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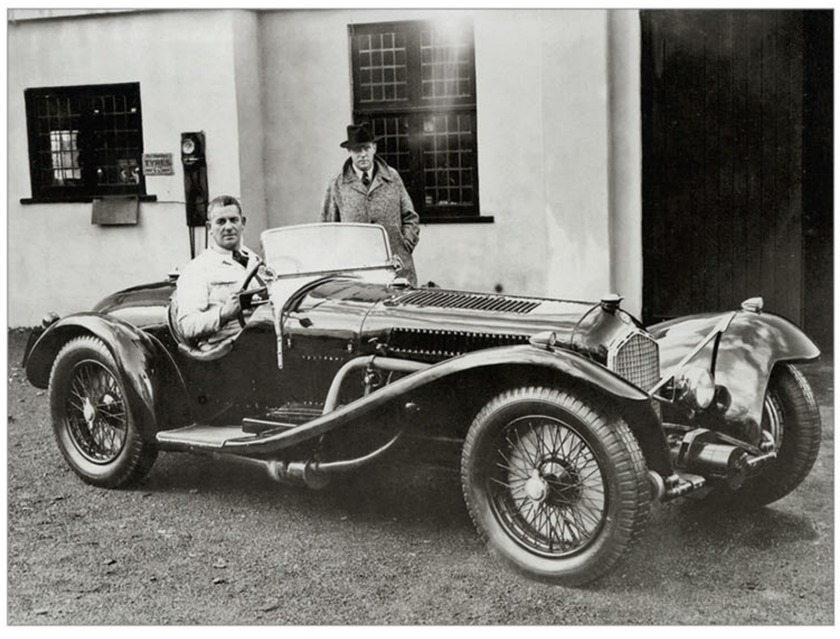
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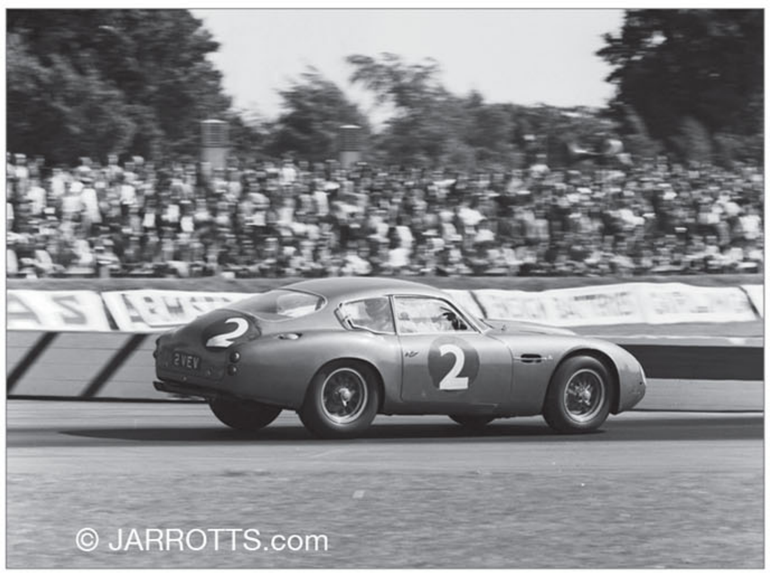
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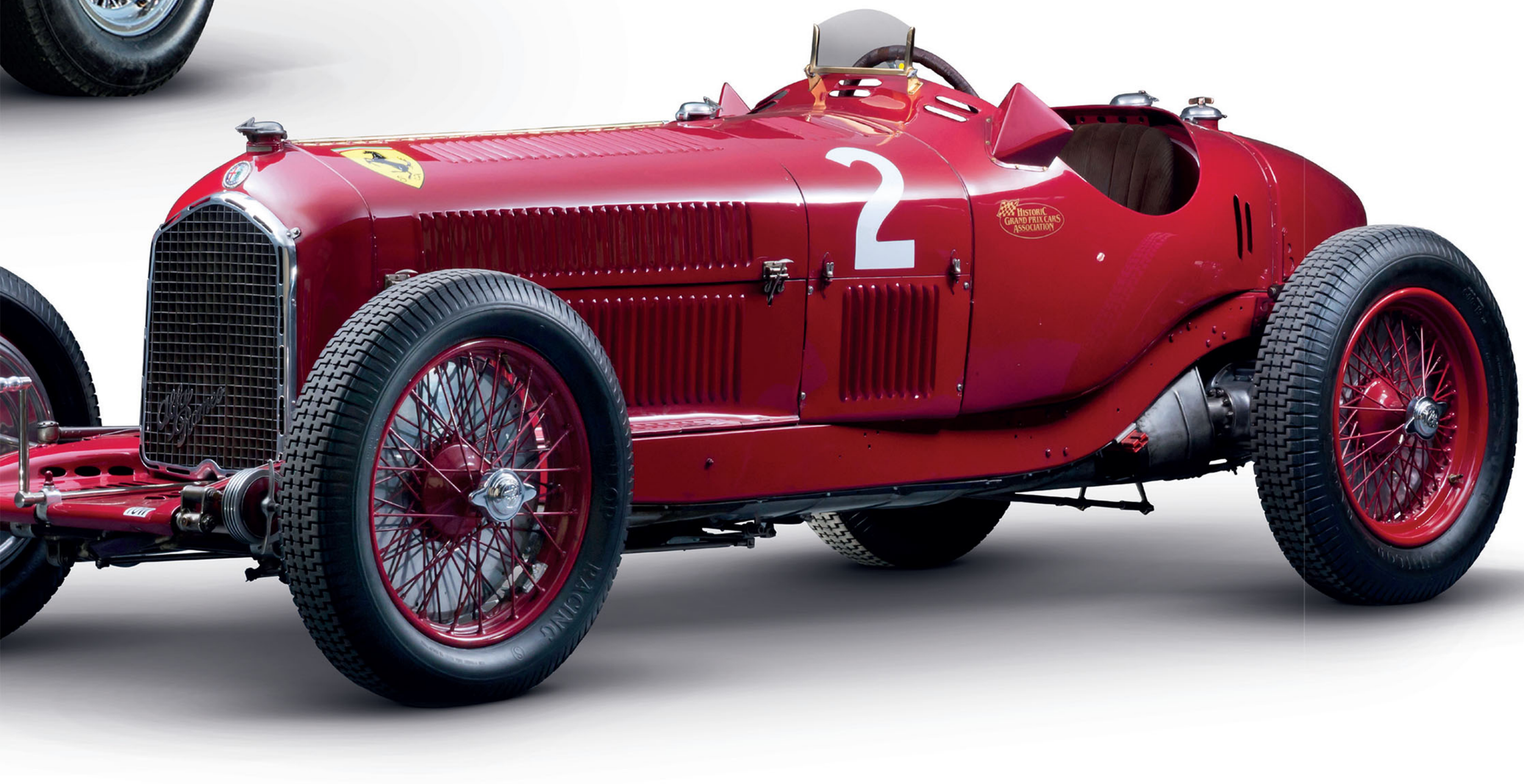
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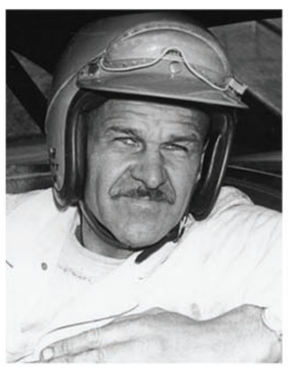
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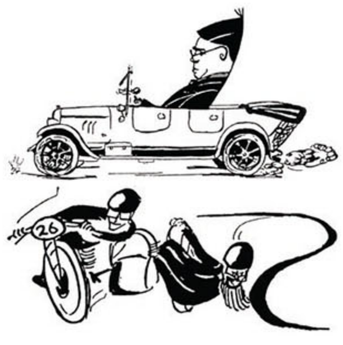








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MATTERS OF MOMENT



Nick Trott Editor

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There are certain racing daydreams worth indulging. One of the most intriguing, if ultimately pointless, is what I like to call the 'mixed-era mash up' - or MeMu for short. This is when you imagine a truly great driver from a modern era (like Jenson Button), racing at a legendary, albeit unfamiliar to him circuit (Le Mans), in a car that takes him well outside his comfort zone (perhaps a 1988 Group C Jaguar XJR-9).

This is a particularly good MeMu; Jenson's silky smooth style, and his mastery of mixed-weather conditions on the epic roads of La Sarthe in a car with a V12, a manual gearbox and a visual appeal matched only by Jennifer Lawrence. Personally, this imaginary scenario makes me want to have a little sit-down.

So when JD Classics, the British-based classic and racing car business, called to give me the heads up that this very scenario was about to coalesce - I nearly fell off my chair. Button? At Le Mans? In a Jaguar XJR-9?

You'd better believe it. July 6-8. Le Mans Classic. Jenson, Jag and JD. Be there.

There are countless reasons why this is good news for motor racing, but for me the primary one is that we'll get the chance to see a modern-era F1 driver step outside his comfort zone. Exposed even.

Spectators will have a chance to observe him drive a car that requires proper, visual input. I take nothing away from modern-era F1 drivers, but unless you are stood close to the barriers at Monaco it is increasingly difficult to witness the extraordinary in their driving. Why? The cars are aerodynamically locked down, we rarely see demonstrations of acute car control (and when an F1 car does get out of shape it loses time) and the driver is sunk so deep in the car that you cannot see him at work. Even the on-board footage does little to represent the skill of the modern driver; power steering makes the driver look like he's operating a Thrustmaster gaming wheel, the ultra-high resolution inversely creates a hyper-real look, adding to the 'gaming' vibe, and the camera position gives the audience a much better view of the road than the driver gets.

The latter is important, because it creates an illusion whereby the uninitiated think they could race an F1 car. Nobody should believe this because a) they couldn't and b) F1 drivers are gods. The visor-cam used in IndyCar testifies to the skill of a modern single-seater in a far more representative fashion.

With Jenson, we'll be able to see his gift in action - from the side of the track, from onboard footage (which I hope we're granted) and from the wide-eyed look every time he steps from the car. I like Jenson - he's a good guy, with a sharp brain and wit. I also like the manner in which he goes racing, and believe that he's one of the top 10 F1 drivers of recent times. But even his skill will be tested by that wailing Jag. I salute him and JD Classics for getting stuck in. See you trackside.

HOW DO YOU REPRESENT THE GLORY OF THE Targa Florio-winning Porsche 911 RSR on the cover of this magazine? And likewise how do you sell its extraordinary restoration? I'll be honest, these points were bothering Art Editor Damon Cogman and I throughout the production of this issue. However, when Damon found a truly extraordinary piece of work from Unique & Limited, it was clear we had to use it on the cover and fortunately the artists agreed.

Unique & Limited are artists Jan Rambousek and Petr Milerski, and Isabell Mayrhofer - the official representative. The team uses a blend of traditional art and CGI to recreate a historical event, and put as much time into researching that event as they do illustrating it.

Take a look at their website (unique-limited.com) to see how it's done - or download a copy of our digital edition to see a video of this cover coming to life.

"I nearly fell off my chair. Jenson Button? At Le Mans? In a Jaguar XJR-9? You'd better believe it. July 6-8. Be there."



FINALLY, SOME INTERESTING NEWS FOR fans of 'Black Jack'. On May 4-5 this year, a special exhibition takes place in London to celebrate all things Brabham. At the same event, the rejuvenated Brabham Automotive company will unveil its new car, the BT62. Little is known about the BT62, which makes the event all the more intriguing.

Following a press launch, the doors will open for ticketed guests to view the exhibition and the new car. Admission is free, but demand is expected to be high and places are limited. To apply for a ticket, visit www.brabhamautomotive.com/exhibition.

Our next issue is on sale from March 30


10
YOKOHAMA



Seat has already shown its first electric racing saloon in prototype form



AN INTEREST IN CURRENT AFFAIRS

Purists may scoff, but electric racing is spreading to all areas of motor sport

Gary Watkins

Barely a month goes by without some kind of announcement concerning the brave new world of electric motor sport. The Electric GT Championship has finally been given the green light by the FIA, the World Rallycross Championship has announced that its top division will be for electric vehicles only in 2020 and from as early as 2019 there is going to be a series for TCR touring cars that won't require a drop of petrol.

There is no doubt that when the new decade arrives, EV racing is going to be an important part of the motor sport landscape. And it is going to be taking place at a racing circuit near you, and not just on the temporary city-centre street circuits that have been the calling card of Formula E.

The electrification of motor sport became inevitable once the world's major manufacturers began to sign up for an electric future. Why has World RX been able to lure Volkswagen and Peugeot in as full-house manufacturer entries for 2018? Because the prospect of all-electric racing was on very much on the agenda.

Marcello Lotti (right), the architect of the TCR class, admits that he is following a trend by announcing an electric spin-off of a category, that came to prominence as an affordable alternative to the World Touring Car Championship, and has now merged with the WTCC. It has proved extremely popular in its conventionally powered form and has attracted more than a dozen manufacturers in little more than three years. Lotti insists there is an element of altruism to his motives, too.

"I've spent the majority of my life looking after touring car racing," says the Italian, who helped launch the World Touring Car Championship in 2004. "It is my responsibility to consider alternative technologies."

Lotti says that he wants to restore the link between the manufacturers' racing departments, some of which are churning out TCR cars by the dozen, and the research and development engineers working on future road car projects.

"When I was helping to run BMW's touring car programmes in the 1990s, we played a part in developing anti-lock braking systems for road cars," he says. "That link with road car development has disappeared over the past 20 years - road cars today have more technology than the race cars."

E-TCR, of which a few details were announced when SEAT unveiled a concept car at the Geneva motor show in March, will eventually allow technological competition, but not from the get-go. The inaugural E-TCR next year will be fought out by cars with both a spec motor and a common battery.

FINANCIALLY VIABLE?

Formula E budgets are going through the roof as manufacturers flock in and World RX is increasingly becoming the domain of factory teams. But is EV racing suited to customer motor sport? TCR, after all, has hung its hat on its cost-effectiveness. Lotti thinks so.

"We're not talking about costs at the moment, nor the price of the cars, but you will be surprised," says Lotti. "The budgets for a season could be lower, because there are fewer mechanical parts."

Electric GT, which will start as one-make series with a race version of the Tesla 3 model developed by the QEV Technologies offshoot of the Spanish Campos Racing team, is also promising a cost-effective platform.



"We are talking about €285,000 ready to go for a car with 800bhp and a 0-60mph time below two seconds," says Electric GT co-founder Mark Gemmell. "If you compare that to a combustion car of a similar level of performance, you



would typically be looking at half a million upwards. The car (above) is actually tremendously simple; you haven't got a complex maintenance routine."

He points out that the most expensive component that can go wrong is the battery and a replacement costs €35,000. He adds that a blown engine would be much more expensive to replace on a GT3 car.

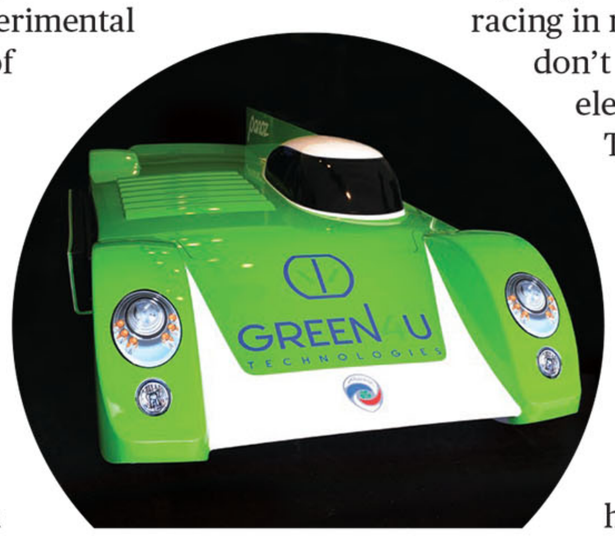
Electric powerplants could also find a home in the junior formula ranks, suggests Dallara's Jos Claes. The Italian constructor is part of a consortium that is developing an electric single-seater based on its Formulino entry-level car, though it has yet to map out a racing future for a machine that has been up and running since last year.

"If we can use the Formulino car as our basis, and we have been told by the FIA that it does comply with the safety criteria for an electric car, it could be workable even though it would be expensive," says Claes. "But if we have to develop a new car to the latest safety specifications, then it would be overpriced."

WHEN WILL AN ELECTRIC CAR RACE AT LE MANS?

The Le Mans 24 Hours can be regarded as electric motor sport's sound barrier. E-TCR and Electric GT will have races of no more than half an hour, while World RX with its short, sharp format is tailor-made for battery-powered vehicles. But how long will it be before an electric car races in the world's toughest endurance race?

It could actually be as early as next year, though with a proviso. The Green4U Panoz Racing GT-EV that is a strong contender for the 'Garage 56' grid spot for experimental cars will undergo a change of battery at every pitstop.



Brian Willis, technical boss of the latest out-there programme to emerge from the imagination of motor sport pioneer Don Panoz, reckons it is still relevant. "People can pooh-pooh our plan, but that begs the question, 'What else can you do if you don't want to change the battery?' If you want to recharge the batteries, you can do your stint and sit in the pits for four hours. We are trying to use the available technology to show that we can replicate what a GTE car can do at Le Mans. Our simulations say it is feasible."

Should the Green4U Panoz make it to Le Mans in 2019, the next target for the EV movement would be do the race without changing batteries. Developments in the lithium-ion technology that the Panoz will use - and employed in the batteries in the Toyota, Porsche and Audi LMP1 hybrids - won't allow that to happen. It will have to wait until a new generation of batteries comes along.

Willis is pessimistic about the timescale involved, suggesting it could be 10 years before the technology is available to allow an EV racer to recharged in the pits in the same time it takes to put a tankful of fuel into a conventional car.

Nicolas Perrin, a former Williams F1 race and design engineer, believes it will happen much sooner than that. He is working on an electric LMP demonstrator powered by three FE motors as a lead-in to a 'Garage 56' project within five years.

"Lithium-ion has got limitations," he says. "But new solid-state battery technology is coming that doesn't have the same issues with temperature build-up as you have with the present technology. We already know that they can charge 10 times faster, and I'm also hearing that they are lighter for the same level of energy.

"The solution is there. It is just a matter of waiting until the technology is both accessible and economically viable."

There is going to be a proliferation of EVs racing in many different forms, but don't expect to see a wholesale electrification of motor sport. That's not what the FIA wants, according to the president of its electric and new energies commission, Burkard Göschel. "We can't make everything electric," he says. "Electrification is about important series having a message."



HOT TOPIC

BRIGHT SPARKS

Formula E prepares to take its next major step

The Gen2 Formula E that will come on stream for the start of season five of the FIA championship this autumn doesn't look like a racing car as we know it. But does that matter? Of course not. Formula E was conceived to break the mould and to appeal to a new generation of fans. So there's good reason why the machine unveiled in March shouldn't look traditional.

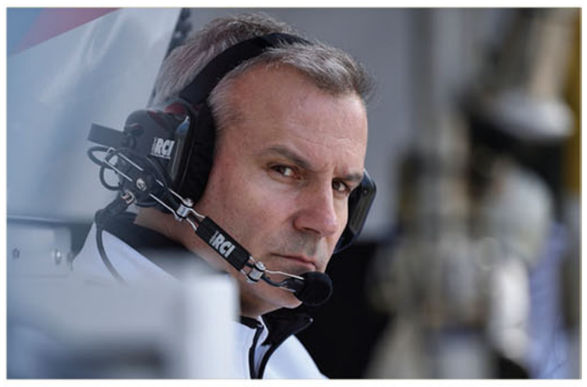
The most important thing, says BMW Motorsport director Jens Marquardt (below), is that the car "looks fast". And the boss of a manufacturer that will join the series in 2018/19 reckons that the Spark SRT05e, developed in conjunction with Dallara, fits the bill.

He feels we shouldn't be concerned about the lack of a conventional rear wing. "That's not the point," he says. "It's good that it doesn't have a big rear wing. I think the car will have downforce enough."

Formula E isn't about downforce numbers, and shouldn't be. It's about EV technology being paraded in competition in the heart of the world's big cities.

Formula E founder Alejandro Agag points out that the goal of the series was to "break the mould and challenge the status quo, bring a revolution to motor sport". He says that the Gen2 car "represents that revolution".

That's because the practice of drivers swapping cars mid-race will be phased out for season five.



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F1'S LOOMING FUEL CRISIS

Testing in Barcelona revealed a potential Ferrari weakness that could lead to Mercedes dominating once again

Mark Hughes

Regardless of what pre-season testing did or didn't tell us about the competitive order that was finally revealed in Melbourne, it highlighted something else that should concern us: at least one team - and maybe two - was unable to use its full performance in a race simulation because the 105kg fuel allocation wasn't enough. That has some potentially negative competitive implications on the season ahead. Ferrari's (and possibly Red Bull's) struggle to maximise their performance potential within the fuel limit wasn't expected to be a major factor around Albert Park or China, but come the more fuel-demanding circuits (Bahrain being one of them), it could potentially exaggerate a Mercedes advantage.

On the penultimate day of Barcelona testing Mercedes, Ferrari and Red Bull all did full race simulations with Valtteri Bottas, Sebastian Vettel and Max Verstappen respectively. They each completed more than 60 laps divided into three stints. Mercedes and Red Bull used medium tyres throughout (so not quite an exact race replica), Ferrari did the first stint on super-softs, the remainder on mediums. Because they had enough fuel on board at the start to complete a full race distance, we can know to a fair level of accuracy what the fuel load was on any given lap and therefore what the low-fuel equivalent would be for that lap. We can also derive an implied tyre degradation by comparing the fuel weight-corrected laps at the beginning and end of stints. Delving yet deeper into the numbers on the day, we can see an anomalous pattern with Vettel's stints - in that there is only the tiniest amount of deviation from his average.

Putting numbers on it, the first medium-tyred stints of each driver (corrected for fuel weight) averaged as follows:

Bottas.....*1min 19.6sec*
Vettel.....*1min 19.9sec*
Verstappen.....*1min 20.2sec*

Around each average, what would normally be expected would be a pattern whereby as the driver pushed hard from the beginning of the stint to the end, the times would get progressively slower once the fuel correction was taken out, as the tyres' grip steadily degraded. So there would be a fairly significant spread of fastest to slowest times around that average. This is the deviation.

Bottas's stints show exactly this pattern and, taking his first stint, the deviation around that average of 1min 19.6sec comes out at 0.242sec (ie, that's the average spread of his individual laps around that mean average). For Vettel (and to a lesser extent Verstappen) there is hardly any deviation evident, at 0.16sec and 0.18sec respectively. In other words, there is hardly any difference in their fuel-corrected laps from beginning of stint to the end 18 or more laps later. So either the Ferrari and Red Bull were incredibly kind to the tyre,



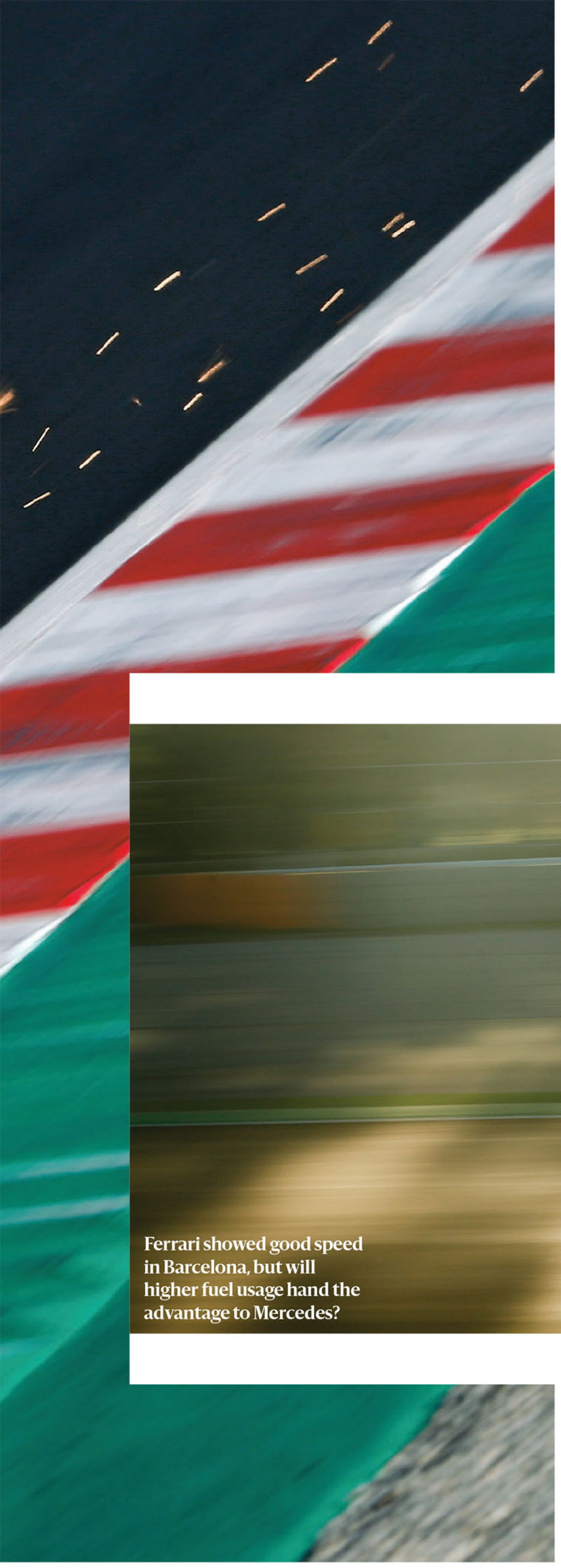
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allowing 18 laps to have hardly any effect on its performance... or Vettel and Verstappen were driving to a set lap time determined by their fuel allocation, guided by sector times updated on their dash at regular points through the lap. In such a case there would be little tyre degradation visible in the lap times because they would not be fully stressed.

Observers indeed reported Vettel apparently lifting and coasting his way into several of the corners on his race simulation. Suggesting it was indeed a fuel consumption issue - as did the fact that he suddenly found 1.5sec on the very last lap of his final stint, presumably when no longer needing to conserve. If so, that 1m 19.9sec average is a fuel-limited one. The problem seemed less severe for the Red Bull, but was still there. Significantly, such patterns were not visible on the other Ferrari and Renault-engined cars - suggesting that the greater grip of the SF71 and RB14 was allowing more full throttle, taking them over the fuel consumption threshold for that 105kg limitation.

Barcelona has not traditionally been one of the most fuel-demanding tracks, typically sitting about halfway down that particular league table and well behind such as Austria, Singapore, Baku, Montréal, Sochi and Bahrain. The 105kg is the same for all tracks of course and difference in fuel demand from track to track has typically been expressed as either: a) more harvesting/less deployment for the more fuel-demanding tracks, ie boosting the electrical power more frequently, and using it more sparingly, thereby reducing average power over the lap or b) short-fuelling for the less fuel-demanding circuits, ie not putting in all of the permitted 105kg.



the team had been over-zealous in its short-fuelling, but generally tyres dictated the pace, not fuel consumption.

