min 23.397sec – would have qualified him 18th for the 2004 Italian Grand Prix, ahead only of the two Minardis.

> "THIS WAS AN EVENING I SHALL REMEMBER ALWAYS..."

It will be remembered that for 2006 Max Mosley's FIA outlawed the 3-litre V10 engine, replacing it with the 2.4-litre V8, as part of a package of changes, all of them introduced, we were assured, in the interests of safety. "Periodically," Max told us, "Formula 1 starts to get a little too fast, and when that happens we need to take steps to slow it down…"

This he did very effectively, as evidenced by the fact that some lap records from the V10 era still stand today. The drivers had little enthusiasm for the rev-limited 2.4-litre V8s – all noise and no go – and if the best of today's hybrid power units are producing a goodly amount of power, they are also very weighty.

Over time Formula 1 cars, like road cars, have grown increasingly portly. Today's minimum weight limit stands at 701kgs; 10 years ago, in the V10 era, it was 600 – and in the mid-1980s, when turbo qualifying horsepower nudged 1500, it was a mere 540. Interesting, is it not, that Mosley brought in the 2.4-litre V8s for safety reasons, saying that F1 needed to be slowed down, whereas now, a decade on, there is a clamour for the very opposite. How the world turns.

In the course of our lunch in December, Martin Brundle and I spent a good deal of time discussing the state of Formula 1, pondering its fall from grace in recent years, and trying to figure out what could be done about it.

As the powers-that-be consider the future, the need to speed up the cars, and bring back some of the lost drama, it seems to me that they are taking a sledgehammer approach. One thing to up the horsepower, surely quite another substantially to increase downforce: "That," Lewis Hamilton remarked in Abu Dhabi, "is the very last thing we need…"

"Absolutely right," said Brundle. "That should almost be a blueprint – the opening item on the agenda when discussing the future of F1. I had a long chat about it with Alex Wurz, a sensible guy that I rate very highly: he's the right bloke to be chairman of the GPDA, and someone I'd like to see one day as president of the FIA. He said to me, 'I don't like the sound of where this is heading…'

"I said to Alex, 'Presumably you figure somewhere in this,' but he

said no; he was trying to get the drivers together, but no part of the process, regarding the new regulations, involved talking to them – and that must be because they haven't presented themselves in a credible, cohesive, manner. You'd think the drivers would be invited to be part of it as a matter of course, but the problem is that they'd then get briefed by their own teams: 'OK, this is what you're going to say…' Inevitably, therefore, they think, 'You know what? This isn't going to make any difference whatsoever to my life, so why should I give up my time?'"

❖

LAST YEAR BRUNDLE TESTED THE DOMINANT MERCEDES, such as took Hamilton to a second consecutive championship. "I thought it was an extraordinarily beautiful piece of equipment, and couldn't get over how it *functioned*: the pleasure I had was all I ever dreamed about as a racing driver – although I'm not saying that's necessarily a good thing for F1.

"A few years ago I tested a Ferrari at Fiorano, and it was lovely to drive, except that the 2.4-litre V8 was very noisy but gutless – all fur coat and no knickers. The Mercedes wasn't like that, believe me – to be honest, it put me more in mind of the 1980s.

"Before I drove it, I had a one and a half hour briefing on the steering-wheel – there are over 40 controls in the thing, and a quarter of those have sub-menus! I don't know how the drivers cope with it…"

Martin said that he thought the likes of Senna and Prost and Schumacher would have loved this generation of Formula 1 because on the steering-wheel there are enough devices fundamentally to change the performance of the car.

"The sort of things I'd have to wait two or three years for in my career – now they've got that on their steering-wheel!

"Guys like those had so much capacity – beyond driving the car – that they would have made the absolute most of it. Mind you, whether or not that's good for the sport is a whole new conversation: all of a sudden you've got a car that's just an extension of your mind…

"On the track the Merc was so *consistent*. In my day the approach to a corner was dominated by trying not to lock the rear wheels up, and being in the right gear before turning in, because otherwise you were going off. When you'd got all that sorted out, you started to pick up the throttle and sort of jockey it round – it was far more exciting to watch, and it generated errors, which in turn generated overtaking and surprise results. Now I realise that what the drivers have done is transfer their focus to braking within half a metre – how often do you see them make mistakes these days?"

"As for the engine… I thought it was the most amazing I'd ever driven, and probably the most powerful. Yes, I drove the old turbos, and at the start of the lap – when you had no brake and front tyre temperature, because you had to creep round to save your 'one lap' qualifying tyres – you just let it go on the pit straight. I remember going up the hill at Monaco on qualifying boost in 1986, and feeling as if I kept my foot on the throttle I'd go into space!

"It was pure violence. It had a lot more power than anything else – at least 1250 – but I'm pretty sure that by the end of the lap I hadn't much over 1000, because a lot of the power went into wheelspin, messing around with a manual six-speed gearbox. Today's Merc, though, has a seamless eight-speed 'box, and it just goes… It's not often a car's acceleration frightens me, but you think, 'Is it ever going to slow?'

"You can't help but admire these people for coming up with such a masterpiece – I've driven everything now from Fangio's '55 W196 to the 2015 car, and I'm telling you, the current Merc is a *dream* racing car. Problem is, it's boring to watch – and, compared with cars of the past, boring to drive…"

Actually, I'm less certain than Brundle that the current cars would have appealed to the likes of Senna quite as much as he suggests. At the end of 1992, after all, when F1 cars were increasingly festooned with gizmos like active suspension, traction control – even ABS, for God's sake! – a disillusioned Ayrton tested a CART Penske in Arizona, and raved about the experience: "It's a human's car…"

Recently Jenson Button suggested that, in considering the path Formula 1 cars should follow in the future, emphasis should be put on *mechanical*, rather than aerodynamic, grip. This is not by any means a new thought, yet seems unfathomably always to be ignored by those who make the rules.

Button was echoing the words of Aldo Costa of Mercedes: "By going to a car that has an enormous amount of downforce and a very complex aerodynamic shape, in our opinion it will make overtaking more difficult. We believe we should go towards improving mechanical grip, more than a pure aerodynamic exercise…"

"That's definitely the way to go," Jenson said, "because it doesn't impact on following. In terms of 'aero', I guess most of it should come from the diffuser, because that's the area which least affects the following car."

While the forthcoming cars will be wider, and run bigger tyres, the latest word is that plans to introduce a huge diffuser have been dropped, that in many respects the 2017 cars will be less radically different than originally envisaged.

Pat Symonds feels that everything is in a bit of a rush at the moment, that it would be wiser to delay the introduction of the revised F1 car until 2018, allowing more time to think things through, so as to come up with the right solutions. "The regulations want five seconds a lap, but there's some dispute as to whether that's the right thing, anyway…"

I agree. If we're talking about the importance of *spectacle* in Formula 1 – and we should be – of far greater significance than brute speed is the balance between horsepower and grip. Load a car with 'aero', with more and more downforce, and it goes round a corner as if on rails. Once you have that scenario there is nothing more you can do for the spectacle: the impression – however mistaken – is that the car is doing all the work, that the driver is merely along for the ride.

If I curse whomever it was who first described Formula 1 as 'The Show', so also I lament the day when 'downforce' came into the language of motor racing. At Indianapolis last year I talked to Rick Mears about it for, as Scott Dixon's remarks indicate, the problem is universal rather than one confined to Formula 1, and I related the conversation to Brundle.

"Why," Mears said, "is racing so afraid of saying, 'We had a great product – and we completely screwed it with aerodynamics?' You want to know why people aren't so interested in racing these days? In my opinion, you can trace it back to aerodynamics – yes, it's made the cars quicker, but it's also made them less spectacular, and it's made overtaking infinitely harder than it was.

"If a corner is completely flat for every car, what's the driver for? Back in the days when we had way more horsepower, and way less downforce, you couldn't even *think* of going round Indy flat, so cornering speeds had more to do with the driver…"

"I can't argue with any of that," said Brundle. "Look at somewhere like Eau Rouge – easy flat these days, and obviously when it's like that, the skill sets shuffle up, don't they? The difference between them becomes minimal."



"LIKE THAT IT'S AN ART FORM – AND THAT'S SOMEBODY MASTERING IT"

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A well-known image, but familiarity never dulls its appeal: Chris Amon at Old Hall Corner, Oulton Park, in 1968

I showed Martin a photo on my iPad of Chris Amon's Ferrari skimming through Oulton Park's Old Hall Corner in an elegant power slide. This was 1968, and if F1 was starting to play with simple wings, downforce was still in its infancy, and Chris had less than half the thousand horsepower now considered essential. To savour the sight of a car 'stepping out' is surely something any racing enthusiast is born with, I suggested. "You'd watch that all day, wouldn't you? That balance of power and grip…"

"Yeah, absolutely," Brundle agreed. "Like that it's an art form – and that's somebody mastering it…"

Living in the past? Well, perhaps so, but I tell you what, race tracks were packed in those days.

"Coming back to today," Martin said, "the current cars are harder to drive than the 2.4 V8s, and I think the reason why the drivers complain about them is that they're too heavy – and the tyres aren't good enough.

"At the beginning of the hybrid era, early in 2014, before the cars had been sorted out, they were *spectacular* – I remember standing at Turn 11 in Melbourne, and drawing breath! A car that's sliding around always looks much faster than one that's bolted to the track, doesn't it?

"To be honest, I really don't think the engineers and drivers are frustrated by the power units – I think it's the tyres. In these current cars you can spin off at every corner, wet or dry, because of excess power over grip – so when they do a restart, after a safety car or whatever, believe me, that's a challenge. But the frustrating thing is that, as soon as they spin their wheels up three times, the tyres have changed properties – and they're going nowhere. A couple of times last year I thought, 'He's got a problem…' – and he hadn't, he was simply baby-sitting the car. If the guys could push these cars to their limits, it would be fantastic, but… they can't. Their frustration is aimed at the new regulations – but I think it should be aimed at the weight and the tyres.

"I'm absolutely convinced that the reason the drivers complain about the cars is the tyres. I really don't want to criticise Pirelli, because I think they're only doing what they've been asked to do. I'm afraid I think of the F1 tyres of today like I think of success ballast, reverse grids, DRS, all that stuff. It's a fix, isn't it?"

It has long seemed farcical to me that teams spend untold millions on creating a car as perfect as it can be – and are then compelled to run it on deliberately inefficient tyres, and I'll admit that it was my hope, admittedly a forlorn one, that Michelin would get the contract as the next F1 supplier because it had long indicated it had no interest in creating tyres aimed at 'spicing up the show'. After he left F1 at the end of 2013, and began testing for (Michelin-shod) Porsche, Mark Webber told me that the most difficult thing to get into his head was, 'I can drive this thing as fast as I can – for as long as I want…'

"Yes," said Brundle. "There's no tyre degradation – and you go faster every lap, because you've used up another lap's worth of fuel. I remember talking to Pat Symonds about 'keeping the tyres in the zone' in today's F1. I said, 'How narrow is this operating window?' and he said, 'Two to three degrees…' On a complete knife-edge, in other words, so if you don't get these tyres right – as Mercedes didn't in Singapore, for example – you're nowhere. Seems a bit silly, doesn't it? Certainly we need to keep the downforce in check, but I actually don't think we need to change the cars as much as the tyres…" M

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>>SIMPLE FIXES FOR F1'S MALAISE >>ONE TO ONE WITH TOTO WOLFF



SIBLING RIVALRY

Carlos Sainz (Toro Rosso) leads Daniil Kyvat from the senior Red Bull team during last year's Spanish Grand Prix. With Toro Rosso switching to 2015-spec Ferrari engines, Red Bull's young cubs are likely to start the new F1 season with a significant performance advantage over their older cousins.

LAT

F1 FRONTLINE *with* Mark Hughes

AS THIS IS WRITTEN Formula 1 stands undecided on a whole array of potential changes for 2017 and beyond: a cheaper proposal from the engine manufacturers has been put on the table, as requested by Jean Todt and Bernie Ecclestone, but it remains to be seen if that's enough to satisfy them (or indeed if they remain united on the issue) and therefore whether the 'independent' client engine will happen. The initial 2017 aero regs have been greatly watered down after Pirelli pointed out that the current construction tyres would not be able to withstand the loads nor deliver the lap time gains the downforce increase would normally imply. But there remains an argument about whether to make any aero changes at all given that the watered-down version will probably not meet the original target of beating the old V10 qualifying records from more than a decade ago.

The red herring of a return to fuel stops has been thrown back into the mix, even though most of the teams are vehemently against it – and even though the statistics show that the lowest average number of passing moves per race aligns very precisely with the refuelling era.

We've written many times on these and related issues, in both the magazine and on the website. Suffice to say, it's fairly evident that the deeply flawed rule-making process is coming up with deeply flawed 'solutions' to F1's perceived problems. We await further developments in this period of flux, but in summary we believe two fairly simple regulation changes would grasp the nettle of the problem rather than frantically attending to the ever-cascading set of consequences. 1) Mix up the grids (but not in a random way), so that the fastest cars have to work their way through the pack. This would probably entail a preliminary sprint race. 2) Allow teams below a prescribed budget access to full-on performance Pirellis without the current tyres' heat-degrading composites. Teams above the budget threshold would still have to use the current tyres. That figure should be set so as to be achievable for the big teams – but as they contract, so the threshold should continue to lower until F1 budgets are at a sane level.

In that way, we might have a sporting chance of an exciting merit-based F1 of flat-out racing with overtaking – and all within a sustainable financial model. The rest – imposing a full radio ban, getting the noise level up etc – would be niceties. The policing of the budget threshold would be much easier than the writing of the regulation. But it would require nowhere near as much ingenuity as is habitually unleashed in exploiting F1 loopholes. This would just require a momentary redirection of that ingenuity.

But we have a whole season to go before any of the big changes – and for 2016 there are actually several fascinating developments to look forward to. Ferrari is expected to have made major gains in its aerodynamics, given the vastly greater wind tunnel time data it gave itself access to with the (now closed-off) Haas loophole. Furthermore, those aerodynamics have been configured around a new narrow-block engine. Combined, these changes might just have made possible significantly greater gains than are available to Mercedes, which is surely now in the area of diminishing returns. There's good reason to believe Ferrari could be taking it to Merc in 2016. Stand by for some classic Hamilton vs Vettel.

Although Toro Rosso will not have access to the narrow-block Ferrari motor, even its 2015-spec Ferrari engines are expected to be well ahead of the 'TAG' Renaults in the senior Red Bull team. Last year's STR10 was a great little car. Expect the STR11 to be even more aggressively packaged as the technical department under James Key matures and strengthens (Andy le Fleming joined from Mercedes last year). It would be no surprise to see Max Verstappen and Carlos Sainz perform regular giant-slaying feats. In the very close fight directly behind Merc/Ferrari, expect Toro Rosso to be right in the thick of it, especially in the early season before its static-spec motors are left behind as engine manufacturers develop their 2016 units.

There is much that is still epic about F1 and our calls for change are rooted in concern for its future health. There's no reason why, with a bit of careful tweaking, we couldn't have the best F1 there's ever been. Which is why it's so frustrating that it's not currently set on such a trajectory. M



Pirelli's present F1 compounds couldn't cope with extra downforce proposed for 2017

STRAIGHT *talk*

Two simple remedies would help steer F1 in the right direction



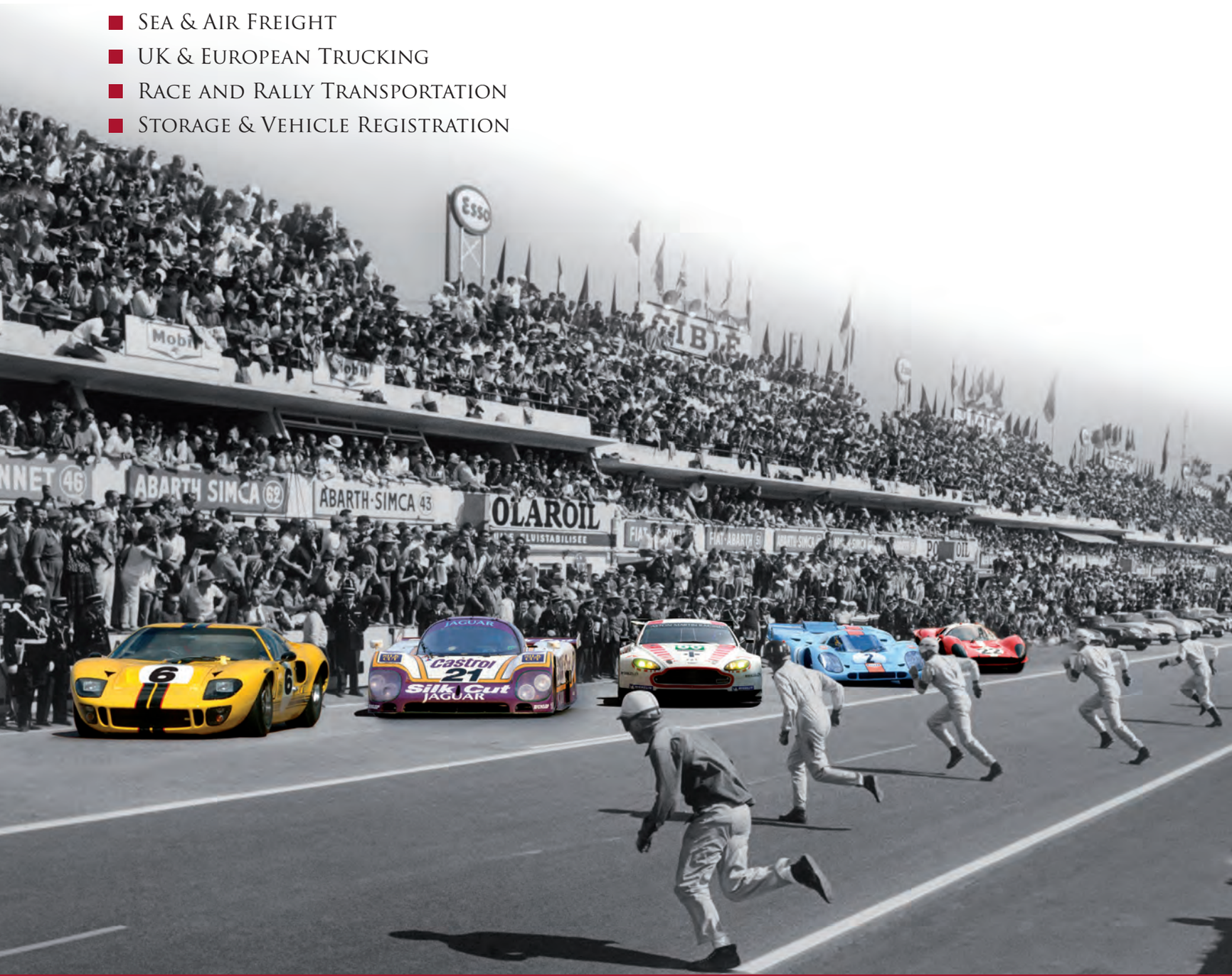
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“The people in the F1 paddock think they’re big piranhas but they’re babies”

As a self-made businessman, Toto Wolff had a firm grasp of the real world before he became involved in Grand Prix racing with Williams and, now, Mercedes. Here are his thoughts on his current team’s success, the future and that ever-delicate art of driver management

ALL IMAGES LAT

"THE ORIGINAL PLAN WAS to be Formula 1 world champion," says Toto Wolff of what he had in mind when he first climbed into a Formula Ford car in the 1990s. Well, he achieved it – just not in the way that he originally envisaged. Instead, he became team principal and 30 per cent shareholder of Mercedes Grand Prix, F1 champion of the world in 2014 and '15.

But in F1's current environment, he's more even than that. He's one of the sport's heaviest of hitters – not least because he's not simply an employee of the sport's top team. He's its part-owner too, and has been since accepting parent company Daimler's invitation at the beginning of 2013. He has and will play a major part in determining the sport's future as both a rock and a diplomat as required. Sometimes, amid the shifting tectonic plates of F1 politics and dealing with the often conflicting agendas of Bernie Ecclestone, the FIA and other team bosses, refereeing between his drivers Lewis Hamilton and Nico Rosberg must seem like light relief. But he must do all of these things – and keep Mercedes Petronas F1 at the top. At 43, he's young for the role – and disarmingly open and fun. But don't doubt the steel.



Wolff enjoyed a degree of success as a driver – particularly in GT races

It's a role that's thrust him into a spotlight every bit as bright as that shone on his drivers, placed him under just as much scrutiny. He believes diverting that spotlight upon himself, keeping the attention away from specialists on the team, is part of his function. "Daimler made the decision of having a co-shareholder that was used to running companies rather than corporations – where decision-making takes much longer. It's what Daimler wanted, for me to be empowered to make decisions – the idea was not mine. They wanted an entrepreneurial type. 'We want you to be the guy running the team. If you lose keep the bullets away from us, if you win give us a bit of sun,' was the way they looked at it. They also looked at who they wanted to represent the brand. Because sometimes that guy has more visibility than the CEO or chairman. Am I comfortable doing it? I think I learned some tough lessons in the beginning where I was too naïve, tried to be too authentic, too open. This is a piranha pool – though they are baby piranhas. The people in the F1 paddock think they're big piranhas but they're babies. But their bites still sting. I feel more comfortable now. It's not always right that I as the team representative take too much credit because there are so many more people here who deserve it. But this would be the trigger that I don't want because it would put them in another garden – one which is not their garden of competence. They are much better doing what they do. Much as I dislike taking the credit and the honours, I believe I need to do it because it would bite others much more."

His various challenges have been handled with a winning mix of firmness and charisma. Although Ross Brawn might disagree – the circumstances of his departure from the team on the eve of blockbuster success being everything to do with how the sporting and corporate aims that were resolved by Wolff's arrival didn't mix with the only role Ross would countenance – it's difficult not to like Toto. The sparkle is rarely far from his eye, his communication with people is open and his bullshit detector is finely tuned – even into his own words sometimes! But behind that amusing, easy-going front is one very smart cookie, particularly with regard to financial matters. His success in private equity is what enabled him to buy shares in HWA (formerly the racing division of AMG), Williams and subsequently Mercedes F1, thereby combining his passion and business. In 2012, still an equity holder in both HWA (a Mercedes partner) and Williams, Mercedes asked him unofficially to take a look at its own F1 team as it tried to understand why it was less successful than it had hoped. From that seed came his double role as team principal and shareholder.

His success as a team principal owes much to the foundations laid down by Brawn, Andy Cowell (boss of Mercedes High Performance Powertrains) and others – but maintaining and managing it has required a demanding blend of qualities. Wolff, as a racing-mad financial wizard with about 250 races under his belt as a driver at quite a high level (German FF1600 front-runner when he was still aiming to be world champion, a winner at GT level 10 years on when he was doing it as a hobby, his pace on a par with GT drivers such as his friend Philipp Peter and Karl Wendlinger), understands commerce, politics, psychology, race driving and engineering.

"Because I have a background in racing I have a basic understanding of what is happening technically, politically, commercially. I would never expect to understand in detail what's happening with the drivers and engineers, would never involve myself in the detail or try to interfere. But I can judge if someone is selling me a dummy. At the factory on the Tuesday morning after a race we do debriefs where I'm interacting with the engineers but I'm doing it only from the human side. And to develop my understanding, not to tell them what to do."

His driving ambition was diverted after a moment of clarity back in his Formula Ford days. "We were racing at the old Österreichring, Oliver Tichy was leading, then my team-mate Alex Wurz, then me. We were coming up to the Porsche corner, a fast downhill, then up, fourth gear. I watched as Alex did something with the car that I just couldn't ever imagine being able to do, correcting the slides but keeping the speed. I was OK but I lacked the magic – whatever that is." He stopped racing in '94 and returned in GTs almost 10 years later as a wealthy, successful businessman. He stopped finally after injuring himself at the Nürburgring Nordschleife in 2009 – just after breaking the GT lap record at 7min 03sec. His racing experience is now treated as something of an in-joke within the team. When Wolff asked Rosberg if Eau Rouge was flat on full tanks Nico replied, 'No. Well, not for me anyway – I'm sure it would be for you.' "Yeah – they know," laughs Wolff, self-mockingly. "They know if I was in the car…."

He is good with people. "That's an essential part of my role and a skill that developed during my private equity background – so setting



Mercedes power of a different kind: Wolff, Daimler chairman Dieter Zetsche and Niki Lauda

up structures, organisations, making sure the right people are in the right positions and stay there. This is what I've done for 20 years. Having an understanding of who the good guys are in the paddock, who is growing, what are the strengths and weaknesses. Like a trainer in a football team, I need to understand what makes the individuals perform and not just Lewis and Nico but all the other less famous superstars in the team. What environment do I need to provide to get them to perform the most? Some of the guys need to have dinner regularly, some to go for bike rides, some need not so much attention, some need a policeman, some trust, some don't trust. All that's just one area of it – and I'm Dr Freud! There's a phenomenon in F1 where you are promoted to incompetence. It's one of my main areas to ensure that doesn't happen. The organisation as a whole is my responsibility, but I rely very heavily on Paddy [Lowe] to run the technical side. Essentially he's the MD of the factory in Brackley."

Lowe is a crucial and interlinked part of Wolff's F1 story. He was McLaren technical director when mutual friend Alex Wurz introduced them. "That was in Monaco 2012," he recalls, "when I was with Williams. I thought he'd be good for Williams. The discussion went on and on and eventually stalled because the Williams board wasn't keen on spending what Paddy was expecting. Then suddenly I got the call from Mercedes and said to Paddy, 'I'll be back to you in a month,' then I saw him, told him about the board at Williams but that I had another idea. He asked about it and I said, 'We go to Mercedes.' He said, 'Right, let's do it.' He's an analytical guy. When he goes into a restaurant he does an analysis – strengths, weaknesses, opportunities and threats! It takes half an hour! But that's exactly what I need, someone who can collect the most information to make the best decision – and he's really diligent. The way he's set up the technical structure, making everyone follow their projects with care and diligence has been amazing. The department he has recently set up for reliability is going to have a mid- to long-term effect that is going to be great.

"In many ways Paddy and me are opposite sides of personalities. He has a great education, is very precise, analytical, unpolitical, straightforward. He's sceptical for the purpose of engineering but not the overall situation. I'm the opposite of all those. I'm instinct-driven – which can be very detrimental in F1 if you're not aware of it. All the decisions you make need to be scientific and data-based. So in this way he is the perfect partner for me in the team."

> "I NEED TO UNDERSTAND WHAT MAKES THE INDIVIDUALS PERFORM, NOT JUST LEWIS AND NICO"

But even the combined talents of Wolff and Lowe would probably not have helped Mercedes achieve anything like the success it has were it not for Wolff telling the main board a few harsh home truths. "One of the first things I had to do was get Mercedes to loosen the purse strings a little," says Wolff. The team had been following the downsizing that had been agreed between the teams in the wake of the 2008 financial crisis, but which had then inevitably fallen by the wayside as first one, then another of the big teams broke ranks. This left Mercedes significantly under-budgeted – which came as something of a shock to head office in Stuttgart. "The initial target we set within Mercedes was to get the resources needed to get ourselves in a position where we were winning races and could fight for a championship. Winning races is almost more beneficial for the marketing communication than winning a championship because you can communicate around winning races every weekend. The championship goes into the history book but it is

just kudos. The marketing message we wanted to get across was that the Mercedes car was winning races in F1. There was one major obstacle – the R&D budget was just €10 million, which was slightly less than Williams was spending as a mid-size team. Mercedes had quite a big total budget – because they were paying big money for Michael Schumacher and Nico Rosberg, whereas at Williams Pastor Maldonado was bringing money into the team. But take driver salaries out the equation and Mercedes was an under-resourced team in 2012.

"When I delivered that bad news to Stuttgart, the resource taps were opened and the R&D budget went from €10 to €37 million." That enabled developments such as a 60 per cent scale tunnel rather than a 50 per cent, a vastly better simulator, all sorts of technical upgrades as well as key technical recruitments, not least aerodynamicist Mike Elliot from Lotus. "All that started to spin the big wheel because it takes a lot to get that wheel rolling, but once it rolls it rolls. Then we had some success in 2013 but we weren't quite sure how much of that was influenced by the [infamously controversial] Barcelona test [where Mercedes took part in a secret tyre development session] and generally we weren't quite quick enough. Then the new formula, the fantastic job done by Mercedes HPP. It first became a possibility to me that we really might be on the verge of something during testing before the 2014 season – when we did lots of laps and no one else did. To catch up that advantage is quite difficult – as we knew from the chase of Red Bull, with all those years of experience all that time. In those tests it felt like we were in a race to catch up with what they'd built up in years. Then wins came at the start of 2014 and from there the wheels were turning. But such a level of success was not at all foreseeable for me until then. It was a positive surprise.

"The job done by HPP on the power unit was of course one of the keystones. But also, we had a fantastic interaction between engine and chassis groups and were the first ones using a dyno at the [chassis] factory, running all the cooling and electronics. So when we set the car on track for the first time we knew the integration was going to be OK. The first time Red Bull brought its car and engine together was at the first test. You can never put it down to one single element. When I came to F1 with Williams I thought there must be a wonder front wing or a wonder technical advantage but it's not – it's just many areas, the right people, right resources and right ideas. Get them onto the car. Then it rolls."

Wolff – just like Lewis Hamilton – arrived at Mercedes at the perfect time. They have each maximised and added to that advantage. But although they have achieved record-breaking success together, this isn't really a Ross Brawn/Michael Schumacher, Colin Chapman/Jim Clark or Ken Tyrrell/Jackie Stewart axis of equals: Wolff remains the boss, Hamilton the employee. That's just the way the dynamics play out between these two personalities as Wolff has several times had to intervene in the ongoing competitive niggle between his drivers. He even recently laid down a warning that if their rivalry began to poison the team, the line-up would be changed, echoing his position in the aftermath of Spa 2014 when a 1-2 was lost through them coming together on track.





Wolff with Hamilton and, below, Rosberg. Keeping the peace hasn't always been straightforward

"Look, I don't really care if they are not getting on together," he says. "But there are occasions where it needs to be managed – and that's part of my role, along with Niki [Lauda], Paddy and [chief race engineer] Andy Shovlin. It's critical, because if it starts to harm the relationships between other individuals within the team, or harms the development work on track, then I'm getting annoyed.

"Their competitiveness to each other is always moving, which is good for the team because when they're pushing each other it improves the performance of the car. I've seen their relationship move from OK to not OK and back many times – and playing psychological games with each other, some of which are OK, others of which are not acceptable. They've known each other 20 years, they went on holiday together when they were 12, raced karts against each other since that time so there is a fundamental basis of trust there – though that doesn't mean we're not going to have incidents. If we threw a driver in there who believed he could beat Lewis – or Nico – then we have a potential nuclear explosion." He was careful there to insert Nico's name in the interests of equality… But in the alternative scenario, one can easily imagine he was thinking of the greater difficulty of managing a Hamilton-Alonso line-up. In the aftermath of Austin, where Hamilton banged wheels with Rosberg on his way to clinching the title, Wolff did have a talk with both drivers once the celebrations had finished. "It wasn't a headmaster talk," he says, "but we needed to recalibrate. We do speak, we communicate these things, we don't just brush it under the carpet. This is a fundamental rule of the team.

"Lewis is someone who takes his time to trust people. At the beginning every little issue would be a complex problem with some animosity. But he's come around and now we can be analytical to the point of being critical – we are able now to disagree."

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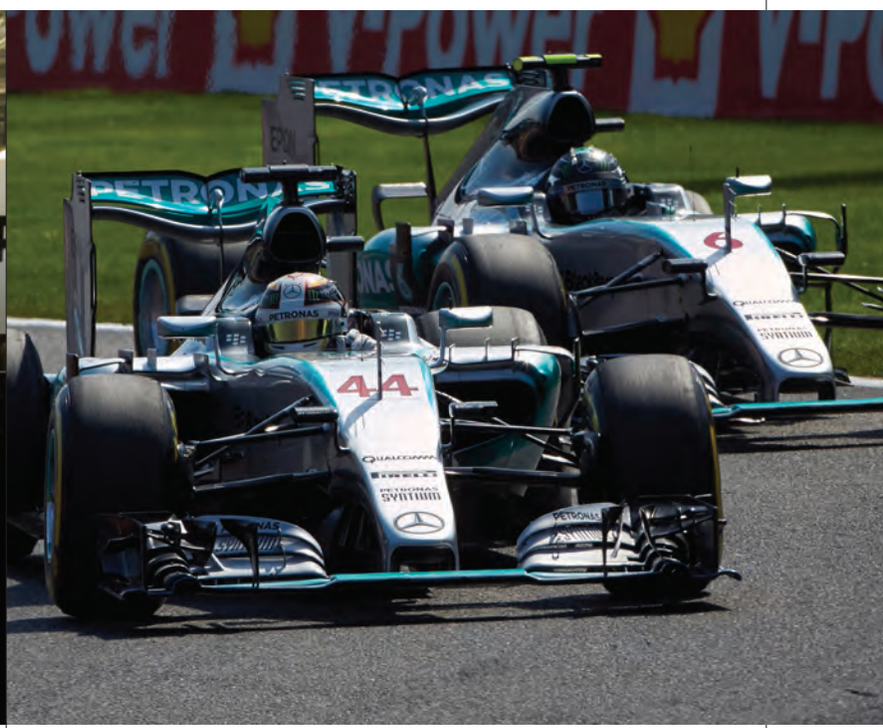


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Mercedes F1 MD Andy Cowell, Paddy Lowe, Hamilton and Wolff celebrate 2014 titles after close internal fight, right

With Hamilton contracted until the end of 2018 and becoming an ever bigger name and with ever more interests outside the sport, this still evolving relationship might conceivably become the stress point. Observing this dynamic from the outside, it seems far from a given that the contract will see out its term. Wolff might yet have some crisis management to do in this area – but if he does, you sense it will be dealt with quite ruthlessly. The team trumps all and Hamilton is not the dominant personality in this relationship.

Balancing the team's interests with those of the sport is actually probably a trickier path for Wolff to tread than any conflict between team and driver – because self-interest can be self-defeating if it does too much damage to the arena the team is competing in. Wolff is acutely aware of this and one senses that in the current power play between Ferrari, Ecclestone and the FIA, Wolff may be a crucial moderator, a possible bridge between otherwise isolated positions. His tone on the subject of the sport's future is conciliatory, much more so than Maurizio Arrivabene's even while ostensibly standing in support of Ferrari's position. "Ultimately, we all have the same target," he says, "in that we all want the sport to do well. Of course there are always opportunistic agendas within that, but we understand that you cannot look out only for yourself. We all need the platform that the sport provides and so we all want to grow the audience, make the sport more attractive. There is some animosity in discussion about how we do that, but it's all in the right spirit.

"The FIA is asking for a cheaper engine supply for the smaller teams – and that is absolutely an achievable goal. But we have entered these regulations with a business case based on a certain sale price and now we are being told that price is not sustainable so please change it. Much as I understand the FIA's standpoint, I also think they understand ours. It's a bit of a wrestle at the moment, but I'm sure the outcome will be that it will be a bit cheaper for the customer teams. Actually, we made a proposal of supplying a current-spec engine for €10 million [currently it's between €18-24m] but instead of running four engines you ran two – which would've meant you couldn't run it as spicily as those who were running four engines. But it was rejected, no team was interested in that."

> "I THINK FERRARI IS GOING TO BE VERY STRONG. I'M RELISHING THE BATTLE"



While that discussion continues, there's a third world title to chase this year. Wolff sounds far from gung-ho about that prospect, clearly wary of how much advantage Ferrari might have gained from its Haas wind tunnel ruse. "I think the script has changed," he says. "We achieved what we wanted to achieve – which was to put Mercedes back to where it had been in the '50s. We won the championship, continued the story, beat many records and are perceived as a team that's right up there. But I think Ferrari is going to be very strong. I'm relishing the battle. You know, when we had our slip in competitiveness at Singapore and were slagged off, it made me enjoy the victory at Suzuka even more."

That's the attitude of a racer.

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Misano 1993: shortly before falling, Rainey leads team-mate Luca Cadalora and Kevin Schwantz

GOLDBOLT

MAT OXLEY

THE RAINEY LEGACY

TWENTY-FIVE YEARS AGO WAYNE RAINEY was preparing to defend his first 500cc World Championship. Rainey was your archetypal 20th century Californian sporting hero: beachside good looks and always prepared to go the extra mile to see the Stars and Stripes raised in triumph.

He grew up in the crucible of American racing talent – the dirt track ovals of the west coast – and became the protégé of racing icon 'King' Kenny Roberts. At first, Roberts coached him from several thousand miles away, because the three-time world champion was still racing in Europe as Rainey graduated from dirt bikes to superbikes in the US.

"I'd work with Wayne over the phone when he was having trouble at races," Roberts says. "I called him from Europe when he was struggling at Daytona in '82. He was rushing everything – getting into the corners too hot so he couldn't exit – which is typical of a dirt tracker going road racing."

It didn't take long for Rainey to get the hang of the asphalt. He won the US Superbike championship for Kawasaki in 1983 and hit Europe the following year, contesting the 250cc class for Roberts' first Grand Prix team. This was a bruising baptism on uncompetitive machinery, so Rainey returned home to win the 1987 Superbike crown for Honda, commencing a rivalry with Texan Kevin Schwantz that would define their careers.

In 1988 he was back in Europe, again riding for Team Roberts, this time in the premier class. Although the 500cc two-strokes of the day were truly malevolent, Rainey scored his first win halfway through his rookie season. The next year he challenged for the title and in 1990 he dominated.

Rainey had everything going for him: fierce intelligence, impressive physical strength, unerring consistency, huge ambition and raging determination. He also had 'King' Kenny on his side, guiding him along that narrow path to the very summit of motorcycle racing.

The always go-ahead Team Roberts gave him everything he needed, pioneering various car technologies in bike racing, from data-logging to carbon brakes. Roberts was also there for moral support. "When Wayne was down I was someone to talk to and lift him back up. And when he was too high I was somebody to say, 'Hey asshole, just back her down a bit!' "

Aboard a 500 Rainey was rarely anything less than awe-inspiring to behold. His technique had an explosive intensity and a highly focused aggression. While Schwantz was rodeo wild and fellow Californian Eddie Lawson silky smooth, Rainey was somewhere in between. His physical technique defined each phase of the corner with a sudden shift in body position, the bike shaking and shimmering as he bent it to his will.



"The day of the accident wasn't only the last time I'd ever ride a bike, it was also the last time I'd be independent. It was all taken away that day."

CRIPPEN AND DODD

"What I wanted was to open the throttle to get the weight off the front," he says. "If the throttle is on the rider is in control; if the throttle is off the bike is in control. So I always wanted to get through that danger zone – where the throttle is off during the flick into the turn – really quick."

Rainey made it a hat-trick of 500 world titles in 1992, matching his mentor. Looking back he wonders if those three successes made him incapable of accepting defeat. "I think in our era, us Americans had a lot of pride. Even if you got beat you would never admit the other guy was faster."

In 1993 Rainey duelled for the title with Schwantz. With three races to go they were neck and neck. At Misano Rainey was just a few yards ahead of Schwantz when he fell. What should have been an innocuous accident left the reigning champion stranded in the gravel trap with a broken back.

Inevitably, it was an end that Rainey had contemplated and feared. "I thought about it when I raced and it's your worst nightmare. I saw guys in 'chairs at the circuits and I saw Gary Cowan [Team Roberts 250 rider, paralysed at Daytona in 1990] in a 'chair. I was always thinking I don't want to be that guy, I don't want to be in a wheelchair.

"Of course, the day of the accident wasn't only the last time I'd ever ride a bike, it was also the last time I'd be independent. That was all taken away that day."

The last time I visited Rainey at home, just down the road from Laguna Seca, he was awaiting a workman to fix a roof leak. "There's nothing that makes me madder than having to depend on somebody else to do such a simple task. But that's where I've had to grow and learn to be patient."

Just six months after his accident Rainey was back in the paddock, running his own team. He bravely stuck at that job until deteriorating health forced him home again at the end of 1997. Last year he returned to the sport for the first time in almost two decades, taking a lead role in the revamped US Superbike championship, MotoAmerica.

"Nowadays I'm like any other man," he says. "I have my struggles, trying to go through life as we do. There's still struggles because of my disability, that's still very prevalent. And I think about how easy it used to be, but I've realised that this is the way it is. You move on, you take what you get and you go. I don't know, it could get worse. We don't know what tomorrow is going to bring, so I just live for today and thank God for what I have."

Rainey won 24 Grands Prix and three world titles, but everyone knows it should have been so much more. M



The Royal Automobile Club at Woodcote Park, Epsom – venue for the Hall of Fame 2016

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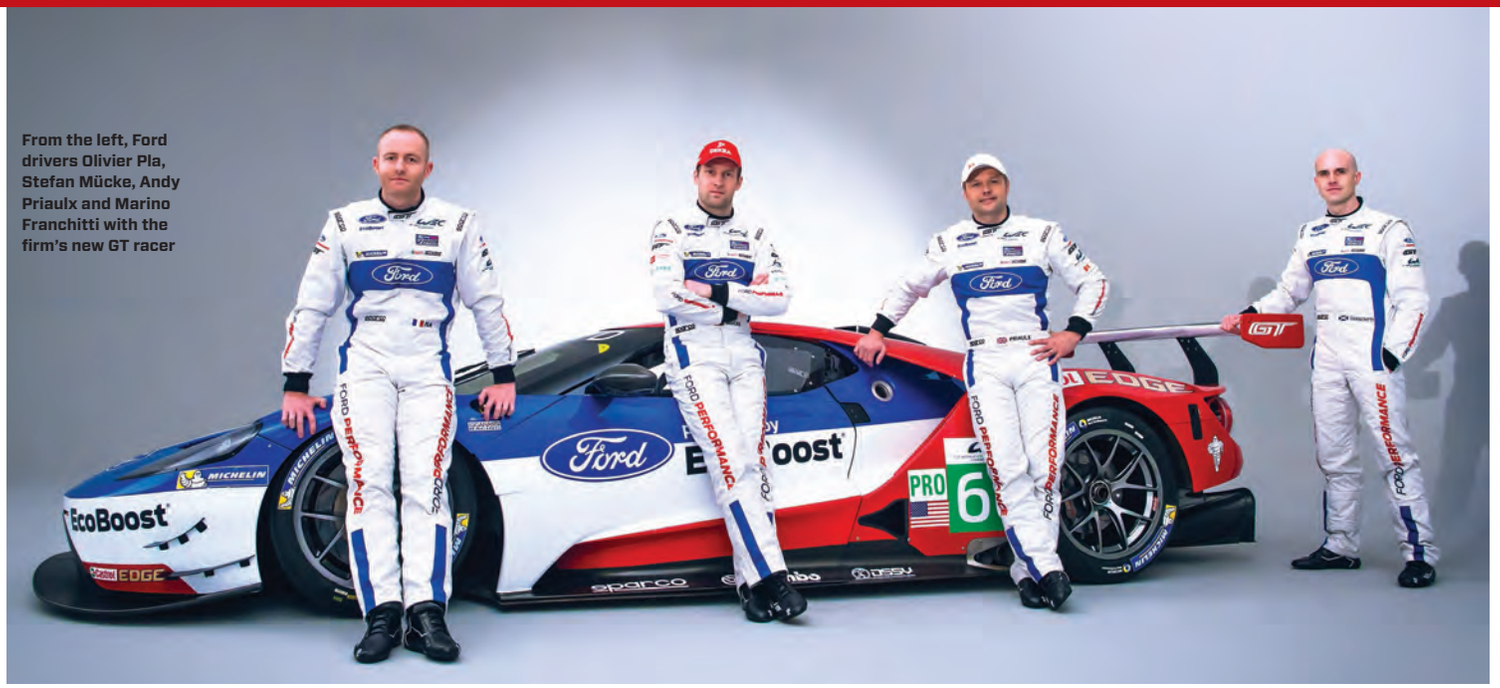
THE US RACING NOMINEES

The final voting category for the 2016 *Motor Sport* Hall of Fame is open. The *Motor Sport* team was joined by three-time Indy 500 winner and 2011 Hall of Fame inductee Dario Franchitti to draw up the shortlist of 12 nominees for the US racing award.