Into 2017 with the faster cars and tougher, bigger, tyres, meaning a lot more full-throttle running, the fuel allocation was increased from 100 to 105kg to compensate. Short-fuelling, by necessity, became much less extreme. Mercedes continued to have the most efficient combination of power and fuel consumption and so the Merc-powered teams could short-fuel more than the others, but still

throttle longer and therefore use more fuel. For Mercedes this increase has not taken it over the threshold but for Ferrari and Red Bull it has.

What is currently unknown is how the resurfaced Barcelona compares with circuits traditionally heavier on fuel demand and therefore how many of the season's races might be compromised by a dulled Ferrari and Red Bull challenge as the engines are turned down so as to eke out the fuel. How much of the 'fuel crisis' is the track resurfacing and



Ferrari showed good speed in Barcelona, but will higher fuel usage hand the advantage to Mercedes?

"If races are going to be fuel-limited for Ferrari and Red Bull, might the regulations be tweaked?"

Should the full allocation of fuel not be enough, the driver will have to lift-and-coast to bring things back on schedule, coming early off the throttle and using the engine braking and drag to help more with the deceleration. In the 2014-16 seasons, we had tyres that couldn't be pushed to anywhere near their maximum over a race stint - and so that reduced the fuel demand enough that the fuel limit was rarely, if ever, the limitation. Teams would short-fuel in the knowledge that the tyres would limit how hard the driver could push. Some lift and coast might be needed if 105kg proved just about enough everywhere not to tilt the playing field too much.

But something in Barcelona testing took the Ferrari past the threshold where 105kg was enough. The halo accounts for some extra weight and drag, both of which would punish fuel consumption. But probably of much more significance was the track's resurfacing with a super-smooth and very grippy asphalt, following complaints from MotoGP riders. This has made the circuit significantly faster. Together with the usual strides in increasing downforce year on year, the cars are at full

how much the extra throttle that Ferrari's and Red Bull's extra downforce has made possible? Here's hoping the Scuderia and Renault Sport can assuage that thirst.

If it turns out that a significant number of races are going to be fuel-limited for Ferrari and Red Bull, allowing the Mercs to dominate against two cars that might otherwise be just as fast, might the regulations be tweaked? It would hardly be fair on Mercedes, but a fifth straight year of domination - and potentially seven - might make such measures inevitable.





THRUXTON REVS UP FOR 50

Stars come out to celebrate much loved circuit's anniversary

Samarth Kanal



Morecambe and Wise, Fry and Laurie - erm, Murray and Mansell...

OK, as double acts go Nigel Mansell and Murray Walker may be relatively new to showbiz but, as anyone who witnessed the pair at last year's *Hall of Fame* event will know, they have what it takes to join the greats with their infectious mix of banter and paddock reminiscences. And motor sport fans will have the chance to see them again at Thruxton this summer.

The 31-time Grand Prix-winner and 1992 Formula 1 world champion and his long-time friend and semi-retired motor sport commentator and journalist, Murray Walker, have confirmed that they will be among the galaxy of stars celebrating the circuit's 50th anniversary in June. Together they will open the Thruxton Centre - the circuit's new £2m state-of-the-art hospitality facility on Sunday, June 3.

Visitors can expect a series of compelling and occasionally hilarious memories from the pair about their days at the sharp end of Formula 1, before they cut the ribbon to open the building officially at 12 noon, during what promises to be a weekend packed with action on and off the track.

Two days of festivities will feature a whole host of single-seaters, sports cars and saloons from the last five decades. They will hit the track for a spirited sprint down memory lane at a circuit that has barely changed since opening in its current form, in 1968.

Already confirmed to race over the two days are HSCC Guards Trophy Sports & GT Cars; Historic Formula Ford 1600; Super Touring; HSCC Libre - HF2, CF3, FF2000 and M7RC Mini Miglia. One of the stars of the show is the 1983 Williams FW08C (above), which will run in anger on both days of the event. Mansell's 1992 Formula 1 championship-winning FW14B will also be on display.

Away from the race programme, there will be a raft of eye-catching demo runs, static



SIMON ARRON, LYNDON McNEIL, LAT



displays and car club reunions, as well as a funfair, live music, overnight camping and a fireworks display that the organisers hope will give the festival a family-friendly atmosphere and appeal.

As anyone who as driven the circuit will know, Thruxton is tremendously fast. It holds the distinction of being the quickest circuit in the UK - the current lap record was set by Damon Hill in 1993 in his FW15C lapping in 57.6sec at an average speed of 147mph. Originally a motorcycle circuit that also held a few car meetings in 1952 and 1953, Thruxton was chosen as the new home of the British Automobile Racing Club after Goodwood



closed in 1966, and the refurbished venue opened in March 1968. The regular highlight of its racing calendar was the Easter Monday Formula 2 race. Since then it has hosted a variety of racing from touring cars to the British Superbike Championship.

Like many racetracks in Britain it has gone through fallow periods - especially since noise restrictions mean it can host only 12 race days per year. However, in recent seasons a comprehensive modernisation programme has been undertaken. The new Thruxton Centre is the latest part of that and, when finished, it will feature a fully-catered facility comprising a new restaurant and bar, exhibition space, function rooms, hosting suites and outside viewing terrace.

Advance tickets for Thruxton's 50th Anniversary Celebration on June 2/3 are available from £12 for Saturday entry and £15 for Sunday or £24 for both days. Sunday grandstand seats are an additional £5. Accompanied children aged 15 and under will be admitted free of charge. Just make sure you arrive early for front-row seats for the Murray and Nigel show.

DAYTONA TRIBUTE

Silverstone Classic (July 20-22) will pay tribute to the 24 Hours of Daytona with three sports car races on the Saturday, billed as 'Daytona at Dusk'. Drivers such as Pedro Rodríguez, Brian Redman, Derek Bell and AJ Foyt have won the illustrious race, and Silverstone Classic is celebrating its immense heritage that spans 52 years.

Three new races will take place on Saturday evening: the International Trophy for Classic GT Cars, FIA Masters Historic Sportscars and the new-for-2018 Masters Endurance Legends series. All of them will involve cars that have raced under the lights at Daytona, such as AC Cobras, Lola T70s, Ford GT40s, Porsche Carreras and Dodge Vipers.

Chip Wile, president of Daytona International Speedway, said, "This is a great honour for Daytona and our widely admired 24-hour race, which has always had huge appeal to British drivers and teams. The Silverstone Classic is one of the world's greatest events celebrating so much of motor sport's history and we are really proud that it will be saluting Daytona come July."

Silverstone Classic promoter Nick Wigley added that "Daytona has been deified by motor sport followers here in Britain - that's why we're so delighted to be celebrating its incredible heritage at the Silverstone Classic."

With that comes another homage, as it's the 50th anniversary of the Ferrari 365 GTB/4 'Daytona'. The rare V12-powered GT was built in 1968 to celebrate Ferrari's 1-2-3 finish at the '67 event with a 330 P3/4, 330 P4 and 412P. Daytonas did later race in the 24 Hours (NART car from 1975, above) and one took a class-winning eighth overall in 1978.

For those who purchase tickets before March 31, adult admission starts at £37.

PRINCE HURRY

Prince Harry revealed a trait more usually associated with his gaffe-prone grandfather, the Duke of Edinburgh, on a recent visit to Silverstone circuit.

Regaling students with stories about how he once beat Formula 1 driver Johnny Herbert in a kart race, the Queen's grandson explained his unexpected victory by saying that 1995 British Grand Prix winner had become "too fat" since his retirement. The comment was quickly downplayed by officials as tongue in cheek.

Prince Harry was visiting Silverstone in March to give the royal green light to the construction of the Silverstone Experience, which is set to open in spring 2019. The Prince spoke to students from the nearby technology college and delivered a speech as a patron of the project.

"When it opens in 14 months it will tell the story of Silverstone, the history of British motor racing and the pivotal role which Great Britain plays in motor sport today," he said.

"It is well known that Great Britain is a



Prince Harry checks legroom in E-type ERA displayed at Silverstone Technical College

PA IMAGES

world leader in high-performance engineering and motor racing engineering in particular - as well as having some great drivers. But it is no exaggeration to say that unless we encourage more young people to study science, technology, engineering and maths it will be impossible for us to continue to lead in this field."

The Silverstone Experience will serve as the circuit's museum, promising interactive galleries that tell the stories behind the current home of the British Grand Prix, also displaying an archive of memorabilia and artefacts from the BRDC at its new Collections and Research Centre. It will be housed on the complex's remaining WWII hangar, right by the main entrance.

Prince Harry didn't stop there, as he reportedly asked two students whether women aren't being motivated to enter STEM careers as much as men.

"There are a lot of stereotypes," said 15-year-old Tara Vooght.

"What, men covered in grease?" replied the Prince.

ENDURO LEGENDS

The upcoming Masters Endurance Legends Series has announced a varied entry-list for its debut at Imola (April 20-22). The series, which fields cars that were eligible to enter the Le Mans 24 Hours or its feeder series, from 1995-99, 2000-05 and 2006-12, boasts a strong entry list for its season opener.

Travis Engen's 2005 Audi R8 will star, racing the Orecas of Keith Frieser, Mike Smith, Michel Frey and Ralph Meichtry and Steve Tandia's Lola B12/60. Double Le Mans LMP2 winner Mike Newton will also race in his MG Lola EX257 while Mike Furness's Courage LC75 and Tommy Dreelan's Oreca will also take part.

In the GT category, Jon Minshaw's Ferrari 458, Nikolaus Ditting's Aston Martin DBR9 and Manfredo Rossi di Montelera's Porsche 977 head the 25-car entry list entry list, with Ferrari, Panoz and HPD also represented and more cars to be announced soon.

Gearing up for its first year of competition, the series is already proving a salivating prospect, supporting the French Grand Prix at Paul Ricard on June 22-24. The Masters Historic Formula 1 series will also support the British Grand Prix (July 5-8), adding diversity to the traditionally homogenised world of contemporary F1.



LYNDON McNEIL

"Having the opportunity to see, smell and hear some of the most iconic and successful racing cars suits our programme perfectly. Indeed, these cars will not only be seen on stage but driven flat out and race against each other" said Gilles Dufeigneux, general director of the French GP.

The series will also be present at the Silverstone Classic and the Masters Historic Festival at Brands Hatch, for those raring to watch their endurance heroes at home.



INGLISTON REVIVAL FESTIVAL

HOT TOPIC

TRACKS OF HISTORY

The gaps in the historic racing calendar

Goodwood, Silverstone, Thruxton, Oulton Park and Brands Hatch show that the British historic racing scene is in fine fettle. Owners of historic racing cars are spoiled for choice when it comes to venues that host historic racing events, but there are a forgotten few circuits which no longer pay homage to the heydays of classic racing.

One significant void left in the calendar is that of the Ingliston racing circuit, at which drivers such as Jim Clark, Jackie Stewart and Stirling Moss once competed. This year, there will be no Ingliston Revival after the circuit hosted a successful vintage racing festival in 2017, its first event for two decades. Nearby Knockhill, a touring car mainstay, also lacks a revival or vintage racing event this year.

Further south, Aintree - Merseyside's answer to Goodwood - misses an appropriate event to highlight its historical significance. It's another puzzling omission, given that for five years it was the British Grand Prix's home and hosted several non-title F1 races. But while sprinting and bike racing continue on its short circuit, there's room for a larger commemoration to remind today's race-goers that a different type of horsepower once reigned there.

Brooklands gets a pass, its many events celebrating its unique history as a speed arena, but the UK's other oval, Rockingham, hasn't repeated the heady heights of its 2001-02 CART cameos.

Perhaps this discussion should be resigned to 'pipe-dream' status, given the wealth of historic appreciation that Britain enjoys. That said, which racetracks - defunct or otherwise - would you like to see used for celebrations of the past? Email us or send in a letter - we're itching to see what you suggest.

MONACO

12 MAY 2018, THE GRIMALDI FORUM, MONTE CARLO



1973 Porsche 911 Carrera RS
Chassis no. 9113601177



1992 Benetton B192 Formula 1
Chassis no. B192-01



1954 Austin-Healey 100 'Special Test' Recreation
Chassis no. BN1/222062



1959 MG MGA Twin-Cam
Chassis no. YD1/1626

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ALL THE WORLD'S A STAGE...

...in February, at least. Things that caught the eye while the sport was mostly still dozing

Simon Arron





Blame the 'Beast from the East', Storm Emma and their consequent snowdrifts. This month's column should have featured the Tour of Cheshire, a historic road rally ripe with Opel Kadetts, Lancia Fulvias and suchlike (plus a Nissan Cherry), but March's Siberian dawn put paid to that. It wasn't so much the state of the route, more that crews – and marshals – were in some cases unable to get beyond their front gates to attend. Plan B was to add the Donington Stage Rally to the mix, but that also fell victim to the weather. In February, fortunately, temperatures reached a relatively balmy zero...

STONELEIGH PARK

Before *Motor Sport* had any involvement with the event, I would attend Race Retro because it was a useful social hub and reminded me of old-school industry shows – for instance those staged in London during the early Eighties, when small stands featured endlessly diverse machinery and were populated mostly by enthusiasts (with the occasional salesman thrown in). Stoneleigh Park recreates that ambience. Birmingham's National Exhibition Centre might be more efficient, as befitting a venue attached to both an international airport and a mainline railway station, but it can't match Stoneleigh for soul. Nor does it come close.

And then there's Race Retro's live rally stage, an object lesson in how to take an unpromising slab of flat asphalt and transform it into a theatre of vibrant endeavour, something I'd never previously had the opportunity to watch. The breadth of the entry helped – everything from Renault 5 Turbos to a Range Rover Evoque via a current Ford Fiesta R5, but so did the event's nature. It wasn't competitive, but many of the passengers were prize winners and drivers wanted to give them a day worth remembering. There was scope for cars to stretch their legs – and for humans to demonstrate their hand-to-eye co-ordination. Some flicked sideways at every opportunity,

Mellors Proton was one of the most spectacular cars at Stoneleigh. Below from left, winner Chris West and Ian Rix at Snetterton







LYNDON MCNEIL /SIMON ARRON

because they could, while others were a paragon of precision and sustained momentum. Alister McRae was engagingly spectacular in late brother Colin's old Subaru Legacy and double world champion Miki Biasion drove both Lancia Fulvia and Ford Sapphire Cosworth, though it took him a while to get going in the latter. "At first I didn't realise it was right-hand drive," he said, "so I got in through the wrong door."

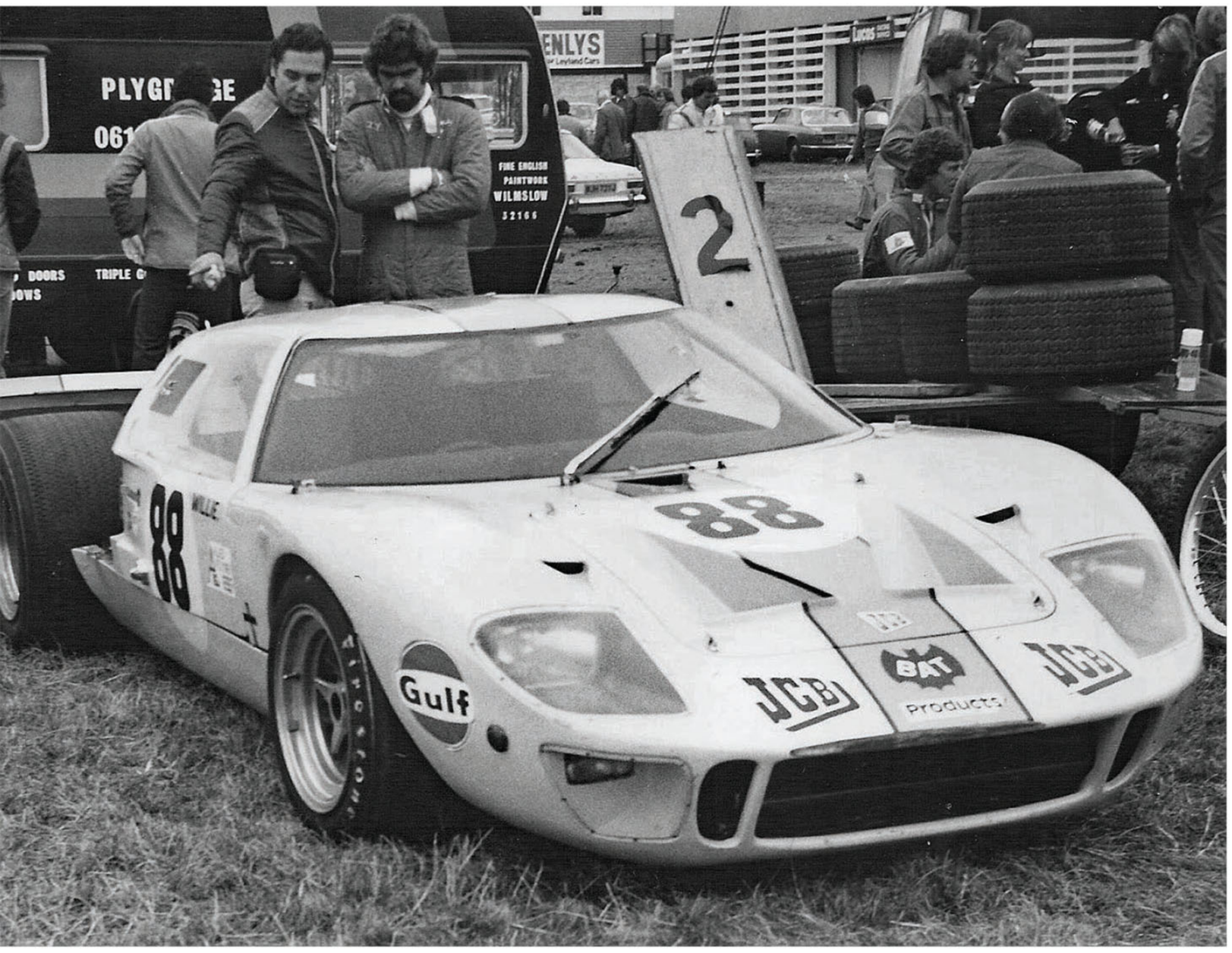
SNETTERTON

A fulsome apology to any Beckenham residents who might be reading this. It was me who fractured the crepuscular silence at about 5am on February 18, as I cleared a deep frost from my screen ahead of a trip to Norfolk. Blame my desperation to get to Snetterton and tuck in to a paddock café breakfast.

What followed was an uplifting journey along almost deserted roads, the sun turning mist-dappled fields a spectacular shade of orange as it rose somewhere above Holland (approximately). The temptation to stop and take a few photos was strong, but apparently you're not allowed to park on the M11... Suppressing any such urges, I pottered ever eastwards and passed a pleasing assembly of van-drawn trailers - a classic motor sport cocktail that's alive and well if you attend the right sort of event. And the Snetterton Stage Rally is one such.

The Keatsian landscape rather contrasted with the competitive reality, a racing circuit adapted for purpose by sprinkling unsightly marker cones hither and thither. The aforementioned breakfast had to be eaten quite briskly, for the paddock access roads formed part of the route and it was important to avoid entrapment for the sake of being able to move around the site. Of all circuits in the UK, Snetterton is most in need of a footbridge across its pit straight.

This stretch of East Anglia can feel a little bleak in June, so the chances of it being anything other than Arctic in February were nil. But it was evidence of the sport taking



another small step away from hibernation – enough to create at least a hint of a nice, warm feeling (except, perhaps, for the microlight pilot who circled the venue a couple of times as cars lined up to take the start of the opening stage – it was bloody freezing where I was standing, so I dread to think what it was like up there).

The event attracted a decent crowd and 83 crews, a significant proportion – as ever – in 'modern' Mk2 Ford Escorts. There were some pleasing exceptions, though, not least a Vauxhall Chevette and – appropriately, as the whole thing was organised by the Anglia Motor Sport Club – a Ford 105E.

During the previous round of the MSVR *Motorsport News* Circuit Rally Championship, at Brands Hatch, the Escorts had been able to keep pace with more potent machinery as the twistier stages allowed their inherent agility to compensate for any lack of top-end power. With longer straights that reflect its airfield roots, Snetterton theoretically suited more recent machinery – and Chris West/Keith Hounslow (who collectively sound a bit like a tube station) duly took victory in their Peugeot 306 Maxi... albeit only five seconds clear of intermittent leaders Ian Woodhouse/Jason Leaf, first of the 14 Escort crews that followed. John Stone's swift 2.5-litre Fiesta ran in the top three until its retirement after the fourth of eight stages (the third had to be abandoned, after one Escort spontaneously combusted), while the lone Anglia of John and Laura Cooledge made it to the finish in 51st position overall, 19th in class.

Anything with such distinctively sculpted C-pillars surely makes the world a better place.

FOOTNOTE

The image above appears not because it is a particularly good photograph (it isn't), nor because it illustrates the grassy magnificence of Oulton Park's bygone paddock (it does), but to underline the way that perceptions have changed.

I have lately heard several people question whether the new Masters Endurance Legends series, for cars active between 1995 and 2012, has any place on a historic racing programme, but such timelines are nothing new.

On March 8 1975, there was a historic sports car race (clue: somewhere in Cheshire) featuring two Ford GT40s, less than six years after the model's most recent Le Mans win, and one Lola T70 (examples of which had finished first and second in the 1969 Daytona 24 Hours). I don't recall anyone questioning the validity of their presence: it was just nice to see such cars being used in such humble surroundings. The modern equivalent would be somebody bringing an Audi R18 e-tron quattro to an early-season clubbie.

The shot here was taken slightly later, in August 1977, and shows the JC Bamford-owned Ford GT40 driven by Willie Green. A scan of the '75 programme entry apart, it's the best period evidence I have available. Two years beforehand, my father wouldn't have trusted me with his hand-me-down Pentax Spotmatic... Ⓜ



CLUB RACING SPOTLIGHT

The versatile Chris Alford, on the cusp of his 52nd season

The name will be familiar to anybody who has watched historic racing these past 35 years, though his latest acquisition might not. Chris Alford has purchased a Saab Sonett for use in the Historic Sports Car Club's '70s Road Sports series. "I believe it will be one of only about a dozen in the UK," he says. It's almost certainly the only one racing.

For all that it's unusual, it's also appropriate. Having honed his craft at the Jim Russell Racing School, Snetterton, Alford began racing in 1967 at the wheel of a Saab 96. It was the start of a journey that has carried him through couple of European Touring Car Championship races – he and Jeremy Mitchell finished third in class in the 1969 Nürburgring Six Hours, at the wheel of a Mini Cooper – and on to Formula Ford, production sports cars and Sports 2000.

"I stayed in S2000 from 1977 until 1981, then didn't do much in 1982 [his one race was the Willhire 24 Hours, which he won with Rob Wells and Malcolm Paul in a Morgan +8] and approached the following season with nothing at all on the radar. Then I received a visit from Jim Clark's former mechanic Cedric Selzer. He'd just restored a Lotus 23 and wondered whether I'd like to race it..."

He has been a permanent fixture ever since in historics, driving everything from MG Midgets to a Lotus 25 via a Formula Junior Elva – an example of which he will also race this season.

Any plans to stop? "It always comes down to money," he says, "but no..."



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APRIL 2018

COMING ATTRACTIONS

INTERNATIONAL *May 3-5, WEC, Spa-Francorchamps, Belgium*

The WEC 'Superseason' begins with the 6 Hours of Spa-Francorchamps. There is a surprisingly healthy LMP1 class and the ever-competitive GT teams will be looking to hone their cars for June's Le Mans 24 Hours.

INTERNATIONAL *May 5-6 DTM, Hockenheim, Germany*

Mercedes-Benz's final season in the German touring car championship starts with a double-header at a venue that began hosting events in 1932 and has been a mainstay of the DTM calendar since 1984. Since 2000, Mercedes has won 12 of 22 DTM season-openers.

INTERNATIONAL *May 10-13, Nürburgring 24h, Nürburgring, Germany*

The mighty Nordschleife and its adjacent Grand Prix circuit host about 180 cars and more than 700 drivers in a race than has produced an opus of stories since its inception in 1970. Last year, Markus Winkelhock, Connor de Phillippi, Christopher Mies and Kelvin van der Linde won in an Audi R8 LMS.

IN THE UK *May 19-20 BTCC, Thruxton*

Both Thruxton and the BTCC are marking anniversaries this year, with the circuit 50 years old and the championship 60. This high-speed fixture at the Hampshire airfield is a fitting choice for any spectators who fancy a celebration or two.

INTERNATIONAL *May 27 Indianapolis 500, Indianapolis, USA*

Thirty-three drivers will spar over 500 miles for a single bottle of cold milk in one of the most prestigious races on the motor racing calendar.

May 6 MOTOGP Jerez
May 13 FORMULA 1 Spain
May 19 FORMULA E Berlin
May 20 WRC Portugal
May 20 MOTOGP Le Mans
May 27 NASCAR Charlotte
May 27 FORMULA 1 Monaco



SHORT BREAK

TASTE OF GOOD HEIGHT

Britain's round of the World Rallycross Championship is shifting from spiritual home Lydden Hill to Silverstone

Silverstone has pulled out all the stops as it hosts the British round of the World Rallycross Championship for the first time. Rather than relying solely on the thrills of the main attraction, this event has been dubbed 'Speedmachine' with a festival atmosphere to complement the action on track over the weekend of May 25-27.

The championship, which began in the middle of April, is intensely competitive and boasts some star names such as nine-time World Rally Championship winner Sébastien Loeb, 2003 WRC winner Petter Solberg and reigning WRX champ Mattias Ekström. The supercars accelerate from 0-60mph in 1.9sec utilising the full bore of their 600bhp powerplants and, as you might expect, the racing is appropriately ferocious.

The festival aspect of 'Speedmachine' makes it potentially one of the most engaging new features on the 2018 motor sport calendar. Prodrive will be displaying some of its iconic racing cars from the last three decades alongside a host of Group B machines, drifters will tear across the asphalt and car manufacturers such as Renault will let punters test their latest models, bookable at the event itself.

Beyond the motor sport, there's an esports competition, a host of food stalls and, if you're looking for a soundtrack, Dizzee Rascal and Basement Jaxx will be headlining the event each night, supported by Craig Charles, Razorlight and Lethal Bizzle, among others.

All of that is included in a weekend ticket price from £95 for adults and £60 for teens, with under 11s entering free of charge. Early booking could secure you a complimentary roving grandstand pass.

HOW TO GET THERE

Silverstone's location in the middle of the UK makes it easily accessible from London, Birmingham and beyond using the A43, M40 or M1. Camping is available with a comfortable range of amenities. There are shuttles to the event from the Woodlands campsite.

ALSO GOING ON

Qualifying for the esports competition is open now, if you have a copy of Codemasters' rally game Dirt 4. The prize is a passenger ride in an RX2 car, powered by a spec-310bhp engine. RX2 will also be supporting the main supercar series during the weekend.