The nominees are:

- Mark Donohue
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- AJ Foyt
- Bill France Sr and Jr
- Jeff Gordon
- Dan Gurney
- Parnelli Jones
- Rick Mears
- Roger Penske
- Richard Petty
- Al Unser Sr
- Cale Yarborough

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From the left, Ford drivers Olivier Pla, Stefan Mücke, Andy Priaulx and Marino Franchitti with the firm's new GT racer

Priaulx joins Ford GT attack

Brit accepts new challenge after more than a decade with BMW | BY GARY WATKINS

THE CHANCE TO RACE IN THE Le Mans 24 Hours and the World Endurance Championship convinced Andy Priaulx to leave BMW for Ford after a 13-season stint with the German manufacturer that yielded three World Touring Car Championship crowns.

The 41-year-old, who was announced in January as one of the regular drivers for Ford's assault on the WEC GTE Pro class under the Chip Ganassi Racing banner, revealed that he had been motivated to make the switch by a desire "to race at the highest level possible". He said that his reasons for leaving an employer with which he had competed in Super 2000 touring cars, the DTM and in endurance racing were "entirely sporting".

"It would have been more comfortable remaining with BMW, but the decision was all about the racing," said Priaulx, who has signed a two-year deal to drive the new carbon-chassis Ford GT. "It would have been easier to stay put, but I made a sporting decision.

"It's about going to Le Mans and winning big races: having the opportunity to win the important stuff meant a lot more to me than anything else. I've been on the podium at Le Mans with BMW [in GTE in 2011] and competing in the 24 Hours again was something that I really wanted to do."

Priaulx said the opportunity offered by Ford trumped the programme he had on the table from BMW, which would have also allowed him to continue in the British Touring Car Championship in a deal he put together with West Surrey Racing and a personal sponsor.

"I would have raced a BMW in the GT Daytona class of the IMSA SportsCar Championship [for the Turner Motorsports team with which he contested three races last year] and gone on in the BTCC, but that doesn't even come close to what I now have with Ford," he said. "To be honest, I don't think BMW knew what to do with me; it always seemed a bit last-minute."

The North American programme with Turner would have meant racing in a pro-am category. The same was true of his European Le Mans Series campaign with a Marc VDS BMW Z4 GTE in 2015 – and Priaulx hinted at his dissatisfaction with that situation.

"A fan came up to me at an ELMS race at the beginning of last year and said, 'Andy, what are you doing here? This is not you'," said Priaulx, who stresses that he has left BMW on friendly terms. "I thought, 'You're right. It's not me.' Racing for Ford in a world championship most definitely is me."

Priaulx revealed that rumours of a return by Ford, which has also named Marino Franchitti, Olivier Pla and Stefan Mücke for the WEC, piqued his interest early last year and explained that he would have been open to joining its attack on the GT Le Mans class of the IMSA series with Ganassi.

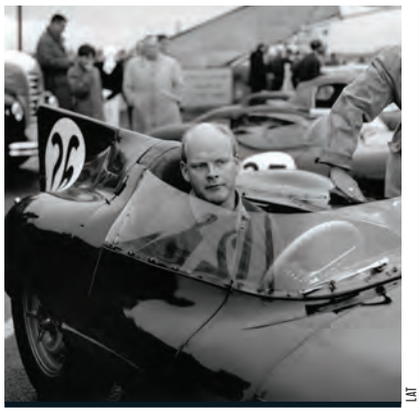
"I would have been happy being part of either programme," said Priaulx, who has yet to be allocated a driving partner for 2016. "I have experience in the US with BMW [racing full-time with the Rahal BMW team in the United SportsCar Championship in 2014], and I knew that the American team was also planning to do Le Mans."

Priaulx also revealed that an offer he declined to join Peugeot at the start of its LMP1 programme, with the 908 HDi turbodiesel in 2007, helped make up his mind about the Ford deal. Peugeot team manager Serge Saulnier wanted the Brit for the full season and said that a driver who'd raced for his Renault-backed Promatecme team in the 2000 British Formula 3 Championship "had the perfect profile as an endurance driver".

"I look back and think I got that one wrong," said Priaulx. "It's the only regret I have in my career. I was world champion and had a great offer on the table from BMW, but I often wonder what might have been. That probably helped me with this decision."

Marino Franchitti in the Spotlight, p96

■ **Nissan has axed its assault on the 2016 WEC with the radical GT-R LM NISMO. It cited concerns over having to develop the second-iteration of the front-wheel-drive LMP1 prototype in competition after embarking on a redesign in the autumn. The decision brings an end to the brief racing career of the GT-R LM, which made its only race appearance at Le Mans last year.**


LAT

— OBITUARIES —

Mike Salmon

Mike Salmon, who has died aged 82, made 13 Le Mans 24 Hours starts over an amateur career that spanned six decades. He competed at Le Mans in three of those decades and could also count a victory in the British Saloon Car Championship among his achievements. He continued to race historics into his 70s and competed at the Goodwood Revival into the middle of the 2000s.

Salmon started racing in Jaguars in the mid-1950s and claimed major national-level victories with an ex-Ecurie Ecosse D-type in the Martini Trophy at Silverstone and the Autosport 3 Hours in 1961. He was a front-runner in British saloons in 1964-65. Salmon first appeared at Le Mans in 1962 at the wheel of his own Aston Martin DB4GT Zagato, but it was the following year that he made his name and scored his best result. Sharing a Maranello Concessionaires-run Ferrari 330LMB with Jack Sears, he finished fifth overall.

Salmon would make a further two Le Mans starts aboard Maranello Ferraris and twice drove Ford GT40s before taking a break from racing. He returned in the historic ranks and was back at Le Mans by 1977, in Robin Hamilton's Aston Martin AMV8 RHAM. He was a key member of Viscount Downe's Aston Martin Nimrod squad in 1982 and would have finished better than seventh with Ray Mallock and Simon Phillips but for a dropped valve.

Mallock, whose fledgling team took over development of the Lola-built Nimrod NRA/C2 for 1983, described Salmon as "a very smooth and sympathetic driver". Richard Williams, who was team manager for Viscount Downe, recalls a "perfectionist with a lot of talent".

Salmon is survived by his wife Jean (née Bloxham), who was also a keen club racer.

John Hume

The man who built Britain's first dragster has died. John Hume was a chief mechanic at Cooper Cars before joining Allard in the 1950s. He led the team that in 1961 built the Hemi-engined Allard Chrysler, the David Hooper-designed machine that brought drag racing to the UK. He also went on to help develop the supercharged Allard Dragon cars that followed.

Mike McKee

Ex-F2 racer Mike McKee has died, aged 82. The Briton claimed victories in British F2 events at Aintree and Snetterton in 1960 at the wheel of a Cooper T45. McKee started racing at the wheel of a Jaguar XK120, competed successfully in Formula Junior and contested the Le Mans 24 Hours in 1961 at the wheel of a Lotus Elite before retiring at the end of that season.

John Coundley

John Coundley, who has died aged 91, was a leading sports car racer of his day. His four-wheel career began in 1951 in a Jaguar SS100 and he later raced D-types and Listers. Coundley twice won the Martini Trophy at Silverstone and famously beat Jackie Stewart and Jack Brabham to win the 1964 Lavant Cup at Goodwood.

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LAT

GORDON KIRBY

THE REMARKABLE ROGER PENSKE

IN MARCH 1966 ROGER PENSKE FORMED Penske Racing, which would quickly become America's definitive racing team. Born and raised in Shaker Heights, Ohio, Penske went to Lehigh University in Pennsylvania, where he studied business and started racing. In 1958, when he was 21, he bought a fuel-injected '57 Corvette in which he got his SCCA racing licence. He raced the Corvette in three SCCA nationals, winning one of them.

In autumn 1958 Penske got serious about racing, buying a Porsche RS Spyder from Bob Holbert. Penske won eight races and a hillclimb with the Porsche before replacing it with an RSK late in '59. He raced the RSK into 1960, before upgrading to a newer RS60. At the end of the year he bought an RS61 for the annual Nassau season-closer, where he scored his 15th win of the year in a preliminary race.

Driving his rule-bending Zerex Special built and prepared by Leroy Gane, Penske famously won the Los Angeles Times GP at Riverside and the Pacific Coast GP at Laguna Seca in 1962, as well as the Guards Trophy at Brands Hatch in August '63. He also won a NASCAR stock car race at Riverside in May '63 and the following year took the Pacific GP at Laguna Seca and both Nassau feature races aboard Jim Hall's first rear-engined Chaparral 2. And he won that year's GT race at Nassau, too, driving a Corvette Grand Sport.

By the end of 1964 Penske had started 130 races and won 51. He was offered a test drive by Clint Brawner in one of Al Dean's USAC Indycars, but turned down the opportunity and retired from driving to begin his career as a car dealer, entrepreneur and team owner.

Penske was only 27 at the time and had demonstrated that he was as good as anyone in sports cars, including greats such as Dan Gurney, Bruce McLaren, AJ Foyt and Parnelli Jones. He had beaten some of the best American and European racers of that era in a series of decisive victories and the only thing that remained was for him to make his mark in Indycars or Formula 1. But just like today Penske's mind was focused on taking advantage of the latest opportunities and executing a plan for the future. Being a widely acclaimed racing driver was one thing, but Roger had much bigger ambitions.

Penske started his business career in 1965 by becoming the primary owner of McKeen Chevrolet in Philadelphia. He started as a manager, quickly became a partner then borrowed the money to buy out McKeen. "I had the opportunity in the business world and the guys at GM helped me make the decision," Roger says. "They said, look if you become a Chevrolet dealer we don't want you to drive. Obviously, I needed to borrow money to get into that business and I needed insurance. In those days you couldn't get insurance if you were a race driver. So a number of factors came together. The decision was easy and I never looked back."

Penske went on to build a company that today employs 40,000 people, generates $17 billion in annual revenues and includes one of the most successful teams in US racing history. Mark Donohue scored Penske's first win and went on to claim the USRRC title in 1967 and '68 and three Trans-Am championships in 1968, '69 and '71 before scoring the team's first Indy 500 victory in 1972 and taking the 1973 Can-Am title with Penske's remarkable Porsche 917/30.

Going into the team's 51st season Penske's record includes 16 Indy 500 wins, 12 Indycar championships, 424 race wins of all types plus 28 American national championships... and many more likely to come.


GETTY

Maria Teresa de Filippis

1926-2016

CONTRIBUTING TO *Motor Sport* I meet a great many people and some make a big impression. Maria Teresa de Filippis was one of those. There was always that twinkle in the eye, an electricity about her. This is what I wrote after spending time with her in 2012: "She is so spirited, so alive, so passionate, so bright-eyed. We salute the first woman to race a Grand Prix car, now the grand old lady of motor racing."

She passed away on January 9, aged 89, a feisty pioneer who had the nerve to take on the men in a man's world. She rewrote the script and paved the way for those that followed.

Born in Naples into one of Italy's wealthiest families, de Filippis was never one for toeing the line or following convention. A competitive horsewoman in her youth, she was headstrong and knew her own mind. When her three brothers told her she'd never be a racing driver, she took her Fiat 500 to the track and won on her debut.

In 1954 she took a BMW motorcycle-engined Urania to second place in the Italian Sports Car Championship, before progressing to an OSCA built by the Maserati brothers. She would later be taken on by the works Maserati sports car team. At this time she'd become close to rival Luigi Musso, who helped hone her skills but died at Reims in 1958.

In 1956 she established her reputation and delighted her home crowd by coming second in a sports car race supporting the Naples Grand Prix – despite having started from the back after missing practice. Then, in '58, she turned her attention to single-seaters, buying a Maserati 250F that would be run alongside the factory team.

"I spoke to Enzo Ferrari, told him I didn't want to drive for his team, to be commanded by him," she told me, "I preferred Maserati, it was more a family concern, and I could take my own car, make my own decisions. That was important for me."

What she lacked in physical stature – she was affectionately known as '*pilotino*' – she made up for with bravery. Juan Manuel Fangio took her under his wing and told her she shouldn't drive so fast, take so many risks. "I called him my 'racing father', I admired him, he was such a gentle man," she told me.

De Filippis first appeared in the GP paddock in Monaco 1958, when she failed to qualify. "I was at the limit of my physical stamina," she told me. "The 250F steering was so heavy. Maybe the limit of my fear was too far away. Fangio said I must find my limit before I went beyond my possibilities."

At Spa she qualified last and finished 10th, a result followed by retirements in both Portugal and her home race at Monza. In 1959 she joined forces with her friend Jean Behra's Porsche RSK team, but failed to qualify in Monaco. When Behra was killed at AVUS later in the year she retired, devastated by the loss of too many friends.

This would not end her involvement with the sport she loved. By 1960 she had married Austrian Theo Huschek and from 1979 both worked tirelessly for the *Club Internationale des Anciens Pilotes de Grand Prix*. She became vice-president in 1997 and was made honorary president on her 85th birthday, in 2011. She was also a founding member and chairman of the Maserati Club.

Brava, pilotino. Rob Widdows

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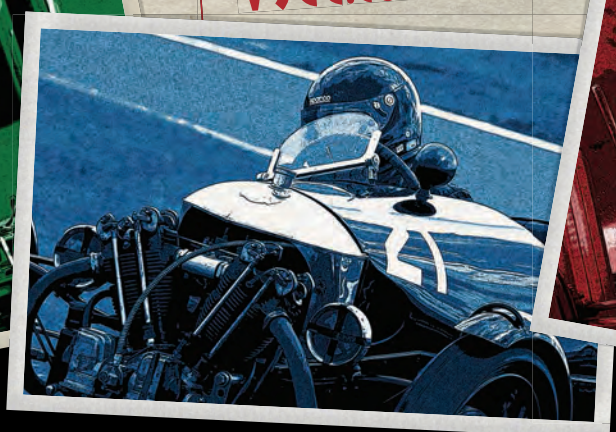
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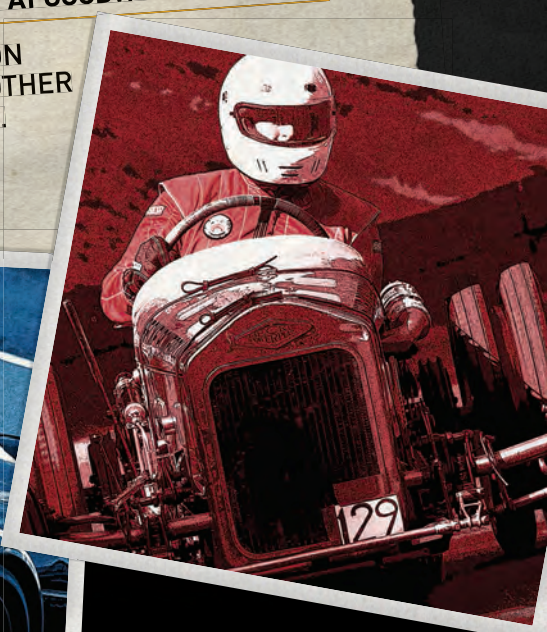
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LAT

Tyler Alexander

1941-2016

"QUITE SIMPLY Tyler lived and breathed McLaren. He was one of the first pillars of our company, working alongside Bruce from the very earliest days. He was the finest of the old school, hardy, humble and wise, a man who would never let you down." There have been many tributes to Tyler Alexander, who died aged 75 on January 7, and those above are from McLaren CEO Ron Dennis.

Tyler Alexander hailed from Massachusetts, and in the early days at Bruce McLaren Motor Racing, working on the Zerex-based sports car in a rented shed at New Malden, he and Teddy Mayer added an American twist to a mostly Kiwi cocktail. He'd been with Bruce's new team right from the start, in the autumn of 1963, working as a mechanic on the sports car and the first Grand Prix cars, swiftly becoming chief mechanic, chief engineer and ultimately a director of the company.

One of his key achievements was the development of the Can-Am racers that dominated the American sports car series in an unprecedented manner, winning five successive titles from 1967 to '71. Week in, week out, they'd test the cars at Goodwood, and this is where I first came to know the man. I'd been warned that he didn't suffer fools and never wasted a moment, but I found him to be refreshingly open and helpful when badgered with a teenage fan's questions. When Bruce was killed testing an M8D at Goodwood in the summer of 1970, Tyler played a vital role, with Denny Hulme, Dan Gurney and Alastair Caldwell, in keeping the team together.

"He was a great teacher and mentor," says Caldwell, "Tyler was the boss when I turned up as a cleaner in 1967 and he got me working as a mechanic after just one day. His determination, humour and modesty, along with his strong relationship with Bruce, formed the bedrock on which the success of McLaren was built and that DNA runs deep in the company today."

Alexander was a key figure in McLaren's activities in the USA when the team became involved in USAC, winning the Indy 500 twice with Johnny Rutherford and Tom Sneva in 1974 and '76. Returning to Europe he worked as engineering director on the F1 team but in 1982 he left the new McLaren International outfit and started an Indycar team with Teddy Mayer, moved on to the new Beatrice F1 project and came back to McLaren in 1989 as special projects manager, playing a crucial role in the team's world championship successes, working with Senna, Häkkinen and Hamilton until his retirement at the end of 2008.

With Ron Dennis, Neil Trundle ran the Project 4 team that merged with McLaren in 1980 and worked closely with Alexander. "He could design and make race parts, machine and weld them, and he made the transition from being a mechanic to understanding and using computers to manage the car. He was soft at times, grumpy at others, short on patience, funny as hell and he devoted his whole life to motor racing from the first time he met Bruce. Tyler was unique."

Away from the day job in motor racing Alexander had a passion for photography. His talent behind the camera is reflected in his book *McLaren from the Inside*, a superb collection of photographs published in 2013. Last year his long-awaited *Tyler Alexander: A Life and Times with McLaren* was published, telling the story of his 50 years in the sport.

He will be sorely missed by all who knew him. *Rob Widdows* M

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The Argentine Temporada Motor Races 1950-1960

Hernan Lopez Laiseca

"A photographic journey through the golden age of motor sport in Argentina..." Not the most obvious sales pitch for a new book, perhaps, but to my mind a flying start as the latest in a series of recent releases that tackles topics far removed from the mainstream.

The subject might be relatively limited, but its riches are boundless. Such was the Temporada's period appeal that it didn't need world championship status to attract the very best as a counterpoint to local assets Fangio, Galvez and Marimón. The pictures – there are more than 200, many likely to be unfamiliar to European audiences – blend typical race action with some pleasing candids featuring the likes of Ascari, Moss, Behra and Castellotti. Argentina's inclusion in the world championship GP calendar from 1953 seems to have made not one iota of difference to the sport's popularity: you'll struggle to spot an empty seat in any of the crowd scenes here.

The text is succinct, but that's fine. This is a pictorial celebration of times past and any form of exhaustive analysis would be superfluous. **SA**

Published by Veloce
ISBN: 978-1-845848-28-6, £35

Ford GT

Preston Lerner

As Ford returns to Le Mans, 50 years after first it won the race outright, it seems appropriate that there should be a definitive tome about the back story to the 1966 event, when the Blue Oval scored a 1-2-3 to vanquish Ferrari.

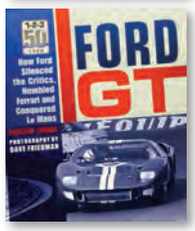
Respected author Lerner has teamed up with equally prolific photographer Dave Friedman – Shelby's official photographer during the 1960s – to create a book that is as comprehensive visually as it is textually.

Many elements of the tale are familiar – Ferrari's abrupt withdrawal from potential sales talks with Ford, the latter's adoption of a sports car with Lola roots – but there's no harm in their being retold in a focused thesis such as this.

One nice touch is an epilogue that show's this year's GT taking shape during early testing in 2015. Ford might not be gunning for outright victory this time around, but the class opposition – including Ferrari, Aston Martin and Corvette – is strong enough to ensure the bar will be set every bit as high as it was half a century beforehand. **SA**

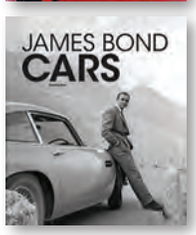
Published by Motorbooks
ISBN: 978-0-7603-4787-4, £45

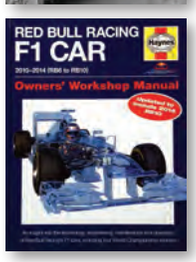












Squire

The man, the cars, the heritage

Jonathan Wood

Why my childhood local library contained those lovely illustrated *Profile* car booklets I don't know, but I reborrowed the one on Squire more often even than Biggles. It was and remains for me an acme of automobile form, and Wood's book, first on the marque, is a worthy telling of a romantic but short-lived tale. I drew these in my school jotter; so did Adrian Squire – but he went on to build them.

He only made seven, but each is here lovingly described, along with their creator's short life. Letters, adverts, family snaps, telegrams, data and the only period test – by us, of course! – augment many unseen photos, telling the story of Squire's struggle to get his cars made. Beautifully built, they were fatally costly and Wood eloquently explains the initial dream and its painful demise in full, before giving the continuing histories. Such is his astonishing research in this handsome work that any more Squire books seem to be redundant. **GC**

Published by Classic Motor Cars
From www.squirebook.co.uk, £100

Jaguar Design

A Story of Style

Nick Hull

What a tome! This 510-page exploration of Jaguar's design roots and practices goes from the Swallow Sidecars days to recent times, but it's a lot more than simple history. As a designer in the Jaguar studios Hull is well qualified to detail the emerging story from pencils and notebooks to multi-million-pound CAD rendering systems, but is also able to place each marque product in the stylistic context of its time. Thus he illustrates the XK120 evolution with a Pininfarina Alfa as well as the well-known BMW Mille Miglia 328 which presaged its eventual form. Staff, offices and corporate upheavals get their mention in this high-quality volume, but it's the wild sketches and styling mis-steps that captivate. Fascinating to see tape drawings and foamblock mock-ups of interiors – and heartening to learn the guys had fun shaping a mid-engined V12 Minivan! **GC**

Published by Porter Press
ISBN: 978-1-907085-29-1, £90

James Bond Cars

Frédéric Brun

Who doesn't get a little bit excited about James Bond's cars, that ever-changing big-screen roster embracing everything from Aston Martin, BMW 7-series and Lotus Esprit to the Citroën 2CV?

Bond has always been scripted as a lover of fast cars. He used a 4.5-litre supercharged Bentley in *Casino Royale*, Ian Fleming's first Bond novel, and was subsequently handed the keys to such as the iconic Aston DB5 (complete with integral machine guns), the invisible Aston Vanquish, the subaquatic Lotus Esprit and, most recently in Spectre, the astonishing Aston DB10.

All the classic Bond cars are gathered here along with those of villains, accomplices and hangers-on, plus miscellaneous motorbikes, moon buggies and tanks.

If you're a hardcore fan of the franchise, you'll probably be in your element.

While the text is informative, however, it is a little too fact-driven and merely states how the car was used in each film and adds unrelated trivia. And the images are mainly press hand-outs, which means it lacks the quality feel you might expect from a James Bond book. **DC**

Published by Aurum Press
ISBN: 978-1-78131-538-5, £25

Red Bull Racing F1 Car

Owners' Workshop Manual 2010-2014

Steve Rendle

Officially, Haynes no longer publishes motor sport books – having left the field open to such as Evro and Veloce – but its traditional workshop manuals continue for lovers of the Triumph Herald, Hillman Imp and suchlike. The range has several subjects that deviate from the self-maintenance automotive norm, such as the Avro Shackleton and Fender Telecaster, and this is another pleasingly quirky alternative.

It's an updated version of an existing work, with the RB10 added to complement the four title-winning chassis it succeeded. It won't teach you how to create a car with Adrian Newey levels of downforce, but there are some interesting details that underline the extremes – often taken for granted – to which modern F1 cars are subjected.

The layout is horribly formulaic – it seems to follow a template crafted when the Lotus 49 was still current – but the content is appreciably better than the design. **SA**

Published by Haynes
ISBN: 978-0-857338-01-3, £22.99

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Several McLaren F1s will be present at the London Classic Car Show, which takes place in February

MCLAREN

Murray & Vatanen to star

Design and rally legends headline London Classic | BY PAUL LAWRENCE

A DISPLAY AT THE LONDON Classic Car Show (Excel, February 18-21) will celebrate the McLaren F1 and its creator, Gordon Murray.

Five F1s will be on show in a display curated by Murray, with two standard road cars, two GTR racers and a long-tail F1 GT. Between 1992 and 1998, just 106 F1s were built, 64 for the road and 42 for racing. Adding to the display will be technical drawings, photographs and a special film made by McLaren to mark the 20th anniversary of the car's 1995 Le Mans victory.

To mark 30 years since Group B rally cars were banned, the show will also include a display of period rally cars presented by 1981 world rally champion Ari Vatanen. Those on show will include the Lancia 037 and its replacement, the Delta S4, the Ford RS200, the MG Metro 6R4, the Audi Quattro and the Peugeot 205 T16 that Vatanen made famous.

"I have such good memories of Britain," said Vatanen. "I lived there at the start of my career and have always enjoyed going back – it's fantastic to meet such enthusiastic fans and it will be a nice opportunity to look back at some of our sport's greatest cars."

Goodwood Group 5 demo

LE MANS CARS FROM THE GROUP 5 era will perform during one of the stand-out demonstrations at the 74th Members' Meeting at Goodwood (March 19/20).

With period stars and Le Mans winners Derek Bell, Jackie Oliver and Richard Attwood on hand, the demo session will feature 16 5-litre Group 5 sports cars from 1969 to 1971, including six Porsche 917s, five Ferrari 512s and four Lola T70 Mk3Bs.

Among the Ferraris will be the rare low-drag 'Coda Lunga' version designed for Le Mans in 1970.



LAT

New historic enduro series

A MINI-SERIES OF THREE-HOUR races will run in Europe this season for pre-1966 GT and touring cars.

Building on the success of the inaugural endurance race at Donington Park last July, Masters Historic Racing has launched the Masters Three Hours series. Events will take place at Brands Hatch GP (May 28/29), Donington Park GP (July 2/3) and Jarama (October 15/16). In addition, two pre-66 races will run in North America at the Daytona Historic (November 10-13) and Sebring (December 1-4).

Jo Seymour from Masters said: "Our pilot race at Donington proved the popularity of long-distance racing for historic cars."



LAT

Toivonen honoured

A CELEBRATION OF THE LIFE OF rally driver Henri Toivonen will be a major feature of Race Retro, the Historic Motor Sport Show at Stoneleigh on February 26-28.

Toivonen and co-driver Sergio Cresto died on the 1986 Tour de Corse and, to mark the 30th anniversary, significant cars from the Finn's career will be brought together.

Machines on show include the Ford Escort Mk2 he drove on the 1979 Lombard RAC Rally, Opel Ascona, Porsche 911, Talbot Sunbeam Lotus (as above) and Lancia Delta S4. The event organisers hope his younger brother Harri will also be present.

Boost for Clark fans

PLANS FOR A NEW JIM CLARK Museum in his home town of Duns have been boosted after the Jim Clark Trust gained charitable status.

The Trust plans to open the expanded

museum in spring 2018, 50 years after the double Formula 1 champion died in an F2 race at Hockenheim.

Scottish Borders Council has committed £600,000 to the £1.65m museum project and the Trust hopes to secure £700,000 from The Heritage Lottery Fund, plus an additional £300,000 through fundraising.

Three new patrons have been appointed to the Trust – Clark's early mentor and friend Ian Scott-Watson, rally driver Andrew Cowan and Hugh McCaig from Ecurie Ecosse.

Revival gets all-A35 race

A GRID FULL OF IDENTICAL AUSTIN A35s will line up at the Goodwood Revival in September when cars from the Historic Racing Drivers Club's Academy contest the St Mary's Trophy.

With nearly 50 cars complete or being built, the HRDC Academy is booming and will take a major step forward when the cars race at the Revival. The norm for the St Mary's race is for car owners to share with famous drivers.

Goodwood star and BTCC ace Andrew Jordan tested one of the cars recently at the Sussex track. "It was a real pleasure to drive and you can really maintain cornering speed," he said.

1966 and all that...

A RECREATION OF A 1966 GRID will be a focal point of the Historic Sports Car Club's 50th anniversary two-day race meeting at Castle Combe on April 16/17.

On May 14 1966 the first Griffiths Formula race for sports cars from 1945 to 1955 was held at Castle Combe – and that led to the formation of the HSCC.

Some of the original cars from the 1966 race have been tracked down. For those that are not available, a car of the same make and model will feature in a retro grid line-up at lunchtime on both days.

Le Mans 924 GT restored

AFTER 30 YEARS IN STORAGE IN Germany, an ex-Le Mans Porsche 924 Carrera GT is to be restored by a consortium of Porsche Classic Partner Centres in the UK. Three 924s were entered for Le Mans in 1980 and the British car, driven by Tony Dron and Andy Rouse, finished 12th overall.



■ **Rally driver Paddy Hopkirk (82) was awarded an MBE in the New Year's Honours. The Northern Irishman started rallying in the mid-1950s and scored one of his most famous wins on the 1964 Monte Carlo Rally in a works Mini Cooper. John Surtees was also honoured, with a CBE to add to the MBE and OBE he was awarded in 1959 and 2008.**

■ **The RAC Rally brand will return this year when the famous title is added to the existing Rally of the Tests. The annual classic rally recreates the RAC Rallies run before the rally moved to forest special stages in the 1960s. The 2016 RAC Rally of the Tests (November 3-6) will run from Bournemouth to Chester via Bristol and will include spectator-friendly venues.**



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1961 JAGUAR E-TYPE
{ Duxford, April 20 }

One of two 1961 E-types built for John Coombs and sister to 4WPD, the first 'Lightweight'. Restored to part-Lightweight spec and FIA-compliant but with many original parts retained in store. A Goodwood and Le Mans Classic regular, which has been driven by Richard Attwood, Rauno Aaltonen, Emanuele Pirro and Marc Gené. Estimate: £700-900,000

UNDER THE HAMMER

What's coming up at classic and racing auctions from around the world

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Estimate: £110-140,000





Alfa Romeo Giulietta SZ
Early round-tail version of Zagato's pretty lightweight; US race history
Estimate: £340-500,000

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Original 1970s unrestored Grand Prix pinball table. *Estimate: £2250-2750*



1985 March 85B Formula 3000
Chassis 85B-05. Originally raced by Michel Ferté for ORECA. Fifth in the 1985 FIA F3000 Championship. Full history from new. Recently restored and ready to race
Estimate: £61-92,000

1974 BMW 2002 Turbo Sports Saloon
One of only 1672 made. Well documented history
Estimate: £46-61,000

1937 Fiat 1500 6C Barchetta
Supplied new with a standard steel body then rebodied with aluminium barchetta coachwork.
Estimate: £61-92,000

1952 Lancia Aurelia B20 GT Coupé
Matching chassis and engine numbers. Mille Miglia eligible. Coachwork by Pinin Farina
Estimate: £100-130,000

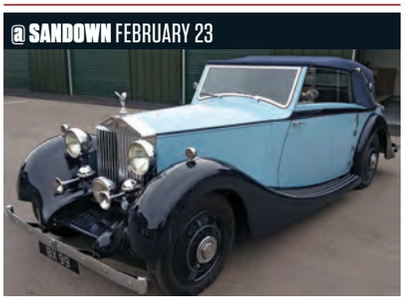
@ GOODWOOD MEMBERS' MEETING MARCH 20

1961 Healey Marine speedboat
Perfect for arriving at Chichester marina
Estimate: £7-10,000



Barons

@ SANDOWN FEBRUARY 23



Rolls-Royce 20
Featured in *To Paris with Love* with Alec Guinness; Weymann body. Restoration bills for £257k!
Estimate: £70-85,000

Silverstone Auctions

@ RACE RETRO FEBRUARY 26



MGC GT

Raced in period by Mark Burnside. Now boasts 280bhp and 5-speed Borg Warner 'box

Estimate: £13-16,000



Gp1 Ford Capri

Built in 1980, raced in Netherlands and Denmark; just right for Gerry Marshall Trophy!

Estimate: £22-28,000



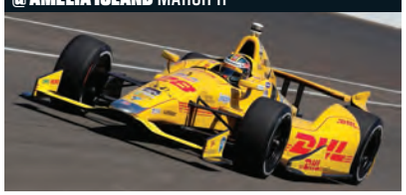
1971 Ford Escort Mexico

Genuine AVO Ford Escort Mexico built at Aveley in May 1971. Its rally pedigree is endorsed by an earlier MSA rally competition logbook and the roll bar carries some scrutineering stickers.

Estimate: £15-18,000

Gooding & Company

@ AMELIA ISLAND MARCH 11



Honda Dallara DW12

Four IndyCar series wins, including the 2014 Indianapolis 500 (driven by Ryan Hunter-Reay, run by Andretti Autosport). Restoration and delivery to purchaser at end of racing life

Estimate: $600-750,000

Porsche 356A 1600 Speedster

Prime version of Stuttgart's cut-down cruiser, with bigger 1600cc motor

Estimate: $250,000-325,000

Ferrari 250GT Cabrio

Sister style to the California spyder; boasts rare factory hard-top with sun roof

Estimate: $2–2.5m

1988 Porsche 959

'Komfort' specification road version of Stuttgart's fabled four-wheel-drive Group B special

Estimate: $1.4-1.6m

AUCTION CALENDAR

FEBRUARY

3 RM SOTHEBY'S, Paris, France
4 BONHAMS, Paris, France
5 ARTCURIAL, Paris, France
13 COYS, London, UK
22 SHANNONS, Melbourne, Australia
23 BARONS, Esher, UK
24 H&H, Donington, UK
26/27 SILVERSTONE AUCTIONS, Coventry, UK

MARCH

3 DVCA, Dorchester, UK
6 SILVERSTONE AUCTIONS, NEC, UK
8 COYS, London, UK
10 BONHAMS, Amelia Island, USA
11 GOODING & COMPANY, Amelia Island, USA
12 RM SOTHEBY'S, Amelia Island, USA
12 HISTORICS AT BROOKLANDS, Weybridge, UK
14 SHANNONS, Sydney, Australia
19 BONHAMS, Goodwood, UK
19 CCA, Leamington Spa, UK

APRIL

9 COYS, Techno Classica, Essen
19 BARONS, Sandown Park
20 H&H, Duxford, UK

MAY

14 RM SOTHEBYS, Monaco
16 BONHAMS, Monaco
21 SILVERSTONE AUCTIONS, Silverstone



FOR SALE @ LEGENDS AUTOMOTIVE Bicester, Oxford www.legendsautomotive.co.uk

DREAM GARAGE

LOLA T70 MKII

THE OLD PHRASE 'IF IT LOOKS RIGHT IT is right' is one of those things that's true when it's true. But if an ugly thing works well, nobody mentions it... Today it's much harder to reconcile advanced aero demands with the line of beauty – witness the entire LMP grid – but some machines simply came out right from day one, and the Lola T70, in all its variants, was one. That curvaceous tapering nose, the confident wing line sweeping down to the flanking air inlets and the bold, level rear wingline running to a kick-up tail make it one of the stand-out shapes of the 1960s, and it's one of the few sports-racers that looks equally imposing open or closed. In coupé form the roof bubble neatly divides into a pair of buttresses which help channel air to the tail spoiler – practical as well as pretty – but the spider version, such as Legends Automotive has on offer, has its own muscularity.

Eric Broadley's Group 6/7 and Can-Am challenger was pretty much a success from the beginning in 1965, and the following year John Surtees' run of victories in Can-Am made him a dominant series champion. The Lola remained a front-line contender for three or four years, and with more than 100 built it has also become a mainstay of historic racing, and a favourite with everyone.

This example, SL71/48, was built for the Surtees team in 1965 and displayed at the Racing Car Show in January 1966. It was then raced by Graham Hill, David Hobbs and Surtees, who won the Wills Trophy at Croft in it. After a trans-Atlantic transfer, as Daniel Glanz of Legends explains, it had a desultory racing career in the United States before being stored for 18 years. "It was recommissioned by Lola specialist Mac McClendon and won on its first outing at the Monterey Reunion in 2011. When it came to us it had the incorrect block, but it's now back to its original spec with a 5.7-litre wet-sump small block, four Weber downdraughts and a Hewland LG500 gearbox.

"The car belongs to Phil Hall," Daniel continues, "and has extensive files about its history and restoration. It's currently prepared by Phil Cheek of CMS and it's thoroughly sorted."

Undoubtedly. In recent years the car has figured at Goodwood, where in the 2015 Members' Meeting Nick Padmore took the outright lap record in the Bruce McLaren Trophy – there's a wonderfully noisy YouTube onboard video of that.

It's a car that will bring invitations from meetings all over Europe and America, and when you're not racing it you can always just gaze at it...

FACTFILE

YEAR 1965
ENGINE V8, 5.7 litres, 450bhp
TRANSMISSION five-speed transaxle
SUSPENSION wishbones and coils front and rear
TOP SPEED 175mph
PRICE £POA



Screen if you want to go faster... Self-driving cars could be here sooner than you think

GETTY

Driverless cars closer

Tesla promises autonomy within 'two to three years' | BY ANDREW FRANKEL

ALL THE TALK AT THE DETROIT Motor Show was of autonomy. It seems to matter very little whether you like the idea of cars that drive themselves, they're on the way and, depending on whom you talk to, they're not far away at all. Tesla's Elon Musk says he'll have a fully autonomous car on sale in two to three years, and while Nissan's Carlos Ghosn poured scorn on the idea, saying it would be 2020 at the earliest, Musk's record of defying convention says much for itself.

This is also the opportunity likely to be taken by non-automotive companies to become car brands. Google is very open about its self-driving car project and has already racked up a million-plus autonomous testing miles in the US, while Musk claims Apple has recruited more than 1000 engineers to work on their all-electric, autonomous offering.

Of course, when the first autonomous car goes on sale depends as much on your definition of the term as anything else. Right now there are luxury cars on sale that require no driver input at all to cover hundreds of miles: they steer themselves along motorways, always maintaining a constant distance to the car in front and only insist you keep some finger pressure on the steering wheel for legal reasons. Mercedes will soon introduce cruise control that will allow the car to approach a slower vehicle on the motorway, look around and if the outside lane is clear, indicate, pull out, overtake and pull back in again, all without the driver having to do a thing.


"Tesla's Elon Musk says he'll have a fully autonomous car on sale in two to three years"

As ever there is more than one dimension to the introduction of this new technology. There is the science – and the idea of a car that could deal with Hyde Park Corner in the dark and rain all by itself still seems faintly implausible – but also the legislation. Will cars be able to drive themselves with no occupants, to collect their owner from the pub and, if drunk, will he or she then be liable if it crashes on the way home? Or on the way there… And there is a final piece of the puzzle, the one that everyone tends to overlook but which can quite easily delay the introduction of new technology by years or, in the case of hydrogen fuel cells, decades. Even once the tech is sorted, it still has to be packaged into a car and brought to market at a price the customer is prepared to pay. I expect Elon Musk will have a fully autonomous car on sale in two to three years, but it will be at least as long again before such things become widely available.

Fresh engine for DB11

ASTON MARTIN HAS STARTED dropping hints about the all new DB11, due to be unveiled at the Geneva Motor Show in March, not least the fact that it has a new 5.2-litre, twin-turbo V12 on the way. Nobody has said this new engine is destined for the DB11, but as the old normally aspirated 6-litre V12 it replaces is the only powertrain ever to sit under the bonnet of its DB9 predecessor, it seems a certainty the new engine will be in the DB11 from launch.

Where has Aston found a brand-new motor? No one is saying, though it is believed to be related to the existing



V12 originally designed by Ford, but so extensively re-engineered as to legitimately be seen as a new engine.

Reducing capacity and adding turbochargers will allow Aston Martin to claim radically reduced fuel consumption (the DB9 is now one of just a tiny handful of cars on sale in the UK unable to post a 20mpg combined consumption figure), while giving it access to as much power as it is ever likely to need. As an example, if Aston Martin introduced the engine only with the same specific output as, say, a Ford

Fiesta with the 1-litre Ecoboost motor, it would come to market with 640bhp. As no DB9 ever had more than 540bhp, it seems more likely that Aston will kick off with about 600bhp, allowing it to claim a massive power rise while giving it room for manoeuvre for all the more powerful variants that later DB11s and other Astons will use. In the meantime, using low levels of boost initially will enable Aston Martin to use a relatively high compression ratio to improve throttle response. Aston Martin has released a short film on which it is possible to hear the new V12 being revved. Unlike many new turbo installations, this one is unlikely to attract criticism for its lack of aural theatre.

Faraday to build cars

THOUSANDS OF MILES TO THE south and west, the Consumer Electronics Show in Las Vegas brought the unveiling of the Faraday Future FF Zero1 concept car, a single-seat, all-electric 1000bhp slice of futuristic racer that has not one chance in a million of making it into production.

And there we could leave it, were it not for the fact that Faraday Future is an American company well resourced by (reputedly) largely Chinese money. It has just concluded a $1 billion deal that will enable it to build a factory in the Nevada desert, near Las Vegas, with jobs for 4500 people. And this concept is the first tangible insight into the direction its creators intend to pursue.



Perhaps inadvertently, BMW has provided a fascinating hint that a new flagship model is on the way and that, for the very first time, a 7-series-based car will be allowed to wear 'M' badging, possibly intended to commemorate the centenary of the brand this year. The image of a car badged M760Li appeared on BMW's website before being taken down. BMW has had a V12 7-series on the stocks for more than 20 years, but that M badge suggests something rather different. There was a 760Li version of the previous 7-series offering 528bhp, but we'd bet this new version not only tops 600bhp but is tuned for handling as much as ride quality.



High-voltage single-seater heralds Faraday marque's US start-up

GETTY



Unsurprisingly, Faraday's first real product is likely to be in the SUV genre, will be entirely electric and will drive itself. However there is speculation that Faraday plans an all-new ownership model where customers don't own an individual car but pay a subscription that lets them tailor what they drive to their needs. During the week you might drive a small city car, before swapping to something larger with a longer range at the weekends.

Merc reveals latest E-class

MERCEDES-BENZ HAS UNVEILED its all-new E-class saloon, a high-volume, high-profit vehicle whose success is crucial to the company's balance sheet. The styling is either classically Mercedes or tediously derivative of existing models, depending on your point of view, but there's no doubting the extent of the changes beneath the skin.