DON'T MISS

Ultra4 racing buggies will be supporting the event, demonstrating their abilities to crawl over any terrain, whether it be rocks or rubble. Unlimited by regulations, they compete in races worldwide – an eye-catching addition to the weekend programme.

LEGENDS DINNER **Ford will be the official partner for the Legends of Le Mans Dinner, set to take place May 17 at the Royal Automobile Club's Woodcote Park Estate. The 50th anniversary of Pedro Rodriguez and Lucien Bianchi's Le Mans win in the Ford GT40 will be celebrated in aid of Hope For Tomorrow, the national cancer charity founded in 2003 to provide Mobile Cancer Care Units for patients across the UK.**
Go to www.hopefortomorrow.org.uk for more information

DINE WITH MOTOR RACING STARS

Confirmed guests include Adrian Newey, Gordon Murray, Richard Attwood and Derek Bell



Tom Kristensen and Brian Redman at last year's Hall of Fame event

Join us for an awards evening like no other, taking place in the stunning Royal Automobile Club Woodcote Park clubhouse on June 4 2018. Sip champagne amongst motor racing legends and watch as an array of stunning cars and bikes roar up the Captain's Drive before witnessing the class of 2018 inducted into the *Motor Sport* Hall of Fame.

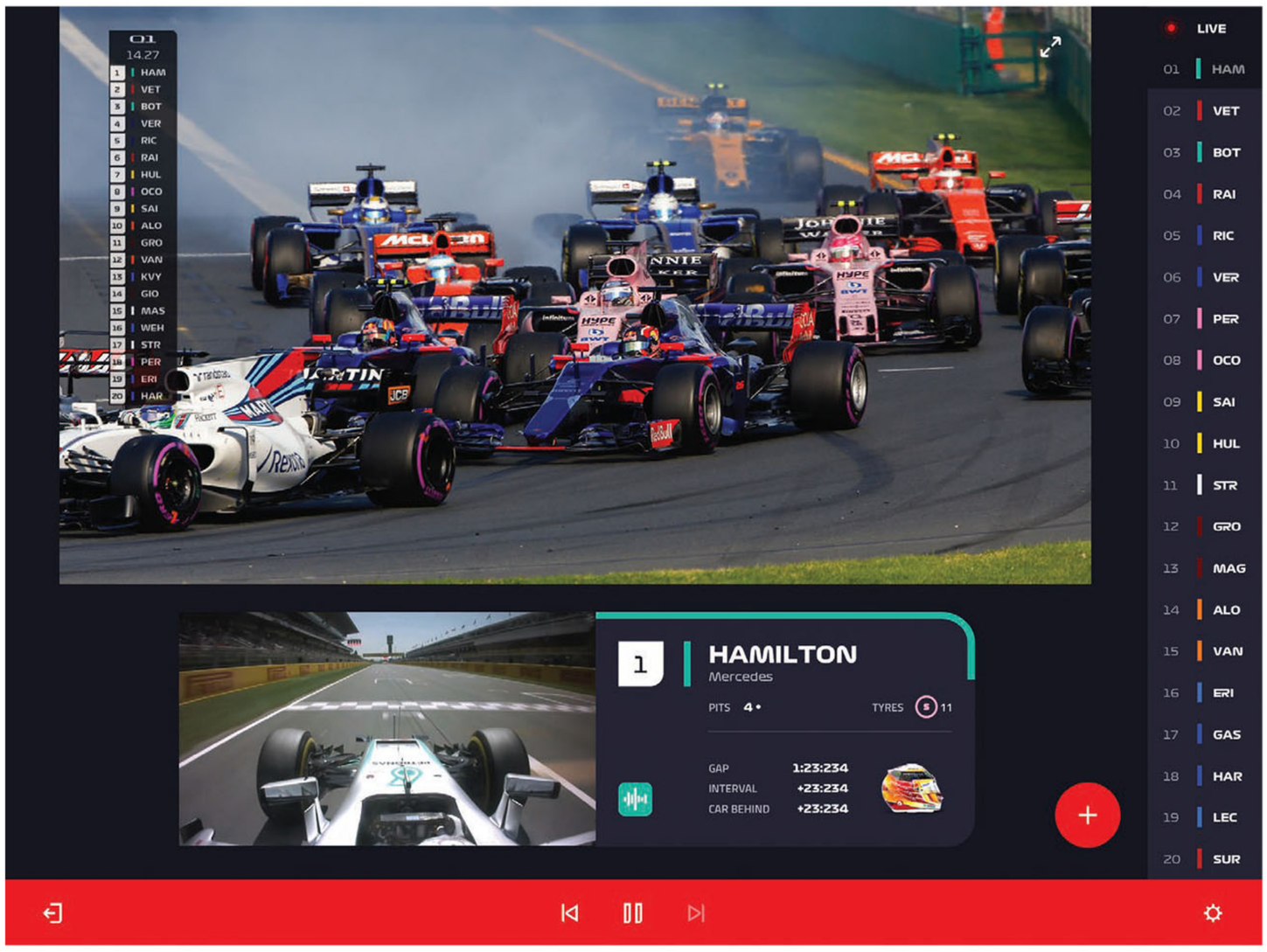
Who will join the greats such as Ayrton Senna, Jim Clark, Damon Hill, Giacomo Agostini, Derek Bell and Nigel Mansell in our roll of honour? With only 150 tickets on sale for this intimate event, the evening is a unique opportunity for motor racing fans to rub shoulders with famous names from the motor racing world and have the chance to enjoy the sight and sounds of famous cars and bikes that are rarely on public display.

Broadcaster Suzi Perry – a mainstay of both MotoGP and Formula 1 paddocks – will host the star-studded event, which will be attended by the great and the good of the motor sport world. Legendary designers Adrian Newey and Gordon Murray, 1970 Le Mans 24 Hours winner Richard Attwood and five-time winner Derek Bell will all dine alongside guests.

To find out more visit www.motorsportmagazine.com/2018HOF

Ticket packages start from £360 and include: Champagne and canapé reception • 3-course dinner • Demonstration car runs driven by motor sport stars • Historic car displays from F1, sports car racing and MotoGP • Live interviews and much more

Offers available to Motor Sport subscribers. Please call 0207 349 8484 for further information.



PLATFORM TICKETS

F1 GOES OTT

Liberty's latest innovation is good news – for some

Jack Phillips

Formula 1 is ramping up its move into the digital sphere with the announcement of a new 'over the top' platform.

That's streaming to me and you.

Previously F1 has been shackled in the old media world, bound to television contracts. Now Liberty has the freedom to tap into the massive mobile and streaming market that has so far been dominated by US sports such as Major League Baseball, Basketball and American Football.

Liberty's new service is to be called F1 TV Pro. It was supposed to have gone live for the first race of the season in Australia, but was delayed by a glitch at the last moment. When it eventually is rolled out it will allow users to tailor their own viewing of each Grand Prix. It promises "unique feeds not available on any other platform with the capability of multi-level personalisation". In effect, fans can choose their onboard cameras from up and down the grid – as on the IMSA and WEC apps.

Initially this will be available on desktop computers and the web, but mobile apps are coming. Liberty promises Amazon, Apple and Android devices will be able to download it soon, making F1 more accessible than ever before. And it won't just be the races: every session will be broadcast live, plus press conferences, F2 races and other support races.

But those old contracts drawn up by CVC still have a hold over F1, and it's mainly UK fans who will suffer. Sky's contract means it has exclusive rights in the UK to F1 between 2019 and 2024 and its Now TV service already exclusively offers OTT coverage. So F1 TV Pro will not be available in the UK for at least five more years, but will be for much of Europe and the Americas from this season.

For those not in the available countries, a cheaper non-live F1 TV Access will give users extended highlights and archive video access, plus radio commentary and live timing. A second-screen service, as such.

F1 TV Pro is set to be available for between $8 and $12, but the 'Access' pricing was unavailable at the time of writing.

The knock-on effect is there will be very few live terrestrial races for the foreseeable future – at least until 2025. Sky has promised that all highlights will be available free-to-air from 2019 and the British Grand Prix will be freely available. Sky also has its own more immersive initiatives in the pipeline for its coverage, so UK fans might not be quite stuck in the dark ages, but the live options for UK viewers are therefore limited. It's a Sky TV subscription, Now TV rolling subscription or make do with highlights. And for many fans, none of those three will be acceptable.

In the UK at least, it seems F1 may have to accept plummeting viewing figures. Just when it needs the opposite.



HOT TOPIC

VISIT STUTTGART

Project CARS has been busy building Porsche's best

As we've explained before on this page, the makers of Project CARS are just like you and me: proper motor sport fans. The latest pack released underlines that in thick blue and red Martini stripes, with the latest Porsche Legends pack celebrating 70 years of Weissach.

In it you'll find a 917K and 908/03 in assorted famous liveries, plus their 1000-plus horsepower cousin, the 917/10. Audibly they are an assault, and physically a challenge. Tackling the 'Azure coast track' in the 908/03 is going to keep us entertained for weeks. It's addictive, getting light over bumps and taking flight, and as satisfying as racing games can be.

There's some nice subtle and appreciated touches, too, such as the leather-gloved hands gripping the wheel, and the open-faced helmets complete with white face scarf.

There's a 911 Carrera RSR 2.8 – including our cover star – some Moby Dick 935s and Momo-branded long-tail variants. The 959 and Carrera GT cover off some new road cars, while the brand-new 911 RSR racer brings it all up to the here and now.

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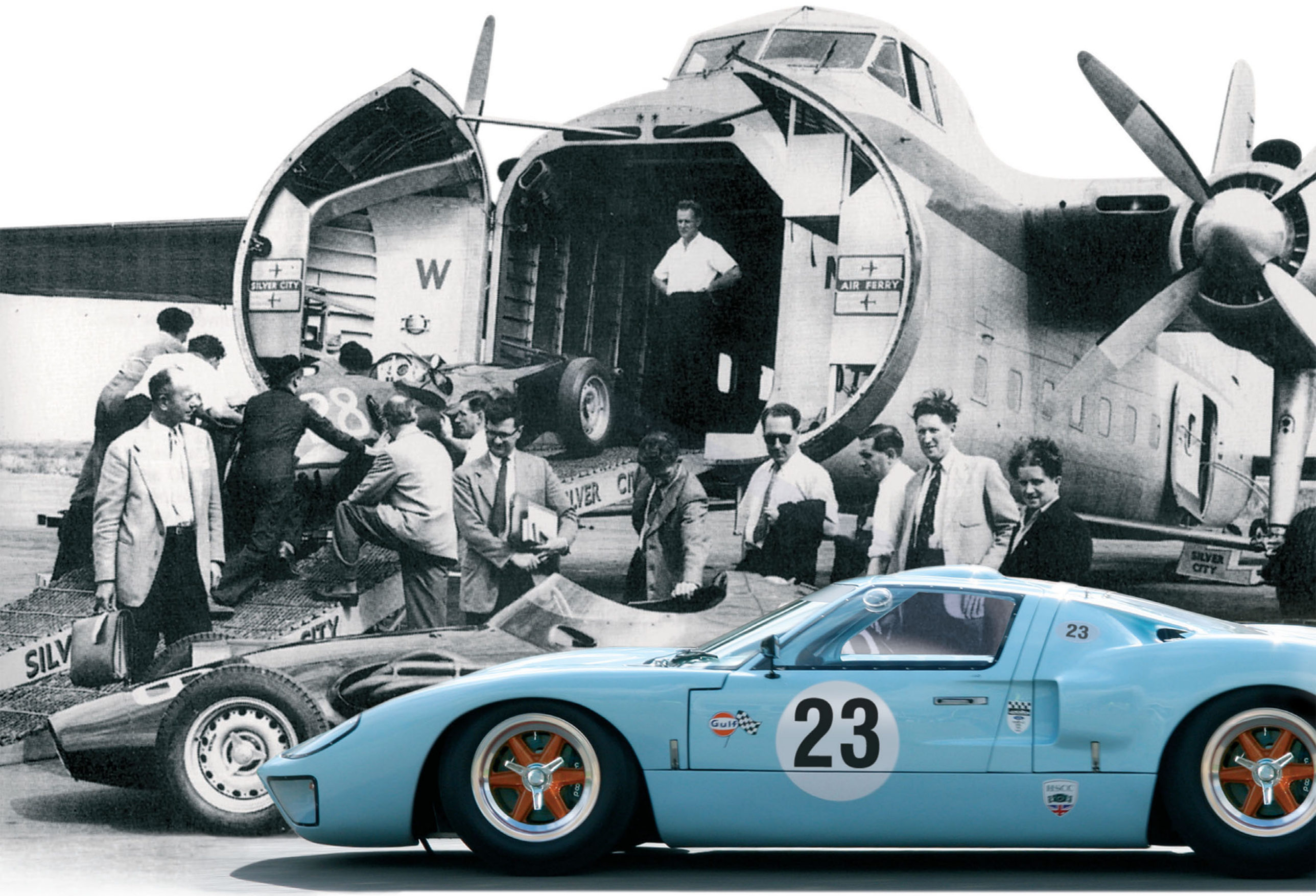
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As a motor show, Geneva has long prided itself on its ability to fill the Palexpo exhibition centre with wall to wall glitz. This is a glamour show, a top hat and tails show, so manufacturers tend to leave the cars you or I might actually be in a position to buy to the more hard-nosed industry events like those in Paris or Frankfurt. But even by Geneva standards, 2018 was pure automotive haute couture, as avant-garde as Milan Fashion Week and for most of us, about as relevant.

You could argue the toss about which company provided the highlight of the show, but probably not its country of origin.

Jaguar showed the production version of its all electric I-PACE and I expect it's not enjoyed a reception like it since it pulled the covers off the original V12 XJ220 supercar concept in Birmingham in 1988. In Geneva it was probably the E-type in 1961. The brilliance of the I-Pace is that for all the cutting-edge technology, it looks thoroughly normal. I'm sure there is a temptation to make such cars look and feel like the future they represent because it is among the tech-savvy early adopters who'd like such an approach that the easiest sales lie. But if Jaguar is ever to break out of its role as an interesting alternative to a German premium marque, it must appeal to the mainstream. I've not driven the I-Pace and will reserve further judgement until I do, but it looks right in the flesh and on paper. Let's hope it feels right on the road too.

Its rival for star of the show was the battery-powered Lagonda Vision Concept, a car that not only set tongues wagging in Geneva but also raised hackles over at Rolls-Royce whose boss felt the need to point out that it showed its own electric concept car as recently as two years ago. It is possible that Torsten Muller-Otvos was perhaps more riled by Aston designer (and former Rolls-Royce man) Marek Reichman describing his former employer as 'ancient Greece' in a magazine interview but the strength of his response, delivered via an interview with the FT burst right through the thin veil of diplomacy that usually exists in public pronouncements from one rival about another: "They really don't understand our segment, they really don't understand the customers. They are in a complete different league on pricing, they have zero clue what's going on in the upper, upper segment, zero." Damning with faint praise be damned, it seems.

But all spats aside, the Lagonda is interesting, not least because its boss Andy Palmer has committed to building something similar by 2021, while neither Rolls nor Bentley has given any timings on when their first all-electric offerings might hit the market. The Lagonda team reckons it's spotted a clear hole in the market into which it can slot what it describes as the first zero emissions luxury brand. The concept itself is utterly outlandish and clearly styled for maximum impact, but the motivation behind it is intriguing.

Lagonda's belief is that people have always bought traditional, large limousines because that's all the luxury market offered them. The Lagonda is lower and shorter than any similar car, but because its electrical architecture allows its powertrain to be laid out at floor level, this means a vast interior can be packaged within a compact car. Lagonda thinks that this, combined with its zero emissions and autonomous drive capability will help it appeal to Silicon Valley types who'd not look twice at a traditional car lined in wood and leather and powered by petrol.

For me, I think there is probably space for both the traditional and the new approaches because I can't see someone drawn to a Rolls



STARS OF THE SHOW

For once it was the British marques that shone brightest at glitzy Geneva

Andrew Frankel

being attracted to a Lagonda and vice-versa. Once the handbags are holstered, perhaps cordial relations will return once more.

Other British interest at the show included the two door Range Rover SV Coupe, a car that recalls the days of the original Rangie though if you want one of the 999 that will be built, you'll have to part with - wait for it - £240,000 to secure one, which is £100,000 more than a four door Range Rover with the same 557bhp supercharged V8 powertrain.

Bentley, on the other hand showed what is likely to be one of its most affordable cars of recent times, the Bentayga SUV hybrid which uses exactly the same powertrain as the Porsche Cayenne Hybrid. Whether British customers will take to the idea of the first six cylinder Bentley since the 1950s remains to be seen, but in markets like China where show counts for everything and go almost nothing, the tax-friendly 3-litre motor should provide a strong source of additional sales.

Away from the British stands it was Mercedes-Benz and BMW that shone, the latter with a concept version of its M8 Gran Coupe, the former with the production ready AMG GT Four Door, a direct rival for the Porsche Panamera. I am told the BMW concept is virtually identical to the car that will go on sale next year. In the meantime the Mercedes looks like it's going to give its rival from over the road in Stuttgart an extremely hard time indeed. Topping the range at present is a version with a 639bhp 4-litre V8 under the bonnet but that's just the start: Mercedes is promising a hybrid that will lift that figure to at least 800bhp. Even without the electrics, the car hits 62mph in a McLaren F1-matching 3.2sec. Top speed is almost 200mph.

BRAVO VOLVO

A short word of congratulations to the Volvo XC40 which was named Car Of The Year in Geneva, the first time a Volvo has won in 54 year history of the award. Even though I am one of the 60 European car journalists who make up the jury, I don't often write about our deliberations here because, to be honest, in the past the award has tended to go to cars rather more worthy than those that tend to merit space between these covers.

But there seems to have been something of a change of heart among my colleagues who this year voted for a short list with a rather greater emphasis on fitness for purpose, whatever that purpose might be. Which is why alongside the XC40 on the list we also found the likes of the BMW 5-series, Audi A8 and Kia Stinger. I voted for the XC40 because it's the best car of its kind I have driven, though the BMW was as close as a runner-up can be.

PORSCHE KILLS DIESEL

Porsche has suspended sales of all diesel-powered cars. And while it denies claims that diesels are gone for good from its cars, it refuses to say if they will return. The reason given is that sales are falling in the wake of dieselgate and it doesn't need them anymore. This is plausible: Porsche has never been a 'diesel' brand, and never spent its own money developing diesel engines. Instead it simply took them from Audi and installed them under the bonnets of the Macan, Cayenne and Panamera. But perhaps there's something else going on too. Using other people's diesels is all very well, but when those diesels are found to have been subject to unorthodox emissions certification procedures, it's still your name that gets dragged through the mud. Maybe Porsche is not just reacting to customer demand, but covering its back too.

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F1 FRONTLINE

Mark Hughes

A break-away series led by Ferrari might not be as outlandish as you thought. In fact, it might even save the sport.

As the 2018 season begins, so does the countdown to 2021, when the next chapter of the sport is set to begin with new contracts, new technical regulation - and the possibility of no Ferrari or Mercedes, who might (or might not) embark upon setting up their much-vaunted breakaway championship. This threat mentioned at regular intervals by Ferrari's Sergio Marchionne might just be seen as a very aggressive negotiating ploy in ongoing discussions with F1's owners Liberty Media about the financial terms of their F1 participation 2021-onwards. But it's also possible that the very speaking of a rival series' name could set into motion other unintended consequences. Which might actually be a good thing.

At least two potential randomisers could take this into a bigger orbit and escalate the discussion from a bit of typical F1 squabbling into something that radically changes the sport's trajectory. Consider the business world in which Liberty operates and the strategic planning of its rivals. Think of Amazon, already going into competition with organisations as diverse as DHL, supermarkets and digital streaming content providers. Its recent toe-in-the-F1-water with the McLaren documentary follows taking the *Top Gear* baton with *Grand Tour*.

The potential future rewards of streaming content for a sport as popular as F1 are vast. What if an aggressively expansionist company thought backing Ferrari and Mercedes in forming a breakaway championship (to which it would have the digital and other rights) would be doubly attractive, in that not only would it be a big gain for them, but it would hurt Liberty, one of its key marketplace rivals?

If such a thing were to get to the feasibility study stage (if it hasn't already) and, beyond that, to the planning stage, then that Ferrari threat wouldn't be so empty. In this scenario Ferrari would be seen by most as the bad guys, the team that split apart F1 into parallel-series obscurity. But what if there was a way of bringing the public on side? What is the thing the fans say they dislike most about current F1? The quiet engines. Enter randomiser number two.

If Ferrari (and Mercedes) were to say their series was for agile, light, beautiful cars with screaming 1500hp naturally aspirated motors, filled with the true DNA of F1, what then? If F1 continued in its parallel series without Ferraris and with quiet hybrids and cars about 200kg too heavy? If Ferrari, Mercedes (and whichever independent teams came with them) competed in this rebellious, noisy 'Amazon' championship versus the official 'Liberty' traditional F1, with perhaps Renault (signed to F1 on commercial terms through to 2024), Honda and their satellite teams in their quiet 800kg hybrids, spending the manufacturer R&D budgets. Which series would win?

Formula 1 is already committed to continuing with some form of the existing hybrid turbo V6 post-2021. They are only arguing over the details now. They are incredibly impressive pieces of engineering but remain hugely unpopular with fans. Furthermore, the batteries and cooling needed have made this generation of F1 car truck-like. They're mighty fast in isolation but at about 250kg heavier than a 1980s/90s car, aren't good at what Hamilton calls 'close combat'. So why is F1 wedded to this concept when the opportunity is there, post-2020, to wipe the slate clean and start with something better?

Answer: because Liberty insists it and the FIA are aligned, so that they cannot be divided and conquered by the teams. The FIA's President, in turn, is adamant that the sport is aligned with the car manufacturers - and these manufacturers fund F1 from their R&D budgets (which are much bigger than their marketing budgets in terms of F1 spending). The manufacturers are therefore imposing, by proxy, a formula that the fans - and most of the teams - do not want. Renault pushed for the hybrids in the first place and is keen to retain them, as is Honda. Mercedes has always been ambivalent about the formula but set about dominating it regardless. It remains ambivalent about a post-2020 formula, especially as it has a reserved place in Formula E with which to claim road car relevance. Ferrari? Having spent a lot of money getting up to speed with the technology, it's been keen so far to continue with it - but is strongly against the greater standardisation of parts Liberty hopes to introduce.

But surely if Ferrari is smart, it will withdraw its support of the hybrid and make a big play of how its proposed future series would bring back the glamour and noise. The potential of a highly motivated Amazon underwriting an alternative series and making it feasible might be the only thing that could break F1's insistence on shackling itself to the unpopular hybrid. Either by going ahead with the rival series or threatening with real intent to do so if F1 remains hybrid, Ferrari would be seen as throwing its considerable weight around for the good of the sport rather than just itself (which is how it is perceived at the moment).

So we could have a field of beautiful cars with simple wings, most of the downforce derived from the underbody (did you see how good the new Indycars looked on track in the opening round?), weighing 500kg, agile and raceable, powered by wailing 20,000rpm V12s, V10s and V8s, all easily buildable by Ilmor and Cosworth for the independent teams. You might even get Red Bull - usually anti-Mercedes and Ferrari, pro-Liberty, but also long-opposed to the hybrid - to lend its support. Then you'd have all three top teams aligned against the imposition of the hybrid and for the curtailment of the excessive sway of the manufacturers. The current top three teams and their star drivers (and how difficult would it be to convince McLaren to join up if supplied, say, with a Mercedes engine?) would carry enormous clout if they had something like this they could rally around.

In this way the Scuderia could eventually be seen as the saviours of the sport. Wouldn't that be something? M

> ***We could have a field of beautiful cars, agile and raceable, with wailing 20,000rpm V12s, V10s and V8s***

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

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Ferrari F40
(Above)

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(Top Right)

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Dickie Meaden

Progress has pushed us onto a treadmill of aerodynamics and fractional gains. Should we take a step back to a simpler time?

How as downforce ruined motor racing? It's an age-old question and one that's as contentious to ask as it is complex to answer. Why? Because finding ways of going faster is the lifeblood of racing. In fact it's the whole bloody point.

It's this relentless pursuit of pace that has provided the creative impetus for great engineering minds to focus and flourish. Whether you're an engine builder striving for more power, a tyre company tasked with finding more grip or a brake manufacturer trying to get the darned thing slowed down as quickly as possible, the challenge has remained the same for more than 100 years.

It may not seem like it, but aero has always been a factor, too. Whether by softening the edges of an upright radiator shell, wrapping the tops of exposed wheels with a set of curvaceous cycle wings or tucking the driver behind a cut-down aero screen, engineers quickly cottoned on to 'free' gains that could be had from cleaving the air more cleanly. Until aero-augmented cornering became the all-consuming obsession, reducing drag was the goal.

Nowadays we have convinced ourselves that there is beauty in functionality but, with very few exceptions, downforce has destroyed the look of racing cars and has led to a very different kind of racing. Yes, there's a certain outlandish drama to a road-derived GT car festooned with aggressive aerodynamic addenda, just as there's something that boggles your brain when you see the cascade of winglets and other complex aero devices attached to the car's nose and flanks. There's beauty in the form of individual details, but little to love when the collective aero array is viewed as a whole.

Contrast this with cars of the '50s and '60s: gloriously sculptural forms, pebble-smooth surfaces pierced only by wind-cheating NACA ducts or soft-edged radiator intakes. These are the enduring beauties of automotive design: Jaguar's sylph-like C-, D- and 'low-drag' E-types; Aston's DB4 GT Zagato; Alfa's delectable TZ1 and TZ2; Ferrari's iconic 250 GTO and the Shelby Daytona Coupé that was conceived to beat it.

And then there are more extreme examples. The Lotus 11 and Lotus 15 sports cars looked sensational – the very personification of an aerodynamic form. In fact think back through the ages and it's those cars dedicated to cheating the wind that lodge in the memory for their remarkable beauty and commitment to efficient speed. The Porsche 917LH and Mercedes 196R streamliner spring to mind.

Of course there were also the freaks, such as the Cadillac Series 61 Aerodynamic Roadster, nicknamed *Le Monstre* for reasons that will be abundantly clear if you search Google images. Likewise Le Mans stalwarts Dome, Rondeau and WR pushed the boundaries with super-smooth shapes honed for the Hunaudières.

I've raced two very slippery cars - a long-nose Jaguar D-type and a delectable Alpine M65. Both at Le Mans, on the full circuit, their natural habitat. Home of the classic low-drag, long-tail LM body style, the Circuit de la Sarthe's endless straights and a long-distance race format meant cars needed a high top speed combined with lower fuel consumption.

Le Mans also championed small engine capacity classes and created the Index of Performance as a means of comparing the relative speed and efficiency of otherwise disparate cars. It's this IoP that the diminutive Alpine was designed to win. Powered by a modest Gordini-tuned 1.3-litre four-cylinder engine, the Dieppe-built racer was clothed in a remarkable finned, long-tail glassfibre body for straight-line speed and stability.