It sits on an all-new platform that uses high-grade steel where greatest strength is needed and aluminium where it is not, resulting in a weight saving of more than 100kg despite an increase in overall length of 43mm.

Just two powertrains will be available at first, both four cylinder, 2-litre units. In the UK the focus will be on the diesel, an all-new engine to replace the 2.1-litre unit that's been gaining friends for its fuel consumption and enemies for its vocal nature. The brand-new engine has 192bhp and is claimed to return 72.4mpg and 102g/km CO_2 emissions. This means the reign of the new Jaguar XF, reviewed elsewhere as the most fuel-efficient and CO_2-friendly car in the category, will be somewhat short-lived. It's worth bearing in mind that the XF can only reach its 104g/km CO_2 target with a manual gearbox and 161bhp. All E-classes come with a nine-speed auto as standard.

More interesting models for enthusiasts will come on stream later, including a twin-turbo 3-litre petrol engine with 328bhp and a brand-new 3-litre 264bhp straight-six diesel. The Mercedes-AMG E63, with an output tipped to be close to 600bhp, should be with us before the end of the year.

Changing times at Ferrari

FOR THE FIRST TIME SINCE IT was bought in 1969, Ferrari is no longer under the direct control of the company formerly known as Fiat. As 2016 broke, Fiat Chrysler Automobiles distributed its 80 per cent ownership among its shareholders, providing one Ferrari share for every 10 FCA shares held. A further 10 per cent of the company was floated on the New York Stock Exchange last year, the price falling from a high of $56 in October to a little under $44 at the time of writing. However, the Agnelli family and Enzo Ferrari's sole surviving son Piero still enjoy a combined 49 per cent of the company's voting rights. Fiat's influence over Ferrari might have devolved, but it has by no means been taken away entirely.



McLAREN 570S

The company might have struggled of late in Formula 1, but it has just produced another winner for the road | BY ANDREW FRANKEL

IF SOMEONE WERE TO ASK ME to name the single cleverest aspect of this new McLaren, I'd point not at its carbon-fibre tub, nor its twin turbo V8. I'd bypass its seven-speed double-clutch transmission and its standard carbon ceramic braking system, too, and point instead simply to its pricing.

Dull, eh? For all the technological wheezes contained within that exquisite aluminium-over-carbon shell, he plumps for its positioning in the marketplace. Well maybe, but sometimes boring is also important and if we are to understand how this still very young company plans to forge a path past older, more vaunted rivals with the bluest of blood running through their veins, this stuff matters.

So bear with me: I'll get to the good stuff in a moment.

The McLaren 570S costs £143,250, over than £40,000 less than Ferrari's least expensive mid-engined two-seater. Lamborghini's Huracán is almost equally far out of sight. Of course there are supercars that are similarly priced, but the Audi R8 and Porsche 911 Turbo S are high-volume products from mass-manufactured brands. They might have the power and speed, but they lack the cachet. The only other car that has the name, power and price point is Aston Martin's V12 Vantage S, but if you drive both together as I have, you'll know what they have in common exists on paper alone.

The Aston is one of my favourite cars, but these days it seems so old, and its focus so narrow, that the McLaren appears to be from another planet.

Make no mistake, the 570S is an extraordinary machine, one made all the more so by the fact that it is the 'entry-level' model, a car McLaren refuses to describe as a supercar because it wishes to save that title for the more powerful 650S. But that's just marketing speak: the 570S uses adapted versions of the same monocoque, engine and gearbox as the 650S and is still quick enough to hit 100mph from rest in the same 6.3sec as a McLaren F1. And if that's not a supercar, what is?

The 570S is cheaper than a 650S just because it suits McLaren for it to be that way; and to provide wealthy techno-geeks with reasons still to buy the older and more expensive car, it has denied the 570S not just 80bhp but the 650's clever interactive suspension system, active aero devices and some carbon fibre components.

But if the 570S is in any way compromised as a result, it is in environments I did not find in three days at its helm.

We'll start with the basics: a new evolution of the tub has resulted in lower sills and wider opening dihedral doors, so climbing in and out is easy, even for stiff-limbed, overweight, middle-aged men like me. The driving position is the same as any other

FACTFILE

£143,250

ENGINE
3.8 litres, eight cylinders, twin turbocharged

POWER
570bhp@7400rpm

TORQUE
442lb ft@5000rpm

TRANSMISSION
seven-speed double clutch, rear-wheel drive

WEIGHT
1415kg

POWER TO WEIGHT
403bhp per tonne

0-62MPH 3.2sec
TOP SPEED 204mph
ECONOMY 25.4mpg
CO_2 258g/km



McLaren and therefore quite superb, with massive steering wheel adjustment combined with first-class all-round visibility to provide an environment as cosy and comfortable as it is airy and safe. I still don't like the Iris entertainment and navigation system, despite it being allegedly easier to use, but I did appreciate the decent number of cubbies and pockets in which small items can now safely be stowed. It even has a glovebox.

But compared to the 650S benchmark, can it cut it on the open road without the extra power and with those conventional passive springs?

Like you would scarcely believe...

The world of truly high-performance cars can be divided into roughly three categories. At one end of the scale are conventionally quick cars whose performance, while invigorating and exciting, is also easily understood. At the other sit the hypercars with engine outputs nibbling around 1000bhp. These require time, some skill and, above all, a closed facility before you can even think about exploiting what they can do. Between these two poles lies a narrow band of cars whose performance sits at or slightly beyond the absolute limit of what any sane person would choose to deploy on the quietest, widest, safest public road in the world. The 570S is firmly among their number. Not once in those three days did it ever deliver less acceleration than I'd hoped: most of the time the challenge was actually making sure it didn't dispense more thrust than either I or the rear tyres could deal with. Its time with me coincided with that of the 601bhp Audi R8 V10 Plus reviewed last month, and to me the less powerful but lighter McLaren felt significantly quicker.

So it's fast enough. But on its own that would not make it a necessarily special car; but the way it rides and handles does. Truth is, there are some cars you can buy with performance similar to that on offer here, but barely any with the chassis to go with it. Yes, the ride quality is now closer to good than great thanks to its conventional suspension, but it still rides better than any supercar not made in Woking. Grip levels on standard Pirelli Corsa rubber is so bewildering I rang McLaren to find out if a standard Zero with rather better wet-weather attributes was available. It is, as is a winter 'Sotto' Zero, both as no-cost options.

But it is the steering that makes me think this 570S is actually a nicer car to drive even than the 650S. I don't know whether it is because of the constantly evolving electronic architecture, the passive suspension or some combination of the two, but I do know the 570S has the best electro-hydraulic assisted steering I've tried. If you'd blindfolded me and asked me to drive it around a steering pad, I'd have sworn I was in a Lotus. These days I'm just not used to such feel and linearity, and the way it allowed the 570S to be placed on the road was a revelation.

There is so little to criticise about this car – you can't even call it impractical because I'd love to use one as my everyday transport. As mentioned the Iris system is not great and I guess the engine could make a better sound, but beyond that I'm struggling. This is a car that appears to offer the character, exclusivity and sense of occasion of a low-volume supercar, with the ease of use and ownership of a Porsche. For a company that botched its first car launch a mere four years ago, the achievement beggars belief.

But it also makes me wonder how long McLaren can continue on this trajectory and what it will mean for the likes of Ferrari and Lamborghini. If the 570S is the runaway success it deserves to be – and the fact that McLaren has put on a second shift to accommodate demand suggests the wagons are rolling – its Italian opposition will be unable to ignore it. If anyone in Maranello is still pondering the merits of doing another Dino, the message seems clear: do it now, or surrender ground to McLaren for the foreseeable.





McLaren prefers not to label its 204mph 570S as a 'supercar', reserving the term for models even higher up the food chain, but Frankel was unable to see how it could be regarded as anything less...

www.motorsportmagazine.com/author/andrew-frankel



JAGUAR XF 2.0D R-SPORT

A new cat with boundless agility

HAVING SWUM IN THE usual ocean of purple prose expended over any new Jaguar or Land Rover product by the British motoring press, I had expected the new Jaguar XF to be a whole lot better than it initially seemed to be.

I was quite a fan of the old XF and spent an enjoyable year in one, but was in no way blind to its limitations. Behind those class-leading looks lay the same platform as the old S-type, which itself was a Ford-derived structure launched last century. So I was hoping for a seven-league improvement from the new XF. And at first I couldn't see where it might come from.

Visually it is to me less successful than Jaguar's other recent designs and, while inside I was delighted to see the back of the grotty old infotainment system that was allowed partly to spoil far too many Jags and Landies for far too long, the new system is more good than great. In the meantime, Jaguar appears to have given up trying to make its cabins look modern. It's an attractive, high quality environment, but there's no doubting a BMW presents its information more clearly, while Audi provides a greater sense of luxury. And from the look of the new Mercedes E-class cabin, the XF is going to struggle to match that, too.

And then there's the engine. The new 2-litre 'Ingenium' has all the numbers – the lower powered manual version claimed to better 70mpg and have the lowest CO_2 emissions (and therefore least exposure to company car tax) of any vehicle in its class, and that is all very commendable. But you still have to walk out to the thing on a cold winter's morning, hit the gently pulsating, glowing start button and be replied to by an all-too-familiar rattle. It improves once it's warm but never gets close to the standards similar Audi powertrains now reach, although it's probably no worse than an equivalent Mercedes.

But just when you are starting to wonder if Jaguar's advance towards its German opponents had been at least temporarily checked, you find a reasonable road and discover that among its kin the XF chassis is in a class of its own. Its ride is not like that of a limousine because if it were it could never provide such poise, feel and accuracy. Instead it is quite firm but so spectacularly well damped it never feels in the least uncomfortable. And even in filthy weather on normal tyres, the car has such stupendous balance and traction it can be driven in complete safety at a level of commitment you'd probably not consider in any rival.

So the XF is a good enough executive machine to do battle with the Germans for everyday usability, but if all you're going to do is commute or sit on the motorway, an Audi A6 is better.

Then again, if you need such a car but actually want something engaging and responsive to drive, its chassis alone now makes the XF a clear choice.

FACTFILE

£35,100

ENGINE 2.0 litres, 4 cylinders, turbodiesel

POWER 177bhp@4000 rpm

TORQUE 317lb ft@1750 rpm

TRANSMISSION six-speed manual, rear-wheel drive

WEIGHT 1585kg

POWER TO WEIGHT 112bhp per tonne

0-62MPH 8.0 sec

TOP SPEED 136mph

ECONOMY 65.7mpg

CO_2 114g/km





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MERCEDES-AMG A45

A compact sports hatch with 188bhp per litre...

THE McLAREN 675LT provides 666bhp from an engine displacing just 3.8 litres, each litre of which being therefore responsible for the provision of 175bhp. Pretty impressive, but perhaps not so far from the realm of expectation for a limited-edition, track-focused McLaren costing £260,000. More surprising is when that output per litre is beaten by a five-door, five-seat hatchback costing less than one sixth of the price. But that is what we have here with this renewed 376bhp, Mercedes-AMG A45, whose litres provide 188bhp each.

That's a 20bhp improvement on the previous, hardly slothful A45 and I wonder whether Mercedes would have felt the need to make the change had the car not been eclipsed in power terms (if few others) by Audi's new RS3. But there will always be some who will insist on having the most powerful car in whatever class they are shopping in, so I guess we should not be too surprised by Mercedes' willingness to take advantage.

The fact Mercedes is able to squeeze so much power from such a tiny engine and leave it so mannered is altogether more surprising. A few years ago I saw one of these engines screaming away on a test bed during one of those tests where they put a metaphorical brick on the throttle and come back a week later to see what's happened. The exhausts looked like the molten core of the earth but, as the man proudly told me at the time, "We just can't seem to break it." So they gave it some more power and, now, even more again.

Now this hatchback will out-accelerate a brand-new twin-turbo Porsche 911 Carrera S even if you equip said Porsche with paddle shift gears and launch control. And because of the context in which such crazy thrust arrives, it really will make you gasp. On a private facility I informally timed it from 0-100mph in less than 10sec, the first time I have ever known any such car get close to single digits over such a measure.

So it's fast, but is it funny? More so than the car it replaces, which Mercedes appeared to think so quick it had better be tuned to understeer everywhere just in case it all got too much for the driver. The A45 feels agile now and quite engaging, even if ultimately it lacks the pure chassis fluency of a BMW M235i or even a VW Golf R. Both are far slower and less powerful but, to me at least, more pleasurable cars to drive fast.

But if what you really want is the ultimate pint-sized rocketship, a quite practical, surprisingly frugal, tolerably comfortable, adequately refined point to point missile, its only true rival for now is the Audi RS3. It's a better bet than that, and by far.



FACTFILE

£39,960

ENGINE
2.0 litres, 4 cylinders, turbocharged

POWER
376bhp@6000 rpm

TORQUE
350lb ft@2250 rpm

TRANSMISSION
seven-speed automatic, four-wheel drive

WEIGHT
1480kg

POWER TO WEIGHT
242bhp per tonne

0-62MPH 4.2sec
TOP SPEED 155mph
ECONOMY 40.9mpg
CO_2 162g/km



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RANGE ROVER SV AUTOBIOGRAPHY SDV8

Time for the long-established SUV king to make a statement

THIS IS CALLED GETTING your towels on the deckchairs early. Land Rover has known for as long as anyone that an all-new class of super-luxury SUV is being created as we speak, involving blue-blooded brands who'd hitherto never have considered getting mud on their wheels. Companies such as Bentley, Maserati and even Rolls-Royce and Lamborghini. Can Range Rover compete with them for pure brand strength? Probably not. Can it get its offer in early and stake a claim to the turf before anyone else is even out of bed? You bet.

You might goggle a bit at the idea of a Land Rover product costing £165,000, but perhaps the single most important thing its marketing people have learned over recent years is that every time they think Range Rover has hit the limit of what people will pay for the name, it just pushes right on through.

This, then, is the second Range Rover to be given the Special Vehicle treatment, after the Range Rover Sport SV R, and I'll say now it has been executed with far greater success. You can have one with a long or standard wheelbase (though why anyone would choose short eludes me) and with V6 or V8 diesel power, or a supercharged 5-litre petrol motor.

FACTFILE

£165,000

ENGINE
4.4 litres, 8 cylinders, turbodiesel

POWER
334bhp@4000 rpm

TORQUE
546lb ft@1750 rpm

TRANSMISSION
eight-speed automatic, four-wheel drive

WEIGHT
2539kg

POWER TO WEIGHT
132bhp per tonne

0-62MPH 6.6sec
TOP SPEED 135mph
ECONOMY 33.6mpg
CO_2 219g/km

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It's a toss-up between whether to travel in the front or back because the rear seat – I should almost say suite – package, with acres of legroom, incredible visibility, individual rear chairs and all the usual refinements like a refrigerator, televisions, picnic tables and so on, has been brilliantly realised. Some of the fittings are not quite Bentley quality and, for a true luxury car, it is limited by the fact the rear seat does not recline, but the look is stunning and commensurate with the purchase price.

I've driven both the V6 diesel and V8 petrol in other Range Rovers and, despite the fact that the latter motor will attract almost all SV sales, it is as ever the V8 diesel that is the unsung hero. I don't want to rev a Range Rover nor hear its engine very much – I want to sit on the motorway at 80mph with just 1500rpm on the clock and a bottomless pit of torque beneath my foot. And that is what the big diesel provides.

Now as ever there is too much unsprung mass to give the Range Rover a true limousine ride, but a limo can't tow 3.5 tonnes, go off-road or provide a view of the road so imperious most normal SUVs look like MX-5s.

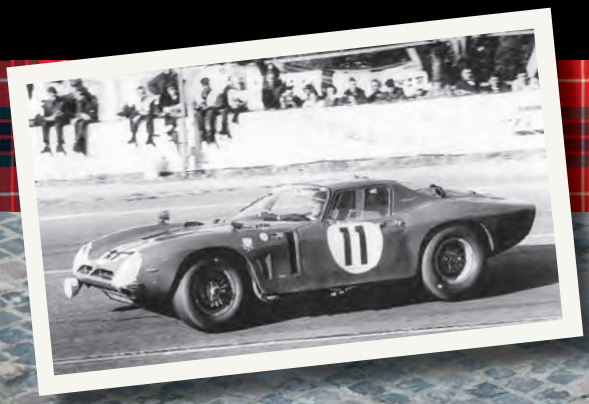
Land Rover knows its days as the undisputed top-of-the-range SUV king are over and that this ultimate flagship Range Rover will be priced against some of the cheaper offerings from new-found rivals. But it knows also that Bentley is not about to start selling Bentaygas for under £100,000, where the meat of Range Rover's business lies. So this is just Land Rover saying, "We can do this too." And do you know what? It can. The bar for the Bentayga has been set high. I shall tell you next month whether or not it is able to clear it.

1966 BIZZARRINI COMPETITION LIGHTWEIGHT COUPE
EX-WORKS MONZA, TARGA FLORIO & DOUBLE LE MANS ENTRANT

BA4*0106 was built by Giotto Bizzarrini as the ultimate lightweight example of his already successful design with a lighter chassis, revised rear suspension and lightweight fibreglass bodywork. Run by the Works, 0106 not only went to Le Mans in 1966 and 1967, but also ran in the 1966 Targa Florio and Monza 1000km's. Following Bizzarrini's financial demise, the car was stored for some 30 years before being sympathetically recommissioned. Offered in race ready condition, 0106 is a hugely important Le Mans veteran and the only right hand drive, fibreglass competition car built by the Italian marque

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High-octane thrills: some say that an element of risk in life is good for you...

Fuellish behaviour

Nowadays it is usual to think of the 1970s as a time when motor sport was so much more informal and easy-going than today, and this view extends to behaviour in the paddock as well as on the race track. I don't think I've ever seen a photograph that illustrates this so well as picture 7 in February's *You were there*. This shows one of the Lotus pit crew rolling a 50-gallon drum of Texaco racing fuel (complete with Flammable Liquid warning signs), not wearing breathing apparatus, fire-proof overalls or even gloves – and to cap it all he has a fag in the corner of his mouth! Those were the days…

Rod Shreeve, Charlesworth, Derbyshire

Swinging in the rain

In reference to your article on the Porsche 935 I have been very fortunate to have witnessed two of my heroes in two of my favourite cars win two memorable races, both held in atrocious conditions. One was the well-known 1970 Brands Hatch 1000Kms, won by Pedro Rodriguez in the fearsome Porsche 917, and the other, less familiar, was the 1981 Silverstone 6 Hours won by Harald Grohs with Walter Röhrl and Dieter Schornstein. I was a paddock marshal at this event but managed to sneak onto the pit wall and witness the memorable site of Harald opposite-locking the hefty Porsche through Woodcote in the torrential rain.

What a sight that was, one I'll never forget.

Peter Haynes, Needingworth cum Holywell



Eureka moment

One of the few drivers who appears only once in February's list of key victories for the Porsche 935 is Rob McFarlin.

A few years ago, I learned that an hour away from where I live in Eureka Springs, Arkansas, Rob McFarlin, winner of the 1979 Sebring 12 Hours, was running an antique store with his wife. The first chance we had, my wife and I drove over in our Carrera S so I could meet him.

We walked in, introduced myself to Rob and asked him if he really was the winner of the 1979 Sebring 12 Hours. He was shocked by the question and seemed genuinely pleased that I would take the trouble just to meet him. We went out to the sidewalk and talked for almost two hours.

I showed Rob a programme I had purchased at the 1978 Mid-Ohio IMSA Camel GT Race (my first professional sports car race). Rob was competing there that weekend and featured prominently. He was very competitive in the Champion Spark Plug Challenge Series driving a Datsun 200SX. I found his modesty regarding his achievements to be very sincere and refreshing.

As the conversation meandered in and out of the racing world we discovered we both shared a interest in the book *Zen and the Art of Motorcycle Maintenance*. The idea of 'quality' interested us both. Rob suggested my karting should be as rewarding as driving a 935 provided the effort put forth was a 'quality' effort.

Sadly, he and his wife have moved but I retain great memories of that weekend in '78 and the two hours I spent with Rob on a sidewalk.

I hope we can always remember those who have worked tirelessly and achieved the reward of a 'quality' effort.

Bob G Smith, Eureka Springs, Arkansas, USA

Fast lady

In the January 2016 issue Gordon Cruickshank wrote about Robert Cowell, who latterly became Roberta.

Once Roberta had bought a Mosquito she was finding it difficult to locate suitable engines for it and so contacted my dad, who found her two Rolls-Royce Merlins located in Castellemare, Italy, still crated up so presumably ex-RAF WWII issue. The Mosquito (G-AOSS) was eventually scrapped during 1960.

In the very late 1950s and early '60s she was a regular visitor at our house, always seemingly unannounced, but great fun and invariably arriving in something sporty and fast. She enjoyed the A1 and would call in on her way to or from Yorkshire.

In 1990 she moved into sheltered housing and passed away in 2011, when only six people attended her funeral.

Richard A Ward, Adwick Le Street, Doncaster

Where's that Tardis?

My wife recently bought me some old copies of *Motor Sport* from our local library's book store. Having just read (from cover to cover) the latest issue of *Motor Sport* and wanting something interesting to read, I picked up the July 1971 issue. On glancing through the classifieds, I spotted the following two items which relate to two cars mentioned in the January 2016 issue: a 1965 Lotus Cortina for £575 or near offer (must make Dario weep, even though it was not a Jim Clark car), and a 1958 Mercedes 300 SL Roadster for £1695. I'm sure John Young is smiling. One can only wonder which of today's cars will increase in value as these classics did.

Jan Dijkman, Florida Park, South Africa

Uncovering Topper

I refer to David Foster's letter in the January issue regarding the identity of 'A Tom Topper', whose book *Very Advanced Driving* was mentioned in Gordon Cruickshank's December column. A Tom Topper produced two books on driving – *Learning to Drive in Pictures* in 1967 and, a year or two later, the aforementioned *Very Advanced Driving* that went out of print only a few years ago.

I am acquainted with the author with whom I had a chuckle following the correspondence in your January issue. Naturally, having remained anonymous under his 'nom de plume' since 1967, he would prefer to remain so, especially



RECRUITMENT

Deputy editor

Motor Sport is expanding its editorial team, offering an exciting opportunity for an experienced journalist with a background in print and online publishing to join its team on a full-time basis.

THE ROLE. This is a senior editorial position working closely with the editor, website editor and publisher to produce and maintain quality content across all platforms – print, web and digital – for a variety of products. The successful applicant will have considerable experience in the publishing industry.

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- Experience of creating content concepts for projects such as supplements, 'bookazines' and specials, with an ability to flat-plan and write commission briefs
- Solid IT skills including experience of Indesign and Photoshop, and familiarity with website CMS, including Wordpress and Drupal
- An understanding of SEO and an ability to use and analyse data from Google Analytics
- Experience and ability to manage a team of people, both staff and freelance contributors
- Active on social media

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- Contributing to the process of creating content concepts that will appeal to a mass audience
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- Writing incisive and finely crafted content on a wide range of subjects suitable for print, web and digital platforms
- Taking on assignments at events in the UK and abroad
- Sub-editing commissioned content, writing headlines and stand-firsts
- Creating and executing news stand-friendly covers, and assisting marketing, publishing and advertising teams with briefs on selling points
- Editing and posting content on our website
- Playing a part in the promotion of content on social media
- Helping to organise and participate in special projects such as audio and video podcast

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as the books produced were, and I quote him, "Written based on his own learning in private grounds from the age of 10, and unsullied by the haughty, so-called professional driving instruction brigade who tried to monopolise driving instruction then, and still do today." This amused us all at the time!

Despite being a little thin on top since his late teens, he has never worn a hairpiece, or charged anyone for driving lessons. I can only assume that Mr Foster's instructor was capitalising on the success of the publications and using a hairpiece as a disguise!

Hugh Price, Kingswood, Surrey

Montego at bay

Back around the time of Mansell, Senna and Prost, Rover supplied courtesy vehicles at the British Grand Prix to ferry helicopter passengers to the various grandstands. About 40 cars were used, mainly Montego Estates and Rover 800s, with volunteer drivers of whom I was one. Although we didn't get



Rover group, with Silverstone renegade Linney on far right, before his unplanned lap of the circuit

paid it was a great weekend; we got free meals and got to see all the practice sessions and the Grand Prix. And I had a surreal experience after racing concluded on Sunday.

When I was following some friends towards the way out, they took a turning which I missed. I continued on, drove through a gate and to my amazement I was on the Silverstone circuit. Now I had a dilemma – should I carry on or turn around, then end up regretting the opportunity of a lifetime? I thought, what the heck – and went for it! I drove a complete lap of the Grand Prix circuit in a Montego Estate, at a very sedate speed so the experience would last as long as possible, thinking that only an hour before the F1 cars were going around at speeds of 170mph.

When I told my friends what I had done they thought I was joking, but by the smile on my face they knew I wasn't kidding.

The following year I did it again, this time with a convoy of British Racing Green Rovers behind me. But alas, instead of driving around at a reasonable speed so as not to attract attention, they all decided to make it a race. After about two-thirds of the circuit, marshals spread across the track and forced everyone off. Needless to say the next year all the courtesy drivers were warned not to drive onto the track. But no one could take away my moment of glory, driving the circuit on the same day as the F1 greats.

Derek Linney, Stourport on Severn, Worcs

Shadow man

In last April's edition of *Motor Sport* Rob Widdows wrote an article about "motor racing's most influential designer, whose low profile masks a catalogue of great achievements" – Gordon Coppuck.

Having known Gordon most of my life (we were both brought up in Fleet a couple of streets away from Bill Boddy), I heartily agree with Rob's description of Gordon's qualities. It is ironic therefore that in the February 2016 issue of *You Were There*, Gordon is indeed keeping a low profile in photograph 3 on page 61 sandwiched (unidentified) between Denny Hulme and Tyler Alexander!

You have a great magazine, with very interesting and often controversial views expressed by your contributors.

Chris Brooks, Frimley, Surrey

Putting a sheen on Sheene

Having read the motorcycle nominations for the Hall of Fame I can only conclude that Mat Oxley is not exactly a big Sheene fan. He mentions respecting him but then made a very low-key pitch with regard to a rider who – prior to Valentino Rossi – was easily the first name to spring to most folks' minds if you asked them to name a motorcycle racer.

To suggest he would be in the "lower reaches" of the nominees is incredible when judged by his comments on some of the other riders suggested. Remember this was an era before satellite television had brought the stars into every living room worldwide, and in this context I would suggest he was every bit as big a public personality as Rossi is today.

In the UK and Europe Sheene was 'The Man' who made motorcycling 'cool' and his personality dragged motorcycle racing out of the shed and into the showroom.

Take into account an incredible ability to recover way too quickly from big injuries: seven weeks from near-dead to starting a race at Cadwell Park, and then managing even to walk was pretty incredible after the 1982 Silverstone smash. Admittedly his best form was behind him from then on, but once it rained and evened up the odds he could still scare the full works riders on his outdated machinery, despite the prospect of another heavy smash putting him in a wheelchair.

For sure Kenny Roberts beat him royally once he arrived in Europe, in the same way Freddie Spencer beat Roberts, but for a few years we had the coolest, hippest rock 'n roll racer on the planet. He was of his time, alongside James Hunt, in the same way that Rossi's era reflects that of Schumacher.

I know which pair I would side with!

Neil Leigh, Spa, Belgium

Time travel to Le Mans

Thank you for publishing the article on the new Steve McQueen documentary. Over the Christmas/New Year holiday I dug out my *Le Mans* DVD and watched it again after many years.

I'm glad I did. Apart from the great racing scenes, I was fascinated by the pre-race coverage: Steve McQueen arriving in the 1970s 911S; the campgrounds, queues for the loos and washing facilities; the gendarmes, especially the part where they are starting their bikes; the mechanical cameras – no motordrives; the Ferrari transporter, all open sides; the Firestone tyre truck, a bit dirty; the cramped pits, and untidy garages…

And did I catch a glimpse of the winning Porsche 917, driven by Richard Attwood and Hans Herrmann towards the end of the movie?

I'll probably watch the new documentary too, as I'm a Le Mans and Steve McQueen fanatic.

I also enjoyed watching the Porsche 919's performances last year – Mark Webber is smiling!

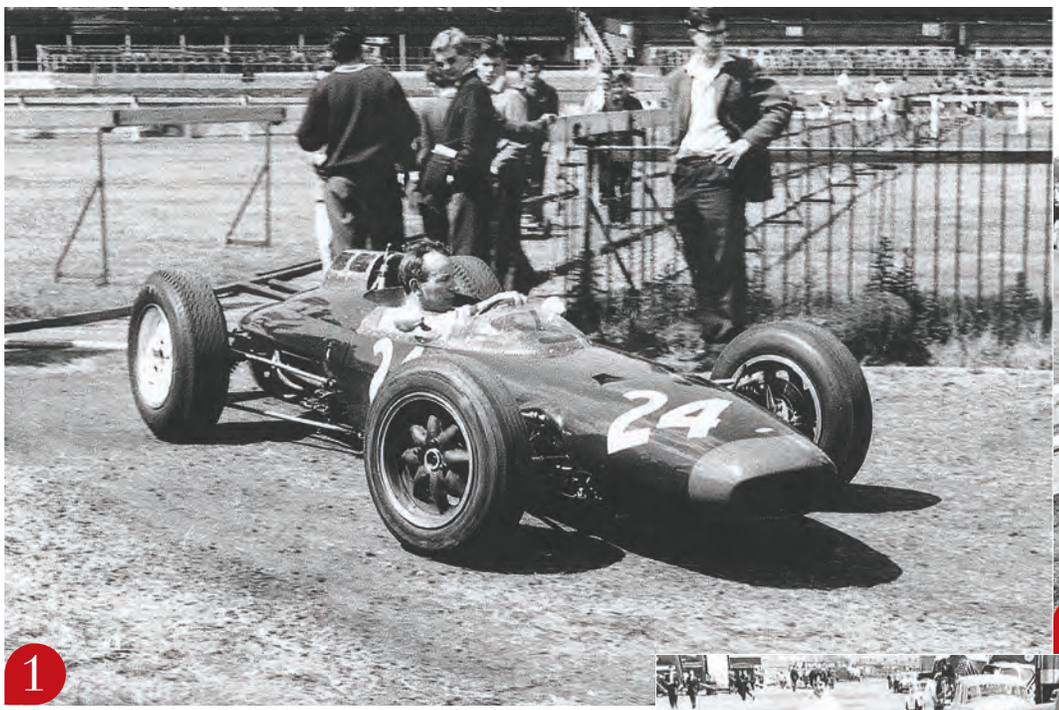
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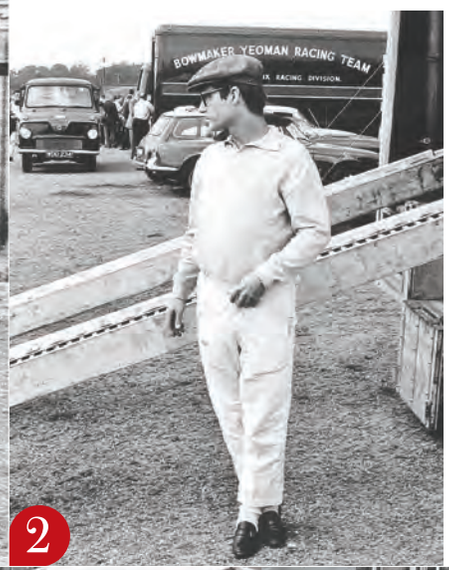
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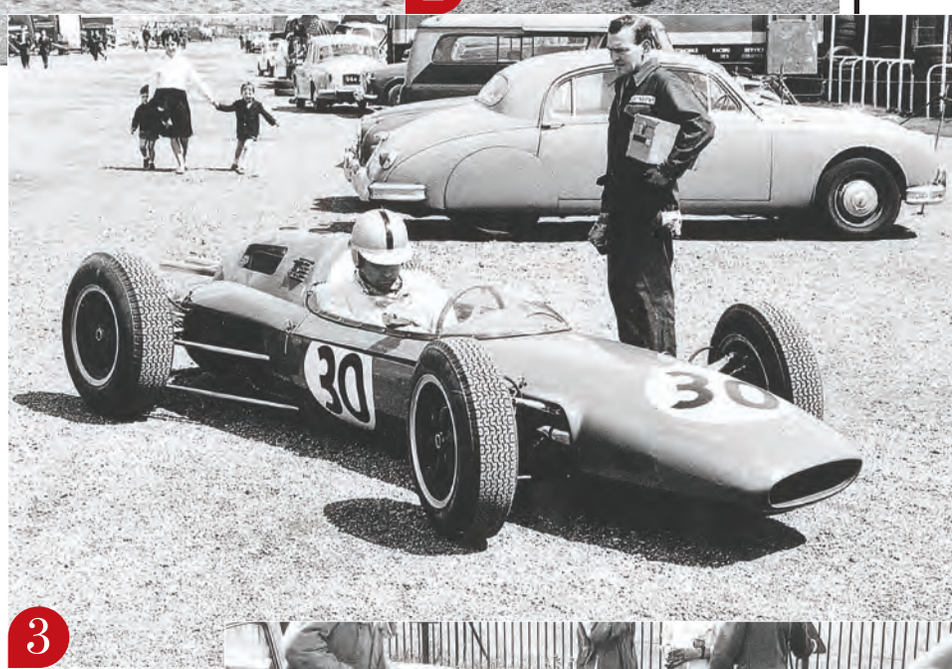
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DAVE WILLIAMS

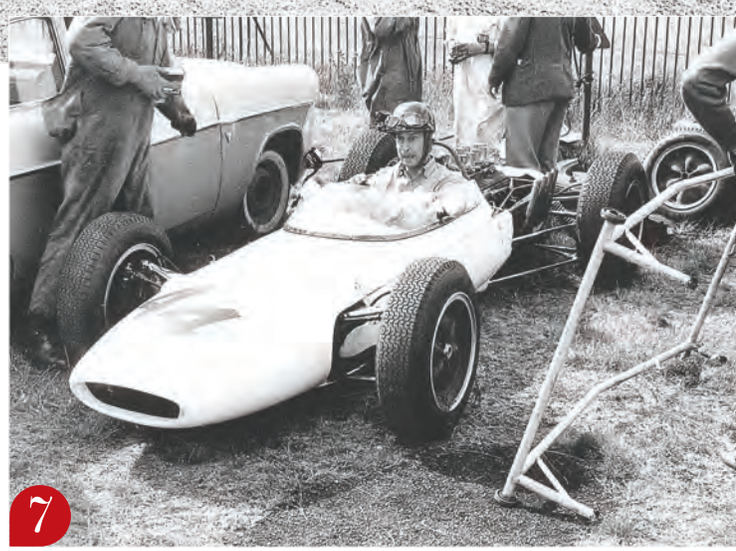
Being based in Hyde, Cheshire, Dave Williams was within easy striking distance of both Oulton Park and Aintree. He attended all five British Grands Prix at the Merseyside track. These are from the last of those, in 1962 – by which time he had started work "and could afford a decent camera" **1** John Surtees returns to the paddock in his Bowmaker Lola Mk4 **2** Masten Gregory **3** With his eponymous BT3 still not quite ready, Jack Brabham continued to use a Lotus 24 **4** Bruce McLaren chats to fellow Cooper driver Jackie Lewis **5** Pre-race points leader Graham Hill **6** Dan Gurney (Porsche 804) **7** German backmarker Wolfgang Seidel aboard his Lotus 24-BRM


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7

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KEEPING AN EYE ON THE TIME: NEW RELEASES IN THE WATCH WORLD

by Richard Holt



MONTBLANC Heritage Chronométrie Collection Twincounter Date

MONTBLANC

The company that was to later become Montblanc was founded in Hamburg in 1906. In those pre-ballpoint days it began making market-leading fountain pens, at the time the cutting edge of writing technology, and was initially called the Simplo Filler Pen company. A few years later, it began using the name Montblanc, apparently after a discussion among partners about a way of communicating the place their products held at the pinnacle of the writing game. The pens with the white mountain-peak logo became a huge success and, by the late 1930s, the company had diversified into leather goods.

Montblanc later began making jewellery and then, in 1997, watches. The watch world sets great store by heritage, so newcomers are always viewed with a degree of scepticism, even those with a reputation for quality as strong as that enjoyed by Montblanc. The firm was shrewd enough to endow itself with a degree of pre-packaged watchmaking history by acquiring a company called Minerva.

Established in the Swiss mountain village of Villeret in 1858, Minerva built a reputation as one of the foremost watchmakers of the 20th century. Montblanc's Villeret facility produces in-house movements for the company's *haute horlogerie* watches – high-value, hand-finished pieces that have been well received by hard-to-please watch connoisseurs and writers. But Montblanc has also received praise for its more accessible watches, produced at a separate facility in Le Locle. A nice new piece to come out of Le Locle is pictured here, the Heritage Chronométrie Collection Twincounter Date, with 40mm steel case, automatic movement and 38-hour power reserve – a classically styled watch for £2155.

Montblanc is still best known for its writing instruments, but it is increasingly gaining a reputation as a maker both of very high-end watches and also products like this that provide excellent quality for the money.

www.montblanc.com



NOMOS GLASHÜTTE

NOMOS Glashütte is also a relative newcomer to the watch market, having been around since 1990. Glashütte is the small Saxony town that is the birthplace of German watchmaking. The local rules stipulate that watches must have at least 50 per cent of their calibres made in the town in order to bear the Glashütte name. NOMOS Glashütte more than qualifies, with 95 per cent made in-house. Prices for the 10 watches in the new neomatik range start at £2180, with all featuring an exhibition caseback showing off the slender new DUW 3001 automatic movement that has taken three years of painstaking development. The clean design of the dials is indicative of NOMOS Glashütte's membership of the Deutscher Werkbund, the forerunner of the Bauhaus school that influenced everything from buildings to BMWs.

www.nomos-glashuette.com





CARTIER

The Clé de Cartier was first introduced by Cartier last year with the Clé, or key, referring to the novel crown. Set with a blue sapphire, this has a centring mechanism that means it clicks back into place satisfyingly when you have finished using it. New for this year is the first fully skeletonised version of the Clé de Cartier. It is also Cartier's first skeleton watch to use an automatic rather than manual movement. In place of a dial the bridges are pared back to form Roman numerals that indicate the hours. £POA

www.cartier.com

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"The risks were a turn-on for me. I was always



looking for the edge”

Gerhard Berger ‘grew up’ in Formula 1’s most powerful era, pitted against Senna, Prost, Mansell and Piquet. In one key respect, he had ’em all beat – by having more fun

writer ROB WIDDOWS

SHOOTING THE breeze with Berger is a glorious oasis in a desert of political correctness. There is no messing around, no ducking and diving. Gerhard's shots are fired from the hip.

If only he would come back to the paddock, bring his energy, humour, intelligence and mischief to bear on Formula 1 as it stumbles towards yet another crisis. But, in case you're wondering, he says he has no plans to return to the sport that has been his life. These days life's a beach… in Monaco.

Gazing out across the harbour, chilled out in check shirt and jeans, Gerhard Berger is just as he always was – fast, funny, and impatient of long questions. When he talks he looks you *very* straight in the eye, goes directly to the point, no matter what the topic.

"OK, we can talk about what is wrong, or right, with Formula 1 but let's start with the early days when it was just so much fun, and I never even dreamt of being in an F1 car." This sounds like a good idea. So let's enjoy some Berger banter over plates of pasta at Mozza, a favourite with racers at Portier, just down the road from his office above the famous Monaco tunnel.

Laughing as he talks, loving the memories, he takes us back to his boyhood in Austria.

"It's crazy, but I started driving when I was six or seven. My father had a trucking company and he liked cars, but there were no karts or racing cars, nobody was racing. What I loved was working on the trucks, or going to the scrapyard, getting an old car and fixing it, bringing it back to life. Then I would take it out, slide around on snow and ice in our village. It was crazy. Soon the police knew my name and I spent a lot of my childhood in the police station or in the hospital… I was nine years old, no licence, no insurance, no number plates but I was sliding around town – it was fantastic, and the police told me they'd make sure I *never* got a driving licence."

Pause for much laughter. "Then the real fun started: my father's truck drivers knew I was out on the roads and by the time I was 12 years old they'd take me on long-distance trips and I would drive when they were sleeping. Forty tons in the back, snow and ice, flat out, to see how fast I could do the corners without it tipping over. I was small, so I'd put a box on the seat, and the tourists towing their caravans would look up at me with some shock on their faces. I loved it and I'm just thankful I never hurt myself, or anybody else… The thing I





Berger and Michele Alboreto finished 1-2 at Monza in 1988, the first GP after Enzo Ferrari's passing. Right, Gerhard today

loved was finding the limit, whether it was a car, a truck or fork-lift in the yard. This was my life, the *driving*, but racing came much later. When I was 14 I discovered motorbikes and did some small races, some slaloms, street racing, and illegal night racing up in the mountains and I found I was very quick in the rain, beating the other boys.

"I had a photo of Jochen Rindt on my wall. He was a big hero, but I didn't follow motor racing as a fan, I was just obsessed with driving or riding on the limit. I had no big plan, no ambition. It's incredible that I did only 40 races between those early days and arriving in Formula 1. It just happened; I'd been given this talent for driving, I was winning a lot, and I was *never* scared, nothing frightened me."

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THERE WAS A SMALL LOCAL RACING team in a nearby town and, having heard about Gerhard's exploits on the streets, they allowed him to visit and look at the cars. Then, out of the blue, in 1979, they asked him if he'd like to race a Group 5 Ford Escort they had prepared at the Österreichring.

"So I said OK, but I was still in college, no race licence, and I had no money. It turned out the guys were trying to sell the car and they knew my father had some money. Anyway, I did the race, and I won, which was a problem because it was in the papers and I'd never told my parents… They insisted I finish my education, so that was that until '81 when I bought myself an Alfasud, prepared it, won the German Alfasud Trophy and brought home some prize money. Alfa Romeo came to me after I won at the Österreichring, said they'd like to support me, supply some engines for Formula 3, but I'd never driven a single-seater." Pause for more laughter. "So I hired a Formula Ford and won my first race. Then I did Hockenheim in Ford 2000, Senna was there and many other big names, a strong field, and I qualified well. At the first corner somebody hit me, and at the chicane I had no brakes and I had a *huge* crash, cars everywhere, red flag, like a war zone, and I had no car any more. So I thought, OK, I know I have some talent and I need to find a way to Formula 3."



In 1982 Gerhard finished third in the German F3 series, with a Josef Kaufmann Martini-Alfa, up against the faster VWs. Then the big break came: he met Helmut Marko.

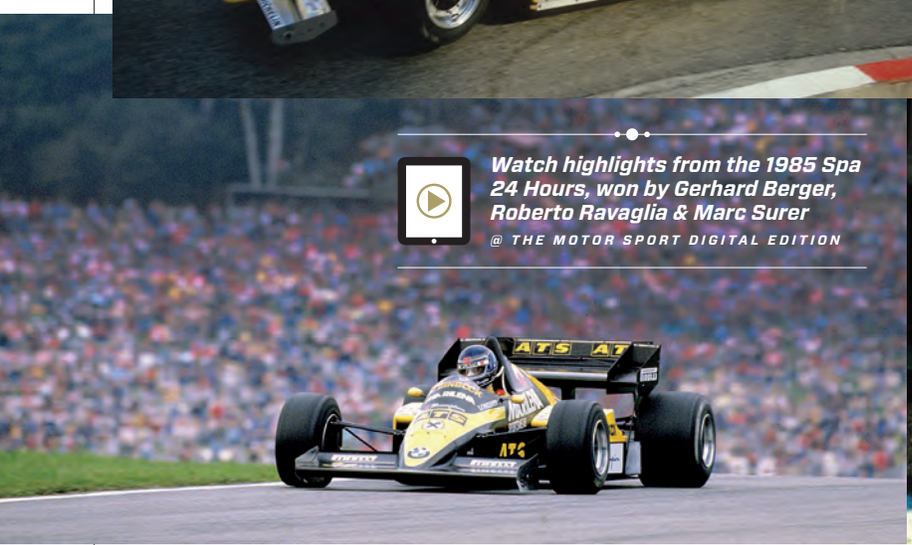
"He says, 'I've been watching you. Call me next week.' So I did. I was almost bankrupt, no car, no plans for the next year. So I met him in Graz and he says he's going to put me in the European F3 series. This was good because it was going to be more professional with him, I would learn about set-up and technical things, not just rely on my talent. I didn't speak any English, I hardly knew where England was, but I hitched up a trailer and drove over there to buy a Ralt from Dick Bennetts. It was crazy, driving through London with my trailer – I'd never seen traffic like that before. Anyway, we got the car, took it home and did a race at Vallelunga. This was the start of being a professional driver with free engines from Alfa and backing from Helmut Marko.

"The car wasn't very good, but I had no idea what to do about understeer or oversteer – I'd always just driven flat out. Helmut was very frustrated, he couldn't believe I knew so little, and he helped me a lot with the technical side. We needed money so he took me to some slaloms in Austria where we could earn prize money and find sponsors. We won some races and Burghard Hummel, a long-time supporter from Austria, introduced me to Dieter Stappert at BMW. He offered me a touring car test at Mugello and I think I was quickest, so I got a place in the team and I was paid. Now I had money for F3 *and* I got to race the BMW. We got some F3 podiums in '83 and decided to do another year in '84 with Trivellato – but I didn't want to be team-mate to an Italian in an Italian team, so Roberto Ravaglia lost his seat. I felt *really* bad about this; I liked Roberto, but Dieter Stappert got him a drive with me at BMW so it was OK in the end."

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GERHARD FINISHED THIRD IN THE European F3 championship, and now after fewer than 40 races in total he was on his way to F1 with ATS, recommended by Marko and





Watch highlights from the 1985 Spa 24 Hours, won by Gerhard Berger, Roberto Ravaglia & Marc Surer
@ THE MOTOR SPORT DIGITAL EDITION



In 1986 Berger dovetailed F1 and ETCC, winning in both. Above left, heading for second in the 1984 Monaco F3 race. Left, F1 debut with ATS, Austria '84

Stappert, who brought BMW engines to the German team. Imagine it – no karting, some touring cars, a season of F3 and he was about to make his GP debut with more than 1000bhp of turbo power behind his back. The baptism was just four laps at Zandvoort.

"I know…" Pause for much chuckling. "It was crazy, this thing had *so much* power. I'd never felt anything like it – I mean I'd only done one proper season in a single-seater. It had 1300bhp, no tyre warmers, no power steering, manual gearbox, you'd spin the wheels in fifth gear… Incredible. Before I drove the car I walked down to Tarzan to check the braking point – it wasn't just the power, it was the brakes. So I thought, 'OK, I shut my eyes and brake where Piquet brakes.' That's what I did, and somehow I got it round the corner. [ATS boss] Günther Schmid said to me, 'Wow, you brake late for Tarzan.' I had to put on a good show – they could see what I was doing from the pits. Everything happened so *fast*, always changing gear, the power band was so narrow, just 1500 revs, so you raced sometimes with one hand – steering with one, changing gears with the other. Crazy."



Everything was going according to plan. After just four races with ATS in '84 Gerhard Berger, GP driver, had arrived at his destination. A year with Arrows, a year with Benetton and he was on his way to the Scuderia.

"I had no plan," he chuckles, "but for the first time I could see some kind of professional career ahead. I also realised that, despite the natural talent I'd been given, I might never beat people like Senna, or Bellof, who had so much more racing experience. Bellof, I think, was the fastest of them all, and I'd met all the guys on my way to Formula 1.

"They were great times. I had found my family, it was a dream. It was hard-core in those days, it was dangerous, but it was a great time for motor racing, for drivers and the fans."

In the winter of 1984, with an Arrows contract on the table, Berger survived a horrible accident in the Austrian mountains, hit from behind by another car and pushed over the edge of the road. "I thought it was the end of my career. I broke my neck in two places, head and kidney injuries, I nearly died. They put some screws in my head and a plate in my neck – they'd never done this before, very risky, but I said, 'OK, go ahead.' Afterwards I looked like a monster, no hair, plaster everywhere, holes in my head. The doctors said there was no way to think about racing, that I should be in bed for three weeks. After a week I got up and left, still like a monster, but I had to see Jackie Oliver and get the Arrows drive. It was so funny, I went to see him, talking with my hands over my head, telling him I was fine, and he gave me the job… Crazy. Anyway, I learnt a lot at Arrows; Jackie was good, totally a racer."



Life among the greats: Berger leads Senna, Mansell, Prost and the rest at the start of the 1989 Portuguese Grand Prix

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IN THESE EARLY YEARS BERGER CAME up against all our heroes of that era – Mansell, Piquet, Prost and Senna to name just a few. It was his approach to danger, his appetite for risk, that helped him take them on, even as the new kid on the grid.

"Yes, the risks were in some way a turn-on for me. I was always looking for the edge. It felt cool to put two wheels on the grass to overtake, like in the turbo Ferrari at Hockenheim, 205mph on the straight, then bring the car back in line. My first race in Austria, I was green behind the ears, a bit stressed, but I remember overtaking Piquet going down to the Boschkurve and waving to him, like the Queen passing by. He must have thought I was crazy, but I had no fear, it didn't seem so special.

"I never thought about what would happen if I crashed, but all that changed completely after my accident at Tamburello at Imola [in 1989]. As I went towards the wall, flat out, no control, I knew it was going to be a big one. I could see it coming, then I blacked out. They said the hit was about 120*g*, that's painful. There was the fire, that frightened me, and there was nothing left of the car. In the photos I am just somewhere in the wreckage, you cannot see me. It hurt, a lot, and I realised things can break on these cars, tyres can fail, nothing you can do, you're gone.

"Looking back, the way I drove was perhaps not always the way to win races and championships, not the fastest way, but I enjoyed the risks, I was looking for them. After Tamburello I thought about the risks. When I went to McLaren, Ron [Dennis] tried to get me to change my style, be more focused on success, like Vettel these days or Lauda before, but it was not my personality. Ron said to me, 'Gerhard, you are bloody quick, very talented, but you should stay off the kerbs, not be so sideways.' But this was not me and in fact I went slower when I tried to be neater, to think more about points and championships."

So whom did he respect above all the others at this, the highest level? He was teamed with the greatest, raced against the greatest for almost a decade.

"There were two guys I rated at a different level. Senna and Bellof. They were unbelievable. Everybody forgets about Bellof, he was on the level of Senna, a risk taker, he could challenge anyone. When I joined McLaren I thought I could beat Senna, otherwise I would not have gone there, but he was so quick, so

"I REMEMBER OVERTAKING PIQUET GOING DOWN TO THE BOSCHKURVE AND WAVING, LIKE THE QUEEN PASSING BY"

determined. I learnt a lot about *racing* from him, and we became close friends. At McLaren there was always the fight with Ferrari, like between Hunt and Lauda, or Schumacher and Häkkinen, and Ron always aspired to be like Mr Ferrari with his road cars and his race team. That was a big motivation for him. He got upset when people mentioned he was a mechanic; he didn't like that much. But we got on well, he liked my sense of humour. It was three good years."

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BUT WE'RE JUMPING AHEAD: BACK TO 1986. Berger's first taste of the champagne came at Imola in April when he scored his, and Benetton's, maiden podium. Then, in Mexico in October, came the breakthrough victory. En route to the podium at Imola he'd passed Stefan Johansson's Ferrari, with two wheels on the grass, and back in Maranello Mr Ferrari made a little note in his black book.

"Benetton was a very happy time," he says, "working with Pat Symonds, still one of the best engineers in F1. And there was Rory Byrne, a genius, the best designer of his generation, and later on with John Barnard, who gave us the automatic gearbox. These were the best ever in F1, next to Adrian Newey. At the end of '86 I had offers from both McLaren and Ferrari: my brain said McLaren, my emotions said Ferrari, so I went with my emotions. I always did. Marco Piccinini had called me, said Mr Ferrari would like to see me, I thought, 'Shit, this sounds good.' So I drove to Maranello in my Audi 100, met Piccinini at a fuel station. He put me in the back of his car with a blanket over my head and drove me to Fiorano. I sat with Mr Ferrari and he says 'Do you have a manager?' I say no, and he says 'OK, if we agree, you can sign today.' He offered 700 or 800,000 and I thought, 'This is good, I would have driven for free!' " More laughter. "So I signed, with an option for a second year, and that was it, done. It wasn't the history. I just wanted to drive a Ferrari on the limit."

And so began three turbulent seasons.

"It was difficult at first. Michele [Alboreto] was the big hero in the team, but I was quite soon the leader. After three years I was tired, though, needed a new challenge, and McLaren looked like the best team – very organised, good facilities – but when I got there it was just like Ferrari. Ron Dennis created this great image, while Ferrari was more about emotions. I am as much a McLaren man as a Ferrari man; both are brilliant teams and I had a fantastic time. It was difficult being teamed with Ayrton: he was ahead of me in experience, better at some things, and he deserved to be the number one. He was maybe the best ever. I studied how he worked but I preferred my own way, no point copying him. I'd never met a driver with the capacity he had; I underestimated him. At Ferrari I worked with Giorgio Ascanelli; he knew how to make me faster, did all the technical things, so when I got Prost's engineer at McLaren I had no clue what to do with the car. I asked Ron to get Ascanelli for me, not easy, but he got it done. He says, 'You want the good news or the bad? Ascanelli is coming.' So what's the bad news? 'He's going to be on Senna's car'." Cue more laughter.

"Yes, it's funny now," he grins, "but it was a big thing at the time. Looking back, I do regret that I didn't take the technical side more seriously, and it would have helped if I'd done some karting like most of the other guys. I had the talent, but at McLaren I met the best, and I couldn't beat him. Senna would always push the engineers to get everything right; it wasn't just his speed, he played the game in every area, like Lauda, Prost or Vettel. I do regret not pushing harder, no question, but it just wasn't my way, all the homework… But I had more fun than any of them. I'd known Ayrton since Formula 3; we were opposites, but there was a chemistry. We respected each other. I was sometimes quicker and he was shocked, but he had better racecraft, and he was fitter.

"We became friends because he'd had a bad time with Prost and I never wanted to get involved in all that bullshit, the politics with Honda or whatever. We trusted each other. I showed him some fun; we spent some holiday time on my boat, planning how much money we would get from Ron for the new season. Ayrton enjoyed that, loved doing that deal for one million a race. I always liked the business side, almost as much as the racing, but Ayrton wasn't driven by money. He just wanted the best car; that was always his priority, the best car, one that could win."

Sadly, Berger's final years, with Benetton-Renault following a second spell at Ferrari, were not his best, or happiest.

"I was worn out, moody, tired. Ross and Rory had gone to Ferrari, it was not the same. It was a downward spiral, and maybe I stayed too long. It was the black time of my career. My father died, I got ill, and in '97 I did the deal to be Competitions Director at BMW, working with Frank and Patrick on the Williams-BMW Le Mans car and latterly on the F1 project. Frank said to me 'I could never afford you before, now I have you for free…' It was a good time, although the Sauber-BMW partnership never had the success it should have. It was a clash of cultures, the killer instinct wasn't there, and the BMW board lost passion for the sport.

"Then in 2006 there was Toro Rosso. I'd known Dietrich Mateschitz since the early days in Austria, and when he started Red Bull I was the first driver to promote this new product. So we wanted to do something together. We brought good people, Franz Tost, Giorgio Ascanelli and Sebastian Vettel, and we won a race [Monza 2008]. To win a race as a driver is



the best thing, no question, but the next best is to win with your own team. Now you cannot win as a private team; unless you have a manufacturer you will burn your fingers. In the end we agreed to part because in the media it was becoming all about Gerhard Berger, not Red Bull, so it was time for a change."

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FINALLY, LET'S TAKE A LOOK AT TODAY'S Formula 1 with a man who has seen it all, from all sides. As the FIA's president of the single-seat commission he worked on building a more structured pyramid between karting and F1, on rationalising the regulations, strengthening the quality of Formula 3 and launching Formula 4 as a new step on the ladder.

"F1? It's too complex and it doesn't look right, feel right or sound right. Manufacturers have too much influence. The sport should be run as a dictatorship, as Bernie always says. It is just *impossible* to run F1 with commissions, committees and steering groups. You need one independent person making the decisions. When Max [Mosley] was president of the FIA, for a long time he and Bernie were one voice, making clear decisions on strategy. Jean Todt is



Berger finished third at Monaco in 1990. Top left, Senna explains the importance of being earnest. Left, on demo duty with Vettel, Austria 2014

"I'D KNOWN AYRTON SINCE F3. WE WERE OPPOSITES, BUT THERE WAS A CHEMISTRY"

very knowledgeable, no question, he has his own ideas and agendas, but he is no longer one unit with Bernie, so this has allowed manufacturers to put their voices between Bernie, or CVC, and the FIA. It makes good stories for the media but it doesn't help the sport. The last Concorde Agreement gave more power to certain players and they are starting to use them, not for the good of the sport.

"Also, it is way too expensive: only Mercedes, Ferrari and Red Bull can afford it now. The business model is broken. If you put any businessman, without a passion for F1, into this situation he will say it's not a viable business This is not healthy. We need to simplify the sport: it is too complicated, too much technology. The fans want close racing, man to man, wheel to wheel, some excitement and drama. They aren't interested in tyres, DRS, KERS, ERS, or these stupid engine tokens and ridiculous grid penalties. Fans don't want to memorise all the rules. I just hope Bernie and Jean Todt can work together now to simplify the sport, and reduce the costs by standardising some of the new technology and increasing engine mileage. None of this is easy but right now the sport is just not good enough. The key word here is simplify. Bring it back to man and machine, something the fans can enjoy and understand without being technical experts."

Looking back over 2015 who most impressed Gerhard? "Lewis is outstanding, maybe unbeatable over one lap," he says. "I rate Nico very highly too, in a difficult situation against Lewis. Ricciardo is a good package, a good overtaker, has a good brain. Verstappen is a future champion, he's always fighting, always overtaking. It looks like he doesn't breathe in the race. I'm glad Helmut Marko took him into F1 at 17 – there was no reason to hold him back. For me though, Sebastian Vettel is the best: four title at such a young age, and the way he has brought Ferrari forward. He is the strongest, most complete package in F1 today."

Our time is up. The truck mechanic from a tiny village in Austria steps onto the balcony of his office overlooking Monte Carlo harbour, always just a sentence away from another funny story. Sadly, he isn't coming back to the paddock, where his flamboyant style is still an indelible memory. As we say our goodbyes we walk past models of the cars he raced, from Ford Escort to Ferrari – a rich, colourful career.

"Yes. And I had so much fun," he grins. "Nobody can take that away."

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{ LUNCH WITH }

JUAN PABLO MONTOYA

Few drivers can claim Indy 500, F1, NASCAR and Daytona 24 Hours wins, but this hard-charging Colombian has rarely followed convention

writer SIMON TAYLOR | **photographer** BENJAMIN RUSNAK

IN THESE TIMES OF RELENTLESS specialisation in everything, including motor racing, true versatility is rare. In his day Mario Andretti was F1 world champion, won the Indianapolis 500 and won NASCAR's Daytona 500. Graham Hill was twice F1 world champion; he won the Indy 500 too, and Le Mans. Dan Gurney won in F1 – in one of his own Eagles, on one historic occasion – and was also a winner in Indycars, NASCAR and in endurance racing, Le Mans included. To that tally you can add Can-Am and Trans-Am.

But in the modern era, maybe no one has moved across different categories quite like Juan Pablo Montoya. He's not much interested in statistics, or indeed in championship titles: in his view, the one thing that matters is to win the next race. In whatever class or formula he finds himself, what presses his button is crossing the finish line first. When I remind him that he won the CART Championship in his rookie year, he answers with a shrug.

However, when I mention his extraordinary roster of rookie race victories, winning in his first full season in every class of racing he has done since Formula Vauxhall, that does produce a happy grin. He was successively a rookie winner in F3, Formula 3000, CART, Formula 1, NASCAR and then back in Indycar.

But when I ask him what it felt like switching straight from a Formula 1 car to a NASCAR blunderbuss, and from road circuits to ovals, there's another shrug. Juan treats every racing car as just that, a machine to win a race. He sees it as his job to adapt to different cars and different tracks, get the best out of whatever he has in his hands that day, and go for another win.

Ever since his first outings in karts and local single-seaters in his native Colombia, Juan has stood out because of his unshakeable self-confidence, his laid-back attitude, and his refusal to think that any other driver, however great, is unbeatable. He is also rare among modern professional racers in that he speaks exactly as he finds, and his directness will often produce harsh truths about himself as well as others.

We're lunching in maybe the smartest restaurant in downtown Miami, the Capital Grille (spelt like a radiator grille) at 444 Brickell Avenue. Juan lives a few blocks away and is a regular here, and the fastidious

maître d' welcomes him by showing us to a private room. A definite plus is that Connie Montoya, Juan's elegant, charming and race-wise wife, joins us for lunch. She too is Colombian, but they and their three children spend much of the year in Miami.

As Juan tucks into crab cake and a substantial medium-rare sirloin steak – "I'll have mashed potatoes, and don't give me any greens" – he wants to tell me first about his recent Porsche test in the 919 hybrid Le Mans car. "The challenge of just working out how to drive it was pretty cool. The media made a big deal about it, but it was only a friendly invitation, and I did it with Roger Penske's permission. There was no hidden agenda, no offer from Porsche, and in 2016 I'm not doing anything except carrying on with my Penske Indycar contract."

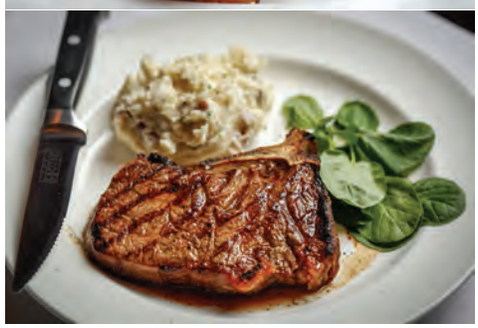
JUAN WAS BORN IN BOGOTA 40 YEARS ago to an architect father who was a keen kart racer. "From when I was really little I went with him to the tracks, and as soon as I was old enough I was racing. I won a lot of championships and I wanted to move on to cars, but in Colombia the car racing people and the karting people didn't really get on. The car guys didn't want me, they said I was too young.

"So when I was 17 my dad paid for a three-day course at the Skip Barber Race School at Sears Point. My tutor was Vic Elford. I didn't really speak any English then, but Vic was really good to me and taught me a lot. Then back in Colombia I got myself into a Formula Renault, qualified on pole for my first race, and won it."

The Montoyas were a middle-class family, and not particularly wealthy. To support his son's racing aspirations, Pablo Montoya had to mortgage his house. "My first full season, 1993, I did three Colombian championships: Formula Renault, another in Suzuki Swifts, and another one in old Ladas. In the Swift I won seven out of 10 races, and because I was going well I got useful sponsorship from Mobil locally." He forgets to mention that he was also still karting, and won the SudAm 125 Championship. "In 1994 I went further afield. I won a couple of races in the Barber-Saab Pro Series in the US. I raced in Mexico in their Formula N: they were single-seaters with Nissan engines. And I did some sports car racing in Mexico in a little locally built car, super-low, carbon fibre, enclosed cockpit. That was the most fun I'd had up to then, and I won a lot of races.

"Now it was time to get serious, and come to England. I was 19." Via a Barber-Saab contact he got an introduction to Jackie and Paul Stewart, who gave him a test and forthwith put him in the Stewart Formula Vauxhall team alongside Jonny Kane. "My English was pretty non-existent. I found a room in Milton Keynes about 200 yards from the team's base, and I listened and I learned. I got most of my English from the mechanics, including all the bad words.





JUAN PABLO MONTOYA
CAREER IN BRIEF

Born: 20/09/1975, Bogota, Colombia **1992** Graduated from karts to Formula Renault **1994** Mexican Formula N champion; Barber Saab Pro Series **1995** UK FVauxhall **1996** British F3 **1997-98** FIA F3000, champion in '98 **1999** CART champion **2000** Indy 500 winner **2001-04** F1, Williams (4 wins) **2005-06** F1, McLaren (3 wins) **2007-13** NASCAR (2 wins) **2007, 2008 & 2013** Daytona 24 Hours winner **2014-present** IndyCar (3 wins, including 2015 Indy 500)

"Racing in England was a big wake-up call for me. To start with I was struggling, I really was. Jonny was quick, he understood the car. I was trying very hard, braking late everywhere, but the times weren't there. Then Jackie got me to take him round Oulton Park in an Escort Cosworth. I'm going into Druids as hard as I can, and as I turn in the rear end steps out. I'm thinking, 'Oh no, I'm going to bust my ass here, with Jackie Stewart as passenger. This is exactly what I don't need right now.'

"Anyway, I got the car back, and Jackie said: 'Very impressive car control. But you don't need to try that hard.' Then he took the wheel and he said, 'I'm going to show you how it's done.' Off he goes, really slow through the gears, really smooth on the brakes, very little steering effort, and I said to myself, 'Come on, grandpa!' And when we came into the pits and I saw the times, he was seven-tenths quicker than my best time. That taught me a good lesson. I was using up so much energy and effort, I was wasting time by trying too hard.

"After that I won three of my last six Formula Vauxhall races, and ended the season third in the championship. I wanted to stay with Paul Stewart for 1996, moving up to F3, but Paul wanted me to keep on in Vauxhall. I wasn't having that: I was a winner in Vauxhall and I was ready for F3. So I went to Fortec and did my F3 season with them. I was never really comfortable in that Dallara, and we had the Mitsubishi engine, which wasn't as strong as the Mugen-Hondas, but I won two races." In fact the end-of-season F3 reviews said Juan was often the fastest driver out there, but he made lots of mistakes. They also said that he apparently had no fear.

"Yes, people said that, and sure, I did make mistakes, but I was so hungry. There's no point in racing unless you're hungry: why do it? The next year I was in F3000, and with a decent taste of power I was much more comfortable. I was now racing against some big names of the day. It took me a little time to realise that I was there because I was as good as them, and they weren't going to run me over. I never think I'm better than everybody. I just think, 'If they can do it, I can do it.'"

Juan's speed in F3000, plus his charging determination and his apparent fearlessness, attracted plenty of attention. In 1997 with Helmut Marko's RSM team he won three races, but more mistakes lost him another two wins. Even so he missed the championship by just 1.5 points. By mid-season Frank Williams had offered him an F1 test.

"It was at Barcelona: me, Nicolas Minassian, Soheil Ayari and Max Wilson. Before that test I trained really hard, but nothing, even F3000, can prepare you for what F1 can do to your neck. Those two fast right-handers at Barcelona, I turned in, the car went right, but my head went left, I could barely see where I was going. But you can't lift, it's your job to be quick. Anyway, my times were good, and Frank gave me a test contract. He was really good to me. I owed Marko some money, so he paid that off, and he also paid David Sears what he was asking for a full F3000 season in 1998 at Super Nova."

Under Sears' guidance came greater maturity. "I had to learn. In racing you either learn, or you go home." In 12 hard-fought F3000 rounds Juan was on the podium nine times, with four victories, and won the championship with some ease. "Racing in F3000 and testing in F1 for Williams, it was all happening. By the end of the season I'd run as fast in testing as the regular Williams drivers [Jacques Villeneuve and Heinz-Harald Frentzen], I was F3000 champion and everyone expected me to be racing for Williams in 1999. So did I. I had a Williams contract, and it was a no-brainer.

"Then they told me they were going to go with Alex Zanardi and Ralf Schumacher." Zanardi, a two-time CART champion for

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1 Montoya won on his Indy 500 debut, in 2000 2 First victory of his current Indycar spell came at Pocono, 2014 3 Montoya raced for two years in the UK. Here he's in action during the 1996 British F3 series 4 Starting from the front row (no42) at the 2012 Daytona 500 5 Second of his two NASCAR wins came at Watkins Glen, 2010 6 Celebrating his first McLaren win, Silverstone 2005. Little more than a year later his F1 career was over 7 Leading Schumacher during winning Monza drive, 2001 8 Third Daytona 24 Hours win, 2013 9 Heading for the FIA F3000 title, Pau 1998



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Chip Ganassi, was coming back to F1. "I couldn't believe it. I went back to Colombia and thought, 'If I have to spend another season just testing, I'll never race in F1.' You spend more than one season as a test driver, you get stuck there. You do lots of hard work, and then you're kicked out to make way for another youngster. Like [Jean-Christophe] Bouillon, who was a tester at Williams before me. Who remembers what happened to him?

"Eddie Jordan called me and wanted to offer me a drive, but Williams said, 'You can't talk to him, you're under contract to us.' The final insult was when they said, 'We're testing in Barcelona with Zanardi, and we want you to come and help him.' I said I wouldn't do it, but they said, 'You have a contract, you have to do it.' So I did it, and of course I was faster than Zanardi.

Andretti's public rage made headlines, but Juan says, "After that people in Indycar took me a bit more seriously. I think I'm pretty fair, but at the end of the day you need to look after yourself, because nobody else will. Sure, I am very aggressive. The English media aren't used to people who actually race, race in every respect. When somebody is racing hard and overtaking they say, 'My God, he is so aggressive.' I believe motor sport is meant to be that."

Juan's first CART win was around the streets of Long Beach. "At that point I guess I thought I'd never make it back into F1, so that win meant a lot to me. But when I got on the ovals I thought, 'This is Bad.' In my first test, at Homestead, I got way out of shape. I caught it before it hit the wall. but the Ganassi guys called me in at once to try to calm me down. They said, 'That was way too close.'

"THE WILLIAMS FW23-BMW WAS A REALLY GREAT CAR, BUT TO START WITH I DON'T THINK I WAS GOOD ENOUGH..."

"And who should turn up at the Barcelona test but Chip Ganassi, with his team manager Morris Nunn. That evening Ganassi said, 'Hey, I want to talk to you. Do you want to race for me in CART?' I told him I was tied to Williams, but he said, 'Frank's OK about it. Now, here's a contract. That's what I'll pay you. No discussion. Sign here.' I guess Frank had made some arrangement with Ganassi. I never really found out what the deal was, but in effect I was switched with Zanardi."

SO FOR 1999 JUAN FOUND HIMSELF driving in CART in a Ganassi Reynard-Honda. And, after seven victories and a season-long battle with Dario Franchitti, the rookie was CART champion. "Yeah, that was pretty good. I guess it was beginner's luck." In CART Juan quickly earned himself a reputation for being aggressive, even wild, which began with a famous incident in the second race of the year at Motegi, Japan. Michael Andretti, former champion and in his 17th season in the series, was Indycar royalty: Juan was the new boy. "He tried to intimidate me. I catch him on the back straight, I'm going alongside, and he turns in like I'm not there. I locked up the fronts trying not to hit him. So on the front straight I get in his draft. As I start to pass him he turns left. I don't lift off, so we crash."

"Morris Nunn was really great. His relationship with me was way different from how he was with [Juan's team-mate] Jimmy Vasser. Vasser was older than me, very methodical, he'd spend hours setting up the car. Over dinner they'd still be talking about the set-up. I was more like, 'OK, that's close enough, just let me drive it.' In the end I learned that you can make your life easier with a better-handling car, but I've never spent anything near the time my team-mates spend on set-up.

"So I battled all season with Dario, and in the end we tied on points, but I got it because I had twice as many wins as he did. Gonzalo Rodriguez, he was from Uruguay, was killed at Laguna Seca, and then in the last race at Fontana Greg Moore was killed. Greg and I were really good friends, so that put a damper on winning the series. But I always say to people, 'Read what it says on the back of the ticket. Motor racing is dangerous.' It sucks, but either you admit it and live with it, or you shouldn't be racing.

"In 2000 Ganassi switched to the Lola chassis and Toyota engines. That was a difficult car. It was really good on the ovals, it wasn't bad on the road circuits, but the thing kept breaking down. I think I led about the same number of laps as I had in 1999, but I won just two races instead of seven. But because Chip did a deal with the IRL, I also got to do the Indy 500." And, first time out in the most famous American race of all, he won it.



Before the race, Juan was quoted as saying, "I don't know why Indy is such a big deal. It's got four corners, and they're all the same." Now he says, "Those guys have all grown up with it being a massive thing, so they psych themselves out. They told me, 'You've got to respect Indy.' So I started the month there being really careful, but every day it was the same track. On race day we had a good car, and I think I led 167 of the 200 laps. Job done.

"THEN, HALFWAY THROUGH 2000, Frank Williams comes on the phone. 'Hello, Juan, how are you? Do you want to come and race in F1 for me next year? I know you have a contract with Chip, but I'll take care of that. This is what I'll pay you.' I said 'OK.' What else was I going to say?"

Right from the beginning of the 2001 season Juan was worth watching. At Interlagos, in his





The "fair but aggressive" Montoya in full flow with Simon Taylor and, right, with wife Connie

third F1 race, he muscled past the Ferrari of world champion Michael Schumacher and, despite carrying a one-stop fuel load, confidently led the race until, past half-distance, he was punted off by a backmarker. But as usual he is his own strongest critic.

"The FW23-BMW was a really great car, but to start with I don't think I was good enough. The level of commitment in F1 was completely different from anything I'd driven before. It was the first time I'd raced a car where you become the limit, not the car. You go through a fast corner as hard as you can, and the thing never moves. You think you can't go any quicker through there, and you look at the telemetry, and your team-mate is going eight miles an hour faster. Or you get into a braking zone and you think, 'If I brake any deeper I'll be in the gravel,' and you're losing four-tenths there because he's braking 15 metres later. But I adapted pretty quick, I got better through the season." He certainly did: at Hockenheim he led from pole until a refuelling glitch kept him in the pits for a long half-minute, overheating the engine which blew up two laps later. He was on pole again at Monza, and led most of the race to score his first Grand Prix victory.

When I ask about his relationship with his team-mate Ralf Schumacher, Juan is non-committal. "Just like it always is between team-mates, I suppose. We were both working to make the car better, but we never really worked together. We were so focused on beating each other. If we'd been handled better by the team, I think we'd have done a better job. Look at what it's like at Mercedes today, between Hamilton and Rosberg…"

In 2002 the Ferraris continued to rule the roost, which made Juan's third place in the championship a real achievement. He took a remarkable seven pole positions, five of them consecutively, and there were fastest laps but no wins. "In 2003 I could have won the title if things had been a bit different. I won Monaco, won Hockenheim, led Austria until the engine blew. With three races to go I was second in the table just one point behind Schumacher. Then things went wrong. I got a drive-through penalty in the US GP for supposedly pushing off [Rubens] Barrichello, which I didn't do. And in Japan, in the rain, I went straight into the lead and was going away when the hydraulics failed."

By 2004 Juan's relationship with Williams had deteriorated somewhat. "I had a bit of a falling-out with the team at one of the races. Part of the trouble was that I still wasn't mature enough to do all the aspects of my job exactly right. To be honest, I think very few drivers are, at that stage of their careers. But also I didn't feel that Williams and BMW were going in the right direction. Plus McLaren wanted me. I was a big Senna fan, and I saw what he had achieved at McLaren, so I decided it was the right place." Having won his final race for Williams at Interlagos, he moved on.

"So for 2005 there I was with Ron Dennis, and we won some races (Silverstone, Monza, Interlagos) but the car's handling was terrible. We changed a lot of things and in the second half of the season it was better, and from qualifying 11th and 16th I started getting some pole positions." In fact he missed two rounds because of a hairline shoulder fracture, which he said he had sustained playing tennis, although it was much rumoured that he'd had a motorcycle accident. Juan's only comment is: "Lots of people wanted to make that a big deal, but it was what it was.

"By the start of 2006 the McLaren was handling really well, although the Mercedes V8 didn't have enough power. But from the beginning of that year I reckoned I wasn't going to be at McLaren after the end of the season. Ron had an option on me for 2007, and he hadn't taken it up. He never said he wasn't going to take it up, he just said he was going to look at it. What does that mean?"

Maybe this was merely a Dennis negotiating ploy, but Juan is not a man to wait around to be told whether he has a drive or not.

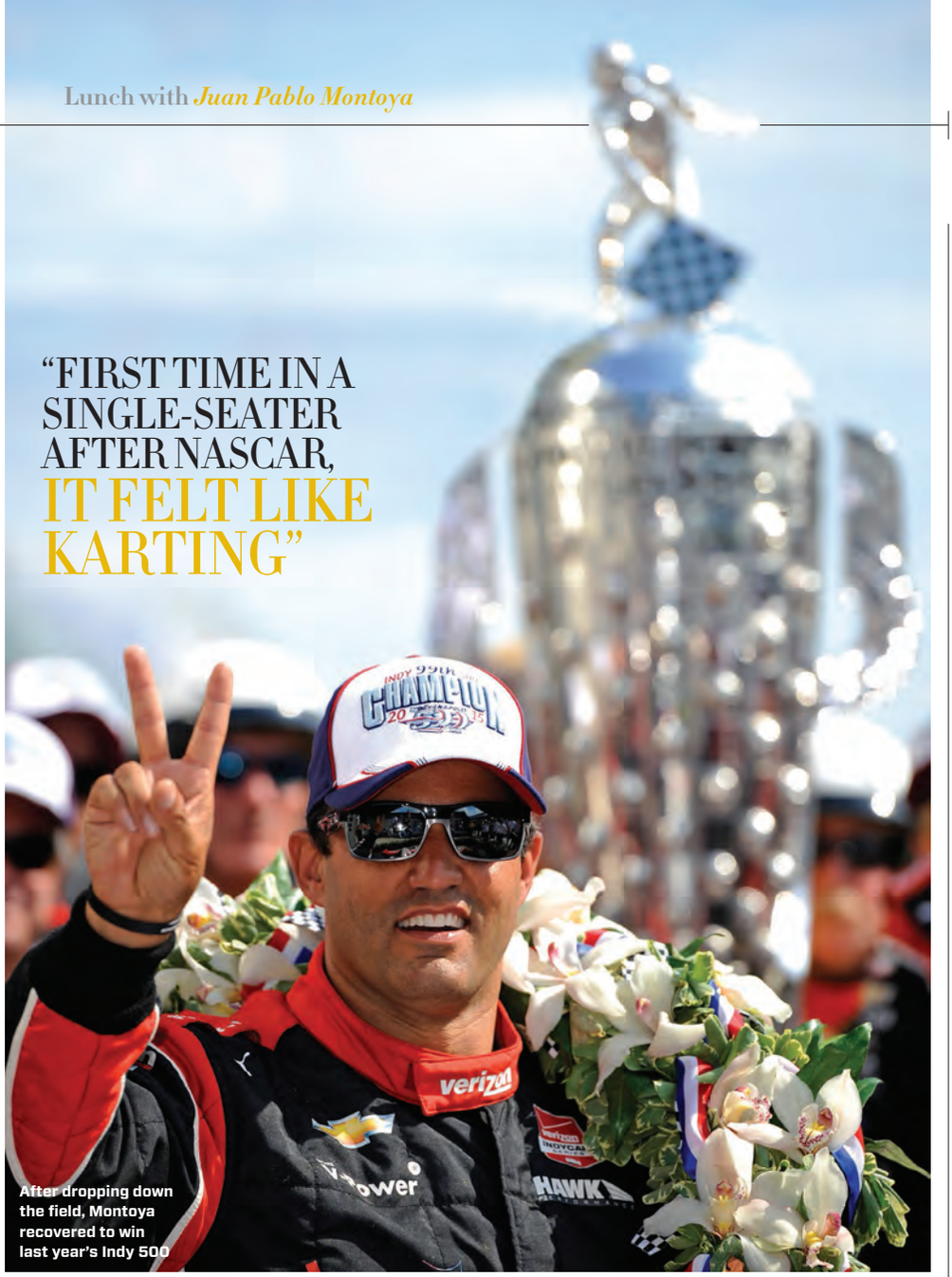
"I didn't want to be there if he didn't really want me. And I didn't think there was another drive in F1 open to me that was really worth taking. I didn't want to be in a mid-grid car, I'd done enough to be worth better than that."

At the beginning of July Juan's standing at McLaren wasn't helped by a disastrous US Grand Prix at Indianapolis, when he was involved in a four-car first-lap shunt that also took out his team-mate Kimi Räikkönen. Publicly Ron Dennis refused to blame Juan, although nobody knows what was said behind the closed doors of the McLaren motorhome. The very next day Juan, always one to seize the moment, took action.

"The thing is, when you grow up in Europe, you think Formula 1 is the only thing that matters. You don't see the other options. Chip Ganassi was now in NASCAR, so the Monday after the US GP I called him. All it took was that one phone call. Later that week Chip and I did the deal right here in this very restaurant. Nobody knew anything about it.

"Then I called Ron and I said, 'Hey, I want you to know that I am leaving at the end of the year. I'm announcing later today that I'm going to do NASCAR with Chip.' He said, 'I already knew that.' I don't know if he really did already know, or whether he just didn't want me to think he was a lap behind. I said, 'Of course I am still 100 per cent committed to McLaren to the end of the season.' He said, 'No, your head will not be there. I don't want you to drive for us any more.'"

So Juan's F1 career was done. For the remainder of 2006 he played himself into NASCAR with a few ARCA races, leading his first at Talladega and finishing third, and then he did his first race in the top Sprint Cup series in the final round at Homestead. It was a dramatic debut: after a clash with Ryan Newman early in the race, with 16 laps to go Newman hit him from behind, sending him into the wall at 170mph. The Ganassi Dodge's fuel cell ruptured and the car exploded into a fireball. Newman denied to officials afterwards that the contact had been intentional. Welcome to NASCAR.



"FIRST TIME IN A SINGLE-SEATER AFTER NASCAR, IT FELT LIKE KARTING"

After dropping down the field, Montoya recovered to win last year's Indy 500

THOSE CARS WEIGH ONE AND A HALF tons. They developed (before recent mandatory power restrictions) more than 800bhp from a push-rod V8 revving up to 10,000 rpm. On the big ovals they can run at 200mph. "After racing an F1 McLaren or Williams, of course a NASCAR car was totally different. But the cars are nothing like as basic as Europeans think they are. The stakes are high, and a tremendous amount of engineering goes into them, technology and effort like you wouldn't believe. At first, racing on the limit on the ovals in those big heavy cars at 180, 190mph, in a big drafting group up on the banking, it took some learning. The cars move around a lot. In NASCAR, if it ain't moving around you ain't going fast enough."

His rookie NASCAR Sprint Car victory came, significantly, on a road circuit. It was at Sears Point, where 15 years earlier he'd done his Skip Barber course. In the following seasons there were many top-five finishes, but only one more Sprint Cup victory, again on a road circuit, when he won at Watkins Glen in 2010. (I can't resist letting *Motor Sport* readers know that the correct name of that race was The Heluva Good! Sour Cream Dips at the Glen. It was sponsored by a food firm whose slogan is *In Snacks We Trust*.)

Juan also found time to try endurance racing, scoring outright victory in the 2007 Daytona 24 Hours in a Ganassi-entered Riley-Lexus with Scott Pruett and Salvador Durán. The following year he won it again, with Pruett, Memo Rojas and old CART rival Dario Franchitti. In 2009 he missed out on a hat-trick by the unbelievable margin, after 24 hours' racing, of 0.167sec. But he did get his third Daytona 24 win, again with Ganassi, in 2013.

"I really enjoyed my time in NASCAR, and I did it for seven years. The season is too much, too many races – with Chip I used to do 40 races a year – but we were moving forward, we were making changes, getting better. In 2009 we were running third in the championship by October: I'd had a couple of poles, led a couple of races for more laps than anyone else. My engineer Brian Pattie and I were working together really well, I'd adapted to the car, and the future looked bright.

"But then the team started going downhill. Chip kept bringing in new people, it was like he got rid of anyone who was any good. Brian Pattie left, and the last couple of years in NASCAR I was really miserable. One example: the one-mile oval at Loudon in New Hampshire was one of my best tracks, I'd had pole there, I'd led races there. The car was so bad it was



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getting out of shape even on the straight. After all the work we did to get it right for the race I was still 1.5sec off. It was the slowest car on the track. It was embarrassing. The team was telling me, 'It's not the car, it's how you're driving it.' Like they were talking to a 10-year-old. I was so pissed off, I really lost it. I had the biggest row with Chip I'd ever had.

"Earlier I'd had the chance to sign for another NASCAR team, but I decided to stay loyal to Chip. In 2013 I came very close to winning a couple of oval races. Then at the end of that season Chip told me I was leaving.

"I still didn't think I'd come to the end of NASCAR. It was unfinished business for me. It seemed Chip didn't think I could do anything else in a car, because when I suggested I could go back to racing for him in Indycar he looked at me like I was crazy. Then a few weeks later, when I signed an Indycar contract with Penske, he called me and he was really mad. He said, 'Why didn't you ask me first?'

"When Chip told me I was out I made a few calls, and there were a couple of options in NASCAR. I also made some calls to Europe, just to see what was out there. But the first guy I called was Roger Penske. I said. 'I'm now a free agent. I want to race for you.' He said, 'I don't have a place for you in NASCAR.' I said, 'I don't want NASCAR.'

"He went quiet for a bit, and then he said, 'Give me two weeks.' Two weeks later he called back and asked me to come to a meeting in Detroit. When I got there he gave me a piece of paper and he said, 'This is what we think.' I read the piece of paper, and I said, 'OK.' The whole thing took 20 minutes.

"First time back in a single-seater after seven years in NASCAR, it felt like getting back into karting. Things happened so much more quickly, braking, handling response, everything. Getting back up to 90 per cent was easy. The last 10 per cent took a little longer. In fact at the first test I was within 0.4sec of Will [Power, the team's number one], but getting that last four-tenths took a while."

So Juan was a strong contender straight away, and his speed culminated in a magnificent victory in the Pocono 500. From pole, he ran the fastest 500-mile race in history, averaging more than 202mph. He trumped that in 2015 by returning to the Indianapolis 500 and leading home Will Power in a joyful Penske one-two. "It was a lot of work, but it was fun. I didn't qualify well, I have no idea why. But in the race my car was good, and we came through."

After a season-long tally of high finishes and points Juan ended the season dead-heating at the top of the 2015 Indycar Championship with Ganassi driver Scott Dixon. But Dixon took the title with one more win, so that was one to Ganassi. Juan grins: "Well, you ask people who won the championship last year, they can't tell you. Ask them who won Indy last year, they'll know. Winning Indy is still the big deal.