I can still feel the sensation of spearing down the Mulsanne, initially being out-dragged by Lotus Elans and Porsche 904s, but then reeling them in and eventually passing them as aerodynamic efficiency took over and they ran into invisible brick walls. The Alpine was like a paper dart, apparently racing through a vacuum. I learned to hate the Mulsanne chicanes, for they squandered our precious pace. The M65 was a magical car.

The D-type was a similar, if rather spookier experience. I recall the charge from Mulsanne Corner to Indianapolis being a real test of nerve, the D's beautiful nose getting lighter and lighter as it snorted its way towards 170mph. Smooth and wingless, it gained speed with impunity, steering inputs fading to nudges of persuasion. It was as far from the sensation of today's 'drive on the ceiling' as it's possible to get.

Thinking back to these cars isn't just an exercise in rose-tinted nostalgia, for like most areas of life you can learn a lot from the past. As we enter an era in which the focus is shifting from raw just-for-the-hell-of-it speed and power to the pursuit of ultra-efficiency and alternative energy sources, it strikes me a return to the days of low-drag aerodynamics is more relevant than ever. Given gratuitous speed is also increasingly becoming a societal red flag, I wonder about the current obsession with endowing road cars with race-car levels of downforce – surely manufacturers should cede to the ethos of the Index of Performance and attempt to master the art of extracting more from less.

Look back at the work of designers such as Malcolm Sayer, Frank Costin, Dr Samir Klat and Ercole Spada and you could be name-checking a cadre of great 20th century artists, their works fit for exhibition in the Tate Modern. What's more, you need only watch historic racing to appreciate that these glorious downforce-free machines they penned require an equally fluid, graceful and visually stimulating driving style to make them go quickly.

Of course my glorious low-drag 'retrolution' will never happen. And even if it did, CFD software would ensure everyone arrived at the same optimised shape, thereby robbing the challenge of variety and originality. It's easy to have a downer on downforce, but perhaps it's computing power that's really ruined racing?

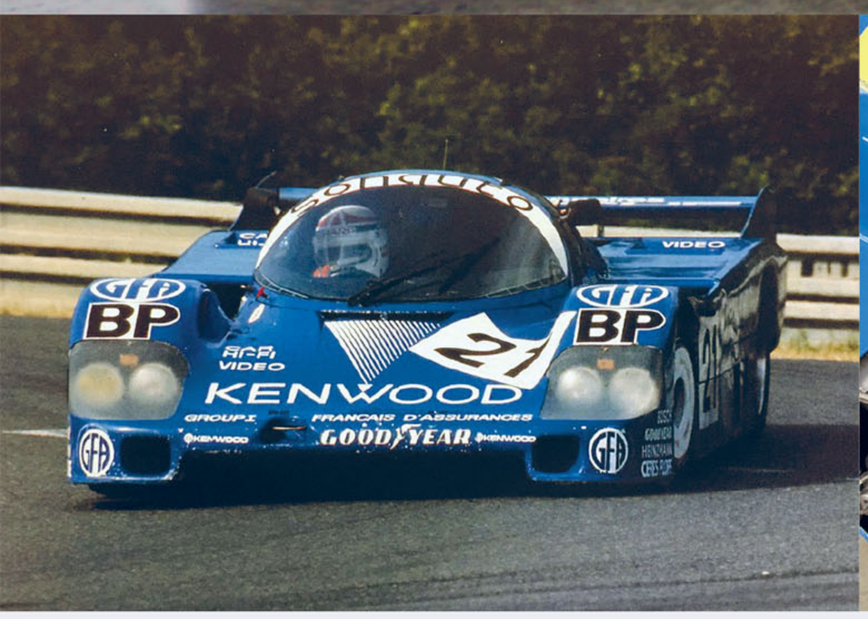
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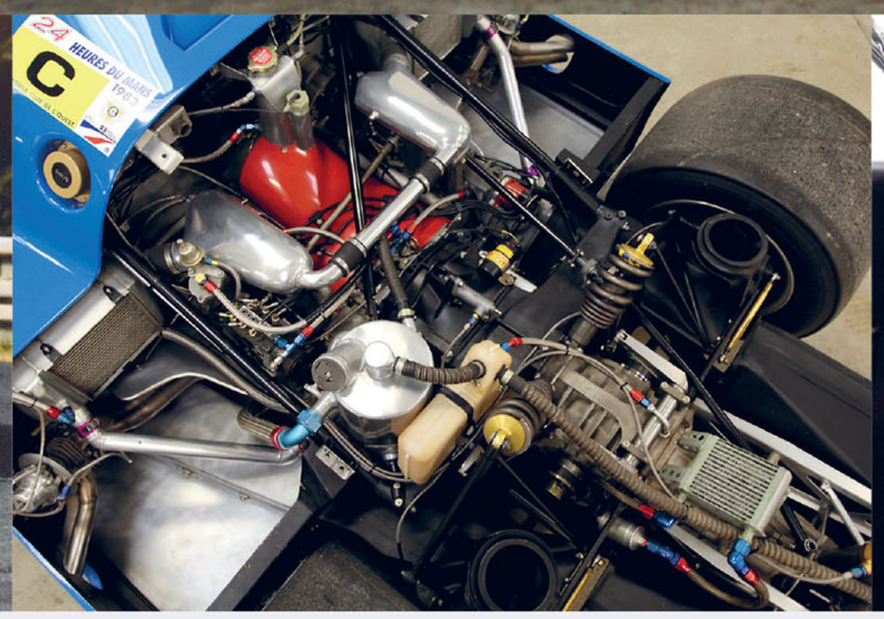
Dickie Meaden has been writing about cars for 25 years – and racing them for almost as long. He is a regular winner at historic meetings

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Mat Oxley

MotoGP is enjoying a golden age. The racing today is 55 times closer than it was back in the 1960s – and we have the numbers to prove it

Every sport has its golden ages, when the planets align and everything is wonderful. In motor sport this requires the right racers, the right machines and the right regulations.

Motorcycle Grand Prix racing has enjoyed several such eras, which will live forever in the annals of the sport. We are in one of them right now, but is the current racing and rivalry better than anything that's gone before?

There are all kinds of ways of assessing the wonders of each era, although none is more scientific than comparing winning margins. These make for surprising reading.

Taking one season from each of the four eras that are generally considered to be bike racing's greatest gives us the following numbers. In 1967, when MV Agusta's Giacomo Agostini and Honda's Mike Hailwood duelled for the 500cc world championship, the average winning margin was 2min 5sec. In 1979, when Barry Sheene and Kenny Roberts fought for supremacy, that gap had shrunk dramatically, to 6.8sec. In 1991, when Wayne Rainey, Kevin Schwantz and Mick Doohan ruled the racing, the margin had almost halved again, to 3.6sec. And last year, when Marc Márquez, Andrea Dovizioso, Maverick Viñales and Valentino Rossi were in the title hunt, the average winner's advantage was 2.2 seconds.

The margin covering the top five finishers has undergone a similar adjustment; from 4min 8sec to 48.2sec, 29.9sec and 12.9sec. Another statistic continues the same theme: between 1949 and 2016 the top 15 finishers (in races run in dry conditions that went full distance) were separated by fewer than 35sec on four occasions. Last season that happened on six occasions.

There are multiple reasons for this transformation. In 1967 Agostini and Hailwood were the only factory riders in the premier class. Their exotic multi-cylinder machines were on a different level to the Matchless and Norton singles used by most privateers, so when either failed to finish, the gap to the next man was often a whole lap or two.

By 1979 Roberts and Sheene were joined by other factory riders but, more significantly, Suzuki was selling very affordable replicas of its RG500 to privateers. Thus the racing, from front to back, became much closer than it had ever been.

During the 1980s the sport changed again. The manufacturers became more heavily involved, with four factories each putting two riders on the grid, while the influx of tobacco money allowed independent teams to lease machines that were very nearly as quick as the factory bikes.

None of these changes was brought about by revisions of the technical regulations; they all came about due to changes in the commercial circumstances of the industry or the sport. Tweaking the rules to improve the racing is a relatively recent phenomenon; to be precise, all such changes have been made since Grand Prix racing was hit by the double whammy of the global economic crisis and the ban on tobacco sponsorship. The reduction of spending from factories and sponsors helped turn TV viewing figures into the new gold standard. Therefore everything must be done to get people turning on their tellies.

Of course, there's nothing wrong with this, so long as the changes aren't contrived. MotoGP rights-holder Dorna has done a good job of avoiding gimmickry and has instead focused on narrowing the performance gap and reducing costs across the grid, while also increasing its spend on the less wealthy teams.

The crucial change came when Dorna decided to take on the manufacturers, who for some years had written MotoGP's technical regulations, which (surprise, surprise) didn't always deliver the best racing. In 2007 the manufacturers reduced engine capacity from 990cc to 800cc, then gradually reduced fuel capacity from 24 to 20 litres. Both these changes had a dire effect on the action, so Dorna got heavy with the manufacturers.

The company introduced so-called CRT bikes, powered by superbike engines, which simultaneously filled the empty slots on the grid and broke the manufacturers' monopoly. Then Dorna pushed through other changes, via more threats and coercion. Most significantly, tailor-made factory electronics software was banned and the manufacturers were told they must lease factory-spec MotoGP bikes to independent teams at a reasonable price.

The arrival of CRT bikes upset many purists and was cited by twice MotoGP world champion Casey Stoner among the reasons for his shock retirement in 2012. "I don't like the direction this sport is going in," he said at the time. "It's going backwards, so for me it's not the championship I fell in love with."

Those were certainly troubled times, but the CRT bikes turned out to be nothing more than a stopgap in Dorna's long-term plan to overhaul MotoGP.

"Today the grid is full and the racing is the best it's ever been," says MotoGP race director Mike Webb. "It's been a long road to get here, but this has always been the target. We made some technical rule decisions that made it look like we didn't know what we were doing, but we always knew where we wanted to be."

Webb would say that, but the numbers don't lie. MotoGP is in a good place, with great racing and great rivalries. Dorna, which has run the championship since 1992, has finally come up with a good commercial and technical compromise.

Long may it continue... Ⓜ

> ***The crucial change came when rights-holder Dorna decided to take on the manufacturers***

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

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THE ARCHIVES

Doug Nye

Thoughts on the ever-changing Formula 1 landscape, extended front-line careers and one particular fallen hero from the past

One day in the noughties, Bernie Ecclestone seemed to be in a particularly playful mood when I went with him to inspect a classic car in which he was interested at a dodgy dealership in London. The conversation came around to the length of contemporary racing drivers' top-level careers - the old concern about long-term durability effectively bed-blocking the category from fresh young talent emerging from below...

It was around the time that Michael Schumacher had just scored his third or fourth consecutive World Championship title - *yawn* - for Ferrari. Generally it was all becoming rather boring for the non-aligned general public, and Mr E admitted as much. At that time Schumacher was in probably the 12th or 13th year of his glittering Formula 1 career, with umpteen Grand Prix race starts already to his name.

Where top-line Formula 1 driving careers had once been so fraught with danger that they were quite commonly cut short by accident and injury, one side-effect of making the game safer had been to prolong not merely the best but virtually every driver's career far beyond its natural sell-by date.

Where Michael Schumacher's split career - 1991-2006, then 2010-2012 - ultimately encompassed no fewer than 22 seasons at the top (19 of them active), five-times champion Juan Fangio's Formula 1 career had really embraced only nine, Mike Hawthorn's a meagre seven and Jim Clark's eight-and-a-bit, while Alberto Ascari raced in F1 from 1948-55, eight seasons in all.

And then there's the question of Grand Prix races themselves having become a devalued currency, debased by increased frequency. Show a race promoter a Grand Prix and his eyes would light up with the neon sign reading "earning opportunity". Mr E certainly wouldn't concede this one, more Grand Prix races each year were A Good Thing, and he gave no credit to nonsensical mere-enthusiast arguments about the good old days of only 10 or 11 World Championship rounds promoting proper anticipation, genuine stature, for each one.

But if practice yields perfection, then modern-era Grand Prix drivers must be very slow learners. Where the first double-champion Ascari's career total of World Championship Grand Prix starts was a mere 32, Fangio started only 51, Mike Hawthorn a meagre 45, Stirling Moss 66 and even Jimmy Clark just 72.

In stark contrast Michael Schumacher would start 306 GPs during his frontline career - Lewis Hamilton to the end of last season was on 208, Kimi Räikkönen on 271 (from 15 seasons) and even that other relative newcomer Sebastian Vettel on 198 starts over 11 seasons. Jenson Button should have got driving just about gripped after 306 starts. And then there are the journeymen no-hopers who were good enough to accumulate lengthy frontline careers without winning a single race at that level - the likes of Martin Brundle, 158 starts, or Nick Heidfeld, 183 starts - both over 12-year careers...

At one stage in our casual conversation Mr E agreed, "Yes - we no longer kill 'em off often enough," (considering personal experiences from his motor racing past, he must have been feeling particularly relaxed). Of course I kept that quote absolutely to myself at the time, I'm not that kind of journalist, but in stark black and white it certainly wouldn't have looked good at the time. Yet against such a background, and with such perspective in mind, we will all - surely - have cherished favourites lodged in our minds.

ONE OF MINE - MOST INDELIBLY - IS THE LATE, GREAT RONNIE Peterson. He was the most exciting driver I ever saw first-hand on track. Others will cite Gilles Villeneuve, or Jochen Rindt, or maybe Ayrton Senna. Alain Prost was able to set ferociously competitive lap times while making the process look unutterably dull. Lewis Hamilton is fantastic to watch whenever the track is wet, but only within the dynamic context of what 'emotion' his car's engineering permits it to display.

That was the thing about Ronnie Peterson, dancing his Spitfire-winged March 711 around the Nürburgring, or flickering his JPS Lotus through Woodcote Corner at Silverstone - visibly and self-evidently on an absolute knife-edge, electrifying to watch. And then out of the car the tall, husky Swede would smile his slow smile and simply be relaxed, phlegmatic, rather reserved Ronnie again.

I interviewed him one time at his nice, neat yet surprisingly modest house in Maidenhead, with the lovely Barbro, and his beautifully kept, beautifully lit tropical fish aquaria bubbling away in the background. When I wrote the piece I presented his quotes spelled as he spoke them. "I woss offered two sports car drives, one by Alfa Romeo, the other by Ferrari. The Alfas had yust won a lot races which the flat-12 Ferrari led every time but always woss breaking. To me woss clear - driving the Ferrari could be more fun, so I signed with them. And the car woss reliable, and we won some races. Woss a bonus" - and he beamed at the then-recent memory.

Unfortunately, when Barbro read the story she assumed that I was merely taking the mickey, and she was quite upset with me. I was dismayed since that had been the very last thing I would ever have intended, and I had certainly not foreseen such a possibility. Aah well - an outsider's best intentions will seldom sway a properly proud and protective wife.

But right now one of the cars I am working with is no less than Ronnie Peterson's 1969 Formula 3 Tecno-Novamotor, in which he first burst upon the international scene by winning that year's Monaco GP supporting race. And back in Monaco on May 11, that very car is to be offered for auction in the Bonhams sale.

In fact, Ronnie drove this Swedish-yellow Tecno that season to win no fewer than 16 times,

> ***"There's the question of Grand Prix races having become devalued, debased by increased frequency***



Ronnie Peterson at the wheel of his F3 Tecno and, left, on his way to the sport's pinnacle. The car goes under the hammer shortly

LAT

including every one of his first eight consecutive outings in the car. Apart from the Monaco trip and another to Magny-Cours plus British appearances at Crystal Palace (second) and in the British GP support race at Silverstone (third), he concentrated upon Italian and Swedish Championship races.

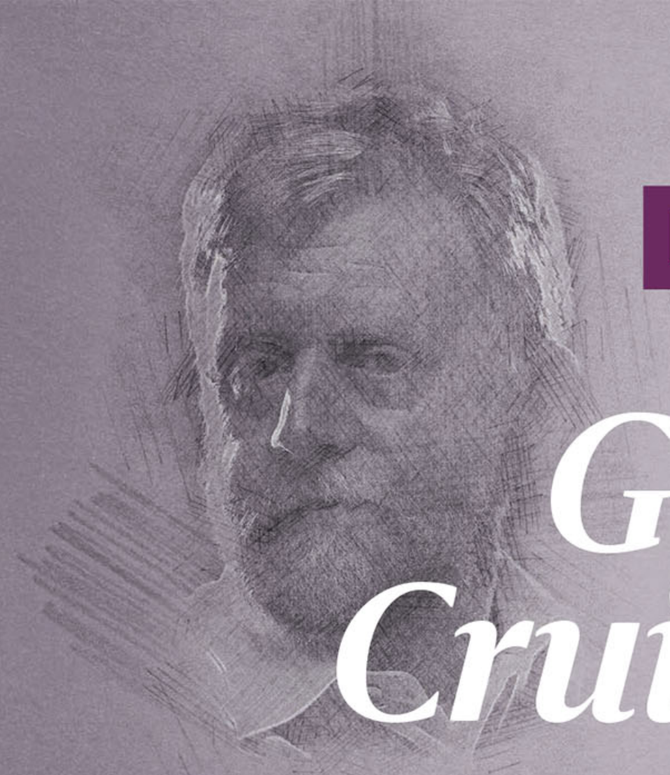
In the Tecno he actually won at the Monza Pista Junior (twice), at Vallelunga (twice), Falkenberg (twice), Knutstorp, Karlskoga (twice), Monaco, Anderstorp (twice), Magny-Cours, Kinnekullering, Skarpnack and finally on the Dalslandring at Bengtsfors.

Into 1970, once he was taken under the brand-new March company's wing and entered Formula 1 with Colin Crabbe's private March 701, his F3 Tecno was sold to Swedish privateer Rolf Skoghag - who appears to have been sponsored by a sealed-wrapper mucky magazine publisher...

First time out at Falkenberg that April, Skoghag finished fifth, but thereafter in eight further Swedish and Finnish outings he had little luck. Into 1971 he took to driving a replacement Lotus 59 for Sten Axelsson who was better known as a sometime endurance racing driver and entrant. Eventually the discarded Tecno was bought for old times' sake by Ronnie's long-time friend and manager Staffan Svenby, who also ran Anderstorp Raceway amongst his growing business empire. The car was displayed for some time at the Ronnie Peterson Museum in Orebro, before finally returning to family ownership with Ronnie and Barbro's daughter, Nina.

Now the time has come for a new owner hopefully to conserve and cherish this wonderfully successful and significant icon of the truly great. It really would be a pity to see it exposed to the dangers of pipsqueak, no-account historic racing amongst a bunch of replacement cars that have really been built only last Tuesday but, as the car in which the great Ronnie Peterson first made his mark, well, here's a historic racing car with knobs on. And - just for once - I am very excited about it.

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



HISTORIC SCENE

Gordon Cruickshank

There was nothing agricultural about what was on show at the UK's best historic motor sport show, while an Italian angle brought back memories

You'd expect me to say nice things about Race Retro now that it's 'powered by *Motor Sport* magazine'. But that's no hardship - the historic motor sports show is always so packed with eye-catchers that I could fill whole notebooks with the stuff that caught my fancy among stands for all the chief race clubs and series, purveyors of various hardware to make you go quicker, and firms organising lavish continental events to take your classic to. And of course all the right people.

It seemed odd to be chatting with Whizzo Williams knowing that following his retirement announcement we weren't going to see him howling round the track any more. I think my first track trip after the accident that put me in a wheelchair was being levered into Nick Mason's Le Mans Daytona Ferrari so that Whizzo could hurl me round Castle Combe without the wheels ever pointing straight ahead. It was ace. But as he says he's had 60 years of fantastic fun, and you can't do better than that.

Taking the racing line round a display I met Martin Stretton, a front-line historic racer since the 1990s. That swirly green helmet has taken the chequered flag at Monaco three times, and last year's Glover Trophy at the Revival, not to mention countless wins in historic F1, F2, TGP and the rest. Martin is a lucky guy - he gets drives in some of the best historic racers around but he tells me he has a back stop in case the offers dry up: he still has the Frazer Nash he first made his mark in, driving rallycross style sideways on every corner, and a stable of March Formula 2 cars - "I love driving them so much I've got three!" he says. "A 742, 712 and an Atlantic 78B." This season he'll be in the ex-Bellof Tyrrell 012 again, "and I'm doing the whole Peter Auto F2 series and racing five cars at Classic Le Mans."

He's been racing for 40 years now, and still expects to do 20 race weekends in the season. That's apart from a couple of days a week coaching at Pembrey and the race prep and support tasks that his firm Martin Stretton Racing tackles - some 25 meetings in the year. It's hard work having fun.

Round the corner I could see the bulky tail of a Daytona Cobra - only it couldn't be the real thing, even at Race Retro? It turned out to be the latest replica from Hawk Cars, with accurate copy chassis and alloy body. Disclosure time: I was part of the original firm which turned into Hawk, founded to make Lancia Stratos replicas. Those ended up being so accurate that we sold many parts and panels to owner of the real thing, especially that toenail of a windscreen. Previously (before old cars gained value faster than Old Masters), cracking one of those had been every owner's nightmare and there were no replacements.

A Hawk Gp4 rally Stratos in Pirelli colours re-sparked my passion for these outrageous cars (triggered by a 1976 *Motor Sport* road test when I was just a reader) and brought back two memories: first, how difficult my first drive in the real thing was - a Group 4 car with arches the width of a truck and a fiendish clutch which I kept stalling. Its 24-valve competition Ferrari V6 sounded absolutely sensational but only came on cam at about twice the legal speed limit. Second, the hours we spent grubbing around in scrapyards for the Fiat 124 parts that Lancia used on this homologation special. It was a glorious car with build quality that would shame Lada - we stripped a real one to mould from and the amount of lead filler in the steel monocoque was practically a biohazard.

We, and later Hawk, expanded into Cobras, often the bad boy of the kit car industry, except we began with a less showy and more accurate 289, moving on to the muscly 427. Now I was looking at a gleaming alloy coupé and as I'm no longer involved I can say it looked pretty convincing to me. I've been told that many a component on the Cobras we see racing comes from Hawk - but I couldn't possibly comment.

Shame I missed seeing Miki Biasion in action on the show's rally stage. European Rally Champ in a Lancia 037, another major crush of mine after maybe my best day's driving, he had to switch to a Fulvia HF when his intended Delta Integrale played up. McRaes *père et fils* also performed, Jimmy in the Chevette HSR, to my mind the slickest-looking GpB car, if not the quickest. Inside, Biasion and Brian Redman - good value as ever on 50 years of F5000 racing and his own illustrious career - entertained a full house at the *Motor Sport* Hall of Fame stage, along with bike racer Steve Parrish, triple BTCC champ Matt Neal, rally stars Rosemary Smith and Russell Brooks, and F1 designers John Barnard and Frank Dernie. We also interviewed Peter Connew, who along with cousin Barry Boor in 1972 built his own F1 car - and after 45 years in the wilderness (Peter's garden) the newly rebuilt car stood proudly on show alongside. Also on display, a Mclaren M14A, Dan Gurney's last F1 car, and ground-effect machines including Lotus 79, Williams FW07 and Porsche 956, not forgetting Jaguar's Le Mans-winning XKR-9 and four Prodrive rally cars honouring Hall of Fame inductee David Richards.

RALLYING IS ALWAYS A MAJOR ELEMENT OF THIS SHOW AND THE Rallying with Group B display included a first sighting for me - a Ford Escort RS1700T, Ford's stillborn rear-drive GpB challenger with its 350bhp BGT motor which Alister McRae demonstrated on the rally stage. This newly rebuilt car is one of five survivors of perhaps 18 built, prototypes only as the project was suddenly canned. I remember the shrieks of anguish from the Blue Oval cult when Stuart Turner wielded his axe, but in the face of the four-wheel-drive opposition it was inevitable. Instead Ford produced the RS200, a serious contender had GpB survived. I had an afternoon drive in a road version and was astonished at its limousine ride thanks to the long-travel suspension and gentle damping, aimed more at swallowing huge yumps on the 1000 Lakes than a few English pot-holes. I expected to be intimidated but it was a chunky

> ***"Its competition Ferrari V6 sounded sensational but only came on cam at around twice the legal speed limit***

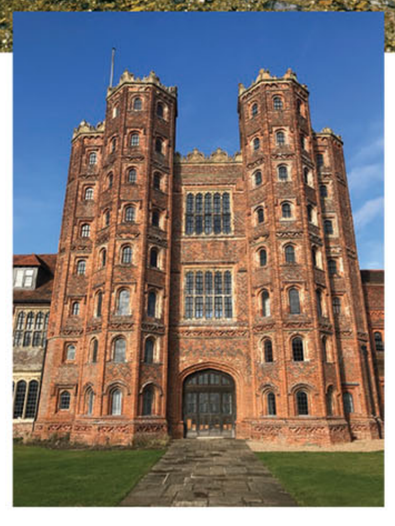
Lancias roll! Original Stratos alongside new iteration. Right, 037 on Highland roads gave GC perhaps his finest driving day



white bundle of driver-friendly thrills – once you looked past the plasticky Sierra interior.

It's 50 years since a prosaic Hillman Hunter won the gruelling London-Sydney Marathon rally, and in celebration the victorious saloon of Andrew Cowan and Brian Coyle was on show (next to a stuffed kangaroo) along with other entrants including two BL 1800 'Landcrabs'. Amazing to think that Hydrolastic suspension held up all the way to second place – that's where Paddy Hopkirk and Tony Nash finished.

Strolling past 250F Maserati, Chevron B8, a humungously long drag car, E-type ERA, Triumph SLR and a spindly Dellow trials machine I came to the 750MC stand, book-ended by Bernie Chodosh's mean matt black V8 Corvette and Geoff Hanson's brawny Datsun 240Z proving how wide the club spreads its arms, and came away feeling that old-fashioned racing is probably doing even better than in the old days.



NOT SURE WHETHER STRATOS REPLICA PRODUCTION has now outstripped the ones Fiat-Lancia built (ostensibly 500, probably fewer) but there is now a new Stratos going into limited production, based on a shortened Ferrari F430 Scuderia platform with 530hp instead of the Dino engine's 190. Enthusiast Michael Stroschek began the project over 10 years ago, but designer Chris Hrabalek's concept – a crisp wedge with all the characteristics of the original Bertone shape looks as fresh as when first displayed back in 2005. Italian specialist builder MAT aims to assemble just 25, customers to choose between road, GT racer and rally version. At around £440,000 plus the cost of a used F430, the cost outstrips the current values of the real thing. But at least you can be sure that no-one will be making replicas of it in the future.

REVIVING A MOTORING EVENT after an entire century sounds pretty dedicated, but that's what the owners of an Essex stately home did after a dusty trophy was found in an attic. The Layer Marney Cup was awarded in 1914 for a fuel consumption trial from Southend to Layer Marney Tower, a spectacular Tudor home (left) once intended to rival Hampton Court Palace. But due to pressing engagements abroad the event remained a one-off until a descendant of the winner turned up the lavish trophy, inspiring the current owners of the house to recreate the trial as an annual classic car event in 2015.

This year the run (August 11-12) shifts up a gear, with a black-tie ball in the Tower's impressive ballroom, and displays with an Essex motoring history theme – there's Boreham circuit, Merlin and Ginetta cars, for a start.

Incidentally the 1914 winner achieved 42mpg in his Unic, considerably more than my modern car returns. M

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

LETTERS

Time isn't of the essence

I read with great interest Mark Hughes' article on the recent driver choice dilemma facing Williams. Mark explains the difficulty in balancing commercial and sporting equations that Williams has needed to address in a very clear and articulate manner. The problems facing an independent team in current Formula 1 are very clear, mainly due to the imbalances of income and the skew towards the large and already well-funded teams.

There has been talk of cost caps etc for some years, but alas without any meaningful effect. A major issue has to be that massive portions of the teams' budgets are directed to the research and development of aerodynamics, which increases levels of downforce and pushes budgetary costs beyond the reach of the smaller teams - it's all disproportionate to the funding needed simply to run a team. That such sums are spent to find nanoseconds of time is astonishing, especially with the resulting (negative) effect on racing quality.

The increasing levels of downforce have been a major topic among fans and the motor sport media, all of whom want reduced downforce and decent racing. These views are obviously of an alien nature to the team technicians; they are focused on those 'vital' nanoseconds and never mind the fans, aka the ones who pay the team bills. It would appear that the teams have a self-perpetuating desire to get bigger and spend ever larger sums on things only they desire, to the detriment of F1, laughably these days still called 'Grand Prix' racing.

I suppose it is possible that the various technical committees that are exploring the workings of F1 will emerge from their current state of torpor and burst into action. In all this the FIA is notable for its silence, while Liberty comes up with really important decisions such as not having grid girls any more.

The closed and rather insular world of F1 is indeed strange.

Neil Davey, Newport, South Wales

Being Fred Gallagher...

I had the good fortune to be at three diverse events in 1985 (*Motor Sport*, March): Safari Rally, Le Mans and the European Grand Prix at Brands Hatch.

The most memorable was the Safari. Björn Waldegård was supposed to win in Toyota Celica no3, but Juha Kankkunen was the surprise winner in no21. All the publicity shots had been taken of Waldegård's car.

A few days after the event, I posed as Kankkunen's co-driver Fred Gallagher while a Toyota mechanic (British) drove no21 around some gravel tracks near Nairobi airport to obtain pictures of the winning car "in action".

Le Mans was certainly a spectacle and Mansell's win at Brands made me a huge fan. I ended up having the pleasure of seeing his final win in a single-seater when he beat Emerson Fittipaldi in a Grand Prix Masters event at the new Kyalami circuit.

Ian Dove, Cape Town, South Africa

When the wheels come off

Further to Neil Kirby's letter - and in particular the Porsche 956's propensity to lose front wheels - I recall this happened generally to the private teams. I read (probably in *Motor Sport*) that such teams did not believe that the torque figures provided by Porsche for the wheel nuts could possibly be correct, in that they seemed to be far too high, and the use of lower settings led to the problem.

I also remember, while at one of the Silverstone long-distance races, an interview with David Hobbs in which he said he heard a bang and felt the handling go somewhat awry. Not being sure what was wrong, he thought it best to pit and get the car checked over. The crew promptly replaced the missing wheel. He seemed to think it quite amusing that, having raced for some 20 years, he was unable to tell how many wheels were on the car.

Tony Elgood, Beckenham

Retro thanks

I'm just writing to say how much I enjoyed my visit to Race Retro in February. The guests on the *Motor Sport* stage were on their own worth the admission fee. Brian Redman in particular gave vivid recollections of a very different and dangerous era of motor racing.

I'm looking forward to attending next year's show. Might I suggest Jackie Oliver would be a great draw on the *Motor Sport* live interview stage!

DM Barker, via email



A mechanic writes

I have just bought the April copy of *Motor Sport* and found an error. You have a photo showing Frank Matich's F5000 McLaren M10B at Laguna Seca, dated 1973.

The shot was actually taken in 1971. I was chief mechanic at Frank Matich Racing, and Frank came second to David Hobbs that weekend. In 1973 we raced our own Matich A51s at Laguna Seca

Derek Kneller, via email

Special brew

It has been interesting to read your tests of 1970s racing saloons such as the Cologne Capri. As a club saloon car racer in this period, the technology of such cars was of interest, though with limited amateur budgets we could not easily emulate their capability. However, by the lucky chance of choosing to race a second-hand Vauxhall Viva GT, and less fortunately needing to rebuild its mechanical parts into a new shell, we came to be involved with Bill Blydenstein's DTV establishment at Shepreth, and thus gained access to decent racing technology.

My Firenza shell started as a replacement for 'Old Nail', which was Gerry Marshall's mainstay racer. But with his team developing plans for 'Big Bertha', a Ventora, my need for a new shell was solved, and in the summer of 1973 we made a new racing car with glassfibre panels and so on.

Over the next two years it evolved into a 'droopsnoot' and gained more bhp with a 2.3 fuel-injection motor (circa 210bhp). But my car was not unique; there were several Vauxhall Firenzas operating in the club scene and competitive with Ford Escorts etc. The arrival of more silhouette racers and their more powerful engines (some of them V8s) did rather diminish competitive comparability, although in adverse weather conditions one could be on the front row in qualifying ahead of these.

In 1976 a second Firenza (from Scotland) was campaigned with rather more enhanced running gear, as funds for our own silhouette racer never materialised - we were planning a Chevron B19 with Imp bodywork. Unlike Gerry Marshall I did not enjoy a great deal of success, with only six race victories over the two seasons of 1975 and 1976.

I wonder how a technical analysis would assess the potential of these club Vauxhalls. Our racing was restricted by the national

fuel crisis, reduced practice periods and reduced race laps. Most race meetings had a special saloon event, however, so one could compete fairly frequently.
Phil Clarke, Norwich, Norfolk

Time flies

It was a strange coincidence to see a photo of the old BRDC Silverstone timekeepers' building in *You were there* (March 2018).

Back in the 1960s Corgi Toys produced a set of Silverstone buildings in kit form - pits, press box and timekeepers' building. All of them appeared in your photo.

I don't know whatever happened to mine - my mother probably threw them away - but I recently tried to buy them again.

When I eventually tracked down a timekeepers' building it was still unbuilt and boxed. The asking price? £6221.00 - and that didn't even include postage! (Yes, that does say six thousand, two hundred and twenty one pounds.)

I was sad to see that Dan Gurney has died. I watched him hassle Jim Clark into crashing at Brands Hatch in 1965. They say 'never meet your heroes', but I did at Goodwood in 1995: a great driver and a really nice guy.
John Day, West Sussex



Embracing change

Like so many who write in, I have been a loyal reader since the days of Jenks and The Bod. Being of a certain age, I am a bit wary of 'the latest thing'. I'm also aware that the only constant is change, and I have seen your great publication evolve over the years. Regarding the recent 'refresh': well done! We will miss Nigel Roebuck, of course, but Doug Nye continues to be an absolute treasure. Mat, Simon, Gordon, Andrew... on every single page the quality of the writing is excellent, and unequalled elsewhere.

I am compelled to write, for the first time, to compliment you on one particular change. It took me about 2.5 articles to go from "Who the heck is Dickie Meaden?" to "I want to *be* Dickie Meaden!"
Jeffrey Ducken, Bonney Lake, Washington, USA

Don't mix sport & politics

I'd like to agree with Anthony Schofield's letter (April 2018), about political comments being unnecessary in *Motor Sport*. I was moved to write the same thing and he saved me the trouble, as well as expressing it very well.

The only other thing to say is that if the British were even half as good at the economy as they are at motor racing, one would be a lot less worried about the future...
Graham O'Reilly, France

Rose-tinted spectacular

Let's start with a bold statement. The March 2018 edition of *Motor Sport* has the best content I have ever seen. Like ever! It's exactly 40 years since I read my first *Motor Sport* - March 78 - and the race reports from DSJ of the South American GP's and his blunt assessment of certain performances and incidents made a huge impression on a knowledge-hungry 11-year-old ...

Reading the *Explosive '80s* features - brilliantly crafted and illustrated by Arron, Hughes, Watkins, Oxley etc - I agree with Colin Goodwin that '85 was the best year of all. I remember meeting a red-booted, smoking Keke and doing my first FF1600 race. Good heavens, what wonderful memories...

The article on the amazing Mike Fairholme (who painted my Bell XFM1 in a pseudo-Martin Donnelly livery in 1989), your tribute to the remarkable Dan Gurney, the interview with Felipe Massa. My word, this was my idea my idea of heaven...

My wonderful wife illustrated the meaning of true love when she got me a *Motor Sport* subscription for my birthday... and this edition alone has made it worthwhile.

In closing, *Matters of Moment* took back me to 1986. Like Nick Trott I can remember the 'digital' speed readout on the old gantry over the pit lane at Brands Hatch... and the whooshing noise... and Ayrton Senna prodding at the throttle through Clearways...

As I get older those memories become so much more precious. I am so glad to have been there and so glad that the Green 'Un revealed such wonderful, evocative stories that always make me smile.

My 24-year-old son has inherited my passion for the sport. He said to me, "The 1980s are motor sport perfection."

We were there. Weren't we lucky?
Simon Hill, Kent Ⓜ

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THRUXTON

ADVERTISING FEATURE









Clockwise: chicane pile-up, 1975; Henri Pescarolo; heat one start, '69; Piers Courage leads; winner Rindt in '68



THRUXTON'S GREATEST HITS: PART I

KINGS OF THE ROAD

As Thruxton prepares to mark its 50th anniversary, we are celebrating with a mini-series picking out highlights from bygone years. This month the spotlight falls on Formula 2

It was almost as much a seasonal tradition as chocolate eggs. Easter meant a major international meeting at Thruxton, with a European F2 round as its pivot.

From 1968 Thruxton hosted 16 such races during the championship's 18-season existence, far more than any other British circuit (Silverstone is second in the table, on nine). The modern equivalent would be FIA F2 pitching up in Hampshire on bank holiday Monday. The world has changed - and in more ways than one.

When Thruxton's sequence began, the sport had a more open mind. It was an age of greater versatility, when drivers switched regularly between categories - and the early F2 entries pitched established stars ('graded' drivers, as the period lexicon called them) against ambitious young hopefuls.

Jochen Rindt won the inaugural Thruxton F2 race in 1968, the circuit's first year of operation in its current guise, then repeated the feat in the following two seasons. Rivals of proven pedigree included Jackie Stewart, Graham Hill, Chris Amon, Jacky Ickx and Jo Siffert, while drivers such as Clay Regazzoni, François Cevert and John Watson were earmarked as serious prospects.

The star count dwindled during the 1970s, as F1's commercial impetus began to reshape priorities, but Ronnie Peterson competed as late as 1975 (when Jacques Laffite won). The Swede was eliminated in a multi-car accident on that occasion, but had triumphed in 1972... with March team-mate Niki Lauda a lap down in third.

Mike Thackwell was the last driver to win a period F2 race at Thruxton (1984), though the series' replacement - FIA 3000 - also appeared there the following season, future Le Mans staple Emanuele Pirro emerging victorious. That was that, but it had been essential viewing while it lasted.

As a footnote, Thruxton originally hosted car races in 1952-53, on a different circuit featuring a blend of airfield perimeter road and runways. In August 1953, Tony Rolt won an F2 race in which Bernie Ecclestone was listed as a retirement after spinning off in his Cooper-Bristol. When F2 cars returned 15 years later, on a track that's virtually unchanged today, Max Mosley failed to finish because his Brabham dropped a valve.

It wasn't only the successful drivers that played prominent future roles in the sport.

1968 THRUXTON 2018
50 YEARS OF MOTORSPORT

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Princess Yachts continues its HoF support



Princess is proud to continue its partnership with the *Motor Sport* Hall of Fame for the second year running. The premier yacht marque will sponsor the Formula 1 category, recognising the best engineers, drivers and designers from the world's most celebrated single-seater racing category.

The news comes as Princess gears up to announce its highly anticipated, all-new R class: 35ft in length, fully carbon fibre and powered by V8 engines boasting an impressive top speed of 50 knots, the boat will be Princess's most sporting model yet.

Princess Yachts is proud to have partnered with BAR Technologies and Pininfarina to bring a whole new breed of yacht to the market, with the very latest in advanced technology and naval architecture. The all-new R Class will feature the unique Princess Active Foil System (AFS) and deliver the fastest and most efficient Princess boating experience to date. The striking exterior reflects one of the most compelling and innovative designs the firm has yet created and conceals a spacious cabin within. It features a well equipped galley and seating area, with the added flexibility to convert to a generous double berth, further complemented by an en-suite.

"This ground-breaking new yacht remains a true Princess at heart, with the same level of comfort, practicality and seakeeping - and all combined with the very latest ideas and progressive performance technology from the Princess Design Studio," says Kiran Haslam, marketing director of Princess Yachts.

JBR Capital steps in to back newly introduced award

***Motor Sport* is delighted to confirm that one of the UK's leading independent finance lenders dedicated solely to high-end vehicles, JBR Capital, has joined the Hall of Fame as 'Racing Car' category sponsor.**

Launched this year, the Racing Car category celebrates some of the sport's most iconic vehicles from across the motor racing spectrum. And JBR Capital, with products covering classic cars, supercars and prestige car finance as well as racing cars, is an ideal partner for the category.

"We're thrilled to be sponsoring the Racing Car category at the Hall of Fame," said Darren Selig, executive chairman of JBR Capital. "We're looking forward to seeing our clients, friends and colleagues at the event, which promises to be the a highlight of the motor sport calendar."

The Porsche 917, Williams FW14B, Ford Cosworth RS500, Jaguar XJR-9, Audi Quattro and (almost) all-conquering McLaren MP4/4 are the inaugural nominees.

The winner will be announced on June 4 at the Royal Automobile Club, Woodcote Park.

For more information about the Hall of Fame visit ***www.motorsportmagazine.com/hof2018***

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50 YEARS 1968-2018

CHRISTOPER WARD

There are plenty of collaborations between car and watch companies that don't make much sense. If you make million-dollar cars, why put your name on watches that get chucked away when the battery runs out? Presumably the watch in this case is seen like a branded baseball cap – a means of displaying your name, rather than mirroring your workmanship.

Morgan's association with the British brand Christopher Ward, on the other hand, runs deep. Watches are produced as part of a collaboration between Christopher Ward's product chief Adrian Buchmann and Morgan's head of design Jon Wells. There are three in the range to go with Morgan's three models – the 3 Wheeler, Classic and Aero.

Each of the watches contains a hand-built, hand-wound mechanical movement. These movements have been made in-house at Christopher Ward's Swiss atelier since 2014. The company was only formed in 2005, and to start making in-house movements within a decade is quite an achievement, especially for an online-only brand that has been busy showing more established companies a thing or two about making high-quality watches at a reasonable price.



New for this year is a limited-edition watch that celebrates the 50th Anniversary Morgan Plus 8. Along with a 50th birthday logo, the watch has yellow accents around the dial, reflecting those on the grille and bonnet of the car unveiled at the Geneva Motor Show – details that are in turn a tribute to the first production Morgan Plus 8.

The partnership goes both ways, with Buchmann helping to create the dashboard dials in the Anniversary Plus 8. This, combined with the 'red-line' type marking on the dial, means a striking comparison between the watch face and the car instruments. The watch is limited to just 50 pieces – one for each car Morgan builds.

The Christopher Ward C1 Morgan Plus 8 Chronometer has a hand-wound movement, with 120-hour power reserve indicated at 9 o'clock. It is presented in a Morgan ash case to buyers of the 50th Anniversary Morgan Plus 8. www.christopherward.co.uk

WATCHES

KEEPING AN EYE ON TIME

Powerful players in the watch world

Richard Holt



Baume & Mercier Clifton Club Indian Legend Tribute

BAUME & MERCIER

Baume & Mercier prides itself on making what it calls "affordable luxury watches". As well as bold styling, and offering a lot of watch for the money, the company has been working on its motoring associations in recent years, previously designing a watch in conjunction with Shelby American and, now, with Indian Motorcycles. There are two limited-edition Indian versions of the Clifton Club chronograph, available on either a calfskin strap or a stainless-steel bracelet. *From £3100. www.baume-et-mercier.co.uk*



Vacheron Constantin FiftySix

VACHERON CONSTANTIN

It is a mark of Vacheron Constantin's status that a watch costing more than £10,000 is described as "entry level". While the sky is pretty much the limit with what you can pay for one of the more complicated pieces, or a highly decorated *métiers d'art* watch, the new FiftySix collection starts with a simple steel watch that just tells the time. This is Vacheron, though, so if you want one with day/date, or even a complete calendar, it is available – at a price. *£10500. www.vacheron-constantin.com*

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PORSCHE ARCHIVES

Star & STRIPES

One of the most celebrated of all racing Porsche 911s is now just as it was at the time of its most famous victory, on the 1973 Targa Florio

WRITER Andrew Frankel

"Imagine a new 911 winning a round of the WEC. And no mere class win, but outright victory"

Imagine a new Porsche 911 RSR winning a round of the World Endurance Championship today. And no mere class win, but outright victory, beating two of the world's great factory teams with purpose-built prototypes in the process. Would it not be an achievement unparalleled in the history of even the world's longest-living sports car?

Actually, no. Back in 1973, the original RSR did exactly that - and not once in a season, but twice. The first occasion was the Daytona 24 Hours, on the model's debut at the start of the 1973 season; but in May another RSR won not only the Targa Florio - the most durable of all the great road races - but the last Targa Florio ever to be accorded world championship status. And it did so against the best that Ferrari and Alfa could throw at it. That alone must surely make it a candidate for the most important 911 of all time.

THAT CAR IS THIS CAR, CHASSIS 0588, known in the RSR world as R6. And for the first time since that win in May 1973, it has been returned to its original Targa Florio specification after a year-long and quite extraordinarily painstaking restoration by Porsche restorer, authority and dealer Maxted-Page. "It was an incredible honour to be asked to return R6 to exactly as it was that day in May, 45 years ago," says Lee Maxted-Page. "Just the research phase of the project took three months to complete. But when you look at the result, I think you'll agree it was worth it."

Before we do, however, we should look briefly at how it got there. The RSR was a result of rules for 1972 limiting Group 5 cars to a 3.0-litre engine capacity. That outlawed the 917 prototype, while the still-eligible 908 was too long of tooth and short of power to keep up with Italian and French opposition now putting Formula 1 engines in their sports cars. Besides, new Porsche boss Dr Ernst Fuhrmann was enthusiastic about racing cars that could be sold. Which is how the RSR and the road car needed to homologate it, the 2.7 Carrera RS, came into being.

I could take up the rest of this space detailing all the changes required to create the RSR and plenty more on all the other modifications that were relentlessly applied during the 1973 season, but essentially it started life with a 2.8-litre engine, soon swapped to a 3.0 when its magnesium crankcase was changed for a Silumin (aluminium alloy) unit that was stronger and could therefore tolerate thinner walls between the cylinders. With twin plug heads, big valves and a 10.5:1 compression ratio it produced about 315bhp. Widened track, race suspension and brakes from the 917 made it such a





Müller (left) and van Lennep (below) thread their way between picnics and assorted small Fiats. Bottom, the Dutch-Swiss alliance on the podium



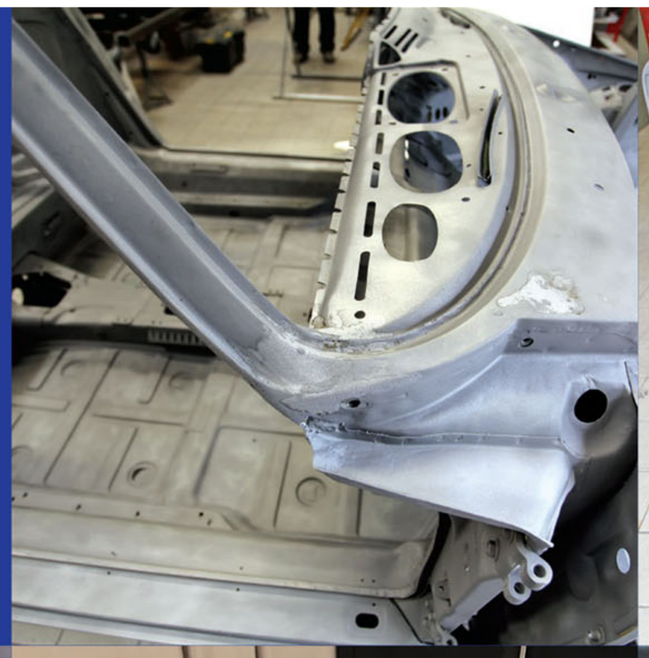


PORSCHE ARCHIVES, LAT

formidable weapon that, for the next three seasons and almost without exception, it turned the GT category of the World Sports Car Championship into Formula RSR.

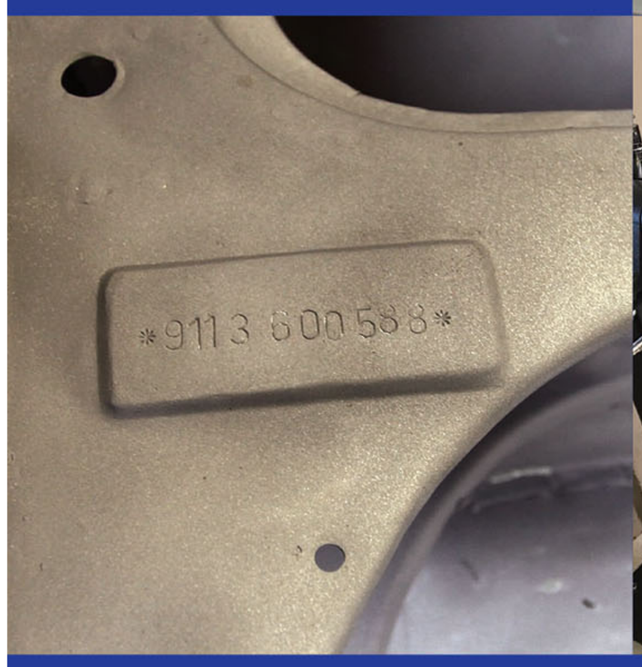
But the car was not homologated in time for the season-opener at Daytona, so it raced in Group 5 while Peter Gregg and Hurley Haywood outlasted a fairly thin field of prototypes. It raced as intended in Group 4 at Vallelunga and Dijon, winning the class in both, but from Monza onwards the works cars raced as prototypes, not just to keep the customers happy but also to test unhomologated experimental parts.

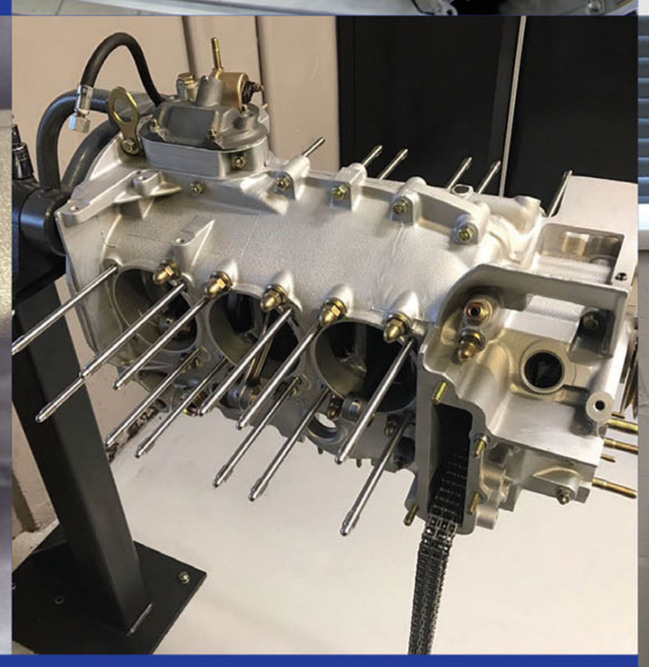
R6's WSC career as a factory car was brief. It was the car that won at Vallelunga in March but, with its usual driver line-up of Gijs van Lennep and Herbie Müller, it failed to finish at Monza. But, as we know, it then triumphed on the Targa. At Le Mans (driven by Haldi and Joest) it officially retired with a fuel system failure, a somewhat euphemistic expression for simply running out of gas. At Zeltweg it was again first home behind the purpose-built racers, after which it was lent to Roger Penske for the season finale at Watkins Glen. The power couple of Mark Donohue and George Follmer maintained its record of absolutely best-of-the-rest behind the real prototypes. And that was that. It was sold, raced in Mexico until 1975 and then stored until returned to Le Mans configuration in 1991. It was exhibited as such until the end of 2016, when its current