"Driving for Penske has been an amazing experience, because Roger is an amazing guy. You can be the President of the United States, or you can be sweeping the floor, he'll treat you the same. He runs all his companies around the world, and he seems to know the names of everybody who works for him. He is 79 years old, he is fit, he has incredible energy. To make the money he makes you have to be a smart guy. And he is a smart guy. Go to a race, watch him in the pits, see how intense he is, working on race strategy. You realise that he is still, every bit of him, a racer."

JUAN AND CONNIE'S ELDEST CHILD Sebastian is 10, and passionate about racing. "He's been karting for three years now, and I think he goes pretty well. I don't want him to race every week, trying to show everybody how good he is, blowing money on engines and stuff. Maybe there's extra pressure on him being Montoya's son, but he has the right attitude about it. If you race, you either deal with pressure, or you don't."

Another Montoya project is Formula Smiles, a foundation set up a decade ago by Juan and Connie to help street kids and rural children in Colombia who are burdened by poverty and violence, and have no access to healthcare and education. Fundraising events they organise include a Pro-Am golf tournament and a charity race meeting whose attendees range from DTM front-runner Mattias Ekström to British karting star Jordon Lennox-Lamb, as well as everyone who is anyone in racing in Colombia. Both Juan and Connie are passionate about it, and to date many hundreds of children have benefited.

And that test in the Porsche 919 hybrid? "It was pretty amazing. I have to say it really does have horsepower. More than Formula 1, but then F1 cars today don't have a lot of power. The complexity of the car is extraordinary. It has more technology than an F1 car: all-wheel drive, two recovery systems, and in the cockpit you wouldn't believe the switches and things. Before they let me in the car they gave me a 30-page manual to read so I knew what to do. But like I said, the test was a one-off. There's no question of doing Indycar and sports cars side by side, because the Indycar season is pretty intensive. Something for the future maybe, if I ever want to do Le Mans.

"IT WILL BE HARD TO KNOW WHEN TO STOP, BECAUSE I LOVE WHAT I DO"

"But for now I am committed to Roger, and I'm very happy where I am. The way Roger operates is a real lesson. He has created a place where we can all work together, and help each other. It's like a Formula 1 team, but with a Penske atmosphere. I've raced in a lot of different types of racing, with a lot of different teams, and I wouldn't change this for anything."

Sitting relaxed in the Miami restaurant, Juan is as laid back as ever. But there's no mistaking the aggressive fire in his eyes, still burning as brightly as when I first met him 20 years ago, a charging newcomer in British F3.

"I don't know what's going to happen in 2016," he says. "I just want to win a lot of races. That's always what I want. Looking ahead into the future, it will be hard to know when to stop, because I love what I do. If a day comes when I don't want to race, I'll stop. But right now the push to win is still there, strong as ever. I'm hungry."



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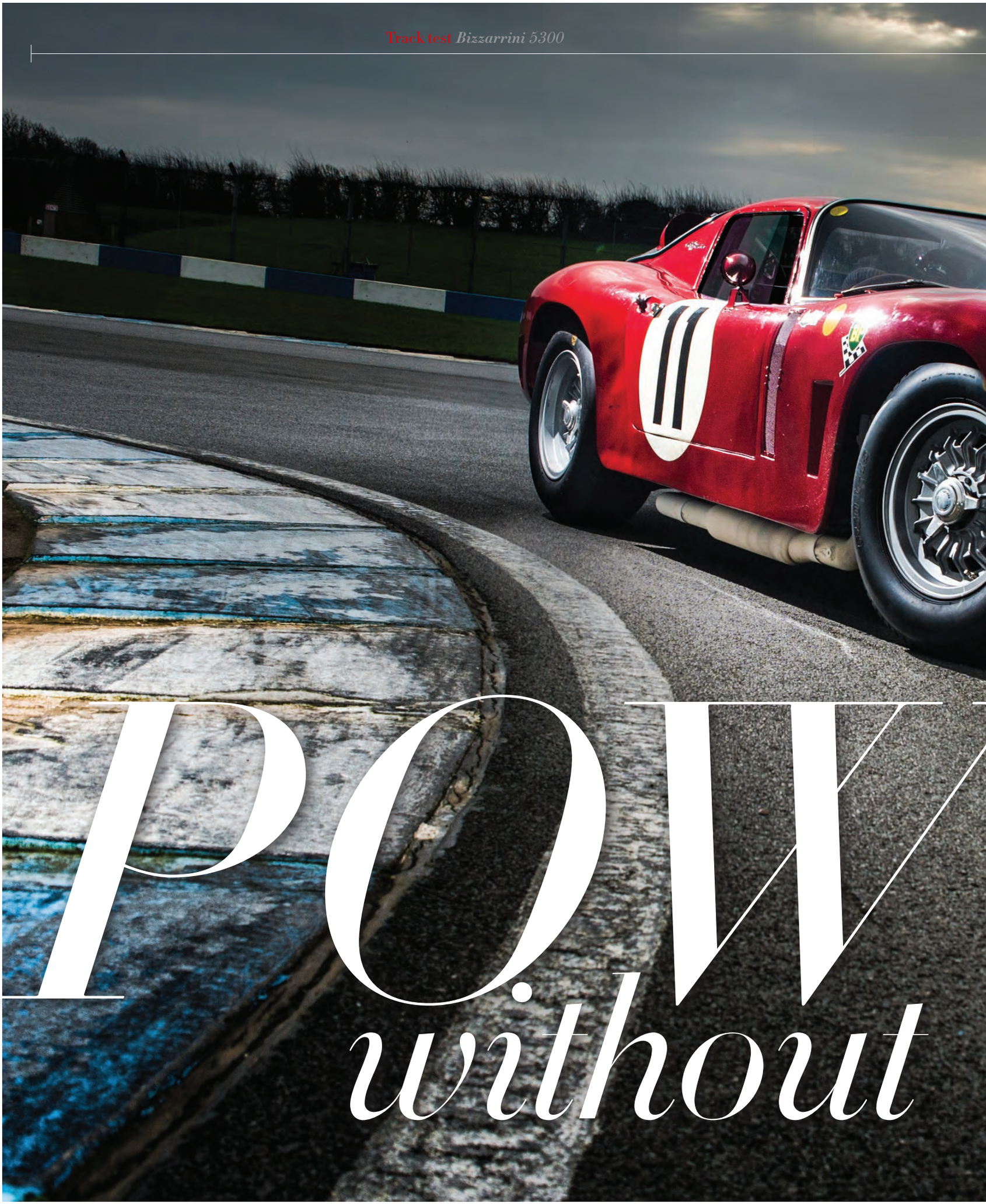
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POW without



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The ingredients looked promising and its creator had a fine track record – with Ferrari, no less – but Bizzarrini's GT achieved little in period. Almost 50 years after its last Le Mans start, *Motor Sport* tried an unsung warrior

writer ANDREW FRANKEL
photographer JAYSON FONG

IT WAS, I THINK, GERHARD Berger who observed that a racing car can only be said to have enough power if it is able to spin its wheels in every gear and at every point on the track. I believe at the time he was referring to Formula 1 cars at the height of the turbo era in 1986, but right now as I try to steer my way around Donington he could as easily have been talking about this Bizzarrini.

A combination of somewhat elderly tyres, that curious emulsion of rainwater and Avgas that always coats Donington during the off season, a perhaps sub-optimal set-up for these conditions and a 5.3-litre Chevy V8 offering at least 450bhp are fast leading me to conclude that the Bizzarrini does indeed have enough power. More than enough, in fact. Throttle down on the straight causes instant wheelspin in third, so short shift to fourth, press again and hear the revs head north once more as aged Dunlops give up the unequal struggle against the pincer movement of oily Tarmac and Detroit iron.

It's funny at first because every turn of the wheel seems to require an equal and opposite turn a fraction of a second later, but the moment I try to ride it out I'm aware of first elbows and then shoulders being press-ganged into aiding the wrists to tackle the exponentially expanding job of rounding up the ever so beautiful but inconveniently fast moving tail. There are no belts in here and I'm in someone else's very valuable racing car. I can't remember ever needing to do this before, but the most appropriate course of action is really quite clear: quit, while everything is still pointing in the right direction. I drive slowly back to the pits, but still find myself grabbing armfuls of left lock through that well known right-hander called Coppice. I park the Bizzarrini, flick off the master switch, sit in silence and wonder what on earth I have let myself in for.

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THERE IS PROBABLY NO SPORT MORE littered with the corpses of what might have been than motor racing. In this world of 'what if', ruled by the unholy triumvirate of 'coulda, woulda and shoulda', anyone could have won anything if only they'd had the car, the team-mate, the weather, the tyres… the talent.

But in the history of our sport, there can be few cars indeed that failed so spectacularly to deliver on their potential as the Bizzarrini 5300. Indeed if you laid out its raw materials, then had a quick squint at the CV of the man who created it, one word would leap instantly into your head: winner. But it never won a major race, at least not until decades later when its potential was finally unlocked by the wizards who inhabit the modern world of historic racing.

Giotto Bizzarrini will celebrate his 90th birthday in June, the same month which also marks the 50th anniversary of this, the best of the *competizione* Bizzarrinis, racing at Le Mans for the one and only time in its life, of which more in a moment.

But before he ever became involved in the cars that would eventually bear his name, Bizzarrini made three other contributions to our world and they will stand as testament to his talents far better than his cars ever did. As a chief engineer at Ferrari in the late 1950s, he helped turn the elegant but unwieldy 250 Tour de France into something rather more agile and the result, the 250SWB or short-wheelbase, needs no further introduction. Its replacement the 250GTO was his brainchild, but Bizzarrini was frustrated by the conservative pace of Ferrari development: for all its beauty and success, the GTO was entirely evolutionary, featuring an engine designed in the 1940s and a leaf-sprung live rear axle whose configuration dated back to the earliest days of the automobile. No longer able to tolerate Maranello politics, he left, along with the likes of Carlo Chiti and Romolo Tavoni in the so-called 'Palace Revolt', before the GTO was even launched.

Briefly Bizzarrini became part of the ill-starred ATS F1 project before falling out with Chiti. He then started his own Autostar design and engineering consultancy, in which capacity he designed an engine for another person who had good cause to be disgruntled with Ferrari. This was a tractor manufacturer named Ferruccio Lamborghini who, if the story can be believed, decided to beat Ferrari at his own game after driving to Maranello to complain about his car and being left to stew in silence outside the then not-so-Old Man's office. Bizzarrini's V12 made its debut in 1963 in the Lamborghini 350GT and would in various guises go on to power every single V12 Lamborghini until the launch of the current Aventador. And while it became something of a 'Trigger's broom' by the end, the motor almost doubling in size by 2010 with no single part surviving from first to last, its lineage back to the 350GT is direct and unbroken.

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THE STORY OF BIZZARRINI THE CAR, AS opposed to the man, started in 1962 when he was hired by Renzo Rivolta to work on a new GT car for the Iso firm – most famous for its Isetta bubble cars – he now controlled. The resulting Iso Rivolta was innovative in the way its torsional strength derived not just from its platform chassis but the body bonded to it. But its influences were not just Italian. It was powered by an American Chevrolet engine Bizzarrini first experienced in an English car. This was thanks to Nuccio Bertone, whose styling house was working on the body for the car that would eventually be known as the Gordon-Keeble. Bertone lent Bizzarrini the car and, while he didn't care much for it in general, he was blown away by his first exposure to Detroit iron. Indeed for its power and response he rated the V8 more highly than Enzo's V12s. The Gordon-Keeble also convinced him of the need for a De Dion rear axle, while after the 1961 launch of the Jaguar E-type, all-round disc brakes were deemed essential.

The Iso Rivolta was beautiful but did nothing to slake Bizzarrini's thirst for a car that could be raced. Rivolta could see demand for a proper sports car, but a racer? In the end he agreed only if one were derived from the other. Which is why at the 1963 Turin Show, there were two versions of the new Iso Grifo: the stunning A3/L road car on the Bertone stand, and Bizzarrini's brutal A3/C racer on Iso's stand, the car completed so late it appeared *au naturel* without so much as a lick of paint to cover its modesty.

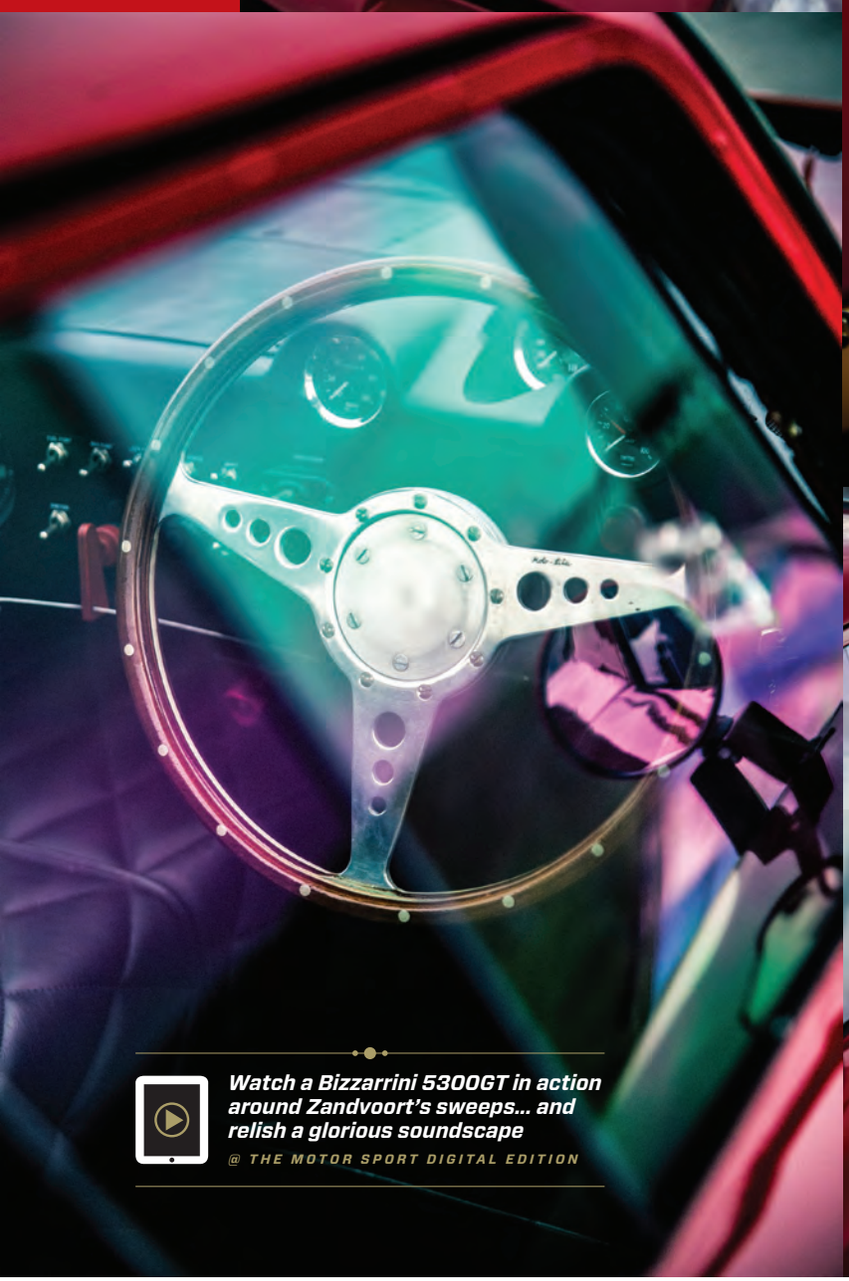
Both cars were instantly successful, the road car gaining praise in the press around the world, the racer performing extraordinarily given how new it was, how little money was used relative to what Ferrari was spending and the fact that, unlike the GTO, it really was based on a standard production car. Key to its speed was not just the beefy 5.3-litre V8, even then giving close to 400bhp, but also its location so far back in the chassis that if you looked under the bonnet you'd see space for a 10-litre V16. At least.

Racing started in 1964 at the Sebring 12 Hours, when an A3/C qualified in the top half of the field before gearbox problems left it

"LAMBORGHINI DECIDED TO BEAT FERRARI AT HIS OWN GAME AFTER BEING LEFT TO STEW OUTSIDE THE OLD MAN'S OFFICE"









Ground-hugging Bizzarrini boasts strongly rear-set 5.3 Chevrolet under its curvaceous glassfibre bodywork – a powerful recipe that had no time to gel

Watch a Bizzarrini 5300GT in action around Zandvoort's sweeps... and relish a glorious soundscape

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last but one at the flag. But at the Le Mans test, a Grifo was a sensational ninth-fastest overall, a mere 0.7sec behind the only GTO taking part. In the race it started 15th out of 55 and, despite losing two hours to braking woes, came home 14th overall, beaten in the over 3-litre prototype class only by two purpose-built Ferrari racers.

Racing in 1965 became more chaotic as the relationship between Bizzarrini and Rivolta started to break down, but not before the A3/C showed what it could really do at Le Mans with a less troubled run, namely finish ninth overall and win the over 5-litre prototype category, albeit helped by the fact every other car in the class retired. It's worth remembering it finished a single lap behind AC's own Shelby Daytona Coupé, the car that had ended the reign of the GTO in GT racing.

Sadly, Rivolta's cool business head and Bizzarrini's wild engineering ideals were never likely to make comfortable long-term bedfellows and by the end of that summer the situation was irretrievable. Bizzarrini quit, changed Autostar's name to Prototipi Bizzarrini and a new marque was born, supplied with parts bought in from Iso. He renamed the A3/C the Bizzarrini 5300 and pressed on regardless.

Early the following year he launched the 'GT America' which was visually similar, but crucially featured elegant double-wishbone rear suspension. Had he just left it at that, the future might have been rather different. Instead, driven by his unquenchable desire to push boundaries, he embarked on a brand new mid-engined racing car, the P538.

What you're looking at, then, is the *competizione* or Corsa version of the GT America, and the only right-hand-drive Bizzarrini or Iso racer ever built. And if you think of what it offered in 1966, it must have been a quite stunning proposition. Its engine now had 420bhp, and was positioned to offer a similar polar moment of inertia to a mid-engined car. It was light enough given its power: at Le Mans this actual car with its glassfibre body was weighed by the ACO at 1194kg, despite all that iron in its nose. And at last it had properly independent rear suspension, as far from the cart-sprung live rear end of the GTO as you could imagine.

But you need more than a seemingly state-of-the-art design to succeed in motor racing: you also need time and money to develop it and a crack squad of engineers and mechanics to transport to, prepare it for and look after it during race weekends. And this Bizzarrini sadly lacked. Even in the Iso days, money was so tight Bizzarrini drove the A3/C to and from Le Mans himself in 1964. Now on his own, it was even worse. This car made its race debut at Monza and, having shown reasonable potential in qualifying, a lack of wet-weather rubber meant it was not even classified at the finish. It was then entered for the Targa Florio and hit a Fiat 500 on its way to the start before succumbing to head gasket failure on lap two.

At Le Mans in 1966 it at least had a world-class driver in Sam Posey and initially showed quite strongly before being disqualified for twice straying over the pitlane boundary line. Sam recalled it thus: "The driver sat low down on the floor, there was a nice big hood and great power, the car was very predictable with some understeer and the steering effort was very reasonable. Overall it was a damned good car and I would love to have driven it the entire distance in the race. The biggest problem was lack of development and it really needed a proper team to run it." There was another problem, too: all the attention that had been funnelled into the mid-engined car, which lined up for the same race almost seven seconds a lap slower than the coupé and retired with steering arm failure within half an hour of the start.

Still undeterred, the indefatigable Bizzarrini was back in France the following year with this front-engined coupé, now fitted with a big block 7-litre Chevy – you can still see where the body under the bonnet was cut away to fit it. With 5.3 litres the car was reputedly good for 190mph on the Mulsanne, so this one should have cracked 200mph. But Bizzarrini was never to find out: the poorly prepared car was slung out by the scrutineers, never to race again in period.

Bizzarrini went bust in 1969, whereupon the car was put into storage before emerging in a very dilapidated state in 2003. It was fully restored a year later and is now to be sold by Fiskens. But another car, actually an Iso Grifo A3/C with a De Dion rear end, did finally prove the design's potential when Mark Hales and Richard Attwood won back-to-back RAC TT Celebration races at Goodwood in 2003-4, against world-class opposition including GTOs. "The car was very standard," says Hales today, "but it had been well set up. While it was quite loose and struggled to get its power down, it actually had a very nice balance."

❖

EXACTLY THE SAME CAN BE SAID OF this car today, even with Bizzarrini's independent rear end. Once we had taken some static photographs on the Melbourne Loop and the track had dried some more, I put my heart back in my throat and settled in for another session. Spotting a dry-ish line around at least most of the track I tried to gain a sense of what this car was really like to drive.

First you must get over the theatre: the impossibly low-slung driving position and insane ergonomics that place the rev-counter quite brilliantly in front of your non-existent passenger. There's the blue-collar thunder of the Chevy too and, of course, its implausible thrust.









Old tyres and a slippery surface brought Berger's definition to life, with wheelspin in every gear

Sift through that little lot and you'll find something of the car beneath. It tracks arrow straight at high speed and, while it still slides everywhere, it felt more hobbled by its tyres and the surface than inherently treacherous. And when I asked for some air to be let out of the tyres and for the Konis to be softened somewhat, especially at the rear, I ended up having a hoot. And while I still respected it, over a few laps I learned to trust it. It was a highly expressive car with, in these conditions, none of the understeer Posey mentioned, but also very responsive: so long as you applied the correct remedy, it reacted consistently and reliably.

It would have been a hot, physical car to wrestle around Le Mans let alone Monza, so goodness knows what it would have felt like in Sicily on the Targa Florio – like a large, sweaty stallion galloping around a dog track, I imagine. But I learned enough that day at Donington not merely to suspect, but to believe sincerely that had Bizzarrini been able to develop his design in period, we'd not now be looking at a footnote in race car history. An interesting footnote, but a

"IT WOULD HAVE FELT LIKE A HOT, SWEATY STALLION GALLOPING AROUND A DOG TRACK"



footnote nonetheless. Indeed had he done so I think there is every chance Bizzarrini could have made his dream come true, and shown that he could build a better, faster racing car on his own than the one he was asked to create by the well organised and resourced Mr Ferrari.

'Woulda, coulda, shoulda.' That's all the wishing required to make the difference between a true icon of the sport and a fascinating curio. M

Many thanks to Fiskens (www.fiskens.com), where the Bizzarrini is currently for sale, and the staff of Donington Park for all their help

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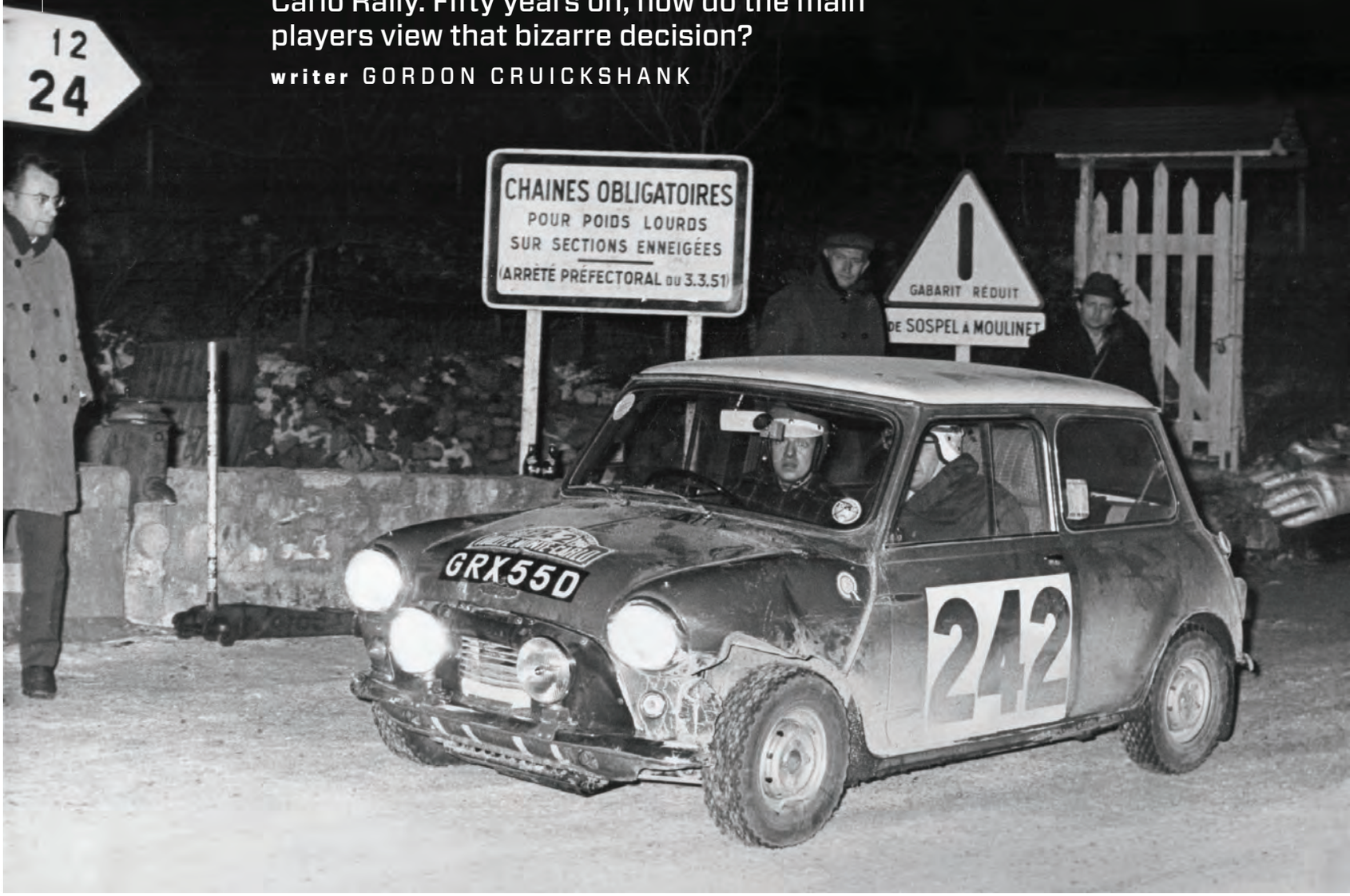
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March 1972 | *Espada – with Bizzarrini's V12*

Rile Britannia

British passions surged after the victorious Minis were thrown out of the 1966 Monte Carlo Rally. Fifty years on, how do the main players view that bizarre decision?

writer GORDON CRUICKSHANK



BMC

MOTOR SPORT'S history is littered with great injustices, real and imagined. Half a century after maybe the most notorious overturning of results ever, a decision that provoked patriotic outrage even as far as the national broadsheets and seemed to threaten the future of the event concerned, we thought we'd investigate whether passions still simmered; whether blood pressures had subsided; even whether any of those close to the action had over time changed ends on the playing field. Monte Carlo 1966: were we robbed – or were we rumbled?

The facts are plain – and to many, still raw. Following victories for BMC's cheeky little Mini on the 1964 and '65 Monte Carlo, most prestigious of rallies, Timo Mäkinen and Paul Easter came first on the '66 event. Not only a hat-trick but a triple triumph, a Mini 1-2-3, a British walkover that draped the Union Jack all over the Principality. For a few hours, until the stewards declared the Minis plus the fourth-placed Ford Escort illegal and excluded the lot, with six other cars including the Imp of fastest lady crew Rosemary Smith/Valerie Domleo-Morley. A Citroën vaulted from fifth to first – and British indignation almost boiled the Med dry. It was down to bulbs. New regulations demanded a completely showroom-standard car, and the Minis complied, even to their skinny 3½in tyres. But they sported advanced new iodine-vapour headlamp bulbs…

Back then the Monte was national news, reported in the mainstream press with BBC broadcasts from the UK start and updates throughout the event. 'The Monte' was part of the nation's sporting calendar, like the Derby and the FA Cup. A British win was cause for cheering; being hoofed out was a national slur. Words like 'scandal' and 'fiasco' flamed from the papers, including *The Times*; 'Future of rally in doubt', reported the Beeb. "This will be the end of the Monte Carlo rally," said a British official. The UK contingent were reported as 'boycotting' the prize-giving; in fact being classified as non-finishers they weren't entitled to attend. But Timo's 'winning' car and crew, flown home, were cheered onto the stage of the London Palladium on live TV to the resonant strains of Rule Britannia. The *entente* hadn't been less *cordiale* since Agincourt.

"It was almost the start of an Anglo-French war," laughs Paddy Hopkirk MBE, binned from third place. "But remember, it was a war – a commercial war. There was no EU. It was important to win not for sport but to sell British goods. You were driving for your country."



BILL PRICE/BMC

Honour without laurels – Hopkirk's car is flown home for TV spot. Below, on the hoof service for smiling Mäkinen



Languid-larynxed Raymond Baxter, BBC voice of motor racing and regular Monte entrant and radio reporter, was another works Mini driver to be excluded. Obliged to remain neutral, the strain shows in his closing piece. His wrap-up words, scribbled on his copy of the official results, betray a weary tone: "Well, who knows whether we shall be calling you again from Monte Carlo. Everyone here hopes the rally may survive this traumatic experience. If not, there are plenty of other excellent events…"

It wasn't all injured home pride; newly-elevated winner Pauli Toivonen was deeply embarrassed, refusing to accept the winner's trophy. A Citroën faithful, he would never drive for them again. And it went right to the top: Monaco's Prince Rainier left before the prize ceremony, something he had never done before.

❖

No-one was claiming the Mini win was a fluke. By 1966 the pocket rocket's grippy road-holding, front-wheel traction, eager engine and skimpy form had shown up its traditional rivals – Twiggy's gamine charm upstaging glamour's conventional curves. Once the first Cooper engine arrived in 1961 the tiny tearaway was off. And not just within the baby bracket: a first Monte victory could have been Rauno Aaltonen's in 1962 but for a topsy-turvy termination, while a year on, now in the immortal Cooper S, he proved the point by topping the Touring section of the snow-decked Alpine and taking third on the Monte. Then jovial Ulsterman Hopkirk proved you don't need cubic inches with third on the '63 Tour de France, that stop-start road-race where the Jaguars and Falcons thought they were uncatchable.

So while Hopkirk and Liddon's breakthrough 1964 victory in Monte Carlo looked like giant-killing to an excited public at home – crew and car were flown home to appear on the top-ranked Sunday night TV show – it was little surprise to the wider rally arena. After Mäkinen and Paul Easter did it again in '65 the only question was when the others would catch up.



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There was more to this endeavour than the metal, though. In 1961 BMC gained a new competitions chief, Stuart Turner, who had an insatiable drive for thoroughness and an eye for upcoming talent. As well as signing up the home-grown skills of Hopkirk and Tony Fall he also realised what the Scandinavians could bring. Reared on gravel and snow, they weren't afraid of a studded tyre or the attitude that winning was more important than merely playing. Turner soon had in his stable Rauno Aaltonen and Timo Mäkinen, Finns who could fly for Britain.

His spread of co-drivers, too, was top-notch. UK rallying required a certain type of detail mindset, and from this world Turner plucked Henry Liddon, Tony Ambrose and Paul Easter, all able to exhibit unruffled office skills and unflagging mental GPS while being hurled sideways, on ice, above a boulder-filled gorge.

Turner was also years ahead in tyre strategy, placing thermometers on stages and making someone run up one section to see where the ice was. Over Mont Ventoux they could use racing tyres as they knew there was very little ice. Rallying was on the cusp of professionalism; for Turner, it was time to start winning.

❖

ALL OF THAT TO REINFORCE THIS: FOR 1966 Minis were expected to triumph. They deserved to win, and they led throughout, ending with a decisive advantage. And instead of laurels they were lambasted. The cars were stripped to their parts in a hunt for – what?

"I've never seen the like," says Bill Price, Turner's assistant. "They took the pistons off the con rods to weigh them. I was concerned as I was responsible for the homologation papers. Then they thought they'd got us on track measurement – but they did it with people sitting on the wing and we had to correct them."

"I'm not sure it was entirely about preventing a British win," says Stuart Turner today. "I think there was an element of 'bloody hell, they're so quick they must be cheating'." He's surprisingly relaxed, perhaps because losing made a far bigger story for the firm. As he points out, TV viewing figures for the insulted 'winners' were twice what *Strictly* gets today…

Some of the grievance came from the rule change. Appendix J framed Group 1 as standard touring cars with 5000 built. Below that and you were in Gp2, which the latest Monte rules hampered with an 18 per cent handicap. Thus the winner was expected to be from the slower Gp1 cars – perhaps a Citroën, especially as Saab, Volvo and Alfa could not homologate in time. But BMC was a jump ahead.

"They didn't expect us to get 5000 built in time," explains Paul Easter, who would have been winning co-driver. "They thought we'd be in Gp2, with no hope of a win. I'm convinced they were just looking for an excuse. René Cotton [Citroën's manager] hated Timo – I saw him throw a brick at him as we were walking along the front at St Tropez. We were getting suspicious already because after the Ardèche loop they were checking dipping – with a piece of cardboard! Rumours were already flying…"



BMW

Trivial pursuit: the entire British contingent felt that the stewards were desperate to find a reason for exclusion

Bill Price confirms the cardboard story, which would test beam pattern but not intensity. "Maybe we should have told the drivers to dip to the spots, not just dim. But the first set of Appendix J regs said lights were free."

Ah yes, the changing rules. Translations are a minefield, so Turner and Ford team chief Henry Taylor had met the FIA in Paris in 1965 to clarify anomalies. "It was a good meeting – we felt no hostility." But in an effort to tidy up, the FIA then redrafted the wording and somewhere the bulb waiver disappeared; meanwhile double-dip iodine bulbs became available abroad, and Citroën fitted them.

Writing in *Motor Sport* afterwards, reporter John Davenport, co-driver to Vic Elford and also excluded, pointed out that the French teams all knew of the changes and criticised both the FIA and ACM for not notifying entrants, and the RAC for scrutineering in London without checking for updates. As a result many British private Gp2 entrants were excluded in France for lights infringements even before the first stages. More illogically, Gp1 cars weren't excluded here; those were checked during the event, yet allowed to continue – until that British 1-2-3-4. Even then the lights were not used for exclusion until after *18 hours* of scrutiny, and the Clark and Smith cars were not inspected. Ironic, as the Fords by now had the right bulbs.

Today Davenport attempts a cold-case view: "The key players at the ACM were Louis Chiron (sporting), Jacques Taffe (technical), and a chief scrutineer borrowed from the AC de Marseille Provence, called Charles Faucon. And Cotton was very likely whispering behind the scenes."

Most of the people I spoke to cited Cotton as a stirrer – rally historian Graham Robson says "Machiavelli could have been his uncle!" Turner, though, says "I never felt the shots were fired by Citroën. I always had a healthy respect for the team and René." Second finisher Rauno Aaltonen concurs: "He was a gentleman; I drove for Citroën under him, and I'm sure it wasn't him. Even the Citroën team was surprised."

Speculating on undercurrents, Davenport says "Taffe and Faucon seemed to have an almost personal enmity towards the British cars on this rally. I just wonder if there were not something in the past between these two gentlemen and the BMC team – maybe something about Timo Mäkinen's remarkable victory in 1965 [in the worst conditions ever, when only 35 cars finished] that had upset them."

In fact there persists a whisper in France that BMC actually cheated in '65, an unfounded suggestion that a lightweight ringer was used on stages and swapped back for scrutineering. It's baseless, but might illuminate this wild goose



LAT

McKLEIN

Hopkirk at altitude: ice notes helped offset Minis' power deficit. Below, official winner Pauli Toivonen's Citroën DS21

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"THERE ARE BOUGHT VICTORIES IN EVERY SPORT. IF WE GET UPSET EVERY TIME WE SHOULD TAKE UP MUSIC INSTEAD"

chase a year on. "Whatever the reason," Davenport continues, "the motive for pursuing this lunacy must have been very strong. Chiron and Taffe had many opportunities to change course and stop short of exclusion. Faucon could have been popped back into his lamp like some evil genie, sent back to Marseille, and that would have been that. A slight loss of face but not the media blitz and the feeling it was a stitch-up."

The sense of persecution was widespread. "We got excluded even though we had retired before reaching Monaco," says Davenport. "More evidence they were out to get people – even if you had retired they wanted to exclude you!"

Bill Price has a telling memory: "At Monte Carlo we all went to Le Bec Rouge and the head waiter said 'You know a British car isn't going to win this year, don't you?' It seemed odd a waiter with no interest in rallying should know that."

Aaltonen tells a supporting tale: "I told Stuart in December we were going to be disqualified. On the recce, Henry Liddon and I went to the restaurant at the top of the Col de Turini and the manager told us the top ACM people had been in for Sunday lunch. He'd heard them say that no matter what, the Minis would be excluded. So we made sure *everything* was correct."

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HAVING GONE TO BED IN WEARY triumph, Aaltonen and the others were summoned at 8am to the ACM HQ. "A gentleman in a black suit announced 'you are excluded.' Why? For not having yellow lights. Paddy said it wasn't a requirement. He went rather red and left. Fifteen minutes later he returned to say the track was wrong. We protested. He came back again to say dipping to foglights was illegal. Not true either, but…"

Not all the French were agin us. Amidst the fuss Edouard Seidler of sports magazine *l'Equipe* proposed a back-to-back test with a standard Mini. "We borrowed a second-hand car from Wrights' showroom in Monte," says Price. "Edouard and Timo both tried it and the winner on a short section of the route, and both achieved better times in the standard car."

"Not surprising," says Turner. "There was no rally clobber weighing it down!".

Despite the furore and an FIA appeal, the result stood. When Aaltonen won yet again in 1967, Faucon was the only dissenter. Aaltonen: "He was famous for putting the Minis down. He slammed my bonnet five times until a lamp filament broke, then gave me a penalty. I said some *very* strong things until he cancelled it."

So – were we robbed? By the strictest definition the lights *were* non-standard and thus not showroom-spec. The absurd thing is that with standard bulbs they'd have won anyway – the Minis were simply quicker even in daylight. But in every other respect the Minis were scrupulously prepared in accordance with their homologation papers. The game little hot-shots were quickest thanks to top crew skills, superb preparation and mechanics, and brilliant tyre strategy. There's no doubt the exclusion was contrived, and illogically handled. But by whom? And does it matter now?

Aaltonen is sanguine. "I can't say I ever think about it. In every sport there are bought victories; if we get upset every time, we should take up music instead."

Bought victories? "Oh yes. Who knows – perhaps someone in French industry. But we shouldn't condemn a nation because of a couple of unsporting people. I was only upset because I didn't get my prize bonus!" M

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Marino Franchitti

Big brother might have won Indy, but endurance racing was always his sibling's aim. Simon Arron met Ford's WEC recruit

WHEN FIRST I MET MARINO Franchitti he was driving at Le Mans… in so much as he was ferrying guests around the circuit in a courtesy shuttle. As we chat for this feature, the Scot is dressed in factory Ford overalls and bubbling about the Ganassi-run GT he'll drive in a full World Endurance Championship programme this season.

Things have moved on a touch.

"Driving that minibus was a good experience," he says, "because it got me into the paddock and let me see how everything worked. I realised that it would be very easy to use up all your energy before you've even started the race, so it was best to keep your powder dry."

Son of former Formula Ford racer George and brother to four-time Indycar champion Dario, five years his senior, Franchitti has the family's love of racing history. "Dad stopped racing before I was born," Marino says, "and I wasn't really aware of it. What really kicked it off was when Dario went to a Jim Clark anniversary dinner. He was about 18, spoke to lots of Jimmy's friends and became a bit of a Clark obsessive. He read books about the past and I started picking them up. It made me very aware of Clark, but I didn't really want to be a Formula 1 driver. I was more interested in Le Mans, so I wanted to be Derek Bell. In fact I still do!

"Dario acquired loads of books and then I began buying my own, so we drew each other into different areas. Actually, I have a Denny Hulme book I still haven't read because Dario nicked it… It's self-perpetuating, because tales of what some of these guys achieved are just so interesting. The programme Ford undertook to beat Ferrari so comprehensively at Le Mans in the '60s is the stuff of legend and I can but hope to write my own little chapter. Ferrari will be out there with its own new GT car this year and we have ours, so it should be fun."

After a successful karting career, Marino dabbled briefly in single-seaters before turning to sports cars and winning his class with Kelvin Burt in the 2001 British GT Championship. That triggered more than a decade of varied endurance campaigns on both sides of the Atlantic, culminating in his most significant success at Sebring in 2014.

"I felt an instant connection with long-distance racing," he says, "and it's a very special feeling to win a big race as part of a team. When I signed with Ford I thought about the company's connection with Scottish drivers: Jimmy, obviously, Jackie Stewart, Colin McRae in rallying… It's a great honour to be wearing the same badge as some of my heroes.

"You connect with cars, and the Ford GT just felt right straight away. I'd done some development work beforehand, but as soon as I tested it in anger I thought, 'Right, I need to race this – it's going to be great.' As much I love looking at the past, right now my main focus is our first race at Silverstone in April. It helps that the car will have taken part in 24- and 12-hour races at Daytona and Sebring before we commence our programme, because information will be pooled between Ford's American and European teams. We want to be at the front from the start.

"As somebody who loves the history of our sport so much, it's incredible to be part of Ford's return to Le Mans. To be following in the footsteps of guys like Amon, McLaren, Foyt, Gurney, Rodriguez, Bianchi, Ickx and Oliver… It's amazing. I had a small taste of that when I won Sebring for Ganassi in 2014, with Scott Pruett and Memo Rojas. It was Ford's first victory there since '69 and I'd love to be able to do the same at Le Mans."



CAREER IN BRIEF

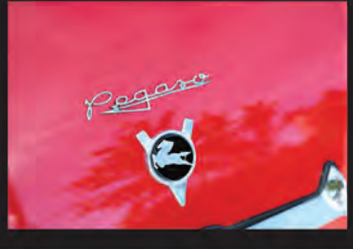
Born: 7/7/78, Bathgate, Scotland
1986 Karting **1997** car debut, FF1600 **2001** British GTO champion **2002-05** GT & LMP 675 **2006** FIA GT2 & ALMS **2007-10** ALMS LMP2 (runner-up in 2009) **2011** Sebring 12 Hours, 2nd in class **2013** Sebring 12 Hours, class winner **2014** Sebring 12 Hours, outright winner in Ganassi Riley-Ford

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ON A NEVER-ENDING QUEST

Grand Prix driver, saloon car champion, F2 race winner, hillclimb star, practical joker... and still an active Red Bull athlete at the age of 76. Dieter Quester's career has been the very definition of extraordinary

writer SIMON ARRON





Quester in BMW 3.0 CSL during the 1976 Mugello 6 Hours. Left, taking a factory 2002 to class victory at Aspern, Austria, in '68

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SNOWBOARDERS, motocross riders, skydivers who perform towards the edge of the earth's atmosphere… Formula 1 drivers seem relatively tame alongside the serial extremists on whom Red Bull tends to confer ambassadorial roles. But its patronage doesn't extend exclusively to youngsters with fashionably blonde highlights. Dieter Quester was already 54 when he and Gerhard Berger first approached Red Bull patriarch Dietrich Mateschitz about possible sponsorship. That was 1993 – and Quester's deal continues to this day. "Gerhard and I were the first drivers Red Bull supported," he says. "We went to ask for some support and Dietrich was still in a fairly small office – everything was completely different to the way it is now."