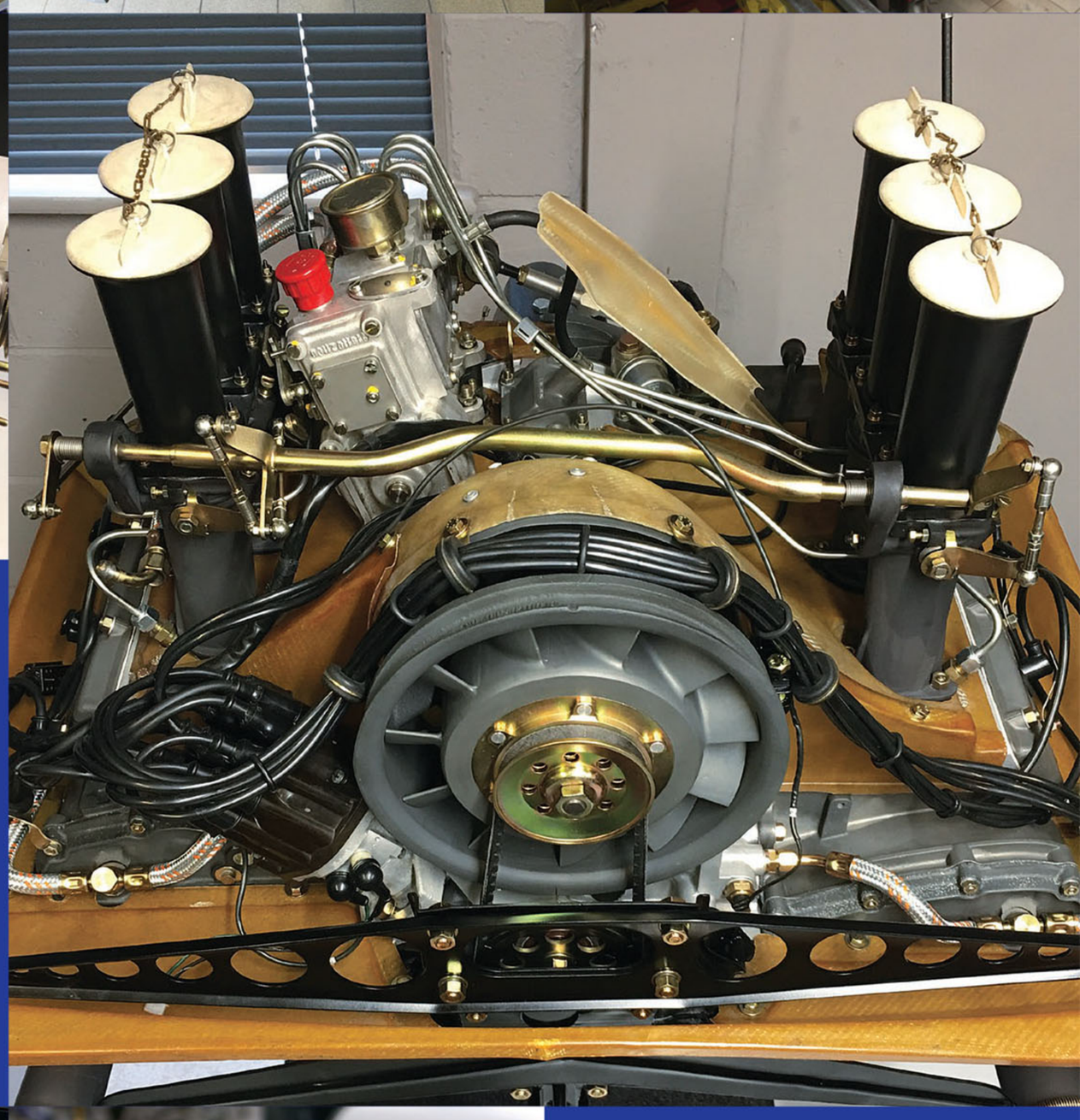




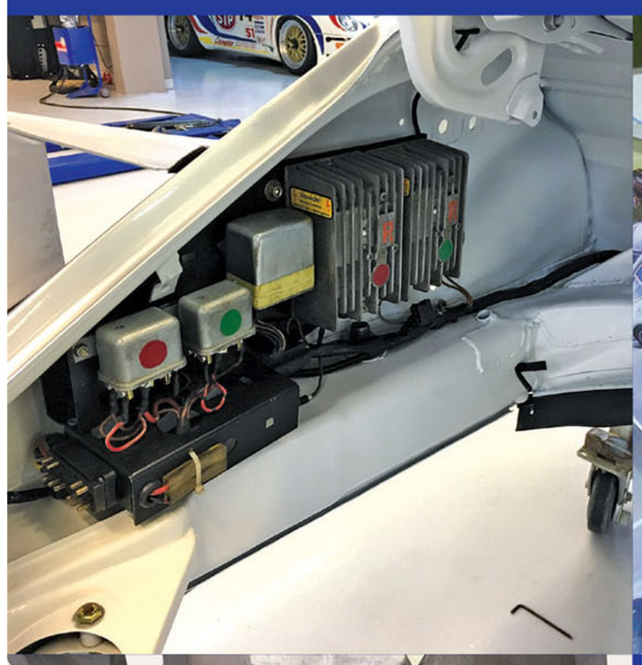






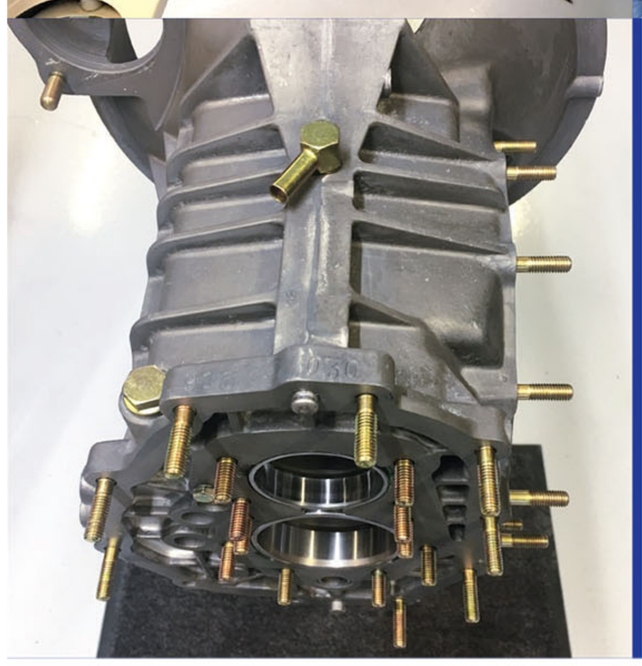


Much of R6 turned out to be original when it was stripped back to the bare metal. The mission was to restore it *exactly* to its 1973 Targa Florio trim







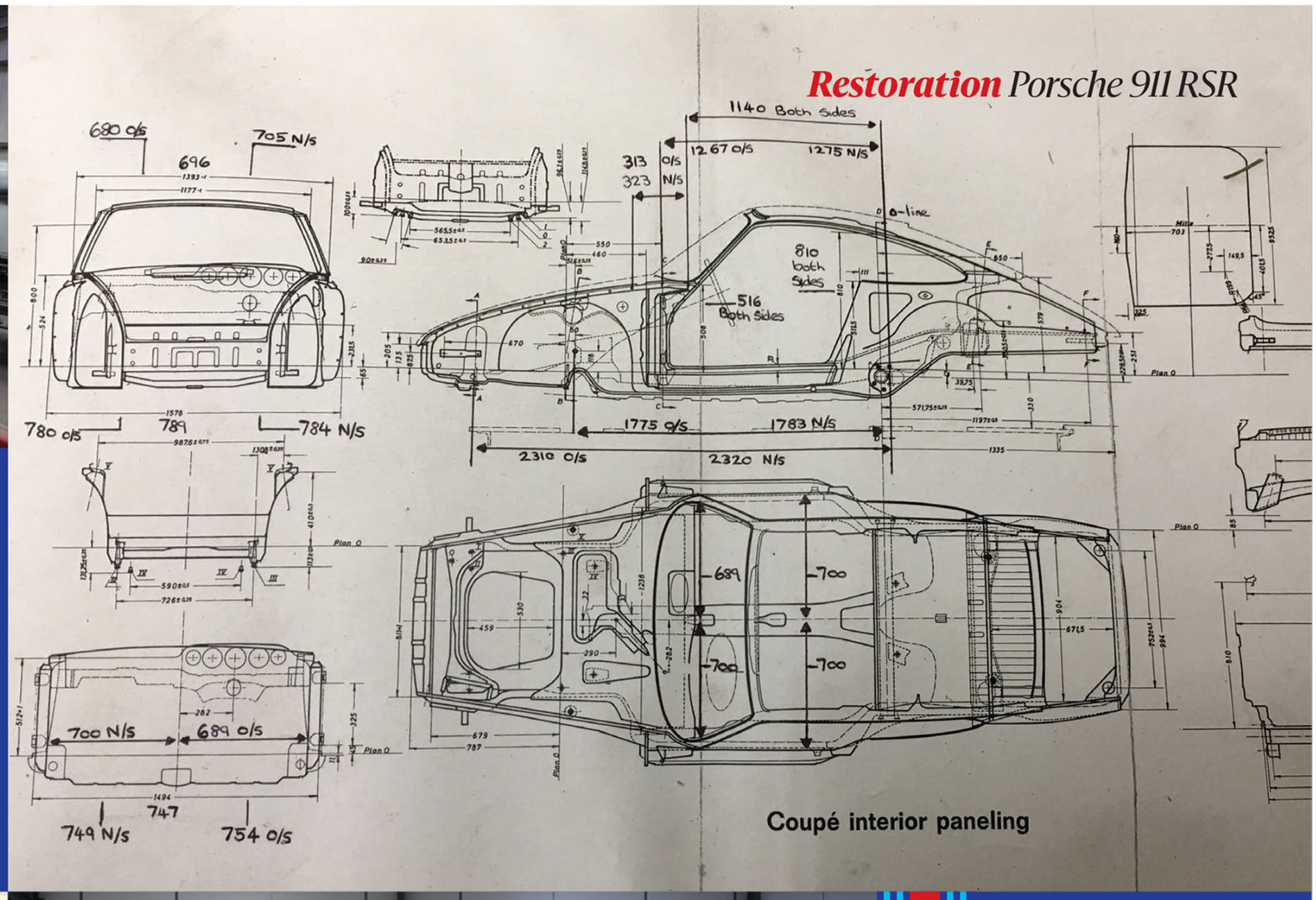








Maxted-Page's task was eased by access to original Porsche drawings and set-up sheets. Pinstripes demanded accuracy...



Coupé interior paneling













R6 at rest in the Österreichring pits, complete with 917 rear wheels and wider arches permitted when running to 'Group 5' specification

owner commissioned Maxted-Page to turn it back to its Targa-winning specification.

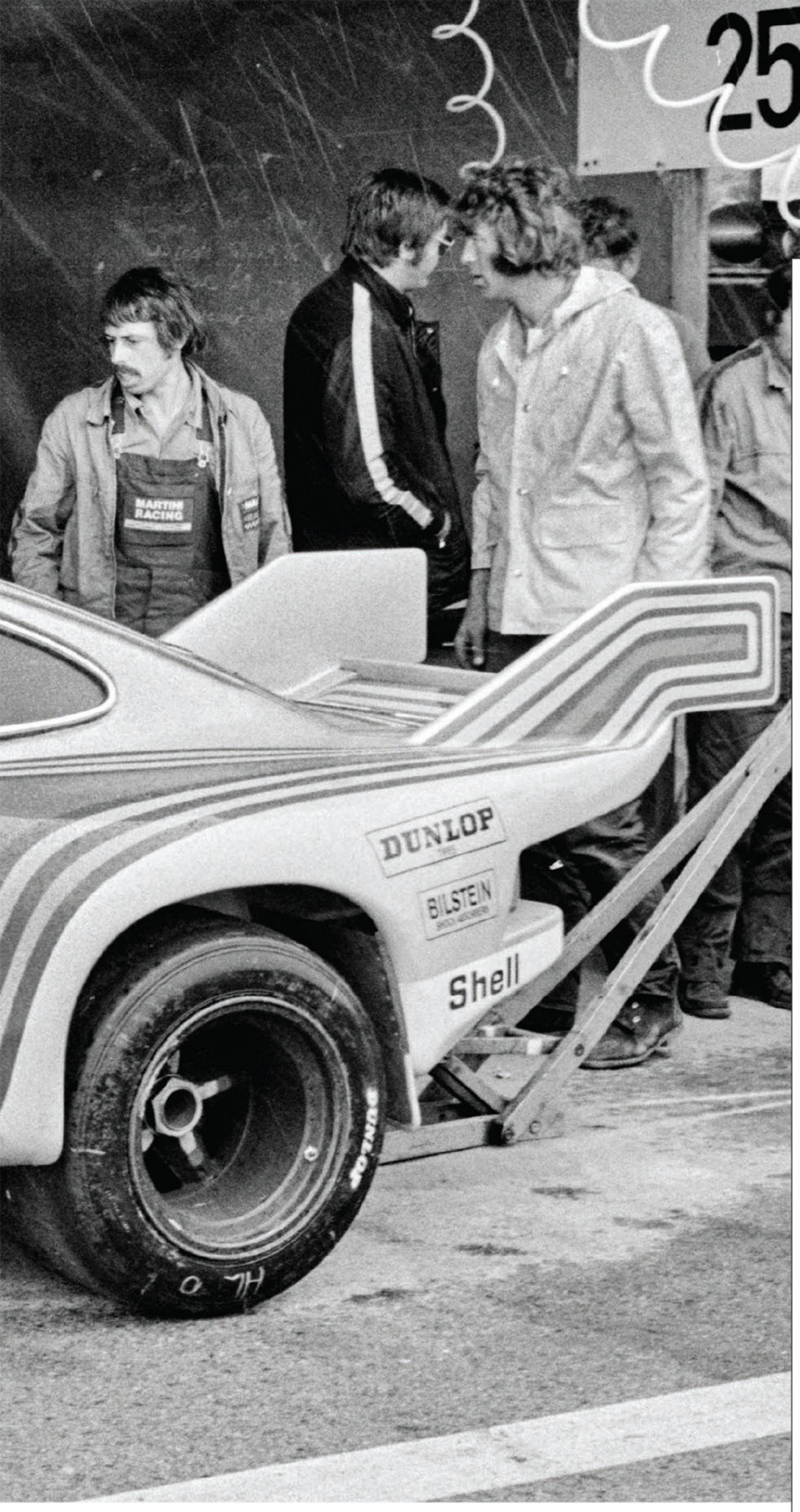
THE GOOD NEWS FOR MAXTED-PAGE and the owner was that, as a result of its fairly quiet life, R6 went onto the operating table already in very good condition. "It had had what we call a 1990s restoration, which was as good as you'd might expect back then. But the world has moved on so far since, and what the owner wanted was the car to be as it was when it won the Targa down to the smallest discernible detail," says Maxted-Page.

"The job could have been incredibly difficult were it not for the factory, which gave us unfettered access to its photographic and technical archive, and Norbert Singer, who wrote everything down in period by hand and kept every word. So when we wanted to know the exact suspension ride height used on the Targa Florio, we just needed to look at the set-up sheets to find the answer."



In fact when the team media-blasted the shell back to bare metal, it found that, save for one knock on an A-pillar that needed to be straightened on the jig, R6 was in remarkably good and original order. "But there was still a lot of work to be done, not least because of all the changes made to the car between the Targa Florio and Le Mans."

One example is the rare and distinctive



McKLEIN, LAT

‘Mary Stuart’ rear wing, so called because it had a passing resemblance to the extended neck collars favoured by the Queen of Scots. This extension either side of the familiar ‘burzel’ ducktail spoiler was trialled by Singer at Monza, when it became clear the cars would not be able to race as GTs, and was still in use by the time R6 won the Targa. But they were modified for Le Mans and discarded thereafter in favour of a long-tail design with an adjustable horizontal section. But when R6 was taken back to metal, the holes made in the pits at Monza all those years ago were revealed, and used again to secure its new Mary Stuart.

Much more retro-engineering was required just to get the car back to Targa specification. “For Le Mans, R6 and its sister R7 were taken back to Weissach and much modified,” says Maxted-Page. “They got even wider 12in magnesium rear rims and centre-lock hubs from the 917, in steel at the front and titanium at the rear. The rear arches were enlarged to accommodate the wider rims and larger fibreglass-moulded Mary Stuart collars

Last of the Targa Florios

Gijs van Lennep on the pride he feels at beating the sports-prototypes in ’73

Gijs van Lennep was not just the man who, with the late Herbie Müller, drove R6 to victory in the last proper Targa Florio, he was also instrumental in developing the RSR from scratch. Now 76, he recalls the car and his time in it with undisguised affection.

“We worked so hard with that car at Paul Ricard to get it right. Eat, drink, sleep and drive, that’s all we did. To test a new part I’d do three laps, then they’d take it off, I’d do three more laps, compare the times, put the part back on, three more laps and if the car was still quicker, we’d move onto the next one. It was not just the quickest way to develop a car, it was the best.

“The great thing about the RSR is that to get the most out of it you had to push like hell all the time. At Le Mans (in R7) Müller and I went flat out for 24 Hours, never let up for a moment. We came fourth behind two Matras and one Ferrari prototype so I guess it was worth it. It’s the most tired I’ve ever been in my life.” This from a man who two years earlier won Le Mans outright in a 5-litre Porsche 917...



Van Lennep puts his speed behind the wheel of the RSR down to some very early training. “When I was 15 I learned how to slide a car until it was on full opposite lock without spinning, and then I learned how to correct it without it snapping the other way, which was the really difficult thing with those cars. So, you can say I was quite experienced with the way those cars behaved.”

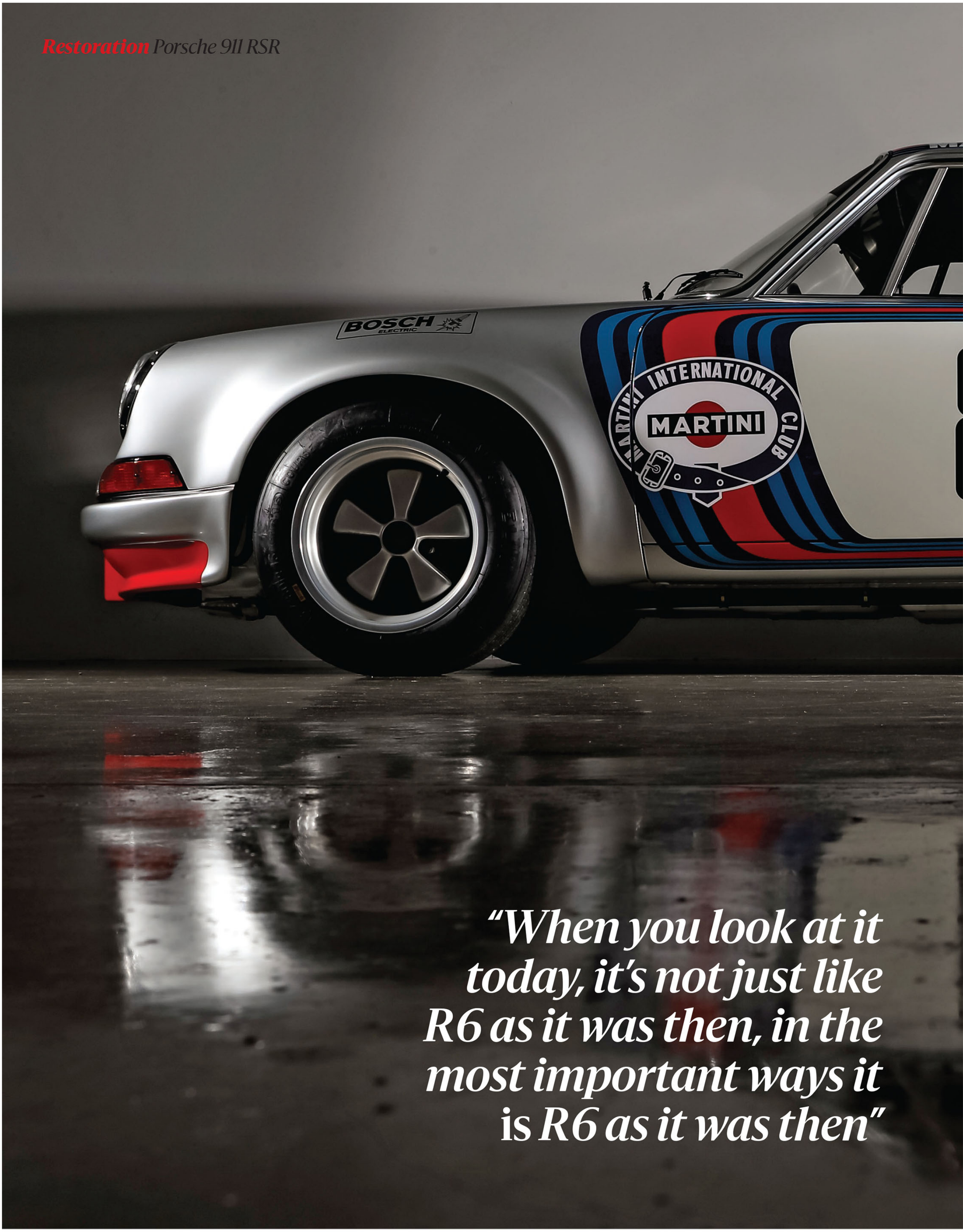
The 1973 Targa Florio was his fourth crack at the Sicilian classic and his record speaks for itself: fourth in a private Porsche 908/2 behind three factory prototypes in 1970, second for Alfa in 1971 obeying team orders that said local boy Nino Vaccarella should win, and out on the first lap with a blown engine in 1972 after qualifying second for Alfa with Vic Elford.

Like Norbert Singer, the technical director, he was under no illusions about the likely outcome of the 1973 race. “I am a street racer and loved the Targa; but the Ferrari and Alfas were something like three minutes a lap quicker than us in qualifying.” His memory is good, the Ferrari 312PB of Arturo Merzario claiming pole some 3min 13sec quicker than R6’s best time. “Müller was a very good driver, really under-rated today, and quicker than me over one lap, though I was more consistent and probably faster over a race distance. But we were both very precise which is essential on the Targa Florio, where all you need to do is hit the kerb for your race to be over. And the Ferrari and Alfa drivers made mistakes that put them out of the race. One of the Ferraris didn’t even make the start.”

Indeed. With just four of the 11 laps of the race completed, R6 was out on its own. “We were young and strong but it was quite tiring. Each 72km lap had something like 700 turns and we drove in three-lap stints without any drinks bottle in the car. It gets quite hot in a closed racing car in Sicily in May. Müller did the first and third stints, I did the second and fourth, the last being two laps. I don’t remember anyone telling us to ease off once we were leading, but I expect we probably didn’t go quite as fast as we could have done, especially as the other RSR (driven by Leo Kinnunen and Claude Haldi) was not in a position to challenge us.”

And the car? “It was perfect from start to finish. Nothing went wrong with it at all. And when the tyres got hot, using the traction coming out of the tight corners, it was amazing.”

Where, then, did that win on the 1973 Targa Florio rank in a career that included a brace of Le Mans victories (he won again in 1976 with Jacky Ickx in a 936 prototype), two points finishes in four seasons in F1 and the 1972 European Formula 5000 Championship? He does not hesitate. “The greatest win has to be the 1971 Le Mans in the 917 [where he and Helmut Marko set a distance record that would take nearly 40 years to break], but in my heart it is always the Targa Florio. At the time, I didn’t know it would be the last to be held at the top level; for street racers it was the greatest challenge of them all, and I feel lucky and proud to have been the last person to win it.”



"When you look at it today, it's not just like R6 as it was then, in the most important ways it is *R6 as it was then"*



LYNDON McNEIL







R6 isn't eligible for many historic racing categories, but the owner has no plans to put it back on track. It will remain as it is, in Targa trim

fitted. The steel front wings were replaced with fibreglass while the doors were made from a kind of fibreglass not seen since the 1967 911R. And all the glass was replaced with Perspex save the front screen." In 1973 it all made sense, but in 2017 it all needed undoing.

Putting this right wasn't just a question of finding some steel panels and some glass. The panels were unique to the RSR and had to be exactly the right gauge throughout, the glass had to be identical to the Glaverbel panes the RSR would have had when new. Inside exactly the right needle-felt lightweight carpet had to be sourced, trimmed and reinstated. The seats were original RSR seats, but for the Targa the drivers had had a 'lollipop' race seat, so another had to be found. All the instruments looked superficially correct, but the oil level gauge was not period, the speedometer was a dummy and even the 10,000rpm tachometer turned out to be a later electronic component, not the original mechanically driven dial. Even the steering wheel was wrong.

"Mechanically the car was in very good order, but we still had to go through everything down to the smallest detail. The engine was the correct type, but was fitted with slide throttle injection that appears to have been in use from Le Mans onwards. For the Targa it had butterfly throttles, so those had to be used again. Likewise the gearbox didn't really need rebuilding, but it was full of the wrong ratios. Happily we knew exactly what gears it should have had for the Targa, so those are what it has today." When the engine was put on the dynamometer, it developed an exceptionally healthy 340bhp at 7950rpm.

If this sounds like an obsession, I am really only scratching the surface of just how detailed this restoration was – so precise that the car was not just in Targa Florio specification but identical to the way it had been. The rear wheel arch extensions were lap-welded to the body using exactly the same techniques that would have been employed at Weissach in 1973. Maxted-Page's team also discovered that the VDO rev-limiter unit that can be seen fixed to the rear bulkhead of





"The panels were unique to the RSR and had to be exactly the right gauge throughout"



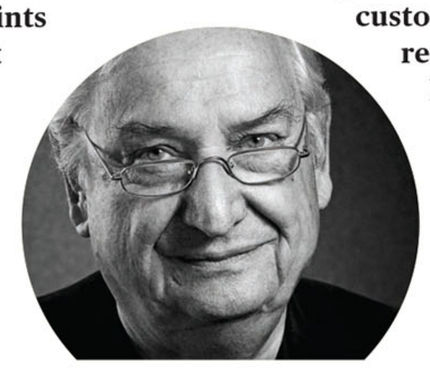


LYNDON McNEIL

Norbert Singer worked for Porsche for 40 years and had a hand in every one of its 16 Le Mans wins between 1970 and 1998. Given the cars he worked on – the 917 and its Can-Am derivative, the 935, 936, 956, 962 and the GT1 that provided his final Le Mans win – you might think the RSR would pale by comparison.

Not a bit of it. Singer is now 78 but on the telephone from Stuttgart he recalls the programme as if it happened last week. "It was difficult in many ways because we were starting with a road car. With a prototype you start with everything where you want it, with the right wheelbase, weight distribution, suspension pick-up points and so on. We couldn't do that.

"But (new Porsche boss Ernst) Fuhrmann was insistent that we should race, but the 908 was the only 3.0-litre car we had. It



"No one gave us a chance..."

Legendary Porsche engineer Norbert Singer on the RSR's genesis

was already old and its engine was never going to compete with the Ferrari, Matra and Alfa-Romeo 12-cylinder cars or, of course, the Ford DFV." He wanted to race the 911 but people thought we were mad and would never sell the 500 road cars needed to homologate the car for Group 4. In fact we did quite well with that." This is trademark Singer understatement: in the end more than three times as many examples of the homologation car, the legendary 2.7 Carrera RS, went to grateful owners.

In the meantime, and in typical Porsche fashion of the period, Singer was given a ridiculously short timeframe. "We entered two cars for the Tour de Corse in early November 1972, just as a test (both retired), but the race car programme didn't begin until later."

One example of the lateral thinking Singer employed at the time allowed him to circumvent one of the car's inherent weaknesses, its torsion bar suspension. The rules said the springing medium had to be retained, so Singer simply added coil springs, which were so stiff the torsion bars were rendered ineffective. But they were still there, so the rule makers could hardly complain... "I think some customers started making the torsion bars out of rubber to save weight," he says, with a chuckle.

Porsche had not planned to compete at Daytona in early February, because it was just too soon, but "Penske wanted a car and was already very involved with Porsche, and Peter Gregg wanted one and he was a Porsche dealer." So the factory sent two cars over without much expectation; but once the prototypes had broken and the Penske car had wrecked its engine, the Gregg car cruised to victory 22 laps clear of the second-placed Ferrari Daytona.

"We ran the car in Group 4 in Europe until we got to Monza, when a customer complained about our rear suspension. We didn't have time to change it so were faced with the choice of withdrawing or racing with the prototypes, which we did. After that Fuhrmann told us always to race in Group 5, which worked well. I was happy because while we couldn't beat the prototypes on speed it meant we could use the races to develop non-homologated parts and Fuhrmann was happy because it meant one of his customers would always win in Group 4.

"No one gave us a chance on the Targa Florio," Singer recalls. "But Gérard Ducarouge told me why he wasn't going to enter the Matras, as he thought the event just too hard on prototypes." In fact it wasn't mechanical frailty that led to the retirements of the Ferrari and Alfa works pairs, but driver errors and a puncture leading to driveshaft failure. "Our drivers never made a mistake and the car won quite comfortably," Singer says. Indeed it did, almost six minutes ahead of Sandro Munari's Lancia Stratos with Leo Kinnunen and Claude Haldi (R2) in third place.

So where does the RSR rate among all those incredible cars that Singer oversaw. "Very highly. It was not just a difficult project that turned out to be quite successful, it was also the first Porsche job I oversaw from start to finish. In addition this was the beginning of the journey that led to the 935. It is something of which I will always be very proud."

the car in photographs taken on the Targa Florio had at some stage been repositioned and the original holes welded up. Needless to say, the unit is back in its rightful place. Even the exterior fire extinguisher handle was moved a few inches when the bare shell revealed where the original hole had been welded up.

AND THEN, OF COURSE, THERE IS ITS iconic Martini livery. To ensure the colours were exactly right, the paintwork of R13, a 1974 RSR Turbo, was examined and the livery built up painstakingly, layer after layer, finished off by hand and brush, just as would have been done in period, to an accuracy measured in fractions of a millimetre.

"It has been a dream job in many ways," says Maxted-Page. "Obviously the car we are dealing with is an icon, probably the single most important example of undoubtedly the world's greatest sports car, and it was a privilege to be able to return it exactly to how it was that great day in 1973. But we only realised how lucky we were when we stripped everything back and saw what incredible condition the car was in. Many racing cars get crashed, modified and rebuilt so many times it is sometimes hard to know how much of the original is left. But with R6 the shell was almost perfect, the bonnet original and even the rear wings, which we thought it had acquired later, turned out to have belonged to the car from the start. So when you look at R6 as it is today, it's not just like R6 as it was then, in the most important ways it *is* R6 as it was then..."



"If R6 ever came up for sale it would be worth whatever someone was prepared to pay"

Indeed Maxted-Page concedes that the RSR is now far too good to race. "It isn't eligible as an FIA-spec RSR, would be uncompetitive as a Group 5 car- and why would you want to risk it? Damage it and you're damaging the history of the most important racing 911. The owner has many other wonderful cars and races them frequently, so doesn't need to chance it."

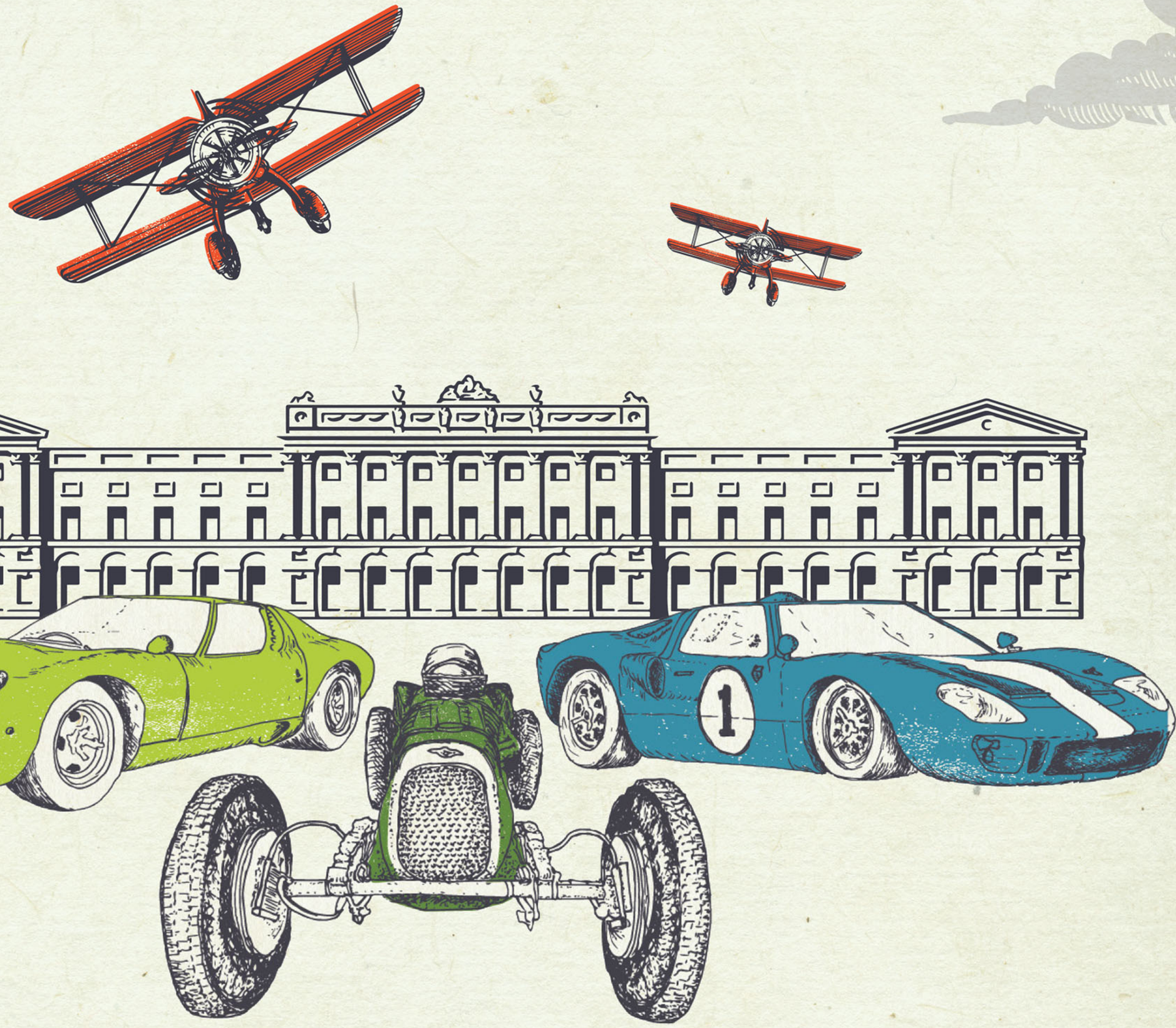
Valuing R6 is almost impossible because it is unique. If it ever came up for sale it would be worth whatever someone was prepared to pay on the day. Pushed on the subject, Maxted-Page suggests something in the region of $10 million might be near the mark, but the truth is that nobody really knows.

And nor does it seem that important. For me it matters far more that its owner cared enough (and is rich enough) to want to return R6 to precisely the way it was at the moment of its greatest triumph, and that in Maxted-Page there is a company with skills and dedication to do it. For when you look at it now, you know you're looking at the real deal, down to the last nut, screw and bolt. And, in all likelihood, that is the way it will remain forever. Ⓜ



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Art of noise

We meet the man behind one of the racing world's most famous liveries.

WRITER Samarth Kanal **PHOTOGRAPHER** Lyndon McNeil

"I began with a blank sheet of paper," says Paolo D'Alessio, describing his iconic design. It seems a logical starting point, especially when the car in question was the Lancia Delta integrale, successor to the Lancia 037 and the Group B Delta S4: a copy and paste job was clearly inappropriate.

"This is a small, short car," he says. "Martini motor sport boss Giorgio Pianta actually wanted something like the Porsches that competed at Le Mans in the 1970s, but they're two different types of car. I thought about this problem, and the only way to resolve this problem was to change everything."

The Giugaro-designed Delta is indeed as far away from the Le Mans-winning Porsches of the 1970s, 917 and 936, as it's possible to be. But its image is timeless and imprinted into the minds of rally fans everywhere as the Delta, in its various forms, dominated Group A rallying in the hands of drivers such as Miki Biasion, Juha Kankkunen and Markku Alén.

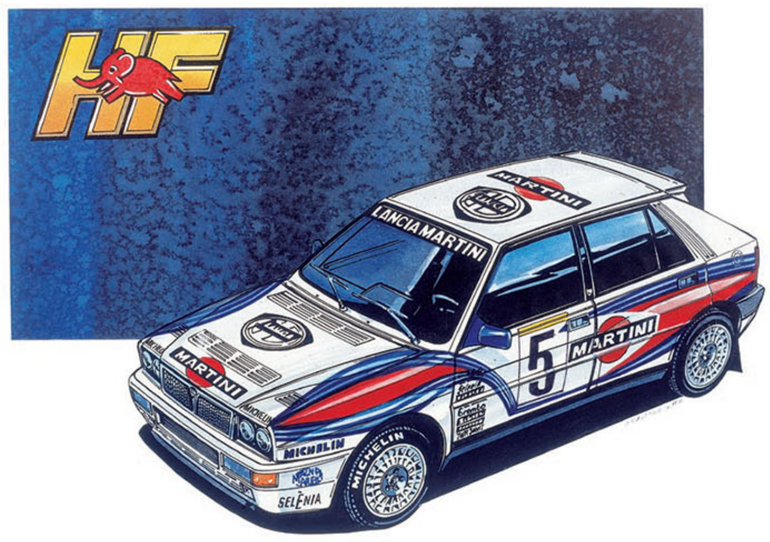
"You must only respect the colour and nothing else. It's a very different sponsor. Every Martini livery has the same colours, but whether a Porsche or Brabham, they're different," he adds.

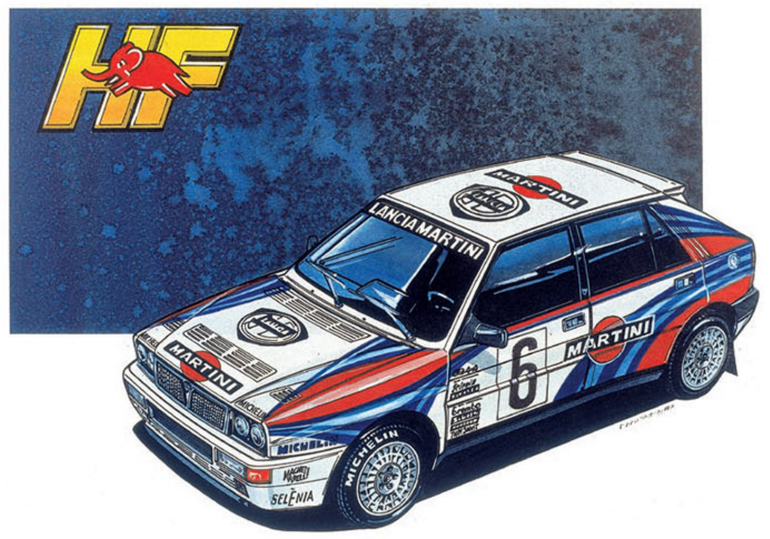
"The most interesting-looking car was the 1992 Delta, for which I created a parabolic design on the side of the car. Lancia, of course, means lance in Italian, and if you look at the car top-down you can see that it's in the shape of a lance."

Paolo d'Alessio *The art of Martini*



Paolo D'Alessio, who designed Martini liveries for the all-conquering Lancia Delta Group A rally car and the DTM-spec Alfa Romeo 155





"I was told people must read the Michelin name. I didn't understand, but Michelin spent a lot of money, more than Martini"

He started unfurling piles of concept designs for his most famous Lancia, most of them using the parabolic curves he finally settled on, but in various forms: ribbons protruding from the right-angled sills, and arches across the car. In every concept, however, one thing remained the same: the logo had to sit on a white background, as per Pianta's wishes.

Michelin also demanded space on the car – less prominent than Martini – as one of the team's major sponsors. D'Alessio explains: "I was told that people must read the Michelin name very well. I didn't understand why, but they said that Michelin was the main sponsor of Lancia. It spent a lot of money, more than Martini."

What's designed on a piece of paper can go awry when a third dimension is introduced, so D'Alessio would stick his proposed livery on the actual car with coloured tape. "You must see it on the car, to judge whether or not it looks correct," he says.

The 1992 Lancia was run by Jolly Club, a privateer who took a sixth consecutive world championship (manufacturers) with the Martini-liveried Delta. But at the end of the season, after 13 years of competition, 57 rally wins, seven titles for manufacturers and four for drivers, Lancia-Martini withdrew from rallying.

D'Alessio continued to design liveries that would prove memorable for years to come. His relationship working with Pianta continued, the latter subsequently overseeing Alfa Romeo's DTM campaign as it took on Opel and BMW in 1995. The Alfa 155, whether decked in Martini colours for its difficult debut season in 1995, or covered in the manufacturer's logo, was designed by him.

As a great friend of Giampiero Moretti, founder of accessory company MOMO, he went on to create the livery for Ferrari's 333SP in the mid-1990s after Moretti said that MOMO's livery needed a change. His designer delivered and, in 1998, so did Moretti, Ferrari, and the 333SP in the Daytona 24 Hours.

He went on to design the Martini-Fords when the drinks company re-entered the World Rally Championship, but D'Alessio isn't as proud of the final Martini livery he designed: the 1999 Ford Focus. "It wasn't completely my work. I did the graphic design and then they changed something in England and they didn't use this red but a more fluorescent red. That was the last car I did for them," he says, bluntly.

Paolo still designs but instead of cars has switched to watches, trophies, drinking glasses and even a lawnmower. The world of car livery design is markedly different from the late 1980s and 1990s, he says.

"Now you have too many sponsors on the car. If you are the sponsor, and you spend a lot of money on the car, that livery is your identity card. People don't know much about what's behind the car; people see what's on the car, they see the sponsor, the colour. It's one of the most important things you must think about as a motor sport sponsor. The livery leaves a lasting impression."

Williams, in its last year of F1 partnership with Martini, is "70 per cent there" when it comes to its take on displaying the Martini logo. The only issue in D'Alessio's eyes is that the Martini logo sits on a coloured background... almost a cardinal sin.

I ask him whether the Martini livery could be revolutionised and changed completely from its traditional blue and red stripes.

"No, no. You couldn't," he says in almost hushed tones in response to a ridiculous suggestion. "It's an iconic sponsor. It is perfect. When they mix these colours they are perfect. When you see these colours you say 'these are fantastic, fantastic'.

"I would change nothing. Nothing."

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APES *of things to come*

In their perennial search for elusive hundredths, Formula 1 teams have embraced an unusually broad range of technical solutions this season. Here's a glimpse at – and beneath – their cars' carbon skins

WRITER Mark Hughes

ALL IMAGES: LAT

Another season, another new batch of Formula 1 cars, each embodying the hopes and aspirations of their teams. Collectively, they carry the hopes of the sport's fans for a great season despite the many challenges it faces, perhaps the greatest of which is the smart virus called downforce.

Ever since 1968 F1 has been struggling to deal with this phenomenon. What makes F1 the perfect breeding ground is that downforce thrives on money and competitive intensity. Rules and regulations have been devised as vaccinations but it simply adapts, reappears in another form as brilliant minds and vast resources find ways of growing the culture anew in F1's petri dish.

We've learned to live with it and in 2017 the sport even legislated in more of the stuff for the first time with wider cars (and tyres to translate it all), greater bodywork freedoms between the front axle and cockpit area and bigger underbody diffusers. Into the second season of these rules, greater convergence of design might have been expected. But in fact we've got quite the opposite, with quite the most divergent array of ways to create downforce that we've seen for some time.

The randomiser in this case would appear to be that other major challenge to F1's popularity - the cockpit halo. It's an intrusive piece of kit in more ways than just its ugly visual imposition on the fan's idealised picture of the sport. It also places weight in exactly the wrong place of the car - high up, increasing the centre of gravity - and is an aerodynamically bluff surface in a critical part of the car's airflow.

In response to the halo's burden, the smart virus has adapted as its agents - those in the laboratories of CFD departments, wind tunnels and design offices - have sought out new airflow pathways. Because the halo has added about 15kg high up, there has been a total reappraisal of where radiators, intercoolers and so on are placed as designers try to pull that c of g height back down. This of course has had major implications upon the aerodynamic surfaces and the greatest variation evident is in the shapes of the sidepods housing these components. So we have high radiator inlets and low, with differing front suspension layouts to suit. We have severe undercuts on some, fat flared-out pods on others. We have thin sidepods and wide ones, extreme coke bottle plan views and other, broader waists. Some radiator inlets look like letterboxes, others like tear drops. There has been a general move to smaller inlets to compensate for the frontal area increases brought by laying the radiators down in search of lowering the c of g. But the engines still need cooling and so, in further compensation, the engine cover inlets have become bigger, no longer just airboxes for the engine's inlet air but internally divided into additional compartments for cooling. Smaller sidepod inlets have also meant bigger outlets at the back, the pressure differential effectively sucking the air through harder, increasing the cooling effect of the airflow over the radiators by increasing its speed.



"We've got quite the most divergent array of ways to create downforce that we've seen for some time"

Amid all that variation, we still have the same fundamental divergence of aerodynamic philosophy as last year between low-rake Mercedes - and high-rake everyone else.

Within the massively intricate prescription of regulations that has arisen as an attempt at containing the virus, creating downforce is no longer just a matter of good aerofoil wing profiles and a hard-working underfloor diffuser. For several seasons, it has been a spinning-plate exercise in vortex generation as simulation of immense computing power has shaped multi-contoured vanes and slots that induce circles and tubes of air. These interact with each other to energise the airflow over the car's whole surface. The faster it can move down the car and over the back, the harder it works the rear wing, the more it helps pull the airflow from the underbody through the diffuser.

Counter-rotating vortices are deliberately set up with just a small gap between them, sucking the air through that gap with immense force, making it move faster over the downforce-inducing surfaces, with vanes and flip-ups directing it towards and away from the relevant areas. The connections between these slots, vanes and flicks are intimate and intricate. Hence those multiple-planed front wings of immense complexity are not so much direct downforce generators as flow management devices that set up the relevant vortices down the car.

Nothing is ever unlearned and so, although flat floors were legislated in 1983, ground-effect is induced regardless. Today, instead of the banned skirts to seal the air within the floor to create a vacuum, we have airflow skirts instead - vortices of air that propagate down the outer edges of the floor, preventing the oncoming flow from escaping out the sides. Air controlling air.

Another re-routing of the virus puts exhaust blowing - which has been in and out of use since being invented in 1983 - back in the headlines. Yes, it was ostensibly banned in 2013 but here it is again anyway. This time it's the rear wing underside rather than the diffuser that is being blown, the hot fast-moving air accelerating flow there to increase the pressure differential between the wing's top surface and its underside, thereby pressing down harder upon the car. Last year teams were using the 'monkey seat' winglet to join up the whole combination of exhaust/monkey seat/rear wing, with the plume influencing the airflow above it to head towards the wing. So for this year the FIA introduced new dimensional requirements, moving the exhaust back and limiting the size and placing of any winglet. So instead the exhaust is being pointed upwards at the maximum permitted angle of 5deg and blowing directly. Although the engine software that induced exhaust blowing in the V8 era is no longer permitted, the ERS-h of the hybrid engine allows the exhaust to be manipulated at the crucial moment. This motor - which runs on a shaft between turbine and compressor - can be spun electrically off-throttle to enhance the exhaust flow or match up the engine rpm with the turbine rpm. Everyone is almost certainly doing it, but Renault drew attention to the practice in testing by fashioning its wing underside in heat-resistant bare aluminium rather than the previous carbon fibre.

So that's the environment in which the downforce virus is currently flourishing. Here's how each team has incorporated it.

MERCEDES W09

Probably the only car on the grid not significantly influenced by last year's Ferrari, the W09 stays with the W08 theme of long wheelbase (identical) and low rake, though the team says it will have slightly more rake than before but nowhere near Red Bull level. The low nose is an intrinsic part of the low-rake concept in that the small gap between nose underside and front wing neutral section will accelerate the airflow (despite reducing the capacity). This and the intricate and powerful under-nose vanes are all about compensating for the lower expansion area of the low-rake floor. Because there's less underfloor low-pressure effectively sucking the airflow towards it faster, the nose and vanes are used to accelerate it 'artificially' instead.

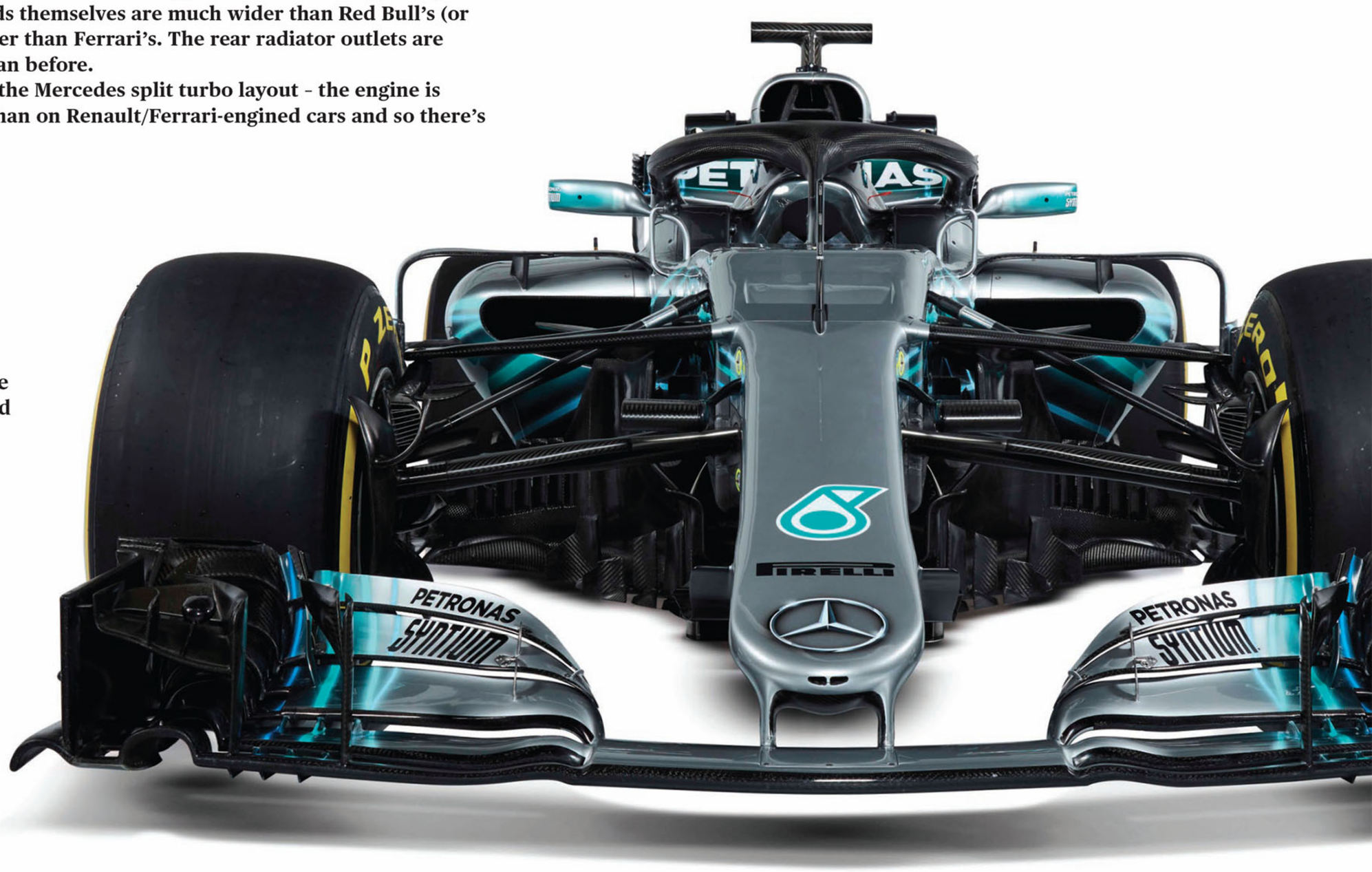
Mercedes has stayed with the very high upper front wishbone, mounted on a lug extension from the upright, but probably even higher than before. The sidepod openings are slightly higher than previously. This has allowed more sidepod undercut. To get adequate flow to the radiators there's a dramatic-looking longitudinal vane atop the barge boards, picking up air from below the upper wishbones and guiding it to the inlets. The sidepods themselves are much wider than Red Bull's (or Sauber's), slightly wider than Ferrari's. The rear radiator outlets are significantly bigger than before.

In plan view – with the Mercedes split turbo layout – the engine is slightly farther back than on Renault/Ferrari-engined cars and so there's not quite as big a coke bottle, though it's significantly tighter than the W08's. The front halves of the pods are bulkier from above than those of either Ferrari, Red Bull or McLaren.

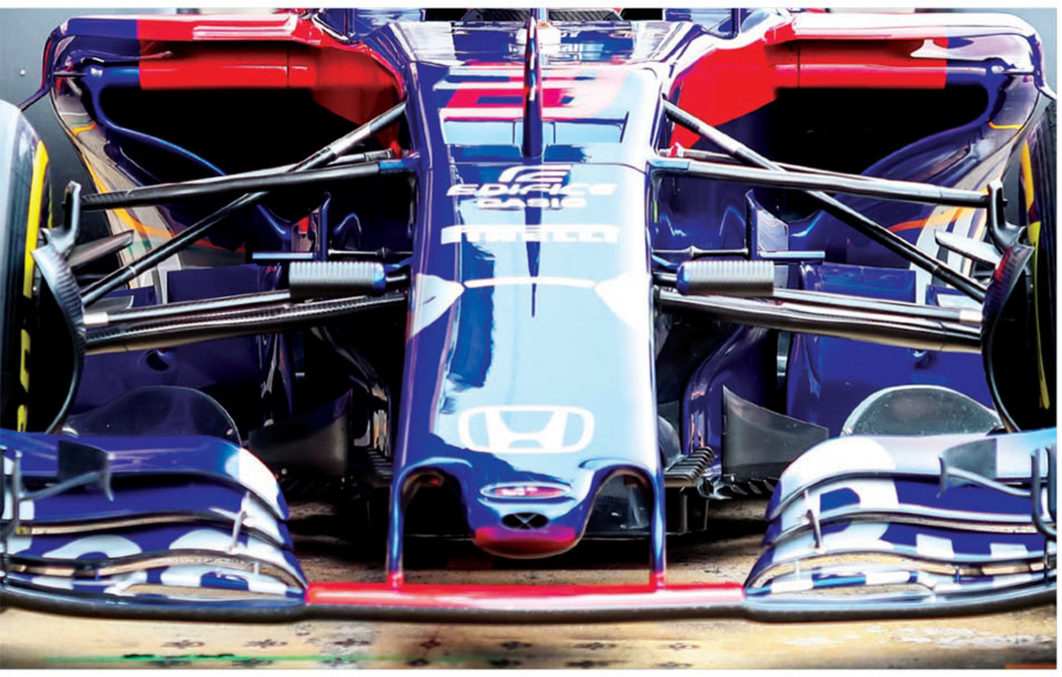
Like the cars of the Mercedes customer teams, the W09 features an all-new engine to the same basic concept, which wouldn't have been possible under old token system. A lot of attention has been paid to getting c of g down to counter effects of the halo and of the higher radiator openings. One wonders if, for example, Renault Sport has been able to devote as much resource to this aspect of its engine while still trying to achieve performance and reliability.

The design has not followed the Ferrari-inspired trend of separating side crash structure from sidepod and continues to be incorporated – perhaps because there's more space available from front axle and therefore better aero efficiency.

A lot of attention has been paid to suspension kinematics: the rear wishbones are mounted well outboard of the wheel and are very long.