We're chatting at the 2015 Daytona Classic, where Quester is sharing a 2011 BMW B6 GT3 with Alpina scion Andy Bovensiepen. They will challenge for class victory until a couple of Porsche 911s touch and spin, one of them clattering into Quester and necessitating an unscheduled stop that pushes the pair back to third. They'd led for a while, mind.

The Austrian veteran might no longer compete as often as once he did, but in the relatively recent past he has notched up prestige victories to complement those that went before: in 2006 and 2007, he was part of the winning team in four 24-hour races, two apiece at Dubai and Silverstone. The story began, though, in his father's wake.

"He raced boats before the war," Quester says, "and you know how it goes… I began racing speedboats in the 1950s and won European titles in two different classes. My dad never pushed me, but I had very strong feelings about racing. As a kid aged 10 or 12 I used to watch all the local speedway events and motor sport was always a target."

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HE TOOK HIS FIRST COMPETITIVE STEPS in hillclimbs, in his everyday road car.

"It was a VW Beetle," he says, "albeit fitted with an old 1500cc Porsche engine that a friend had lying around. We left the brakes and gearbox as standard, though. Then I bought a Porsche 550 Spyder from a guy called Franz Albert, who contested European hillclimbs and had crashed the car very badly at Ollon-Villars. It was cheap and had to be completely rebuilt. We didn't have permanent circuits in Austria at



BMW



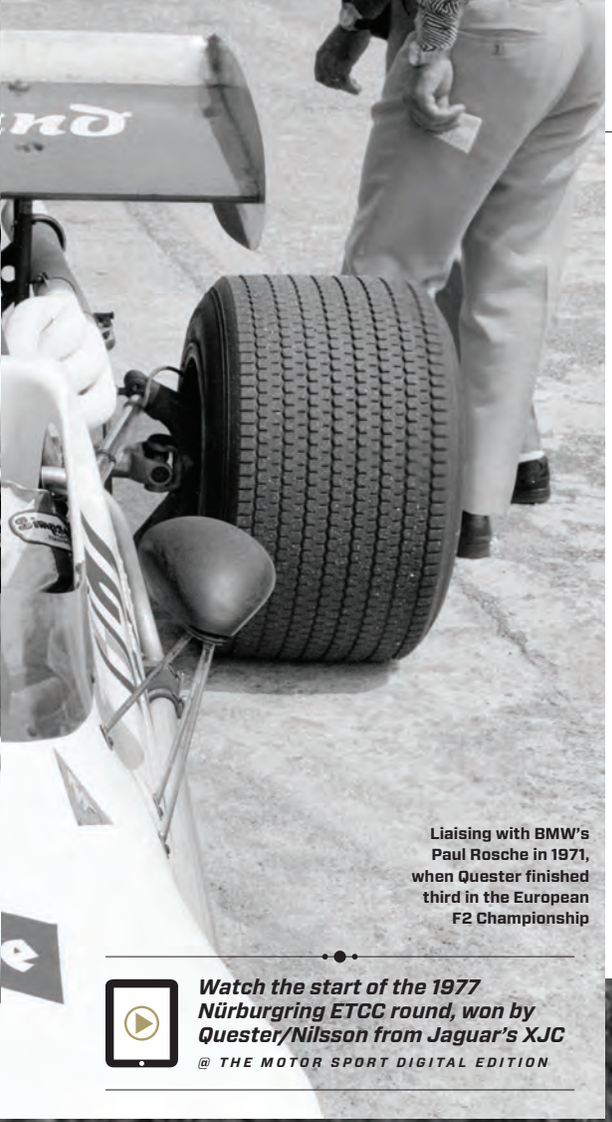
LAT





LAT

Quester leads Ian Ashley's Token during the 1974 Austrian GP. Above, heading for third in the 1984 TT



Liaising with BMW's Paul Rosche in 1971, when Quester finished third in the European F2 Championship

Watch the start of the 1977 Nürburgring ETCC round, won by Quester/Nilsson from Jaguar's XJC

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the time, but we had airport tracks in Vienna, Innsbruck and elsewhere and there were five or six race meetings annually. First time out I beat the factory Abarths in the 1600 class and things started to grow.

"I then sold the Porsche to America for twice what I'd paid, bought an ex-factory BMW 1800 Ti/SA homologation special and won the Austrian championship with it in 1965. I also entered some races in Germany and the following year BMW asked whether I would like to contest a few races with the works team. I did two or three, but felt my 1800 was better than the factory 2002.

"In those days we drove the cars from BMW's Munich workshop to the circuits without the aid of a truck or a trailer – we just went on the road. In my first race at the Nürburgring I had a big accident, because I didn't know the circuit. The team asked whether I had experience of the 'Ring and I'd said, 'Of course.' Ha! I had no idea. Things went a bit quiet with BMW after that – no more drives – but in 1968 I turned out again for the factory and won my class in the European Touring Car Challenge, as it was then called. That was really the start of my long relationship with BMW." He would repeat that class victory the following season.

Quester had also been competing successfully in both Formula Vee and European hillclimbs and during 1969 he was drafted in to BMW's F2 team, which should have been the cue for his Grand Prix debut in the second-tier class that was an annual staple at the Nürburgring. The team withdrew, however, after Quester's team-mate Gerhard Mitter crashed fatally during practice.

"The car hadn't been too bad," he says. "We outpaced a few of the F1 drivers and it was a fantastic experience to drive a single-seater at the 'Ring, a circuit I now knew very well. Then Gerhard had his accident, a difficult situation for me because he'd become a very close friend after we'd competed together so often in hillclimbs."

How did he deal with the sport's fairly obvious perils at that time?

"I never really thought about it," he says, "and didn't consider single-seater racing to be particularly dangerous compared with hillclimbs, where we went incredibly quickly in cars weighing 480kg – I used to call them 'paper dragons'. But I never used to think I might have an accident, even though we were doing more than 200kph with rocks on one side and a 200-metre drop on the other. Armco? There wasn't any..."

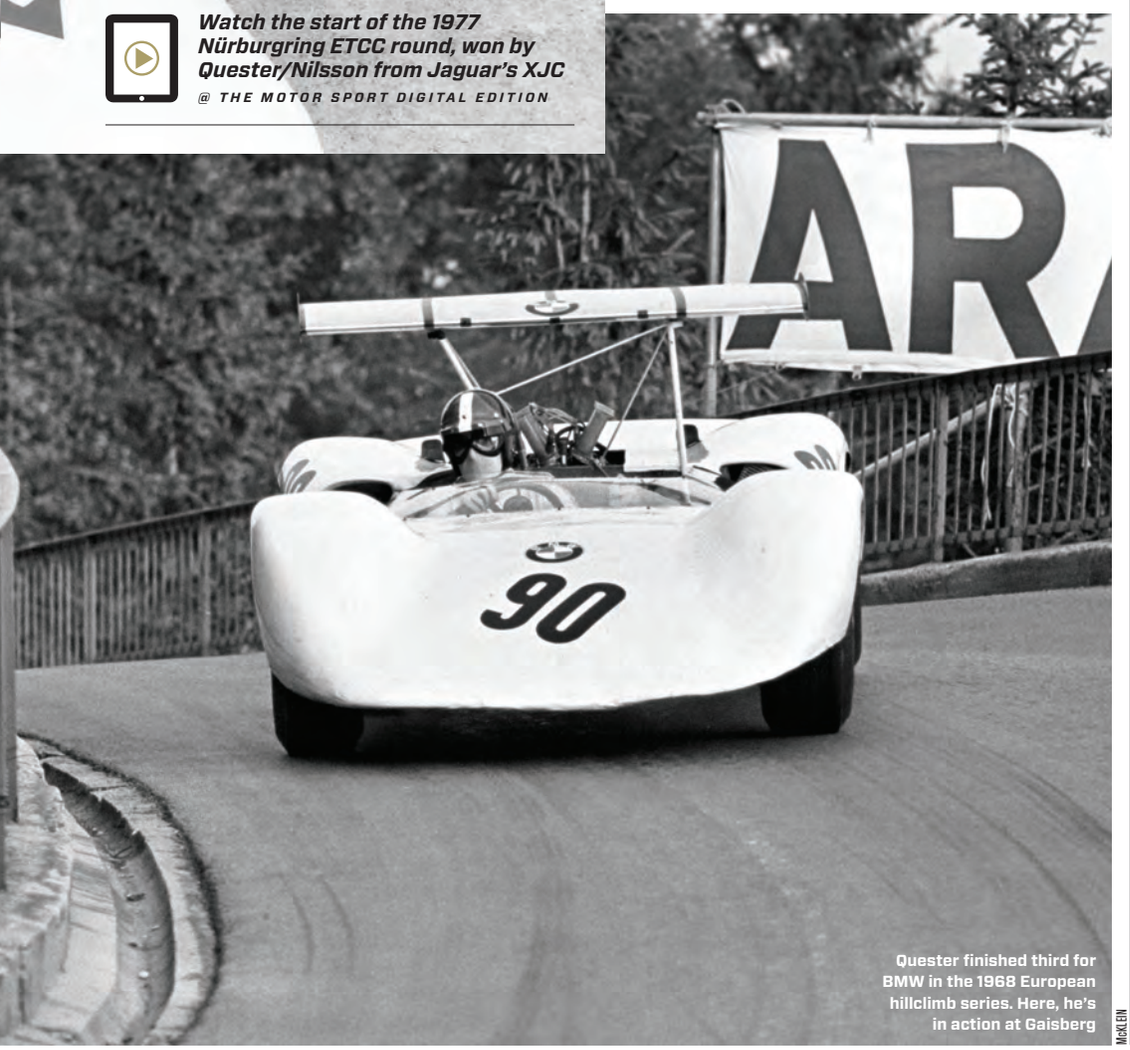
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IN 1969 HE ALSO MADE HIS SPORTS CAR debut at world championship level, sharing David Piper's Lola T70 in the Zeltweg 1000Kms before it retired with overheating.

Quester remained with BMW's F2 team in 1970, winning the final race of the year at Hockenheim (after surviving a clash with Clay Regazzoni), sharing fourth place in the final standings with Ronnie Peterson and signing off with victory in the non-championship Macau GP at the campaign's end.

"BMW stopped its single-seater programme at that point," Quester says, "but I asked if I could have three F2 engines. They agreed and I did a deal to run a March chassis, with which we were quite successful. It wasn't a works effort; we had a small transporter and the team was just me, [engine wizard] Paul Rosche and two factory mechanics. That was it, but I finished third in the championship [behind Peterson and Carlos Reutemann, with one win, three seconds and a third from 11 races]."

From here on his career would mostly be linked to BMW and saloon cars – he shared the winning 3.0 CSL with Toine Hezemans in the 1973 Spa 24 Hours – but there was to be one more significant single-seater interlude, when he raced a Surtees TS16 in his home Grand Prix at the Österreichring in 1974. He finished ninth.



Quester finished third for BMW in the 1968 European hillclimb series. Here, he's in action at Gaisberg

McKLEIN

"One minute before the start," he says, "I noticed that a mechanic had forgotten his toolbox and left it in front of my car. But with about 30sec to go he spotted it and ran on to the track to retrieve it. Can you imagine what would happen now? You'd get a €100,000 fine and all the rest…

"I had a three-race contract to drive in Austria, Italy and America. I thought I was supposed to be part of a two-car team, but in Austria Surtees was also running Derek Bell and Jean-Pierre Jabouille and from my perspective things weren't so good. That evening I was interviewed on Austrian TV and said I felt there hadn't been enough mechanics. Somebody mentioned this to John Surtees. I don't think I was being negative – I was just expressing what I felt, but two days later I received a telex telling me that Helmuth Koinigg would be driving my car at Monza and Watkins Glen, where sadly of course he was killed.

❖

"AT THAT POINT I HAD TO MAKE A choice. Should I try to find a huge amount of money to chase an F1 drive, when at the same time BMW was offering me a good contract for the European Touring Car Championship? I had possibilities, too, with the Osella-Abarth sports car team and others. Was it better to pay to drive what might be an F1 shitbox or to take a good salary from a perfect team and represent a factory?"

Not too hard a choice, that one, and more than 40 years later he's still racing, having added the 1977 European Touring Car Championship title and countless individual race successes to his CV. Does he still relish it as much?

"I do," he says, "but it can't be the same as it was when I was 25 or 30. I no longer enjoy the travelling, with all the hassle we have now at airports. It is not the same, but if it wasn't fun I wouldn't still do it."

On which note, I retained vague memories of Quester taking to the track wearing a monkey mask during a practice day for an ETCC race at Donington Park during the early 1980s.

Fact or fiction?

"That's not true," he says. "It wasn't a monkey, but a monster mask from a movie – *The Addams Family*, I think. It was green and blue, a very ugly thing. I was sharing one car with Roberto Ravaglia and Gerhard Berger was in the other. Gerhard and I knew each other very well and he was always something of a specialist when it came to practical jokes. He said to me, 'Listen, I will give you £500 if you wear the mask at the end of practice.' I thought, 'OK, £500 isn't too bad' – the pound's value was very high at the time – and put the mask under my seat when I went out. Towards the end of the session I took off my helmet, put on the mask and the marshals couldn't believe what they were seeing. By the time I got back to the pits the stewards were already waiting. I was fined £2000, got my £500 from Berger and was thus £1500 out of pocket, but the bigger problem was that a report was sent to the Austrian authorities and they came very close to suspending my licence. Berger thought it very funny, of course.



Red Bull has backed Quester since 1993. Below, his 2015 Daytona BMW

"GERHARD CAME UP BEHIND ME AND POURED SOAP FLAKES DOWN MY OVERALLS"



SIMON ARRON

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"At one Nogaro ETCC race, Gerhard and I were driving for Schnitzer BMW, with me taking the start. I changed into my overalls and wondered what was going on, because I was aware of Gerhard prowling around. With three or four minutes to go, he came up behind me and poured soap flakes down the back of my overalls. They normally used them to wash the truck. I didn't have time to change and as I started to sweat during the race the flakes began to bubble up. There was a lot of foam and I had to stop a few laps ahead of schedule, which really upset team boss Charly Lamm because that caused us to lose the race. I have lots of stories about Gerhard…"

❖

ONE GETS THE SENSE OF A LIFE WELL lived away from the full glare of racing's spotlight, and a career that has perhaps been all the more rewarding because of it.

"I've been very lucky because I've always been able to do what I wanted," he says. "When I was 15 it was my dream to drive a racing car, then at 20 I wanted to drive a single-seater. All my dreams came true. It has been fantastic and I've enjoyed a wonderful time with Red Bull for more than 20 years: we've never had a contract, just settled things with a handshake.

"I have nearly always been with good teams – Alpina, Schnitzer and so on – and the only time I had a really shit car was during the very early days of the Porsche 917, when I tested at the Nürburgring long before the chassis was sorted. The 917 was in its absolute infancy and felt very dangerous. I had to ask BMW's permission to do the Nürburgring 1000Kms, but after the first test they said 'No way.' When I drove it on the Sudschleife, all the glassfibre was flying around the cockpit. That's how new it was. It was useful experience, though.

"I did Le Mans 14 times, often in good cars, and in 1986 had a perfect opportunity with Sauber, sharing with Christian Danner and Henri Pescarolo. We were running third, but Henri ran over a piece of metal that cut an oil line. He stopped by the track for a while, and the oil finally ran out completely as he got back to the pits. Perhaps if he hadn't stopped we could have saved the car. It's a race I'd love to have won, but it's probably too late now…

"I think I was quick enough to be successful in F1, but if I'd gone down that route, who knows? In F2 I raced against lots of drivers who are no longer with us, so perhaps I wouldn't have been here to do this interview."





1965 Ginetta G10 - 1

One of just three examples built by Ginetta with the intention of competing in International Sportscar races, this example the first and most successful. Driven by "Works" driver Chris Meek at the 1965 Brands Hatch Redex Trophy the car took outright victory beating Dick Protheroe's famous E-Type (pictured). Following this this car continued to compete into the 70s. More recently the car was completely rebuilt by Gelscoe Motorsport and has since competed at the 2012 Goodwood Revival setting the fastest lap of the race (1.26.8). With an entry for the Graham Hill trophy at Goodwood in March, this car is unique and very exciting opportunity for the new owner. **£154,995**

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This UK Supplied RHD Daytona (1 of 158 examples) is presented in its Original Colour Combination of Argento with Blu leather. Formerly part of one of the finest collections in the world, the car is Matching Numbers, Classiche Certified and presented with its original tools and books. Recently totally restored, this Daytona is a previous Concours winner and is presented in award-winning condition. £POA



Ferrari 365 GTC

This Ferrari 365 GTC is one of just 150 examples built between 1968 & 1970. Finished in stunning Verde Pino, the car has been fully restored by Cavallino. In 2011, a further restoration commenced which included a very high quality bare metal repaint and a re-trim in Tan leather alongside the mechanical overhaul. This meticulously maintained, Classiche Certfied and Matching Numbers 365 GTC is ready to be enjoyed immediately. £POA

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As Jaguar returns to racing in Formula E, we spotlight the marque's very first track success in what would be a proud record – and it's a long way from Le Mans

writer RICHARD HESELTINE
photographer MANUEL PORTUGAL



YOU COULD CALL it an overdose of self-confidence. Normally in these situations a certain degree of incantatory language is involved, but not here. There are no histrionics. It may be 79 years old, but 'our' SS100 Jaguar fires in an instant. Onlookers' eyes widen, their mouths forming silent expletives as you flex the throttle. It sounds implausibly potent. As is to be expected, there is plenty to think about, not least the close proximity of the steering wheel to your favourite body part and the need to baby the clutch. The pedals are close-coupled so you are obliged to contort your ankles to an unnatural cant, but you've been here before, have driven other SS100s, so you know what to expect. Look and learn everyone, look and learn. Slot the gearlever into first with just the faintest ker-klunk, pile on some revs and… bunny hop. Stall. Bugger.

❖

THIS IS NO ORDINARY SS100. THE PLAQUE atop the dashboard alerts you to the fact that this particular example was the first Jaguar ever to record an outright race win. This represents year zero, the jumping off point for a marque that has overachieved (and sometimes underachieved) in motor sport ever since. This car matters. It's just that this milestone victory wasn't racked up in one of the more celebrated venues synonymous with the marque. It was accrued by Casimiro de Oliveira at the daunting Vila Real street circuit in northern Portugal.

Strictly speaking, however, it was a win for S S Jaguar (sic). It's an important distinction. Scroll back to the early 1920s, and marque instigator William Lyons had earned a degree of fame as a coachbuilder under the Swallow Coachbuilding Company banner. Over time, he made the leap from fashioning sidecars to clothing all manner of proprietary chassis before becoming a legitimate manufacturer of sporting cars. The forerunner to the SS100, the S S 90 roadster, was unveiled in 1934. This 2.5-litre Standard straight-six-powered device was rakishly attractive, the main hindrance to wider appeal being its lack of performance. To some, it had clearly been built on the principle of style first, purpose second. It was widely viewed as having little substance beneath the surface flash; as being a bit too 'Promenade Percy'.

The Standard Motor Company had no plans to increase the horsepower rating of its decidedly non-sporting 'six', but Lyons was undeterred. He found a collaborator and foil in Harry Weslake who took the Standard unit and devised a new cylinder head that featured overhead valves in place of the previous side-valve arrangement. This and other tweaks resulted in a power hike from about 68bhp to an alleged 104bhp at 4500rpm. An agreement was then reached whereby Standard would supply engines built to this spec to SS Cars, the fledgling operation's chances being boosted further in April 1935 with the arrival of Bill Heynes as chief engineer. The ex-Hillman man would go on to play a key role in the firm's future success on road and track.

It was at this juncture that all future models would be known as SS Jaguars (the gaps between SS having been discarded), but only after Lyons had brokered a deal with Armstrong Siddeley which had already registered the name. The SS100 was first seen publicly at the 1935 British Motor Show at Olympia. It was flanked by saloon models which, to Lyons' mind, represented the firm's bread and butter. Sports cars, he reasoned, were image-builders. It wouldn't be the first time that the future knight underestimated demand.

While perhaps not a runaway success, the SS100 Jaguar was well received by press and public alike, even if it looked almost identical to its predecessor to the untrained eye. The new strain represented remarkable value for money, too. At just £395, at a time when a bargain-bucket Ford Model Y saloon cost £100, the SS100 seriously undercut home-grown and Continental rivals. What's more, it was fast. The '100' part of the nomenclature was meant to denote a top speed of 100mph. That proved to be a bit optimistic: 94mph was closer to the truth, but it was still seriously quick given that most cars on the UK market struggled to get out of their own way. What's more, it could reach 60mph from a standstill in 12.8sec.

The first batch of cars left the factory in Coventry in 1936, the same year that the model was blooded in competition as Tommy and Elsie Wisdom won the Glacier Cup on The International Trial. A year later, the SS100 received a hike in displacement to 3.5 litres, this latest variation being more than capable of reaching the magic ton. Then Europe descended into hell with the arrival of World War II. What's more, production would not recommence as Coventry dug itself out of the rubble. Some 308 SS100s had been made: 191 2.5-litre cars and 117 3.5s.

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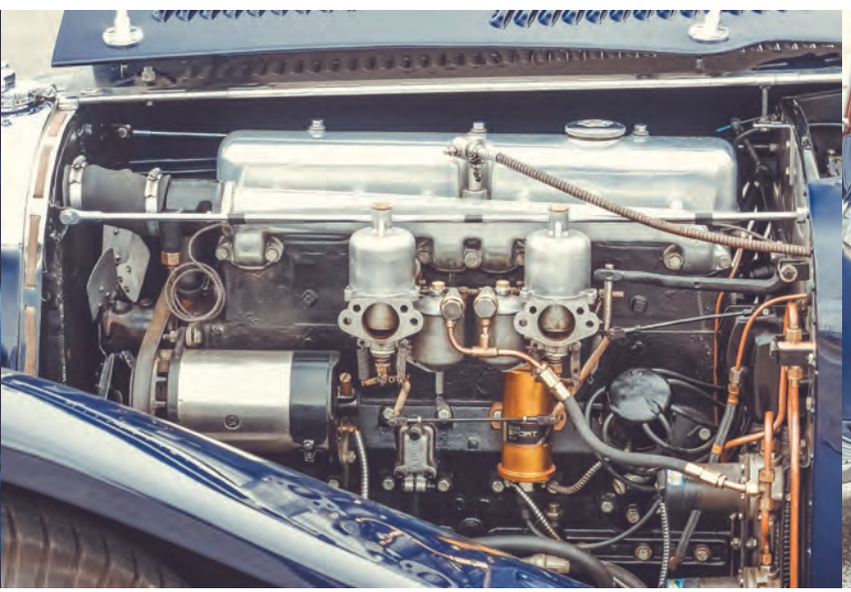
THE CAR PICTURED HERE, CHASSIS no18026, was built in 1936 and shipped to Portuguese Standard and SS Jaguar concessionaire Auto-Omnia. The Porto-based firm, operated by Edgar Ennor, in turn sold it to de Oliveira who entered the car in the III Rampa do Cabo da Roca on September 6 of that year. This event was the opening round





"THE '100' PART OF THE NOMENCLATURE WAS MEANT TO DENOTE TOP SPEED. THAT PROVED OPTIMISTIC, BUT IT WAS STILL SERIOUSLY QUICK"







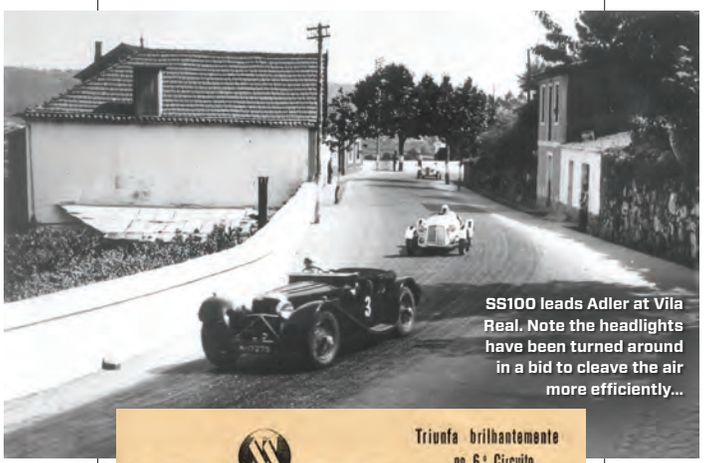
of the Portuguese hillclimb championship, the SS100 being driven to 3-litre class honours. De Oliveira also claimed the second-fastest overall time for a sports car. At the end of the month he repeated the feat in round two, the II Rampa do Cabo do Buçaco, and on October 4 recorded his third straight category win and second-best sports car time at the inaugural Rampa de Santarém. Despite having only entered three of the series' four rounds, his results were sufficient to make him class victor. He also claimed fourth place overall in the title race.

Fast-forward to June 6 1937 and the SS100 had its day of days on the 7km Vila Real International Circuit which featured bridges, level-crossings and sheer drops. Motor racing was first held on the road course in 1931, the inaugural meeting forming part of the town's annual celebrations. Though the premier Corrdida de Automóveis encounter attracted only 10 starters, Gaspar Sameiro and Ercílio Barbosa coming home first in their Ford Model A, the meeting subsequently became an annual fixture and began to attract an international element.

Frustratingly, if understandably, little was written about the '37 event in the British specialist press, although the Jaguar Journal, the firm's own in-house publication, ran a four-page race report a full *10 years* later. "The sternest opposition seemed likely to come from the two Adlers and the BMW since, with typical German thoroughness, these cars had received special preparation and were known to be extremely fast," it recounted. "In fact, the Adler entered by Prince Schaumburg-Lippe had been brought specially from Germany and, when examined, was found to be several hundredweight lighter than the normal Adler production models and possessed all the characteristics of a specially-built racing car. So much so, officials demurred at accepting its entry and only permitted it to start after the sporting Portuguese competitors had waived their undoubted right to object."

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THE 20-LAP RACE BEGAN AT 4.30PM, WITH Adolfo Ferreirinha leading at the start aboard his Edford. He was chased hard by BMW 328 man Alfredo Rego and de Oliveira in the SS100. On the third lap, de Oliveira moved into second place and set about displacing Ferreirinha. According to the Jaguar Journal: "The seventh and eighth laps saw de Oliveira making determined and often hair-raising attempts to force his Jaguar into the lead, only to be foiled by the necessity for hard braking at the close succession of corners around the torturous course. With the Adler on his heels, de Oliveira had every incentive to overhaul the Edford and this he did on the ninth lap when the Jaguar streaked into the lead out of a bend which it had entered wheel to wheel with the Edford. If de Oliveira, now leading the field, hoped to have shaken off his German pursuer, he must have been disappointed, for scarcely had he reached the next bend when the Adler was again on his heels, having also outstripped the Edford which had so doggedly maintained



SS100 leads Adler at Vila Real. Note the headlights have been turned around in a bid to cleave the air more efficiently...



the lead for eight laps. But now, with a clear road before him, de Oliveira set a cracking pace and pushed the speed for the 10th lap up to [an average of] 58.2mph."

The Prince managed to make it past de Oliveira on the 12th tour, the Portuguese heading into the pits later that same lap after a stone shattered his goggles. He rejoined in fourth place and set about chasing down the lead trio. He was up to second by three-quarter distance and reclaimed the lead on lap 17, but the German blue blood wasn't finished. He chased de Oliveira all the way to the line, with Rego in close proximity. Barely a second separated the lead trio as the chequered flag descended.

And that was that. It is widely held that de Oliveira never raced the car again, switching allegiance to Bugatti for the following year. That, and the second (and last) SS100 sold new in Portugal, this time a 3.5. 'Our' car appeared at a concours in Estoril in 1951 and then disappeared into the ether until it was rescued by arch-collector José Albuquerque in the late '80s. It has since been meticulously restored and fielded on several Mille Miglia retrospectives.

It really is an exquisitely proportioned car; a glamorous alchemy of the brassy and the beautiful that teeters on the edge of caricature. William Lyons may not have been a stylist in the accepted sense – he couldn't draw, but he had an artist's eye. The SS100 looks dazzling, and the same is true inside. As is to be expected, you sit bolt upright, but it isn't uncomfortable. With so many cars of this ilk every part of you feels violated by journey's end, but that isn't so here.

What is unexpected is the car's outright performance. The exact state of tune remains unrecorded, but it is clearly packing more horsepower than when it left the factory. It just bolts off the line, all the while detonating sound like buckshot. Few cars sound as good as this as it nears the upper end of its vocal range. It isn't the smoothest of gear changes, though. It doesn't respond to tactility, but it's relatively easy to guide once acclimatised. What's more, it's difficult not to grin like a loon as you double de-clutch, each blip threatening to tear the sky. It sounds strident; angry even.

While perhaps not a thoroughbred in the accepted sense, if only by dint of it featuring so many proprietary parts, the SS100 is more than a match for more exalted period rivals. It steers remarkably well, with no discernible kickback or flexing through the wheel. It does get a little jouncy, but it's fun to hustle. At least it is until a wheel balancing problem ends play early. Not that this stops its owner from driving the car home, mind.

There is so much to love about the SS100. It set the template for performance and value for money, while also helping forge Jaguar's reputation in motor sport, witness back-to-back wins on the RAC Rally in 1937-38. The ex-de Oliveira car is a proper competition tool; one that doesn't intimidate once you have overcome your initial hesitancy. It speaks volumes that Albuquerque – a man who has raced everything from a Maserati 250F and Ferrari 250LM – has kept it for more than two decades while other, more exotic, cars have come and gone. It may have created a bit of history on the quiet, but this is one Jaguar that roars. Ⓜ

Thanks to: José Albuquerque, Adelino Dinis and Ricardo José Gouveia

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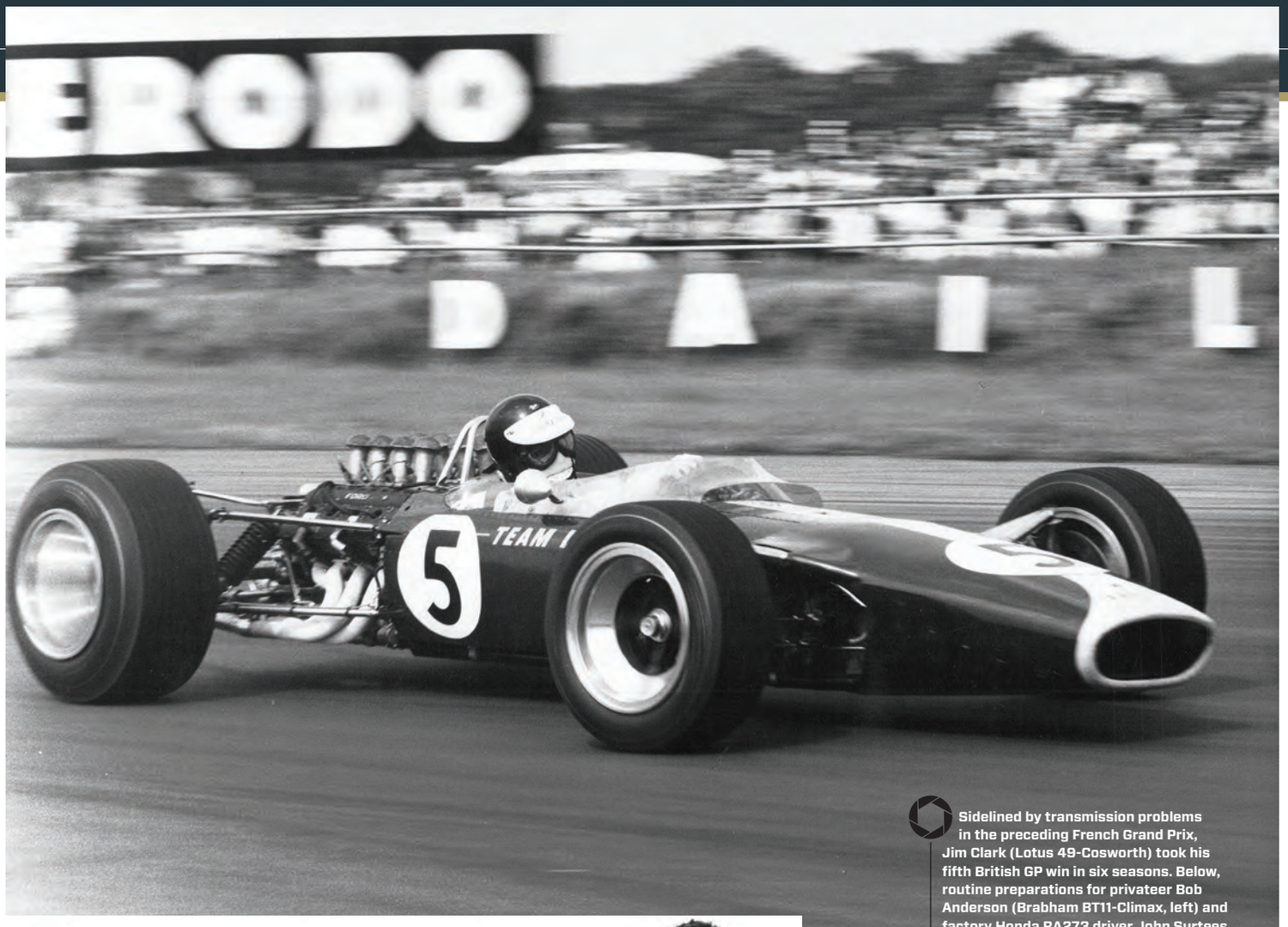
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Sidelined by transmission problems in the preceding French Grand Prix, Jim Clark (Lotus 49-Cosworth) took his fifth British GP win in six seasons. Below, routine preparations for privateer Bob Anderson (Brabham BT11-Climax, left) and factory Honda RA273 driver John Surtees.







PRIVATE VIEW

A 'YOU WERE THERE' SPECIAL

Graham Hill and Lotus linchpin Colin Chapman in the pits. Hill raced a freshly rebuilt car, after suspension failure caused a practice mishap, and led briefly after starting from the front row alongside team-mate Clark. Below, Jack Brabham appears to be pondering a pre-race snack.



Mike Simpson was a 21-year-old photographic trainee when Kodak offered him a press pass for the 1967 British GP...

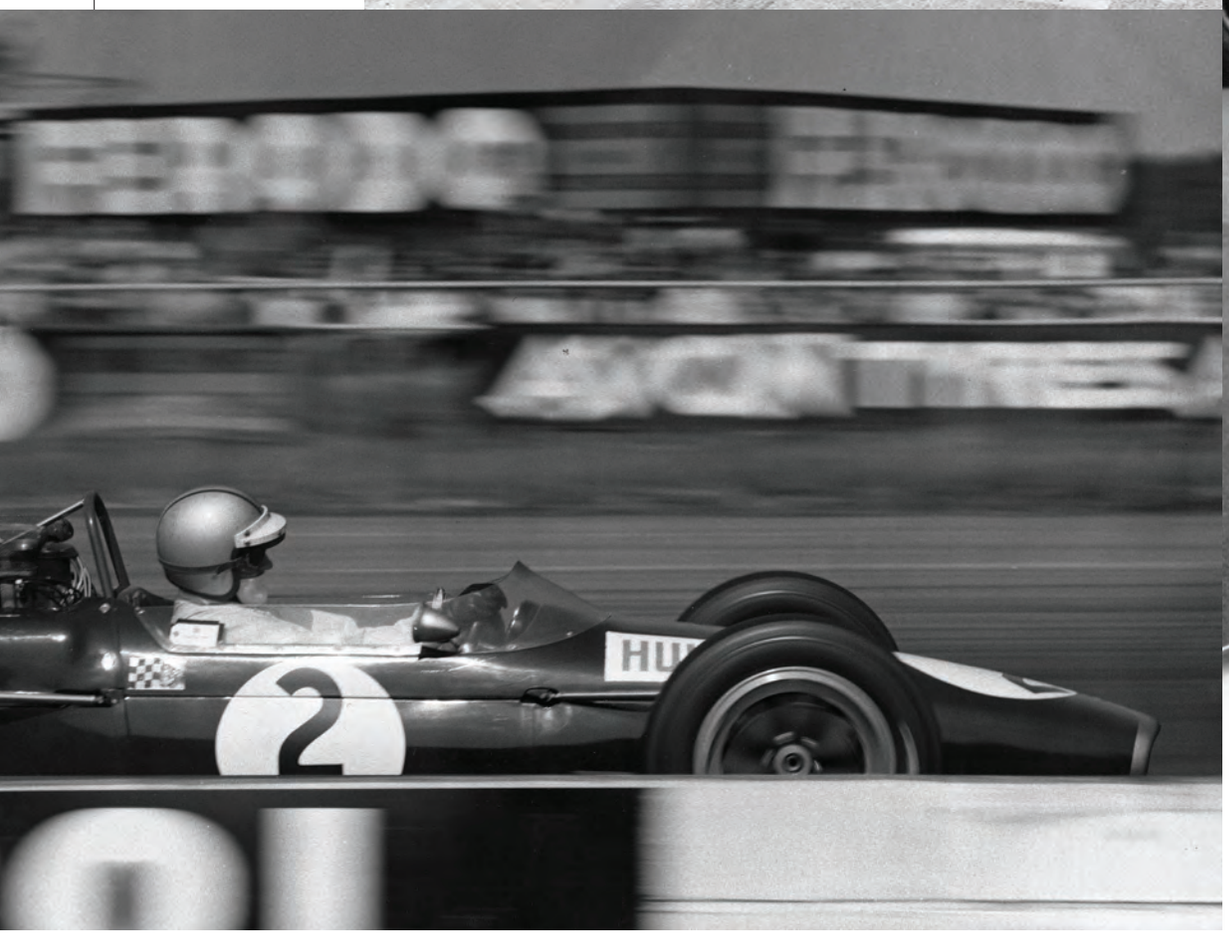
Some things happen by chance – and this was one such. Kodak had two press passes available for the 1967 British Grand Prix, one for senior photographer Tony Maynard and another going spare. "I was aiming to become a photographer," says Mike Simpson, "and at the time was working for Kodak's lecture services department. We used to provide film strips to photographic clubs, to show members the kind of standards to which they should aspire. I was a keen racing fan and absolutely cock-a-hoop when I was given a chance to go trackside." He used a Mamiya C33 camera and single, 80mm lens, loaned by friend – and future historic racer – Paul Castaldini.



Afterwards he created a personal album – from which these images are taken – as a form of visual CV. He went on to carve a career as a photographer and, later, run his own multimedia business. "A few things stick in my mind from Silverstone," he says. "There was a huge queue when we arrived and Tony was prone to impatience. After waiting a while, he followed a racing transporter along the wrong side of the road for about a mile and a half, which saved a bit of time. I also recall there being an absolutely fantastic buzz about the place, quite a contrast to the drivers' apparent calmness."



In the days before mass media interest and the compulsory presence of wall-to-wall film stars, grid walks were relatively civilised. Below, Denny Hulme (Brabham BT24) took second place to maintain his lead in the points standings.

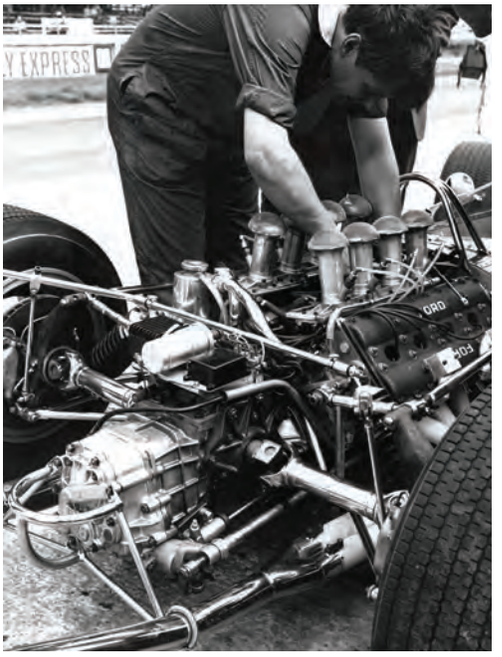




The old curiosity workshop... As John Surtees tightens his chinstrap, Cooper driver Silvio Moser checks out the works Honda. Surtees finished sixth, Moser dropped out with failing oil pressure.







Graham Hill chats to racer-turned-writer Innes Ireland before the start, while one of the Lotus 49s is fettled (left). After working his way to the front, Hill pitted to have his suspension checked before later retiring with engine failure.

BRANDS HATCH OULTON PARK SNETTERTON CADWELL PARK

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26-28 MARCH	EASTER BRITISH TRUCK RACING	BRANDS HATCH
28 MARCH	EASTER FUNDAY	OULTON PARK
2/3 APRIL	DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP	BRANDS HATCH
16/17 APRIL	BRITISH GT AND BRDC F4 CHAMPIONSHIPS	BRANDS HATCH GP
30 APRIL - 2 MAY	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	OULTON PARK
7/8 MAY	BLANCPAIN GT SPRINT SERIES	BRANDS HATCH GP
20-22 MAY	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	BRANDS HATCH
28/29 MAY	MASTERS HISTORIC FESTIVAL	BRANDS HATCH GP
28 & 30 MAY	BRITISH GT AND BRDC F4 CHAMPIONSHIPS	OULTON PARK
4/5 JUNE	DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP	OULTON PARK
11/12 JUNE	AMERICAN SPEEDFEST IV	BRANDS HATCH
8-10 JULY	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	SNETTERTON
30/31 JULY	DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP	SNETTERTON
5-7 AUGUST	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	BRANDS HATCH GP
6/7 AUGUST	BRITISH GT AND BRDC F4 CHAMPIONSHIPS	SNETTERTON
27-29 AUGUST	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	CADWELL PARK
9-11 SEPTEMBER	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	OULTON PARK
10/11 SEPTEMBER	BRITISH TRUCK RACING CHAMPIONSHIP	SNETTERTON
1/2 OCTOBER	DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP	BRANDS HATCH GP
14-16 OCTOBER	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	BRANDS HATCH GP
5/6 NOVEMBER	BRITISH TRUCK RACING CHAMPIONSHIP & FIREWORKS	BRANDS HATCH

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NO LONGER KEEPING THINGS PERSONAL

Former racing car king Adrian Reynard is selling his own collection of single-seaters. Each represents a chapter of his own life – and of those who worked with him

writer DAMIEN SMITH

ADRIAN REYNARD KNOWS HE'S going to regret this. The cars you see here represent a life's work, but he's finally made the call. They are all for sale. The trio of Formula 3 cars, the Formula 3000 pair and the Indycar carry his name, the two Formula 1s significantly more. They represent the broken dreams of a long-gestated plan to conquer the pinnacle of his sport, but also the genesis of something beyond him – something that would inadvertently achieve his desires in two guises he could never have imagined.

Here are eight single-seaters spanning 18 cut-and-thrust years, in which his eponymous company rose to the heady heights of the planet's most prolific builder of racing cars – and then became extinct almost overnight when the pinch of a plunging economy and a changing market wrought disaster. What a ride, and what a painful fall. For Reynard, these cars are personal. They always were.

So how come he's selling them?

"This collection has grown since 1985 and they've been stored in multiple locations," he says. Still today they are dotted around, never having lived under one roof as a single display. "Originally I thought they would be a nice legacy for my kids. But I've got five children and none of them is remotely interested! They probably know at some stage they might get the benefit of something out of them. I'm approaching 65 and it's probably a good time to sort them out, rather than leave it to them when I'm not here any more. It's a pragmatic decision.

"Of course I'll regret it," he says, as he prepares to tell their stories – and his in parallel. "They all mean a lot to me."

The Adrian Reynard Collection is for sale. Contact Alan Cornock at FCS for more information on +44 (0)1480 891212, +44 (0)7860 954238



"I WAS THERE FOR MOST OF THE RACES AND IT WAS FUN AND EXHILARATING. WE LEARNED A LOT"



JJ Lehto leads Hill, Brabham and Irvine en route to completing Reynard's F3 title treble in '88. Left, Andy Wallace set the ball rolling in '86. Above, Johnny Herbert leads at Silverstone in '87



LAT & SUTTON



FORMULA 3



1986 Reynard 863 (chassis 034)

Ex-Andy Wallace, run by Madgwick *(no engine)*



1987 Reynard 873 (chassis 054)

Ex-Johnny Herbert, run by Eddie Jordan Racing *(Spiess VW engine)*



1988 Reynard 883 (chassis 024)

Ex-JJ Lehto, run by Pacific Racing *(TOM'S Toyota engine)*

THE ROOTS OF REYNARD Motorsport burrow back to 1973, when March's first employee Bill Stone convinced 21-year-old student Reynard to join him in a breakaway. They formed Sabre and Adrian set to work on his first self-built racer, the Reynard 73F Formula Ford. He only built one and he still has it, the keystone of his collection – and it's the only car that's not for sale.

The 73F began the famous tradition of Reynard winning its first race in a new formula. But a rocky road lay ahead and it wasn't until the early 1980s that the constructor could be described as truly established. By 1985 Adrian was ready for the next step.

"It was quite a big jump for us going from Formula Ford to Formula 3," he says. "We did a carbon-fibre chassis, which was a bit more expensive. It had some credibility issues back then, I guess, in terms of safety, damage and cost, but we managed to make a chassis for the price of an aluminium monocoque – so competitive with Ralt."

Oxford's Andy Wallace duly won Reynard's maiden F3 race, then claimed the British title in 1986. "We had lots of opposition. Mick Cook was the engineer, I was there for most of the races and it was fun and exhilarating," Reynard recalls. "We learned a lot about set-up. It was a ridiculous time when there was no minimum ride height [stipulated], so we found that widening the springs on the front with tremendous pre-load allowed us to run at 10 or 11 millimetres off the deck. How Andy drove it… I mean it was virtually a solid front end. But it did give him immeasurable grip."

In partnership with sales manager and former on-track rival Rick Gorne, Reynard now really started motoring. "We were new, so we had to take people with us that we had vetted as up-and-coming talent. That was where Rick helped. The teams had to have the right energy and belief in us, and Madgwick certainly did because we'd been with them in Formula Ford, and Andy Wallace as well."

The strategy to establish the company as a serious threat to Ralt, March and Lola explains how Adrian accrued his personal collection of significant Reynards. "Basically we lent cars to prominent teams," he says. "They might win a championship and in due course we got the car back and it went into storage. Sometimes we owned the engine, as is the case with Johnny Herbert's car, but in others such as Andy's car we didn't – that's why that one is without an engine."

Next came 1987 and Johnny Herbert's British F3 title with Eddie Jordan Racing. "We were on a roll then," says Reynard. "The car didn't really change that much year to year, mainly for reliability – we improved the manufacturing. And then we would work on the aerodynamics.

"I was already in the windtunnel with these cars. We would make minor changes to the front wings or the sidepods. We actually manufactured our own wheels with aero in mind, which you can see on the Wallace car. It would gain maybe half a mile an hour down the straight, but it might just be enough to get past someone."

British F3 was full of big-character team bosses and engineers. They can't have made for the easiest of clients. "They always rated their own contributions highly," smiles Adrian. "It was always a negotiation and I used to let Rick do most of it. They always wanted works development parts for nothing, and obviously often the car was already loaned. I guess it was a perpetual process of negotiation all year, but on the other hand we felt ourselves as part of the teams too. We needed to input our investment in order to achieve the wins and championships that were so important to our development.

"I'm not saying it was easy going… but we negotiated well. I definitely left Eddie Jordan to Rick! But we had a very good relationship with Robert Synge [at Madgwick] and 'Wiggy' [Keith Wiggins at Pacific] was always good to deal with as well. Robert made a tyre-warming oven, which was legal in those days. I don't know where the idea came from, but it was very good – until it got banned. Wiggy was always working on his own little developments, and started with very basic data-logging."

Pacific stepped up to British F3 in 1988 and won the title at the first attempt with JJ Lehto. The success also marked a hat-trick for Reynard. "Again the car was just a development," says Adrian. "We tried to use as many 'carry-over' parts from year to year. The monocoque, the fuel tank, the uprights and the bearings would remain, but typically we might change the suspension, the anti-roll bar system and every year they got an aerodynamic upgrade.

"We would also always try to lower the centre of gravity, using ballast. Usually we would redesign rear suspension parts and integrate better gearbox casings, improve the stiffness – anything for better drivability. Our cars were always quite easy to drive – apart from that ground clearance issue on Andy's car, of course!"

FORMULA 3000



1988 Reynard 88D (chassis 007)
Ex-Roberto Moreno, run by Bromley Motorsport
(no engine)



1989 Reynard 89D (chassis 017)
Ex-Jean Alesi, run by Eddie Jordan Racing
(Mugen engine)

BY 1988, REYNARD WAS ready for the next rung on the ladder. "They were all big steps," says Reynard. "F3 had been major because of the big investment in carbon fibre. We were only a small company with no record in that formula. I did choose to use a lot of the 'shatter' technology – carbon-fibre manufacturing. Basically the F3000 tub in 1988 was the same as the F3 tub, but it needed a bigger fuel capacity, so we made a slightly bigger mould and chassis. A lot of people decried it as just an overgrown F3 car."

Perhaps. But it won. Roberto Moreno's virgin yellow Bromley Motorsport 88D claimed Reynard the International F3000 crown at its first attempt.

"It was probably the last car in which I had a significant design link," says Adrian. "By that time Malcolm Oastler had come on board. It had an integral gearbox – we took Hewland internals and made our own. The aerodynamics were pretty good, and I did the radiator layout.

"We went down to Jerez for the first round and I was more with Johnny Herbert and Eddie Jordan than I was with Roberto Moreno and Gary Anderson. Eddie was our works team, if you like." Herbert won in Spain, but Moreno scooped victories at Pau, Silverstone and Monza, Johnny then suffered his career-threatening Brands Hatch accident and the little Brazilian claimed another win in Birmingham on his way to the crown. "Roberto and Gary, on a very low budget, used all their experience to win that championship," says Reynard. "So that's the car I've got from that year, returned from Bromley Motorsport."

The next car, in the opinion of this writer, is one of Reynard's finest and a gem from F3000's greatest era. The 89D won six of the 10 F3000 International rounds, with Jean Alesi scooping three of them and the title for Eddie Jordan. "By then we were a real thorn in Lola's side. We had other years where we won every single race, but that was satisfying because we had a great competition with them. Malcolm was very much in charge that year and I recall Gary Anderson joined us around that time. Not only did we have Malcolm and Gary, we had Andy Green who is now technical director at Force India, and there was Mark Smith too who went on to big things in F1. How's that for a strong set of F3000 guys? Part of the reason we were so successful at that time was that I'd let the design go to these wonderful people."

By 1991, Anderson had joined old rival Jordan to create the lovely 191 and fire a rocket up the F1 establishment. Reynard had his own F1 plans, but they almost ruined him. Instead, destiny lay in wait across the Atlantic.





Driving for the tiny Bromley Motorsport team, Roberto Moreno was F3000 champion in '88. Below, Jean Alesi was his successor







SUTTON

"BASICALLY THE F3000 TUB IN 1988 WAS THE SAME AS THE F3 TUB..."



LAT

INDYCAR



1996 Reynard 96I (chassis 004)
Ex-Bryan Herta, run by Team Rahal
(no engine)

BY THE TIME ADRIAN PULLED THE plug on his stillborn F1 project, he'd lost nearly £3 million of his own money. As key recruits Rory Byrne and Pat Symonds headed for Benetton, Reynard turned to the land of opportunity to dig himself out of a financial hole. Good decision, as it turned out.

"We started in 1994 and we failed to win the championship in our first year – but we did win our first race, with Michael Andretti [and Chip Ganassi Racing at Surfers Paradise]," says Adrian. "That shook the whole Indycar scene.

"I'd gone out the year before on an espionage mission, as a race engineer for Russell Spence in Formula Atlantic, and tried to build some relationships. It was tricky because the 'A teams', the likes of Newman-Haas and Penske, didn't want to know. Lola was very well established, as was Ilmor, so it was difficult for us as a new manufacturer to come in and get decent engines, teams, drivers, tyres and budgets."

The approach was to find alternatives to the status quo, and it soon paid dividends. In 1995 young Jacques Villeneuve blitzed a celebrated double by claiming both the Indy 500 and the title, in a Ford-powered Reynard run by the previously unheralded Team Green. Four more consecutive championships would follow, with Ganassi drivers Jimmy Vasser ('96), Alex Zanardi ('97 and '98) and Juan Pablo Montoya ('99). By the end of the decade Reynard was dominant, to the point where even mighty Penske abandoned its own chassis in favour of cars from Brackley. "That was satisfying," says Adrian, drily.

The specific 1996 car in his collection was relatively unremarkable, run by Team Rahal with Mercedes power and driven by Bryan Herta to eighth in the points table. What matters is the era it represents. "The 96I was destined to be a good car," says Adrian. "By the time we'd sold the first cars in 1994 you could see all the faults and what was needed to make it better for the years after. It represents the wonderful culture we had at the company. Malcolm wasn't satisfied with the car until we'd been into it for several years."





Reynard's habit of winning maiden races did not extend to F1. The BAR-Hondas of Button and, above, Villeneuve in 2003 & 2002



"THERE IS PROBABLY NO F1 TEAM THAT DOESN'T HAVE EX-REYNARD PERSONNEL ON ITS STAFF. I FEEL PRIVILEGED TO HAVE WORKED WITH THEM"

FORMULA 1



2002 BAR-Honda 004 (chassis 040-02)
Ex-Jacques Villeneuve
(Honda RA 002E V10 engine)



2003 BAR-Honda 005 (chassis 050-01)
Ex-Jenson Button
(no engine)

HOW TO BROACH THE final two cars in the collection… the story of BAR is not a happy one and coincides with the sudden demise of Reynard Motorsport. Yet here they are, two cars from that era to remind Adrian of all that false promise. Mixed feelings about this pair?

"I think that's a good way to describe it!" he says, thankfully with a laugh. "It would take a book, really, to go through all the ups, downs and challenges in establishing BAR. It was actually launched a year after it should have been, which was nothing to do with Reynard. In its wisdom, [owner] British American Tobacco decided to buy a team, Tyrrell, rather than establish our own. Jackie Stewart did it, but BAT chose not to and that sucked out a lot of the first-year budget. I was technical director at the time [in 1999] and soon everything started to get strained."

There was also that unfortunate prediction, that the old Reynard tradition of winning first time out could be maintained in F1, under the BAR moniker. "As a team we didn't manage expectations very well," says Adrian, with another scoopful of understatement. "Because of the Reynard tradition everybody – possibly including me! – thought we could go into that formula and punch above our weight. And that didn't happen."

In that maiden year, it quickly became obvious that Supertec-badged Renault V10s were never going to match the BAT board's soaring ambition. "One good thing was that I was able to persuade Honda to come in and virtually save the company, taking a load of pressure off BAT," says Adrian. "But that again was a disappointing era. Basically the car and engine combination underperformed in the second year. At that stage they were just an engine supplier but I did eventually persuade them to take it all over. And the rest is history.

"Having acquired the site, developed the building, built the windtunnel and hired most of the technical people, it was great to see Ross Brawn come along, take over the reins in 2009 and put a Mercedes engine in the car, then win the championship. By this time I wasn't involved in the main board, but as a landlord it was somewhat satisfying to see all those investments come to fruition. Since then Mercedes has been able to win two more championships out of the same core product." Reynard still has an office at the Brackley factory – so even now retains an indirect link to his old team.

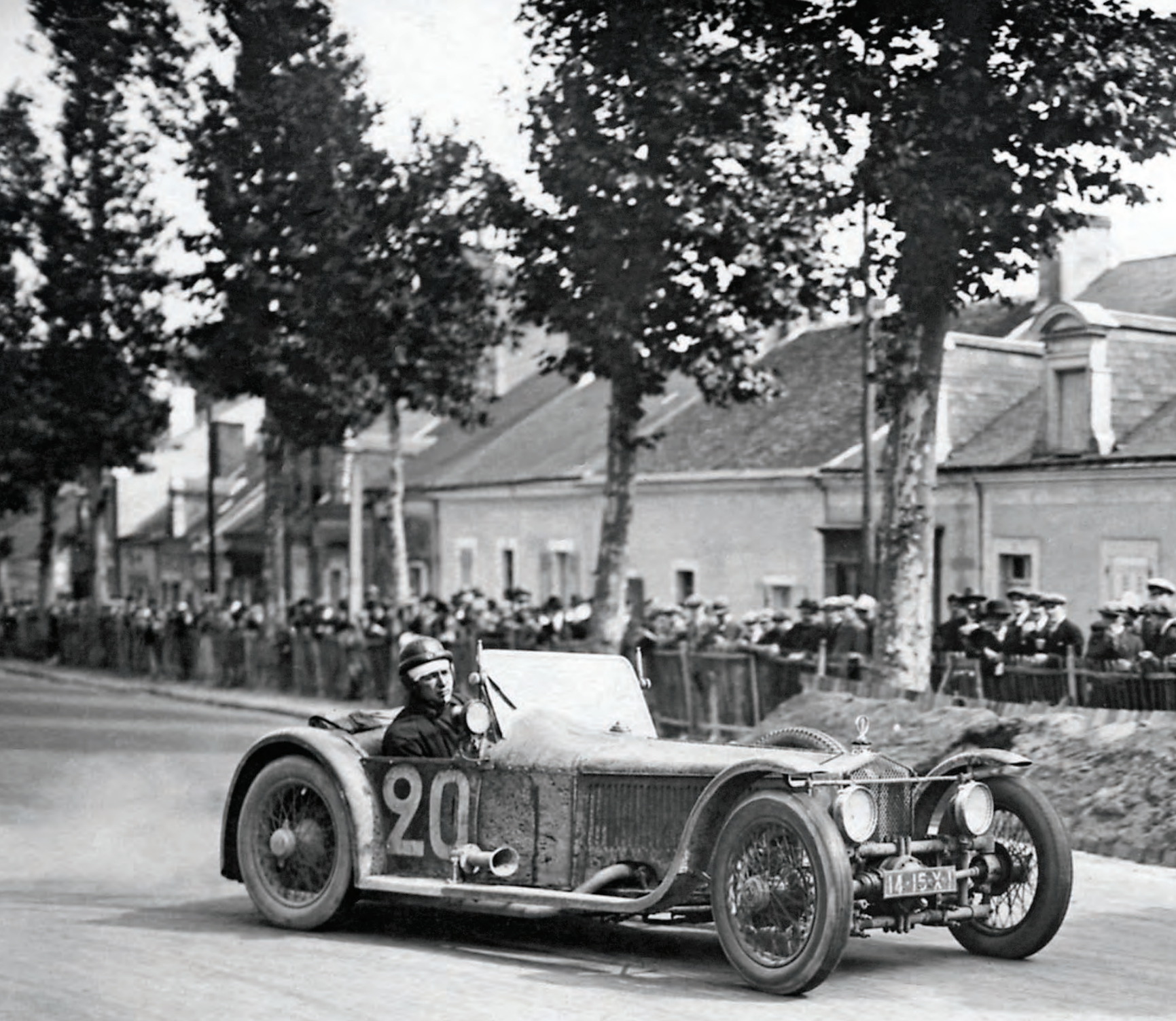
But the pain of his own company's liquidation in 2002, in the midst of BAR's continuing struggles, still lingers. "I didn't expect to have a career without tough times and I had prepared myself and the company for all sorts of eventualities," he says. "I always thought there would be some major crash and we'd be sued, but that never happened in 30 years. The last thing I thought is we'd go under, but our market went upside down very quickly.

"It's taken me a long time to get over it – actually I probably never will. I did go out of my way to hire most of the technical people in the team, and to have to stand up and tell them… We'd kept it pretty confidential and kept going until we really couldn't any more. And everyone was very shocked. It was over very quickly.

"But again, looking back, I don't regard Reynard's legacy as a victory for being the world's biggest race car manufacturer, or for all the races and championships we won. I look at success as the number of careers we launched and the people who are still in the industry since Reynard went down. There is probably no F1 team that doesn't have ex-Reynard people on its staff. There are people all over the place who had fantastic experiences with us and I feel privileged to have worked with them."

BUY THIS IMAGE

LAT



The Tracta driver who ploughed a different furrow

Nissan is far from the first to field a front-drive car at Le Mans. This extract from a new book recalls an unsung innovator – a man who also showed heroic fortitude

writer QUENTIN SPURRING



JEAN-ALBERT GRÉGOIRE was the hero of one of the great Le Mans adventure stories in 1927, driving his innovative front-drive Tracta sports car on début in the Grand Prix d'Endurance.

The little team from north-west Paris had prepared two of these ground-breaking small cars, but all four of its drivers were injured in a road accident on their way to the circuit on Saturday morning. Grégoire escaped from hospital through a window and shared one of the cars with a volunteer from the crowd. Severely bruised, and with his head bandaged, he undertook the great bulk of the driving, and qualified successfully for the final of the 1927-28 Biennial Cup competition.

The Automobiles Tracta company was registered in January 1927 by 27-year-old Grégoire and his socialite friend, fellow engineer Pierre Fenaille, who both wanted more from life than selling Delage and Mathis passenger cars in their Garage des Chantiers agency in Versailles. The pair had competed in the Monte Carlo Rally in 1925 with an Amilcar and in 1926 with a Majola. They had then resolved to create their own marque together, with an emphasis on motor sport.

Their backer (and principal shareholder in the venture) was Pierre's seriously rich father, Maurice Fenaille, a 71-year-old French entrepreneur, art collector and philanthropist who had made a fortune in the United States by selling his petroleum business to Standard Oil. Fenaille *père* made it a condition of the finance that the young men had to offer something different – with an emphasis on making money.

Grégoire and Fenaille *fils* noted the success that was being achieved by American racing car engineer Harry Miller with his front-drive cars. They resolved to design their own device for deploying engine output to drive the front wheels, with a view to selling manufacturing licences into the automobile industry. Their ingenious constant-velocity universal joint comprised just four components: two yokes (one driving and one driven) and two semi-spherical swivels that interlocked in a 'floating' connection. A patent was filed in December 1926.

With the help of an automotive engineer named Charles Nugue, a prototype car was produced to prove the technology, known as the Tracta Gephi (word plays on traction-avant and Grégoire et Fenaille). The right-hand-drive car was powered by an off-the-shelf 1100cc SCAP four-cylinder engine with pushrod-operated overhead valves. This was turned through 180deg and linked with the four-speed gearbox and the final-drive in a line. Even though the engine was mounted as close to the centre of the car as possible, hard up against the bulkhead, the installation resulted in a very long front frame and bonnet. The chassis was specially made in Courbevoie by the Langlois & Jornod company, which assembled the car and arranged its components to provide a low centre of gravity; the little car was so low that its seated driver could easily touch the ground. A transmission brake was fitted to the gearbox and the Tracta had independent front suspension via a transverse spring coupled to the stub axles, the tubular rear axle being located on semi-cantilivered leaf springs.

❖

IN ITS FIRST EVENT, THE COUPE DE l'Armistice regularity trial in Paris in November 1926, the prototype briefly caught fire, but Grégoire went on to compete in hillclimbs with some success. In 1927, it was decided to put a small team together to run two cars in the 1927 Grand Prix d'Endurance: where else better to prove the young firm's *joint homocinétique*? Pierre Fenaille would drive one with another friend, well-known aviator Etienne Boussod, and Grégoire the other with Roger Bourcier, Fenaille's personal chauffeur.

On arrival in Le Mans they discovered that all the hotels were fully booked, but found accommodation in a small private house in the village of Mulsanne. After two uncomfortable nights there, Fenaille suggested that the four drivers should spend Friday night in rather more luxurious surroundings. So he rented rooms in the Chateau des Châteliers near Angers. Leaving the two mechanics, named Guérin and Tribaudot, with the cars in Mulsanne, the four drivers set off for Angers on Friday in Fenaille's big Panhard 20CV sports-tourer.





Glass of beer revives the bandaged Grégoire in a rare break from his exhausting efforts on the narrow track

LAT

"GRÉGOIRE SELECTED A REMOTE SPOT BETWEEN MULSANNE AND ARNAGE, STOPPED, AND LAY DOWN IN THE FOREST"

Refreshed on Saturday morning, they were returning to the circuit when Boussod misjudged a corner near the village of Arnage, and the big Panhard hurtled into a ditch at 60mph. The driver emerged badly shaken up to find Grégoire covered in cuts and bruises, Bourcier screaming in agony from a crushed knee – and Fenaille unconscious with a serious head injury.

The wounded men were taken by ambulance to the Delagenière clinic in Le Mans. By late morning Grégoire was in a hospital bed with orders to stay there for 48 hours, Bourcier's leg was under the knife on an operating table – and poor Fenaille was in a coma with brain damage.

Grégoire had a head wound and a painfully swollen and now purple face, but no broken bones. He knew that the mechanics would have taken the two cars to the circuit, and could not resist very long. The athletic young man – a former national 100-metre sprint champion – dressed while the nurses were distracted, exited the hospital through a window and took a taxi to the circuit. He got there at 2pm (two hours before the start) – to find no sign of Boussod, nor the mechanics, who had left the paddock to search for their missing drivers in the local hospitals.

Grégoire sought the help of race director Charles Faroux. In due course a request was broadcast on the public address system for anyone with a licence to come to race control. The call was answered by a mechanic named Lucien Lemesle. Grégoire just had time before the start to brief him about the unusual steering and gearshift of the Tracta. The other car stayed unused in the paddock.

The team mechanics returned before the start, and Grégoire drove for the first four hours before handing over to his new team-mate. Shortly afterwards, it began to rain. Lemesle came into the pits, complaining that he couldn't see, so Grégoire put on his helmet and returned to the cockpit.

As night fell, the Tracta was very nearly caught up in the famous multiple pile-up at Maison Blanche that eliminated two of the front-running Bentleys, but Grégoire just made it through the wreckage. The circumspect Lemesle relieved him from time to time but, in all, Grégoire drove almost 15 of the first 20 hours. By midday on Sunday, despite the fact that a flying stone had punctured one of its two fuel tanks, the car had exceeded by four laps the target distance it needed to qualify for a slot in the final of the Biennial Cup in 1928.

Grégoire decided to push his luck no longer. Despite the objections of the mechanics and some friends who now filled the pit booth, he decided merely to go through the motions of getting to the finish. He did not want to park the car in the pits, in full public view, in case the spectators concluded there was something wrong with it. Instead, he selected a remote spot between the Mulsanne and Arnage corners, stopped the car, and lay down in the pine forest there.

The race director became concerned. Faroux sent out the course car bearing his assistant Géo Lefèvre to investigate. Lefèvre saw the prone, bandaged figure beneath a tree and wanted to call an ambulance. Grégoire assured him he was only resting.

Over the final three hours, Grégoire started the engine occasionally and took the car back onto the circuit. After he had driven the Tracta over the finish line, he was unable to move his limbs properly and developed a high fever. He was delirious all Sunday night and stayed in bed for 24 hours. A month later – having been given a gold medallion struck in honour of his exploits by suspension damper manufacturer François Repusseau – he was fit enough to race the same car in the Coppa Florio, in which he finished second in the 1100cc class behind a Salmson.

Pierre Fenaille was not as lucky. He was in a coma for two weeks. He was partially paralysed down one side when he left hospital, unable to write and barely able to speak. His recuperation would take more than two years.

❖

GRÉGOIRE BEGAN PRODUCING CARS for sale to the public and continued Tracta's racing programme. In the 1928 Le Mans he and his professional co-driver, Fernand Vallon, were classified third in the ACO's 1927-28 Biennial Cup with one of three cars. Tracta raced four in the 1929 race, including a 'tank'-bodied special powered by a unique, 'opposed-piston' engine – a 1-litre four-cylinder two-stroke created by supercharger specialist René Cozette. The company reverted to two cars for a fourth and final Le Mans outing in 1930, and went out of business as an automobile brand some two years later, having sold about 200 cars.

Meanwhile, however, the patented Tracta CV joint had come into extensive use in the motor industry, notably by Adler and DKW in Germany. Later versions of the device would be used in millions of vehicles, including all the Jeeps in World War II, and it is still employed in front-drive cars today.

Grégoire subsequently used the factory in Asnières for other innovative projects, including cast-aluminium chassis frames and both gas-turbine and electric powertrains, and also became a noted author, humanist and wine expert.

Jean-Albert Grégoire – the hero of the 1927 Le Mans – died in 1992, at the grand age of 93. M

This article is extracted from Quentin Spurring's new book, Le Mans: The Official History of the World's Greatest Motor Race 1923-29, *which is published by Evro Publishing.*
ISBN: 978-1-910505-08-3, £50

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1982 AC 3000 ME
Originally a factory demo car and then Andrew Hurlock's personal transport. Subsequently transferred to AC (Scotland) Ltd and re-engineered by Aubrey Woods (ex-BRM) to accept an Alfa V6 with amongst other things, revised suspension, brakes, and gearchange. The pre-production prototype and a taste of what might have been. Comes with a spare full race Alfa V6. **Asking Price: £29,995**

1958 Jaguar MK I 'Brian Lister Tribute'
Wide angle, dry sump D-Type engine, four-speed all synchromesh Jaguar gearbox, MK II wide track rear axle with LSD and Halibrand centre locks. Many other upgrades including brakes and full stainless exhaust. Dry sump tank and extra fuel tank in boot. An extraordinary car. **Asking Price: £99,995**





1969 Fiat Dino 2400 Coupe
The best we have seen and purchased originally by the son of Peter Sellers. Imported in 1990 and subject to a ground up restoration inc. engine and suspension overhaul, bare metal repaint and retrim. Little used since and in outstanding condition. **Asking Price: £69,000**

1933 Alvis Firefly Cross & Ellis Tourer
One of just two two-seaters with 'Dickey' seats built by Cross and Ellis and both slightly different. Delivered new by Windmill and Lewis in Bristol, September 1933. Extensively restored by Tim Walker in the 1990s and recently fitted with an Alvis 'synchro' box with the original retained. In really nice order. **Asking Price: £39,995**





1962 Lotus Seven
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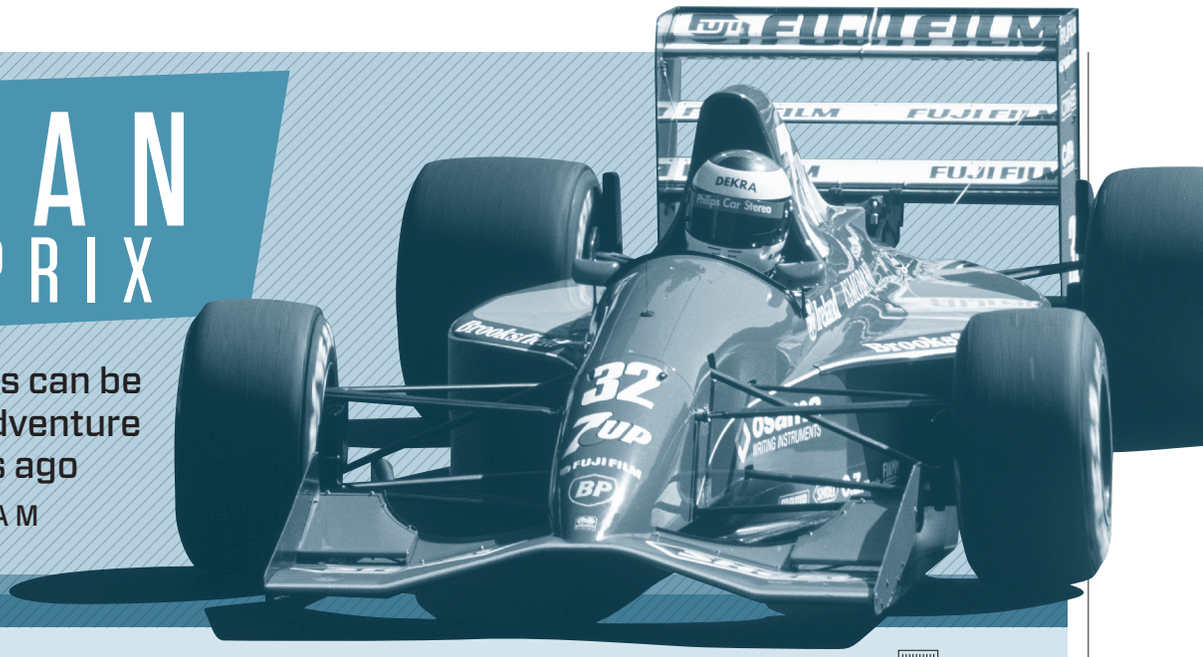
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JORDAN GRAND PRIX

Force India's F1 roots can be traced back to an adventure that began 25 years ago

writer PETER HIGHAM



IT IS 25 YEARS SINCE JORDAN GRAND Prix made its Formula 1 debut in the 1991 United States GP on the streets of Phoenix. It was soon obvious that Eddie Jordan's precocious newcomers – with distinctive 7Up livery – were a serious force. Andrea de Cesaris and Bertrand Gachot finished fourth and fifth in Canada and the Italian challenged for the lead in Belgium – a race also notable for Michael Schumacher's F1 debut with the team.

Fifth in the championship for constructors at its first attempt, Jordan switched to Yamaha and then Hart engines but struggled to maintain that form. It was 1994 before Rubens Barrichello delivered Jordan's first podium (Pacific GP) and pole (Belgium).

Giancarlo Fisichella was second at Spa in 1997 and it was there a year later that Jordan finally scored its breakthrough win, Damon Hill heading a popular 1-2. Better still was to come during 1999, when Heinz-Harald Frentzen won the French and Italian GPs en route to third in the championship.

Its final F1 success – Brazil 2003 – was riddled with confusion. McLaren's Kimi Räikkönen was initially awarded victory in a red-flagged race, but a review of the data showed that Fisichella's Jordan, on fire in the pits at the time the event was stopped, had been leading on the crucial countback lap. The Italian received his trophy two weeks later, at Imola.

The team was by now in decline and Jordan sold out to Canadian industrialist Alex Shnaider. It was rebranded as Midland from 2006 before being sold on to Spyker and Force India.

TOTAL VICTORIES

4

HEINZ-HARALD FRENTZEN x2
(1999 FRENCH & ITALIAN GPs)
DAMON HILL x1
(1998 BELGIAN GP)
GIANCARLO FISICHELLA x1
(2003 BRAZILIAN GP)

POLE POSITIONS

2

RUBENS BARRICHELLO x1
(1994 BELGIAN GP)
HEINZ-HARALD FRENTZEN x1
(1999 EUROPEAN GP)

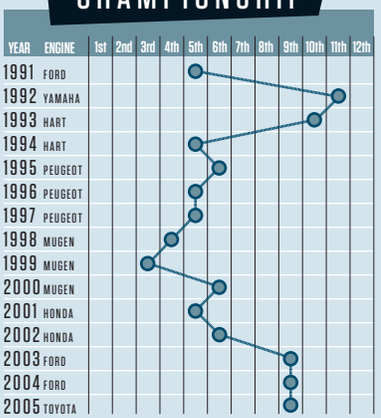
MOST STARTS

RUBENS BARRICHELLO **64**
GIANCARLO FISICHELLA **49**
HEINZ-HARALD FRENTZEN **43**
JARNO TRULLI **34**
RALF SCHUMACHER **33**
DAMON HILL **32**
EDDIE IRVINE **31**

RACE LAPS LED

HEINZ-HARALD FRENTZEN **73**
DAMON HILL **27**
RUBENS BARRICHELLO **8**
GIANCARLO FISICHELLA **8**
JARNO TRULLI **1**

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ON THE ROAD WITH

SIMON ARRON



From Abu Dhabi to Zolder via Interlagos, Jerez and, obviously, Oulton Park. Where next..?

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Mark Berry/Adam Illman and Ralph Remnant/Guy Pawsey... or 40 per cent of the sidecar field

ALL IMAGES SIMON ARRON

CHRISTMAS PRESENCE

Mallory Park, December 26: where else would you rather be in the immediate slipstream of unwrapping gifts?

IT IS OLD NEWS – BUT EVER baffling – that some people rush out before dawn to commence queuing for the Boxing Day sales, when they could sit at home with a quart of sherry and achieve much the same result at the click of a mouse. There were clear signs of a changing world, though, en route to the 41st Plum Pudding meeting at Mallory Park. In Brixton there seemed to be some form of refuse collection taking place – and in Hinckley a bloke was jet-washing his Vauxhall Zafira in the pitch dark.

Then again, it might just be me that's weird, setting off at 5.30 in pursuit of a £5 fry-up from motor racing's most charismatic café. On the neighbouring table, a couple of marshals chatted very loudly about which of their colleagues were idiots, and why, which seemed a bit odd as the whole place was a tapestry of fire-resistant orange…

Entries were a little down this time, so much so that all solo bikes were pitched together to create a two-wheeled Formula Libre cocktail reminiscent of bygone car clubbies, wherein F5000 Lolas would compete against FF1600 cars and suchlike. That didn't dilute the spectacle on a greasy track surface

that was reluctant to dry despite a piercing breeze, but one rider had to be lectured in the wake of a race-stopping accident. It wasn't just the fact he'd overtaken a rival under the red flag, more that he'd been spotted doing it while pulling a wheelie…

Only five sidecars materialised, but that was enough to produce one of several close finishes on this compact jewel of a circuit (timekeepers couldn't separate riders Phil Crowe and Lee Wilson in the second solo event). Father and son Tom and Thomas Quaye (MRE Suzuki) ran away with the opening race for three-wheelers, but then spun onto wet grass after tripping over a backmarker at the first chicane. They rejoined just ahead of a tight duel for second – and next time around the top three all slithered off at the same spot, Quaye & Quaye recovering briskly enough to defeat Ralph Remnant and Guy Pawsey (Lumley Kawasaki) by just four tenths.

Cars were categorised simply as sports or saloons and the usual qualifying system (first postal entry received takes pole) guaranteed plenty of passing as Triumph GT6 went wheel to wheel with Mallock U2 and Rover SD1 tussled with Ford Focus and various flavours of Honda. Joe Spencer (Locost), David Porter (Radical), Andy Thompson (Seat Toledo) and Stuart Lines (VW Scirocco) took one victory apiece.

The event drew a decent crowd, I didn't end up requiring medical treatment for the first time in three Mallory meetings and the short daylight hours meant I was back home in ample time to do a spot of on-line sale browsing armed with a glass of Sauvignon Blanc.

Perfect.





Dave Hemingway (MR2) leads the diverse sports car field. Below, saloons gather for action



Lakeside trees echo the riders' angle of attack as Jonathan Bream (Yamaha) leads a group



LONDON'S LABOURS LOST?

Wimbledon, December 13: the fight is on to save the capital's last surviving short oval

WALTHAMSTOW. WEMBLEY. White City. New Cross. West Ham. Harringay. Familiar names, linked not just by location but by the fact they were all home to stock car tracks that are long since defunct. There are similar tales across the UK – I still feel aggrieved that Manchester's White City, one of my favourite boyhood haunts, is buried beneath shops – and there is now a serious risk that Wimbledon, London's last motor sport stadium just about standing, could suffer the same fate as those above.

On December 10 Merton Council approved planning permission for AFC Wimbledon to build an 11,000-capacity football ground in Plough Lane, SW19, on the site of the current stock car and greyhound track – and that would mark the end of short-oval racing within the M25.

Three days later I popped along to watch a multi-formula race meeting – bangers, 1300 stock rods, rookie rods, superstox – and soak up the grubby charm that has long been the venue's staple. The stadium is dilapidated – one side has been out of bounds to the public for some years – and crowds have dwindled, but every race is introduced with irrepressible enthusiasm ("There's a £20 bonus for the highest-placed yellow-grade driver at the end of this one!") and kids still yell shrill support for their favourites. Cheesy music is a given – although there should be no excuse, in any circumstance, ever, for playing *Wombling Merry Christmas* – and the racing is as robust as its pioneers intended. Only 18 banger drivers booked an entry ahead of the event, but about 40 turned up...

To my mind the £14 admission charge was money well spent and I left with the hope that such Sunday evening pursuits will be preserved for many winters to come. There is an on-line petition to save the venue – easily found, and with more than 10,000 signatories at the time of writing – but one suspects the odds are stacked in favour of the proposed new tenant.

It's a convoluted tale, this. The original Wimbledon FC vacated its own home (at the other end of Plough Lane) in 1991, because legislation obliged it to find a more modern, all-seater stadium, and the site was sold for housing. The team initially moved a few miles to ground-share with Crystal Palace, but later



relocated to Milton Keynes (eventually becoming MK Dons) and disillusioned fans decided to form a new team of their own in a more convenient location (well, Kingston). AFC Wimbledon's subsequent rise from the base of soccer's pyramid to the Football League has been one of the most uplifting sports stories of recent times and, as a keen fan of local football (I was born six miles from Old Trafford, so support Altrincham), I understand the club's desire to return to its original home borough.

But does London really need another stadium dedicated to football when relatively few exist for alternative pursuits?



SA CUP WINNER

Stradbroke, December 9: reunited with a racing obscurity, 32 years on...

"DO YOU KNOW WHAT THIS IS?" Looking vaguely familiar, for reasons I couldn't quite place, my inquisitor pulled a small trophy from a supermarket bag and I studied it for clues. None came forth.

The occasion was a meeting of the Suffolk-based Fressingfield Oily Rag Club, a group of car enthusiasts that organises regular events fuelled by a common passion and good humour. In this instance, Nigel Roebuck and I had been invited to chat about our careers, share a few paddock anecdotes and answer questions from a knowledgeable, 200-strong audience. The organisation was slick, the welcome most warm – and once formal proceedings had concluded we hung around to discuss further matters. This one, though, had me stumped.

The cup in question turned out to be the Simon Arron Trophy, which I'd handed to the gentleman before me – Jim Utting – after he won the inaugural road saloon race (rule one: no trailers) at Snetterton during the summer of 1983. The event was so named simply because I'd supported organiser Tim Dodwell's initiative with regular stories in *Motoring News*. Taken from the podium, as I waited to hand out gongs, the shot above shows Utting's Ford Capri defending from Dodwell's VW Scirocco – a car Tim races to this day (and which also featured in our December 2015 issue).

The trophy was awarded only once and is far too obscure to qualify even as a racing footnote, but it's quite nice to know it still exists.

CREDIT SUISSE

Historic Racing Guide 2016

NEXT ISSUE



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GORDON CRUICKSHANK



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

www.motorsportmagazine.com/author/gordon-cruickshank



Very limited edition – in their POW camp, prisoners crafted a single hand-written copy of each *Flywheel*, using stolen materials

A TRIUMPH OF SPIRIT

Barbed wire and searchlights didn't prevent British prisoners of war producing a motor magazine

IMAGINE IF YOU COULDN'T get your copy of *Motor Sport*, or any other car magazine. Or any reading material at all. That was probably fairly low on the list of anxieties for prisoners in German POW camps during World War II, but it was something that some of them decided they could do something about. The result was *The Flywheel* – the only motoring magazine produced in a prisoner of war camp. It was a regular full-colour production, too, even if there was only one copy of each edition. That was because it was hand-written and illustrated on school exercise books, then passed hand to hand or pinned on a hut wall.

It's a remarkable story, and if those precious sheets hadn't survived it would just be a tale told back at home by the liberated inmates. But the pages did get back, rolled in Red Cross tins. Although they are now in the Imperial War Museum, Tom Swallow, the man behind the enterprise, and his accomplice Arthur Pill had the enterprise to

publish some of their work in book form. Released in 1987, *Flywheel – Memories of the Open Road* simply reproduces many of the 'magazine's pages, and an impressive sight they make.

It began at POW Campo 70 in Italy, where Tom Swallow and Dick Green ended up after being captured by the Germans at El Alamein. Both car enthusiasts – Dick would later work for Aston Martin, MG and Ken Miles – they kept boredom at bay with a hand-written motoring journal. After 1943 when Italy switched sides, the Germans ferried them to Germany and there they stayed.



A photo from POW Campo 70 in Italy, 1942: front row, third from left is Tommy Swallow; fourth from left is Dick Green, still in his desert uniform having been captured near El Alamein in Egypt

As well as worries about food, hygiene and accommodation, one of the main strains was simple lethargy. Concerts, plays and lectures all helped to boost morale, and in Stalag IVB Swallow, Green and Pill, finding many fellow car enthusiasts around them, decided to form the Muhlberg Motor Club. Every club needs a journal, so the committee trawled the camp for knowledge, experience and artistic skills and began publishing *The Flywheel* – with the meaningful four-stroke subtitle 'Keeps the works going round on the idle strokes'.

Raw material came from a mixture of personal memory, conjecture and information collared from the occasional cuttings or magazines sent to inmates, but the result is both readable and surprisingly informative. The painstakingly hand-lettered text is completely legible and the artwork stretches from crisp to terrific, mostly in watercolour using inks home-made from anything that could be snaffled, such as quinine pills. Fermented millet soup proved to make a good glue for the illustrations and latterly the issue was carried round – good exercise as there were 150 readers! – in cardboard covers decorated with a badge cut from a mess tin. The ingenuity of these men is amazing. It took endless hours to produce – but then, that was the point.

Articles cover Austin racing cars, George Eyston's Thunderbolt, motoring in Egypt, 'road tests' of motorbikes, a remembered interview with Raymond Mays. There's a Motor Show issue filled with pictures, and discussions about the ideal post-war car – diesels and turbos are both favoured. Even the vehicles the Germans used in and out of the camp were good material – a DKW, a Wanderer and an Opel are all described after a staff visit. There's also a 'contact' section for men to track down other enthusiasts for their favoured marque; with more than 20,000 inmates, Stalag IVB was a small town. As readership increased the team produced a 'wall supplement', carried from hut to hut and pinned up for half a day in each.

The club seems to have had an active programme, (lectures taking place in the wash-house of Hut 47A) and even a small library of car and 'bike mags. Murray Walker's father Graham, then editor of *Motor Cycling*, gets a special mention for sending magazines through. But to offset the invariably cheery editorial tone, every issue bears a 'Geprüfte' censorship stamp – a reminder that the content of this astonishing production was, as Swallow says, "Taken from memory and filtered through barbed wire at that."

I have the book in front of me, but I know some extra background because after I reviewed the book in 1987, Dick Green contacted me from the USA and I was able to put him back in touch with Swallow. Dick's wife Doreen recently gave me useful material about her time at Aston Martin, and their son, classic biker and racer Michael Green, feeds me snippets from the American historic scene. Dick and Tommy have both passed on, but Doreen tells me that Swallow was a remarkable man: as well as running *Flywheel* and a drama group (they had to build a stage first) he obtained a violin kit from the Red Cross, assembled it, taught himself to play and then began teaching other inmates.

I can't imagine the strength of will needed to keep despair at bay in long-term captivity, but if anything illustrates human resilience, this unique book does.



WOKING ON BIG DATA

The F1 team is just one client of McLaren Technologies; it can help win a Tour de France too

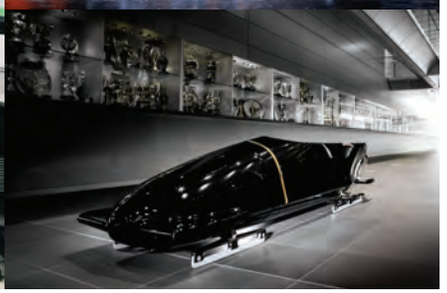
THERE'S ANOTHER NEW McLAREN road car in this issue, and it's all due to 'big data'. That's one of the things I learned at the Royal Academy of Engineering, where *Ingenia* magazine presented a talk on racing wheelchairs, and McLaren's Technologies arm. It seemed an obvious double for me. Sadly the super-sports chairs are aimed at serious paralympians, not ageing journos, but Dr Caroline Hargrove's outline of McLaren's huge data modelling capabilities was fascinating for someone who's not close to the F1 paddock.

Before good simulators arrived, Hargrove said, 90 per cent of parts built weren't raced. Now it's 10 per cent, and that's down to the spooky accuracy of the sim. Not only can they compare components and repeatedly try different approaches to the same lap, but after every Grand Prix the drivers back-compare the real race to the digital model, so that the sim gets exponentially closer to real life. Developing its own sims from scratch (Dr Hargrove's task – she is Technical Director) the Woking firm at first out-paced the graphic power then available, but by as early as 2006, as a slide showed us, it was impossible to tell real and simulated telemetry traces apart.

It's not possible to physically simulate high g-forces, but McLaren even modelled the







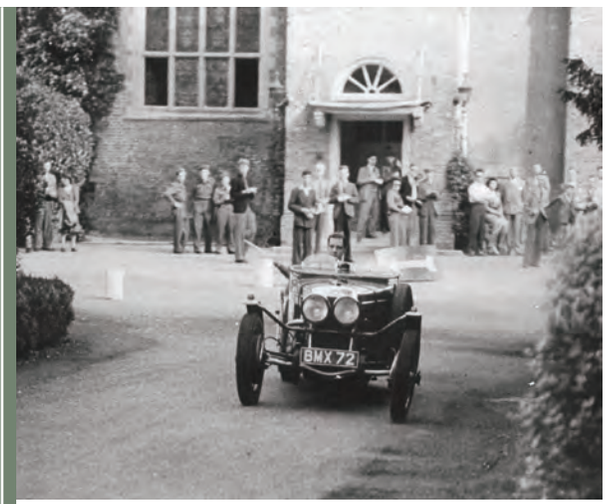
human vestibular system to learn how to deceive the brain into feeling the force, aided by a helmet loader. So good was the second-generation system (no pictures were ever taken of MkI, so paranoid was the firm about security) that Technologies built a second for other teams to use – but, says Hargrove, "As we're not doing so well Ron stopped that..."

Formula 1 is just a part of all this. McLaren Technologies' fields also cover instrumentation for NASCAR and Indy, major data processing and sports engineering. Hargrove's team worked on the Specialized bicycle which brought Mark Cavendish the Tour de France green jersey and on the skeleton bob Lizzie Yarnold used to take gold in the Sochi Olympics. They have algorithms to monitor athletes' gaits and year-to-year fitness, and they've even instrumented rugby players; apparently how slowly they get up after a fall indicates tiredness early – useful for managers.

And, yes, the simulators are flexible enough to apply to road cars, both performance and handling. That, according to Hargrove, is how McLaren has been able to produce so many new versions in only six years since its first supercar, the MP4-12C – all are different, albeit spun off one monocoque design. Right now the data-chomping Woking super-computers are humming tirelessly away on how to bump up the figures yet another notch; wonder if they could do anything for me?



Immense computing power behind McLaren's sims mean it can equally refine bicycle frames and bob aerodynamics



CROSSING THE COUNTY LINE

Celebrations for a motor club that involved Bill Boddy and Jenks from the start

JUNE MARKS AN ANNIVERSARY THAT WB would certainly have featured in these pages. One of the first clubs to organise motor sport events after WWII, Hants & Berks MC was born 70 years ago out of a group of enthusiasts at the Royal Aircraft Establishment, Farnborough – where both Bill Boddy and Denis Jenkinson worked in the war years – and Hampshire car people such as vet Holly Birkett and garage owner Harry Hopkinson. Very soon the club was running multiple events including one of the earliest post-war sprints, at Eversley in 1946, where Jack Fairman, Ken Wharton, Roy Salvadori, Sydney Allard and John Cooper, in the first Cooper 500, all competed. This was replaced by the Great Auclum hillclimb with its high banked bend, and later the club was one of those running the popular Eight Clubs events at Silverstone. WB was very involved in the club-run but nationally respected 1000-mile Mobil Economy Runs which began in 1955, not to mention the social events when he, Jenks, Birkett et al gathered to talk cars and plan the next complicated activity. Even Holly's treasure hunts were devious, with marshals disguised as factory workers or once as a couple in a car seemingly involved, in WB's words, "in an advanced case of snoggery".

Seven decades on it's still a busy, active group in classic car events and marshalling. Let's assume WB is raising a glass when the party happens, and we do too.



Above: Jenks (in cap) with club members after a trial. Top: 1946 West Court sprint drew major names

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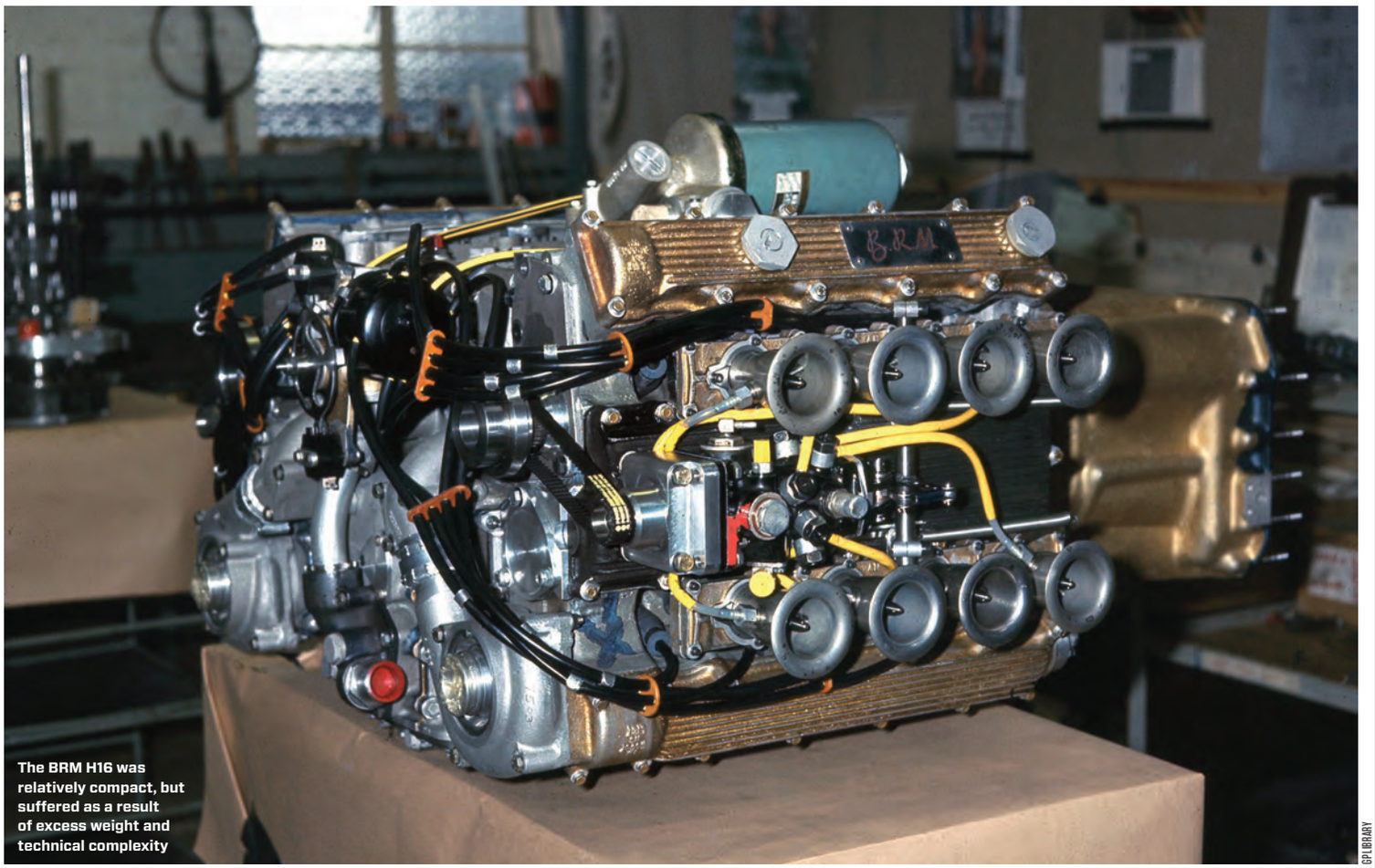
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FROM THE ARCHIVES WITH

DOUG NYE



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



The BRM H16 was relatively compact, but suffered as a result of excess weight and technical complexity

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TALES OF THE UNEXPECTED

There were V8s, V12s and simple four-pots on the F1 grid 50 years ago, but BRM banked on an H16...

FIFTY YEARS AGO – IN THE early weeks of 1966 – BRM was struggling against the clock to complete its prototype 3-litre Formula 1 car for the new season. It wasn't just a new season: 1966 would also have a new 3-litre Formula 1 – and the Bourne team's new car was the BRM P83, with its startlingly sophisticated new coupled-crankshaft H16-cylinder engine.

BRM's finest were then struggling with similar pressures to those presently confronting their successors. The people right now finalising 2016's crop of Mercedes-Benz, Ferrari, Renault and Honda power units for Formula 1 will probably sympathise with the travails of their predecessors. The pressures and problems are very similar, even if the technologies (and budgets) are stratospherically different.

Back then the concept behind BRM's programme was quite easy to understand. During the old 1½-litre Formula BRM had developed into one of the strongest teams. It had won the World Championship for Constructors in 1962, then placed second in each of the following three seasons. Like Ferrari, Porsche, Maserati, Mercedes-Benz and

Vanwall beforehand, it had tackled Formula 1 as a genuine constructor – making its own chassis, engine and transmission – the whole caboodle.

In Formula 1 terms the only way it could fail to qualify as what came to be known by Mr Ferrari as a *grande costruttore* was because BRM didn't produce road cars. Never mind, without the BRM-owning Owen Organisation's components supply, the wider British motor industry would have seized up overnight. So BRM represented a most substantial player.

New 3-litre Formula 1 was being promoted into 1966 as 'The Return of Power'. By the end of 1965, Coventry Climax's 32-valve V8s offered 212-215bhp. BRM's 16-valve centre-exhaust P56 V8s about 220-plus bhp and Ferrari's 1512 flat-12 was also right up there.

BRM chief engineer Tony Rudd foresaw 500bhp as the 3-litre F1 target, while the most compact packaging could minimise mass to compensate for an inevitably higher fuel consumption and heavier fuel loads.

Of course BRM had previous form where 16-cylinder Formula 1 engines were concerned. Its original supercharged BRM V16 of 1950-55 had been pretty much an over-hyped, under-developed, contentious, costly and sobering failure. But now Tony could visualise a truly modern and compact new 16-cylinder, reflecting all the experience gained from the V8s. The many cylinders of proven proportion promised high revs and exceptionally high power. The H-layout offered the minimum cross-section and was well suited to double duty as an integral part of the chassis.

Such aero engines as the wondrous wartime Napier Sabre had been similarly packaged H16s. Tony's competitive juices as an engineer had been stirred by his main rival Walter Hassan at Coventry Climax building an exotic 1½-litre flat-16 for 1965. Tony judged its eight-cylinder length – as against the four-cylinder length of the V8s – too great for adequate installation, and so it proved. The H-layout solved such problems. It too would be only four cylinders long, and if Climax could confront 16-cylinder complexity, so surely could BRM?

Coupling the H-engine's two crankshafts would pose some problems, but Tony had his own past experience of coupled cranks, from his Rolls-Royce days in the 1940s when he helped his friend Bill Harker rebuild his pre-war Harker Special. It comprised a Lombard chassis powered by a parallel-eight engine with two four-cylinder blocks mounted in a 20-degree vee upon a common crankcase housing two individual crankshafts, side-by-side and geared together. So into the winter of 1965-66, the first BRM P75 H16 engine came together at Bourne, while the car-build team completed the prototype P83 chassis to use it.

In autumn 1965, Tony wrote to his boss, Sir Alfred Owen "We have had a considerable setback on the 3-litre engine, due to the difficulties in casting the main crankcase. The net effect is to put the entire engine back five weeks, as the other castings are waiting their turn in the development department of Aeroplane & Motor" (the supplying foundry firm). Such long-lead items still dictate the pace of new F1 developments today.



BRM got off to a winning start in the 1966 world championship... albeit with the ageing P261 chassis, as the new H16-engined P83, above, was not yet raceworthy

Tony's letter continued, "Since we have enquiries for 30 engines, it would be worthwhile tooling up to a greater extent than we did for the 1½-litre (V8)." Just imagine that, 30 H16s in battle…

By October 31, "Both halves of 3-litre crankcase bolted together. No problems." By November 2 another batch of primary crankcases had been received at Bourne. On November 9 the first head was brought to Bourne and sectioned to check waterway formation. It was found to be "exceptionally good… and the patterns were cleared for production". Heads were delivered and machining commenced in late November – but on November 30, "Information received from Aeroplane & Motor that second set of 3-litre heads have burst on casting."

The Bourne machine shop hummed with prototype H16 manufacture through December, and on December 22 Tony noted to Owen: "Assembly of first 3-litre crankcase, complete with connecting rods and pistons, completed. First 3-litre car removed from jig for final riveting."

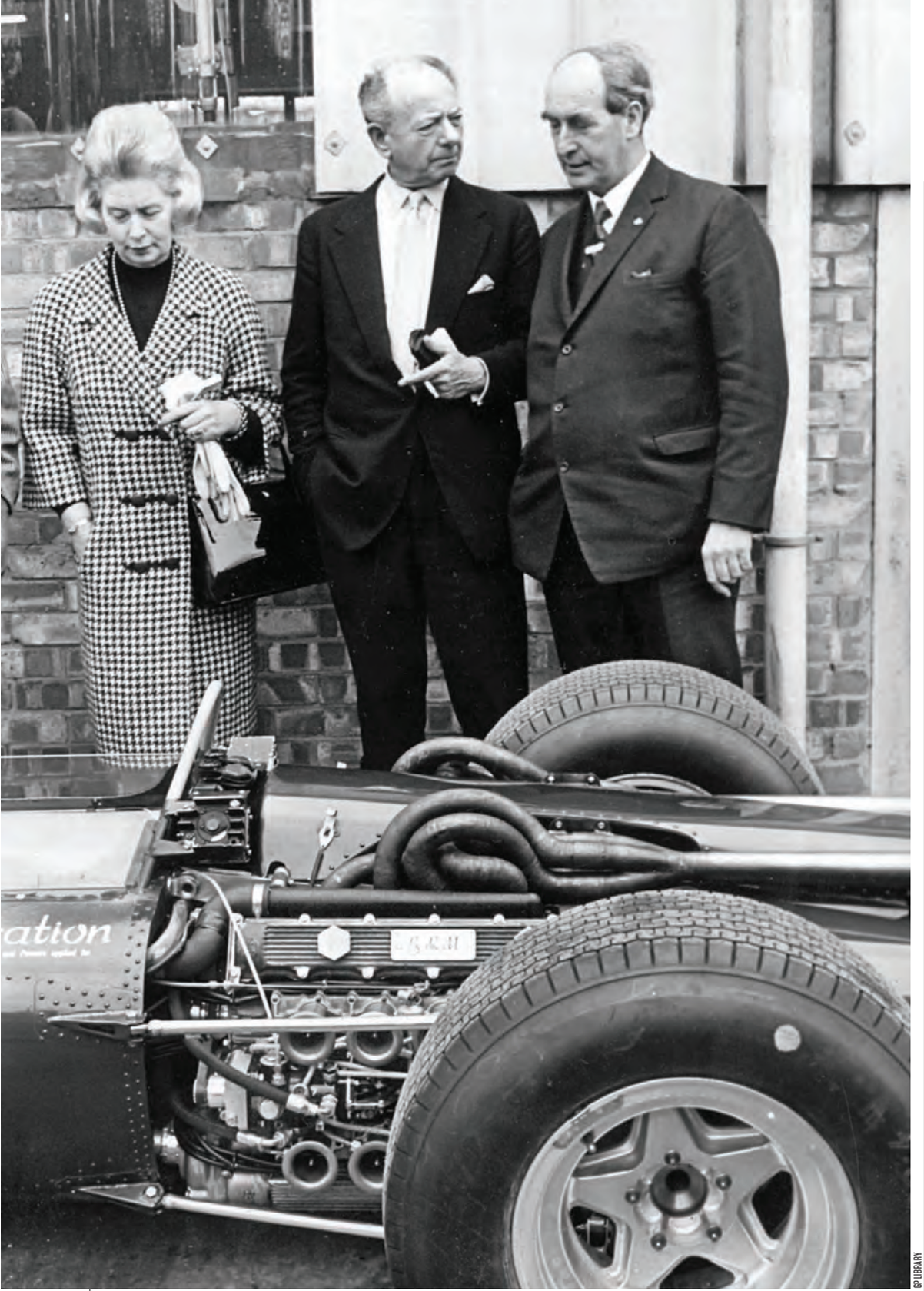
Long lead times, supply problems, painstaking rig testing, gas-flowing; everything ate days. January 15: "Camshafts being fitted to 3-litre engine, which is in final stages of assembly… delays caused by rectification of water leaks, and difficulty in removing camshaft gears for timing." On January 20 the engine was taken to BRM's dyno test house on Folkingham aerodrome. Next day, "Test bed oil, water and electrical systems completed on 3-litre engine."

On Sunday January 23, 1966, Tony reported: "As 25lb oil pressure is satisfactory, it was decided to start the engine and check the oil flows. The engine started at the first attempt, although it was noted that it did not fire until it was turning at more than 400rpm. After a few minutes light running, the engine was put on load at 3000rpm to commence running in. All instrument readings appeared satisfactory.

"The engine was opened up to 3500rpm for a few seconds before shutting down for lunch; and it was noted that the test bed propeller shaft steady bearing was showing signs of overheating… a series of oilways drilled, to permit positive lubrication of this bearing instead of relying on splash. Some difficulty was experienced restarting the engine, and it was necessary to crank it over at 500rpm before it fired. This resulted in the engine running away to 6000rpm before the test bed controlled it.

"The engine did not settle down very well to run at 3500rpm so it was stopped and checked; signs were found of loss of compression, so the engine was removed from the test bed and returned to Bourne and stripped – when it was found that the opening inlet valves had touched the closing exhaust valves on both upper banks…"

The engine was run again at the end of that week, when "Just before shutting down the engine was taken up to 6000rpm and a power reading taken,



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Central characters in the BRM story: Jean Stanley and brother Alfred Owen flank Raymond Mays as the new P83 is unveiled in Bourne

which was 2 per cent in excess of the design figure. Shortly after this the 9/16 bank cut out, and it was found that the 12/16 (sic) inlet camshaft had broken adjacent to the gear. The engine was removed from the test bed for investigation. All exhaust valves on both upper banks had touched pistons, indicating there is a timing lag."

Through February the test team laboured – running the engine, having it fail, rebuilding it, scarce new parts rapidly depleting – to maintain testing pace. On February 14: "7501 bench-tested, with increased valve to piston clearance. Upper inlet camshaft failure again occurred – it was found that both upper camshafts had broken… Fortunately one camshaft came to rest in a position with all the valves closed – there was no sign of the valves having touched the piston and it is, therefore, established that the trouble is camshaft failure and was not brought about by direct timing variations…"

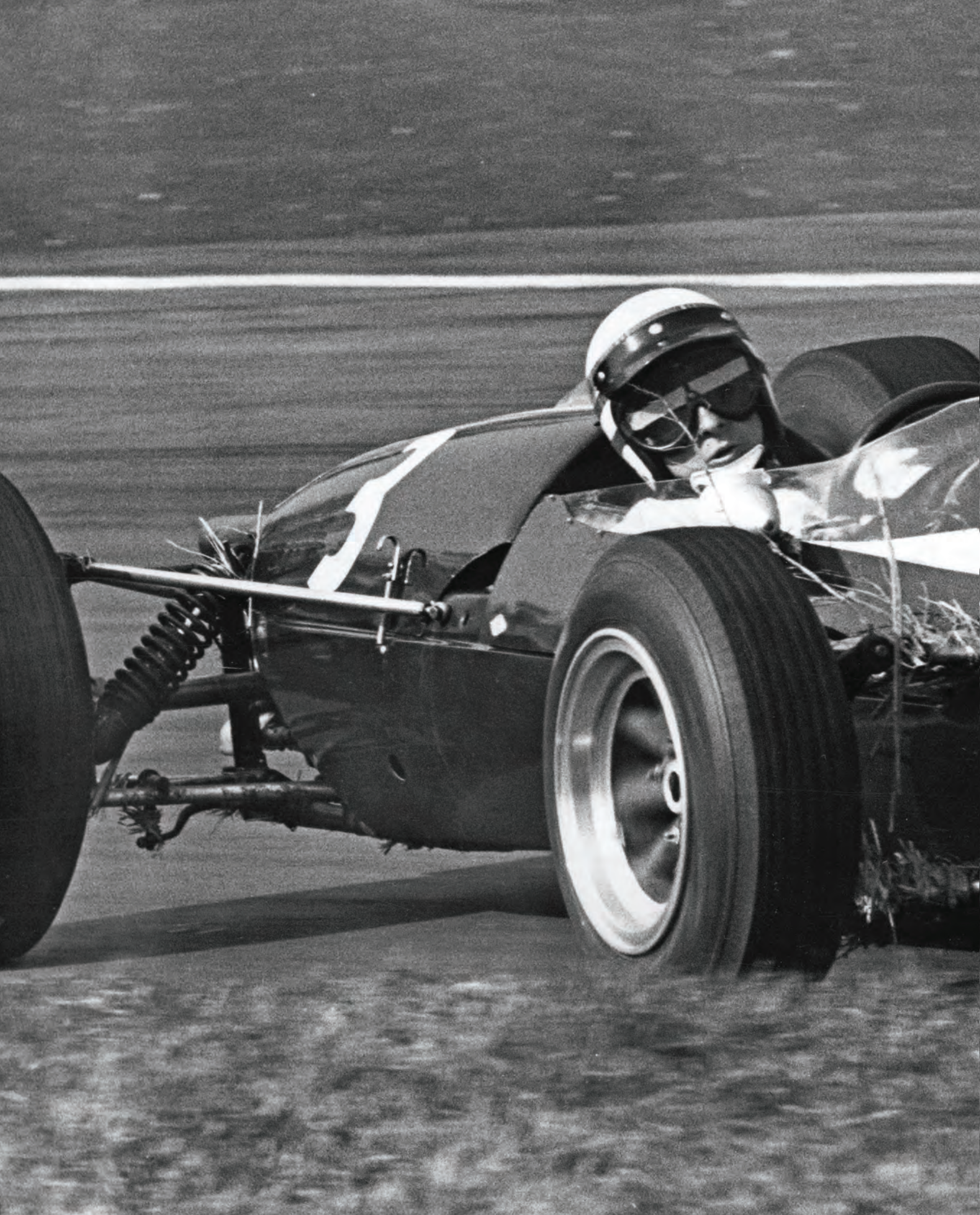
Tuesday March 9, Tony reported, "Engine 7501 bench-tested; tests terminated after two hours, due to distributor timing disc coming adrift, through the driveshaft breaking. This appeared to be due to the lightening hole down the centre of the shaft being too deep and eccentric. The engine was running between 6000-9000rpm at full throttle throughout this test, and was giving 205hp at 6000 and 364hp at 9000, which is slightly better than estimated."

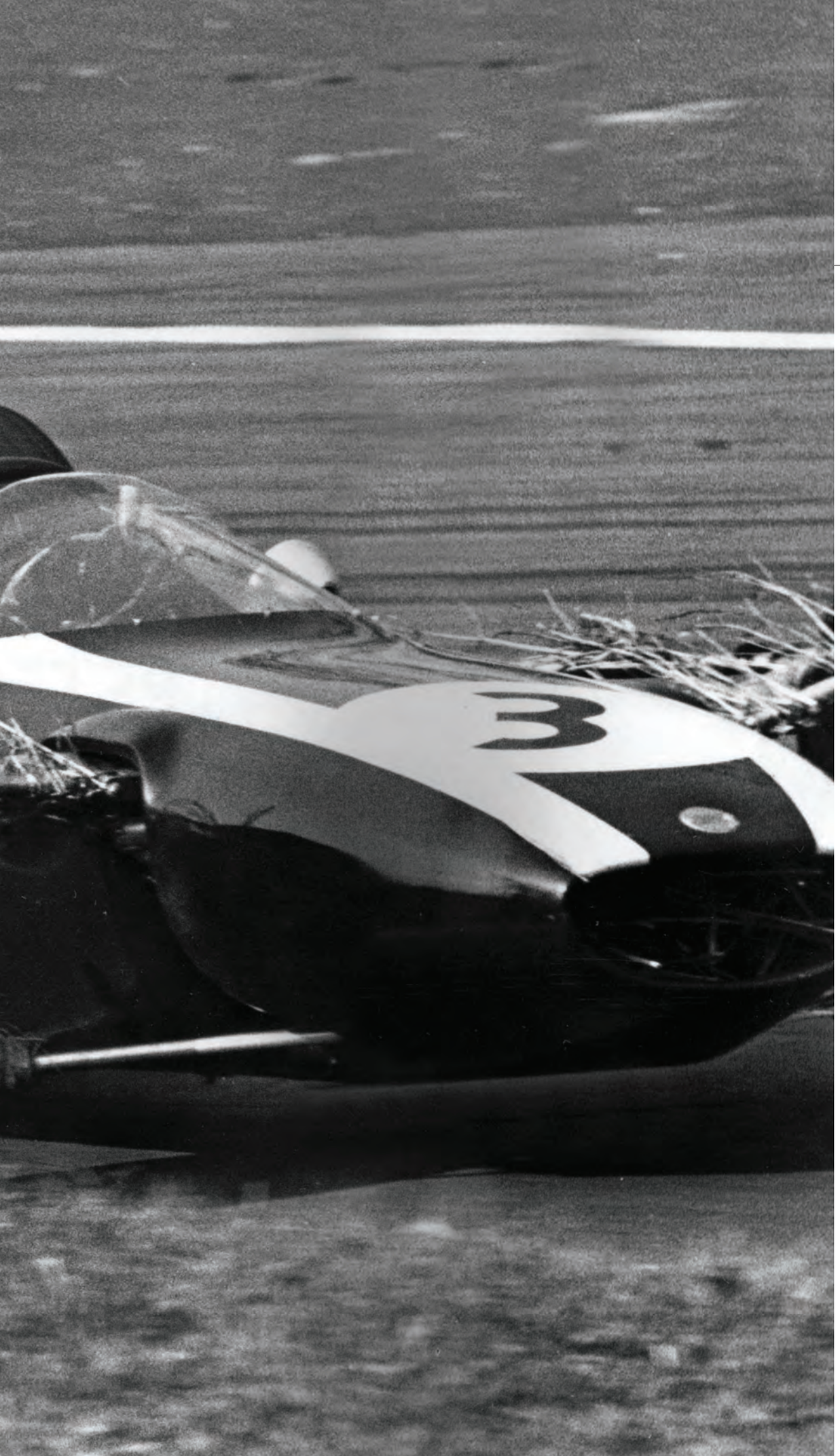
The engine was repaired overnight and next day: "7501 again run with replacement distributor shaft with dimensionally correct lightening hole. The shaft again failed at the same place at 8100rpm – the engine had been running for approximately 20 minutes at full throttle when the failure occurred." Immediate vibration investigation suggested "Resonance occurs between 8000-9000 revs", breaking the shaft. The fix was to be "a stronger distributor shaft in a different material". The first race date was looming, May 14, in Monaco.

March 15 – the rebuilt 7501 was tested again: "Centre output gear stripped – running at full power at 10,000rpm. Fortunately the engine was not severely damaged." That output gear proved to have been incorrectly heat-treated. Under-pressure suppliers were making mistakes. On March 19, gear and vibration specialists were called in, one declaring the output gears "not strong enough" – the other "believing there was no fundamental vibration problem".

Into April the engine was built into the prototype chassis, car 8301, and starter motor problems intruded. On April 21 – Monaco just three weeks ahead – "Engine started by towing. Brakes extremely spongy; throttle pedal very heavy but smoother in operation. Gearchange far too springy and flexible. Car appears to have good traction, but lifts nose violently under acceleration… Engine requires cranking to 200rpm to fire – starter motor can only turn at 170rpm although it is designed by Lucas to turn at 245…"

Next day at Bourne, BRM's best were all smiles, radiating pride as they showed us – the eager press – their jaw-dropping new baby. Would it prove successful? No – not really. Was that because of any lack of perspiration by its creators? No way! BRM's eventual conqueror simply adopted a more sensible solution to winning races in '66. Today, 50 years later, the objective is totally unchanged… M





PARTING SHOT

APRIL 3
1965

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Budding star Jackie Stewart is a picture of concentration as he guides Ken Tyrrell's straw-laced Cooper T75-BRM towards second place in the 1965 Spring Trophy. The Scot finished second in this Formula 2 race, almost 20sec behind the works Brabham BT16 of Denny Hulme but well clear of Alan Rees's Winkelmann BT16.

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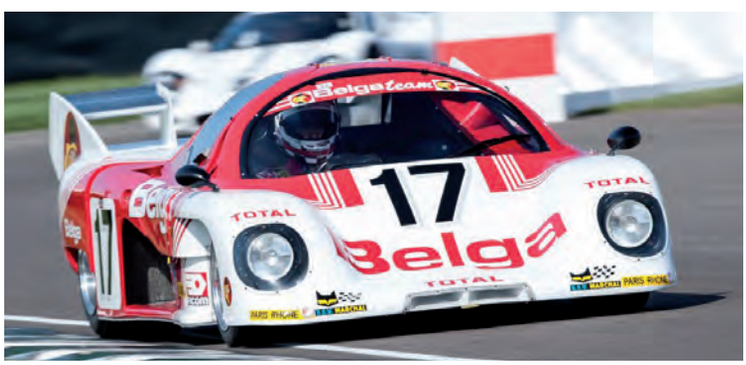




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Truly an historic race car, AMR1/05 has been regularly campaigned and kept in race worthy condition from day one. Offered with a running spares package including wheels, jacking tools, data loaded lap top computer, fuel churns, wheel braces and spare brakes.

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MK II VOLANTE

This is 1 of only 38 made and is presented in Royal Metallic Blue with Navy Blue hide. In 1996 this car was subject to a complete cosmetic and mechanical restoration including 4.7 litre lead free engine upgrade by Aston Martin Works Services, Newport Pagnell, and is linked with original and up rated automatic transmission.

£POA

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MK II

This car was supplied new in the UK to Mr H Grinder in London in 1970. In 2014 the car was subject to a re-commissioning programme where the engine was upgraded to 4.2 Vantage specification and lead free fuel. The car is presented in the desirable colour Silver Birch with Dark Blue Connolly leather interior.

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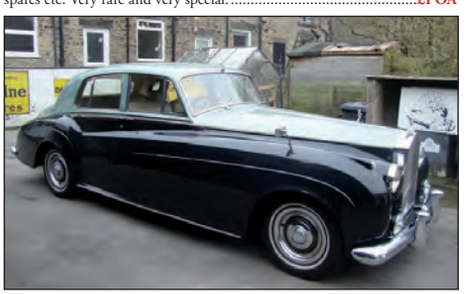
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Aston Martin DB2/4 MK3



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Healey 100S FIA HTP



Lister Jaguar BHL 146



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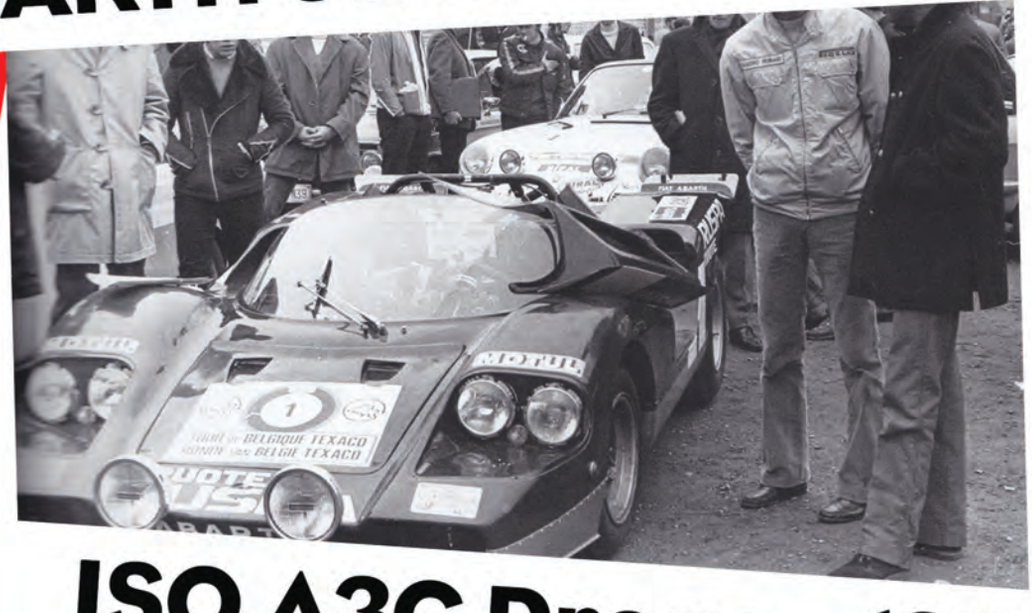


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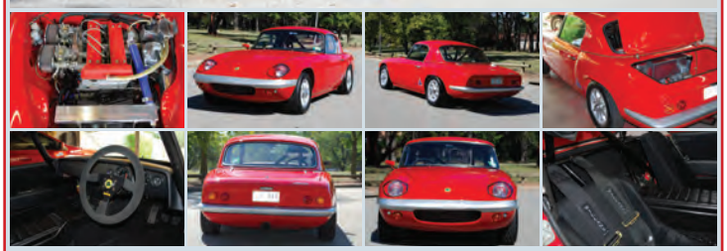
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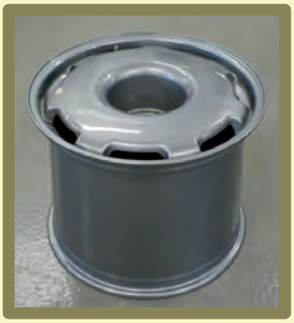
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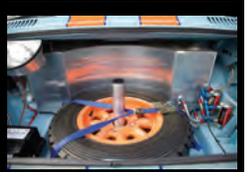
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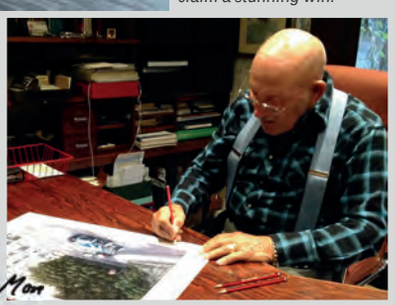


Sir Stirling Moss in a Rob Walker entered Lotus 18 leading the Ferrari of Ginther and Bonnier in the Porsche as they race past the Hotel Mirabeau. Moss had built-up an impressive 10 second lead but the more powerful Ferraris of Phill Hill and Richie Ginther started to close the gap after passing Bonnier. Ginther moved into second but Moss held him off by matching his lap times to claim a stunning win.

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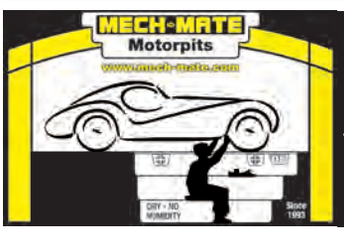
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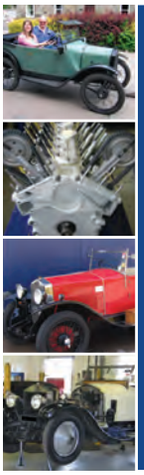
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ATC 1	£45,500	1 HLV	£6,995	JVG 49	£1,699	7 NJ	£18,500	1 PF	£130,000
BAM 670	£1,699	2 HN	£19,000	**K+L**		NJH 723	£2,750	**R+S**	
BHW 1	£37,500	HR 9	£28,500	KF 8	£29,000	NMS 857	£1,450	9 R	£TBC
BEN 1F	£5,950	HR 99	£17,500	477 KM	£4,250	NNH 10	£3,250	RB 17	£17,500
24 BK	£4,750	HRM 9	£9,500	KST 1	£23,500	NNW 1	£21,500	RD 222	£5,500
190 BMW	£2,600			500 KW	£9,850	5 NPJ	£8,500	REJ 3	£8,800
V8 BOO	£2,800	**I+J**		LBF 3	£3,995	3 NPS	POA	RES 19	£5,450
BOX 573R	£4,995	IEZ I	£12,500	LE 65	£28,500	17 NR	£6,800	RFT 1	£19,995
C+D								RHL 51	£3,400
CAT 1	£180,000							RJC 8	£13,500
CAT 1R	£4,995							7 RJF	£6,995
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CII LOC	£POA							RLW 831	£1,999
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CHO IIE	£2,750							10 ROS	£6,995
65 CT	£6,600							69 RR	£14,500
1 CTE	£14,995							777 RS	£15,000
DD 1	£149,000							RSA 83	£3,600
581 DFM	£1,550							RTG 74	£4,400
DHE 35	£3,750							1 RV	£120,000
DL 77	£14,750							4 RWG	£5,900
DMM 1	£49,950							SCW 8	POA
DMP 85	£4,995							SEJ 1	£36,500
2 DOG	£23,500							SER 39	£3,700
222 DP	£8,500	12 J	£38,000	3 LEO	£14,500	NSJ 5	£5,200	SP07 TED	£1,950
44 DS	£17,250	JAK 3S	£29,500	LOV 3Y	£8,750	**O+P**		981 SPY	£13,500
E+F		JCG 1	£40,000	1 LV	£125,000	O 19	£49,000	90 SR	£12,900
4 EAP	£4,995	31 JCG	£3,250	**M+N**		OAB 534	£1,650	SSJ 8	£8,250
58 EG	£3,750	7 JDR	£6,400	M 2	£325,000	1 OAC	£22,500	**T+U**	
1 EP	£149,000	6 JDS	£8,500	99 M	£39,995	1 OBH	£22,500	1 TEE	£49,000
911 ER	£8,500	76 JF	£7,495	MAM 118	£2,795	1 OGM	£22,500	5 TJM	£8,000
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F4YES	£19,500							TOT 44L	£4,500
FEB 1	£18,500							TUC 7	£8,500
5 FGB	£6,800							TV 2	£35,000
F1 YER	£34,500							**V+W+Y**	
FP 3	£26,500							VKY 7	£8,800
2 FT	£37,500	1 JGV	£12,500	MARIO IY	£8,750	OI IO	£195,000	1 WPB	£37,500
1 FY	£69,000	JHD 621	£1,850	MB 8	£65,000	O IIO	£150,000	4 XS	£32,500
G+H		11 JJ	£36,500	MEE 5S	£2,995	OO IOOI	£29,000	99 XX	£11,500
GA 6	£32,500	JJ 8681	£2,995	MEJ 2	£9,500	800 OO	£16,500	9 YH	£16,950
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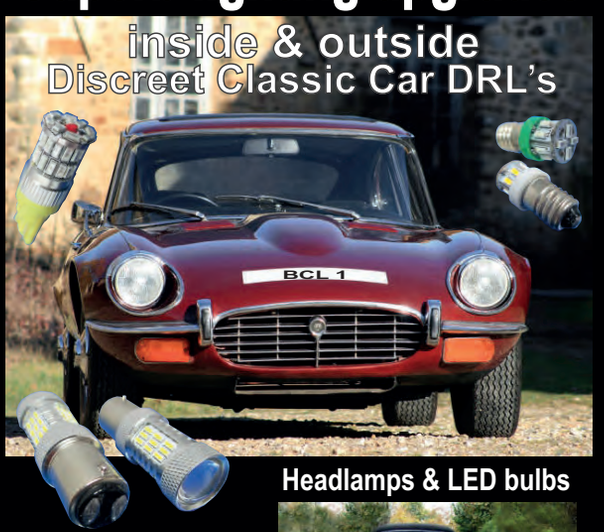
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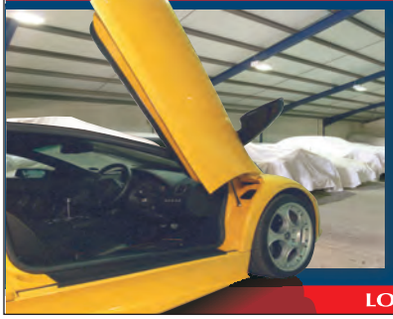
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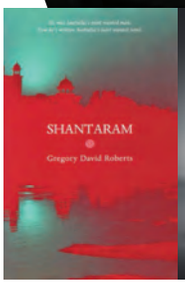
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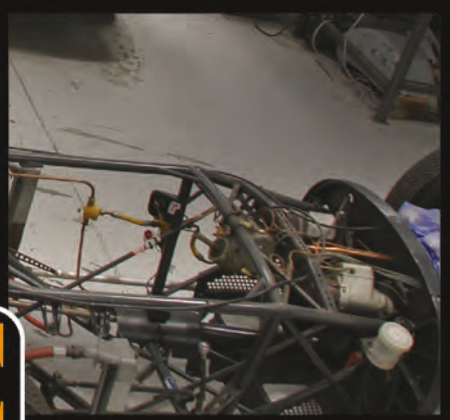


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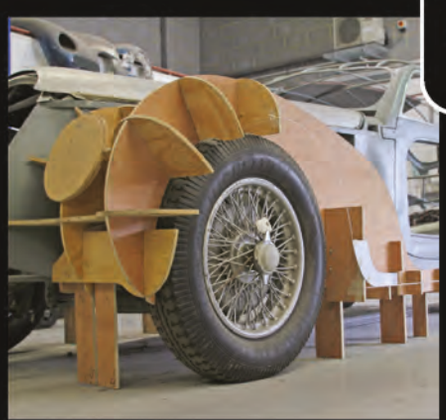
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