High nose tip (Toro Rosso, below) vs low nose tip (Mercedes, right). Mass flow capacity vs air speed. As a generalisation, the high nose creates more capacity to feed a high-rake underfloor. The low nose induces greater air speed at that point and is well suited to feeding a low-rake floor, which isn't accelerating the air as hard as a high-rake floor



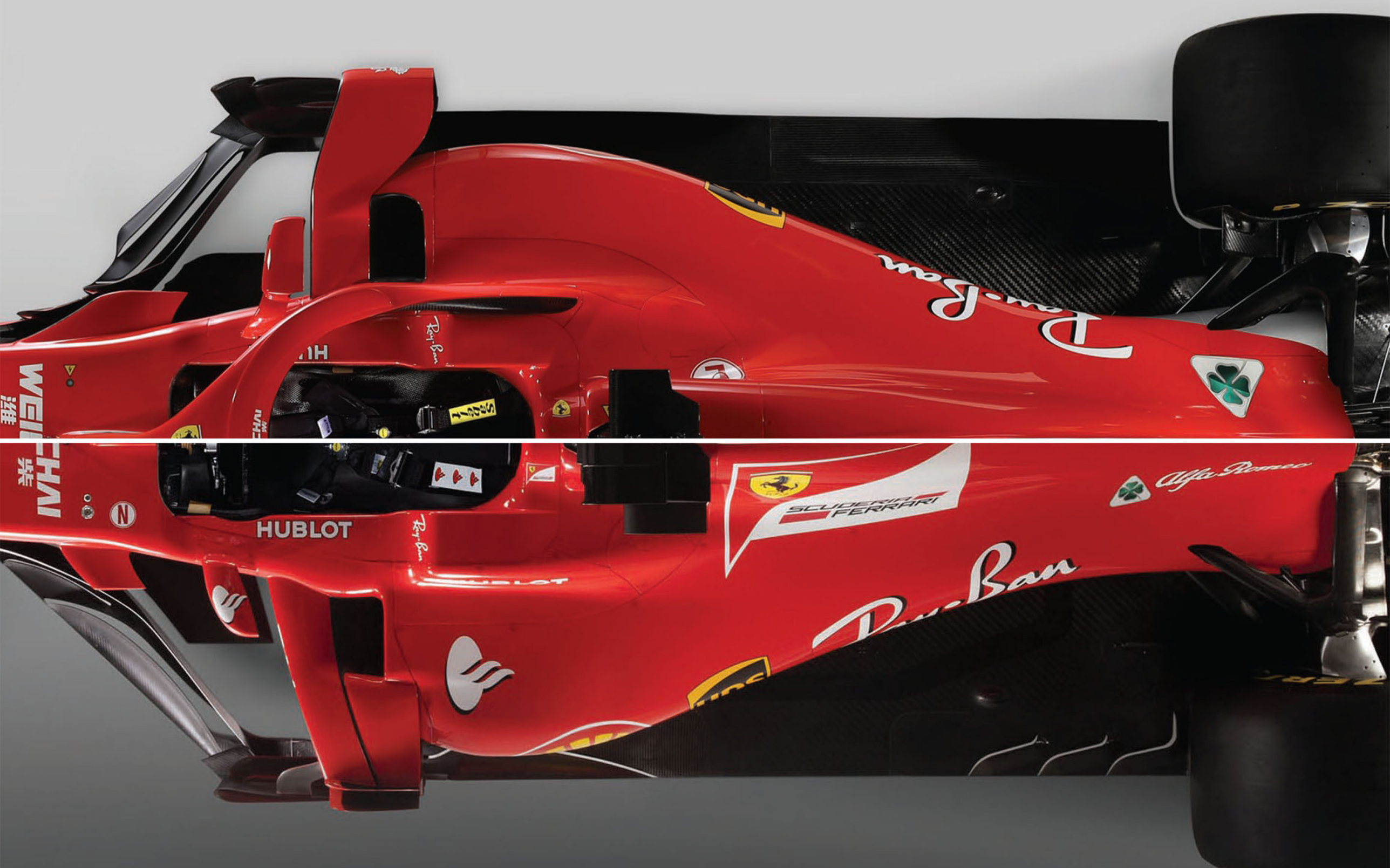
TORO ROSSO STR13

The new Honda-engined car is an update of 2017's STR12, still with high front wishbones. A Mercedes 'cape' vane beneath the nose and a much more intricate array of vanes ahead of the sidepod distinguish it from its predecessor. The side impact structure is separated out from the sidepod inlets, which lie above and behind (as per the 2017 Ferrari). It's the car with the biggest sidepod openings of any in 2018.

There's a return to the high nose after one season of Mercedes-like low nose, this one with visibly more area between wing and nose to feed the floor. There is some very intricate detailing on the outer end of front wing and footplate, much more so than before, reflecting the greater budget available to the team now it's with Honda.

Barge board shapes show Ferrari SF70H influence. The 'W floor' (with three finger vanes feeding in behind the barge board) is inspired by the Mercedes of 2016 onwards.

Split view – SF71H above, SF70H below. Sidepod's narrower top leading edge has made for an enhanced teardrop shape at the front in plan view, the bodywork coming farther out before swooping back in. Extreme coke bottle profile from mid-riff to rear is retained, inducing a pressure change that accelerates the airflow. Alan Jenkins introduced this concept in the 1980s, at McLaren. The coke bottle comes inside the central stepped bottom floor section, allowing a 5cm deep channel (not visible here) to run adjacent to the sidepod from there to the top of the diffuser, increasing airflow speed



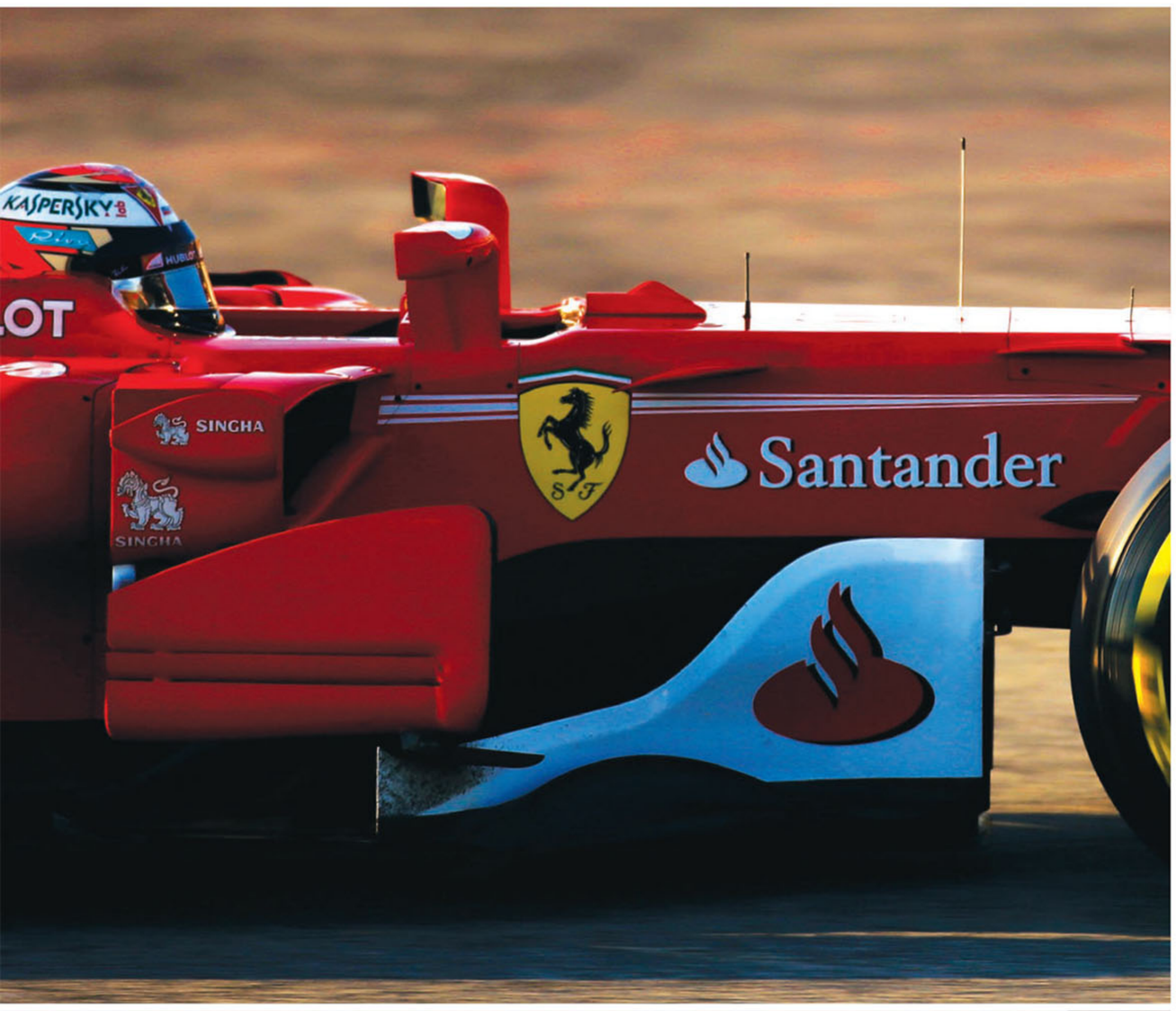
FERRARI SF71H

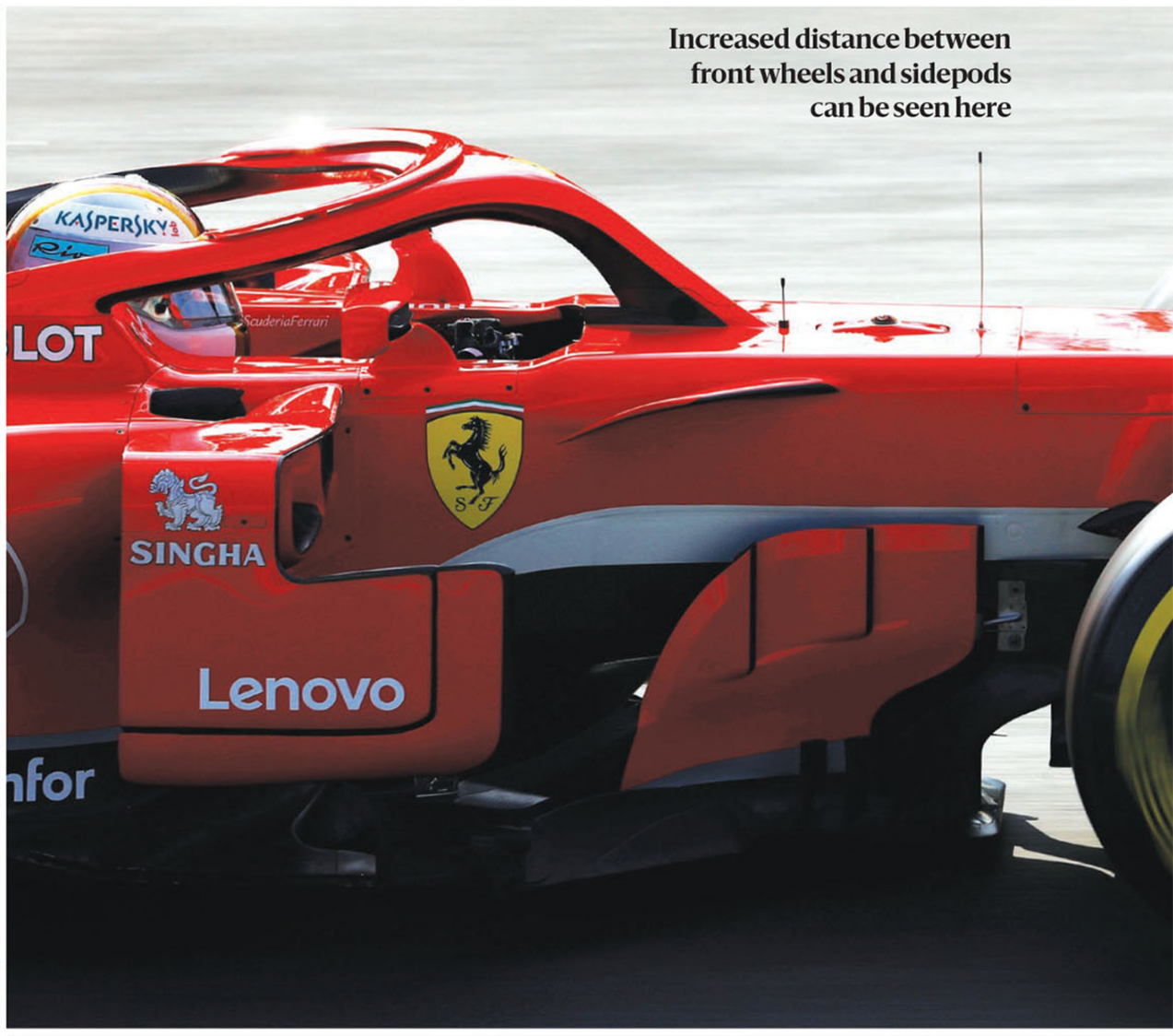
Last year's SF70H has proved to be one of the most influential designs of recent years, with almost every team now adopting its innovation of separating the side impact structure from the sidepod, allowing those pods to begin farther back. By increasing the distance between front axle and sidepod, this allows more space for the various airflow-accelerating vanes in that area. Not only does that increase downforce directly, but in speeding up the flow to the radiators it allows the inlets to be smaller.

The SF71H has retained the same basic philosophy but within a longer wheelbase. This has been achieved by a combination of moving the front axle forwards, away from the cockpit (as can be seen by how much longer the vanes are) and the rear axle farther back (thereby increasing the area of the downforce-inducing underfloor). Changing the distance between front axle and sidepod will have totally changed the airflow regime, so this is a major reworking. Reflecting this is a front wing of very different design from last year's, placing the vortices in different places down the car, as required.

Intimately related to the sidepod openings are the front suspension wishbones. Ferrari has retained the very high radiator inlets – another influential feature of last year's car – and standard-height wishbones, allowing the air headed for the inlets a route *above* the suspension. The alternative is to mount the wishbones high and the inlets low to form a route *beneath* the suspension. Those inlets have shrunk even from last year and are no longer letterbox in shape.

The wheelbase increase has allowed the sidepod treatment to be more extreme. They are now much narrower at the top, though slightly wider beneath, so there is now less of an undercut but a more extreme teardrop shape in plan-view as the line pushes out farther from the narrower openings. This implies less acceleration of air past the lower part of the sidepods, but more past the upper part. This was probably driven by two things – the relocation of internal components to lower the c of g and Ferrari's aerodynamicists finding that the ideal compromise changed with the increase in distance between front axle and sidepod.





Increased distance between front wheels and sidepods can be seen here





SF70H left, SF71H right. Sidepods now narrower at top leading edge because of smaller inlet. This and slightly wider bottom leading edge means less undercut. The split inlet features a small, downward-sloping upper opening that draws air towards the whole inlet, helping to minimise their size. Note the slotted wing mirrors that allow air to pass through, probably cleaning up airflow towards the halo and the airbox



HAAS VF18

This car bears a close relationship to last year's Ferrari SF70H, with its split side impact/sidepod structure and its high sidepod radiator openings. It's very neat but at the time of writing looked under-developed in the bargeboard area. With an aero team by far the smallest of any, this isn't so surprising.



Smaller and higher radiator intakes

McLAREN MCL33

The now Renault-powered McLaren is visibly derived from the MCL32 but with much smaller/higher radiator intakes, giving an enhanced sidepod undercut and very, very tight packaging in plan view. Despite sharing the same engine it features a very different sidepod sculpture to Red Bull, much more traditional in its undercut profile at the front.

The wheelbase has been increased slightly, by moving the front axle forward but bringing the sidepod with it to maintain the same flow regime. Hence it has essentially the same front wing as on the MCL32 towards end of the '17 season. With uncertainty over engine choice (Honda or Renault, two engines of quite different architecture) until very late in the day, there was simply less time available fundamentally to change the aerodynamics at the front. Hence there has been no attempt to copy the Ferrari separation of side impact structure with the sidepod, with only McLaren and Mercedes now in this boat. Despite the wheelbase extension it is now one of the shortest cars.

With high radiator inlets the front wishbones are at standard height, but the suspension continues to employ an extreme pushrod offset despite a new regulation limiting how far one side of the car can be lowered through steering angle. This suspension operates on the same principle as before, but the regs now stipulate a maximum of 5mm difference side to side at a 12deg steering angle.

Other features include twin longitudinal slots on the outer floor, running almost the full length. It's believed they may be vortex generators to seal the floor better aerodynamically. There is innovation in the rear suspension, with a high and conjoined upper link for aerodynamic benefit, which creates a lot of space there for aerodynamic manipulation.





Conjoined and high rear wishbone, huge complexity of rear wing endplate , tiny 'monkey seat' for 2018 regs and upward tilting exhaust to blow rear wing underside

RENAULT RS18

Visibly this is not so different from the RS17. It has a slimmer nose, with McLaren-like slots in the underside to maintain good airflow to the floor and barge boards even as the car is turning. The S-duct entry is in the side of the nose (as formerly done by Merc, Toro Rosso and McLaren) rather than beneath. The sidepod inlets are high and significantly narrower, which gives a gentler coke bottle. The sidepods start farther back than the RS17's, giving greater capacity to energise the airflow.



Aluminium underside of wing for heat protection from exhaust plume

RED BULL RB14

The RB14 appears to be a beautifully integrated design, quite different from any of the others in the aerodynamic philosophy around the sidepods. It bears the hallmarks of a car with more Adrian Newey influence than the RB13 and harks back to some of the features of his V8-era designs. The radiators appear to have been laid over in anhedral formation to lower the centre of gravity within a very narrow span (it has perhaps the narrowest sidepods of any 2018 car), which has imposed an almost triangular section to the sidepods rather than the more common undercut.

A Ferrari-like separated side impact structure/ sidepod is used for first time on a Red Bull. The high-mounted radiator inlets (not quite Ferrari SF70H letterbox, but getting there) sit behind and above the structure. It appears as though a lot of components have been sited low towards the front of the sidepod, bringing down the centre of gravity, allowing the pods to be lower but giving it a fatter section there.

A flap over the top of the inlets creates a low-pressure area in the gap, sucking the air faster towards the rad inlet and also over the body behind to reduce lift, similar to last year's Ferrari.

The top wishbone is higher than conventional (and higher than the RB13's), but not to the extreme of being mounted away from the upright (as with Mercedes, Sauber and Toro Rosso). But at the inboard end, a lateral extension to the nosecone (aero-profiled and sloping downwards) comes out to meet it.



Ferrari-style 'letterbox' openings above and behind side impact structure with a flap over the top to induce a low-pressure area that will accelerate air towards inlet and over the body behind, improving aero efficiency



SAUBER C37

The Alfa-liveried car shows some very original solutions in sidepod layout. It has very high front suspension on hub extensions (as per Mercedes and Toro Rosso but taken to a greater extreme) and the lowest of all 2018 radiator inlets. These inlets are split, with a smaller opening higher up. This layout has entailed a fat rear end. The side impact structure is split from the sidepods, which are almost Red Bull-narrow and therefore without much undercut.

WILLIAMS FW41

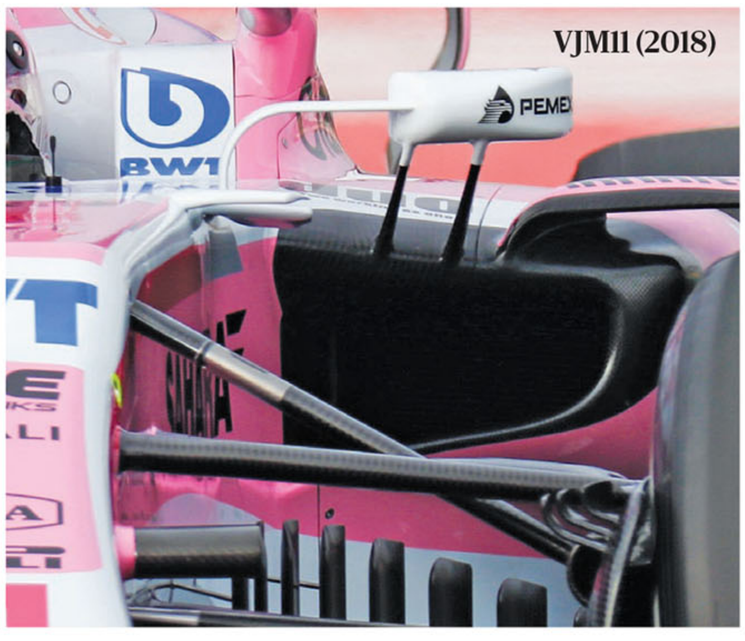
Williams – under Paddy Lowe and Dirk de Beer – has gone for a radical difference from the last four years, surrendering the low-drag concept and going all-out for downforce. It's another design very influenced by the 2017 Ferrari. It features a significantly longer wheelbase, all of it coming by moving the front axle forward. It gives much more scope in the barge board area but completely changes the previous airflow regime. This really is a ground zero design for Williams, so it would be no surprise to see its competitiveness increase as the season progresses.

The nose is raised quite radically compared with the FW40, giving a much more aggressively sculpted underside – hence quite an aggressive S-duct – and then a Merc-like cape. High Ferrari-like radiator inlets sit behind and above a separate side impact crash structure (as per the SF70H). Like the W09, it features a big longitudinal vane, directing flow to sidepod inlets.

The diffuser is much more angular than before and has more compartments – following a similar path that worked for Renault from Silverstone onwards in 2017.







FORCE INDIA VJM11

The VJM 11 is very closely related to last year's car, long in wheelbase (determined by the Mercedes gearbox), but with significantly smaller radiator inlets and more undercut sidepods. The radiator outlets at the back are, however, significantly larger than last year. There's a lot more development to come here.

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My Mini Marvel

It might have been an underdog, but a Mini 1275GT still humbled a few giants at the 76th Goodwood Members' Meeting

WRITER Dickie Meaden PHOTOGRAPHER Lyndon McNeil

"It's appropriate that a race named after one of racing's most colourful characters should attract such a vibrant grid"

Of all the races held at the Goodwood Members' Meeting, the Gerry Marshall Trophy has quickly established itself as one of the highlights. Dedicated to tin-tops from the Group 1 era that ran from 1970 to 1982, it is a firm favourite amongst competitors and spectators thanks to its two-driver, two-race format (one of which ran into the darkness this year), impressive entry and wonderful variety of machinery.

It's appropriate that a race named after one of British motor racing's most colourful characters should attract such a vibrant grid of great-looking saloons. There's something so evocative about the shapes, sizes, sounds and liveries that characterise the era featured on the Gerry Marshall grid, with everything from big-banger Camaros and Mustangs to home-grown V8 Rovers, howling V6 Capris, the odd BMW and Volvo, a handful of hard-as-nails Escort RS2000s, unlikely Fiesta and Metro hatchbacks and even a few bluff-nosed Mini 1275GTs.

I've cast envious glances at those with drives in the Gerry Marshall for the last few years, so I was thrilled when the opportunity to join them arose this year thanks to the Goodwood Competitions Department and Mark Burnett, who owns the rather wonderful ex-Jon Mowatt Mini 1275GT. A first-timer at Goodwood, Burnett kindly asked if I'd like to be his wingman for the two-driver feature race on Saturday.

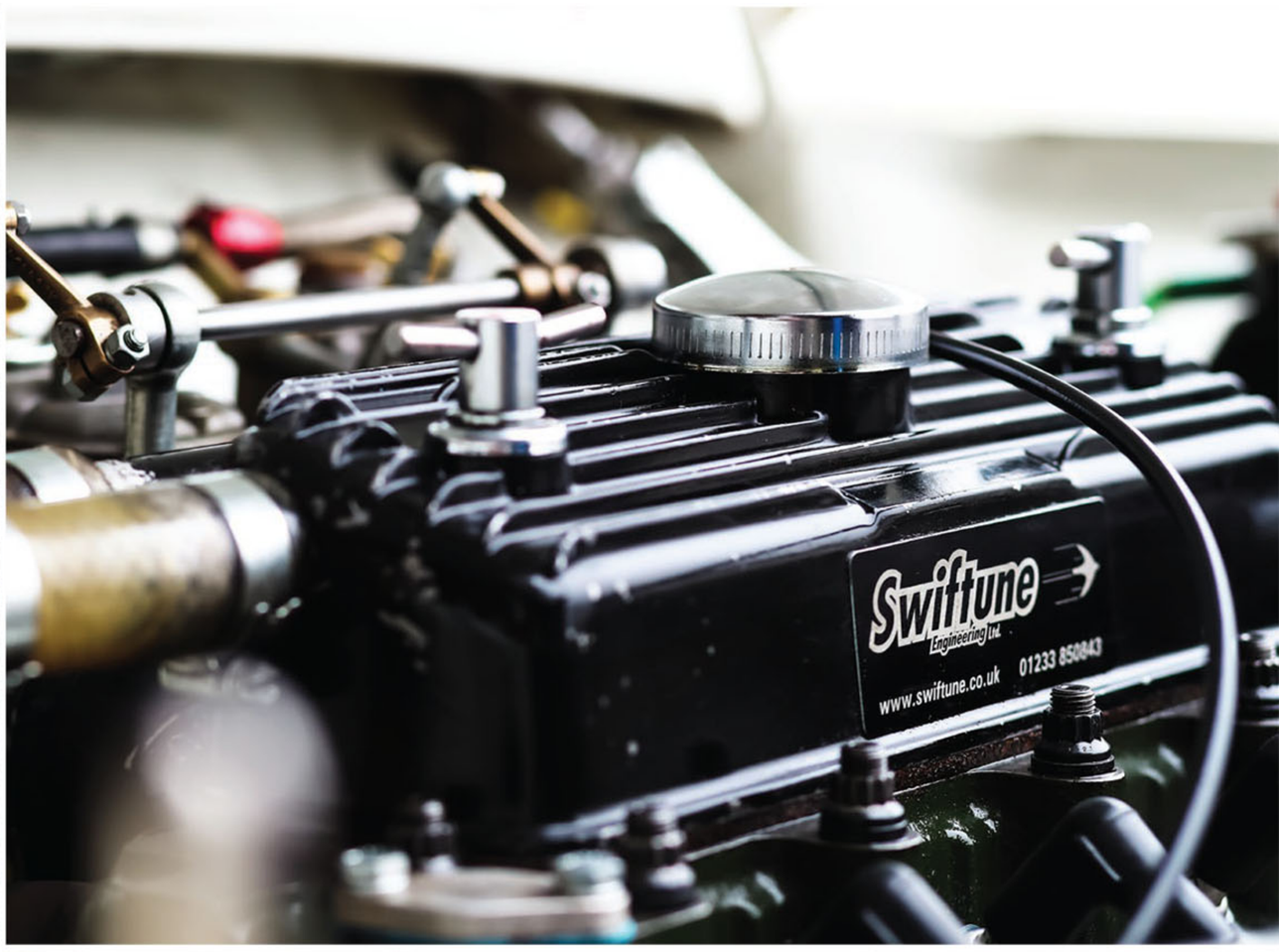
I've always been into Minis. Weaned on my dad's tales of youthful derring-do from the mid '60s, followed by happy childhood memories of journeys in my parents' maroon Clubman in the late '70s and, eventually, my own reckless youth spent tearing through the early '90s at breakneck speed in my souped-up 1380cc Mini, they are a formative strand of my motoring DNA.

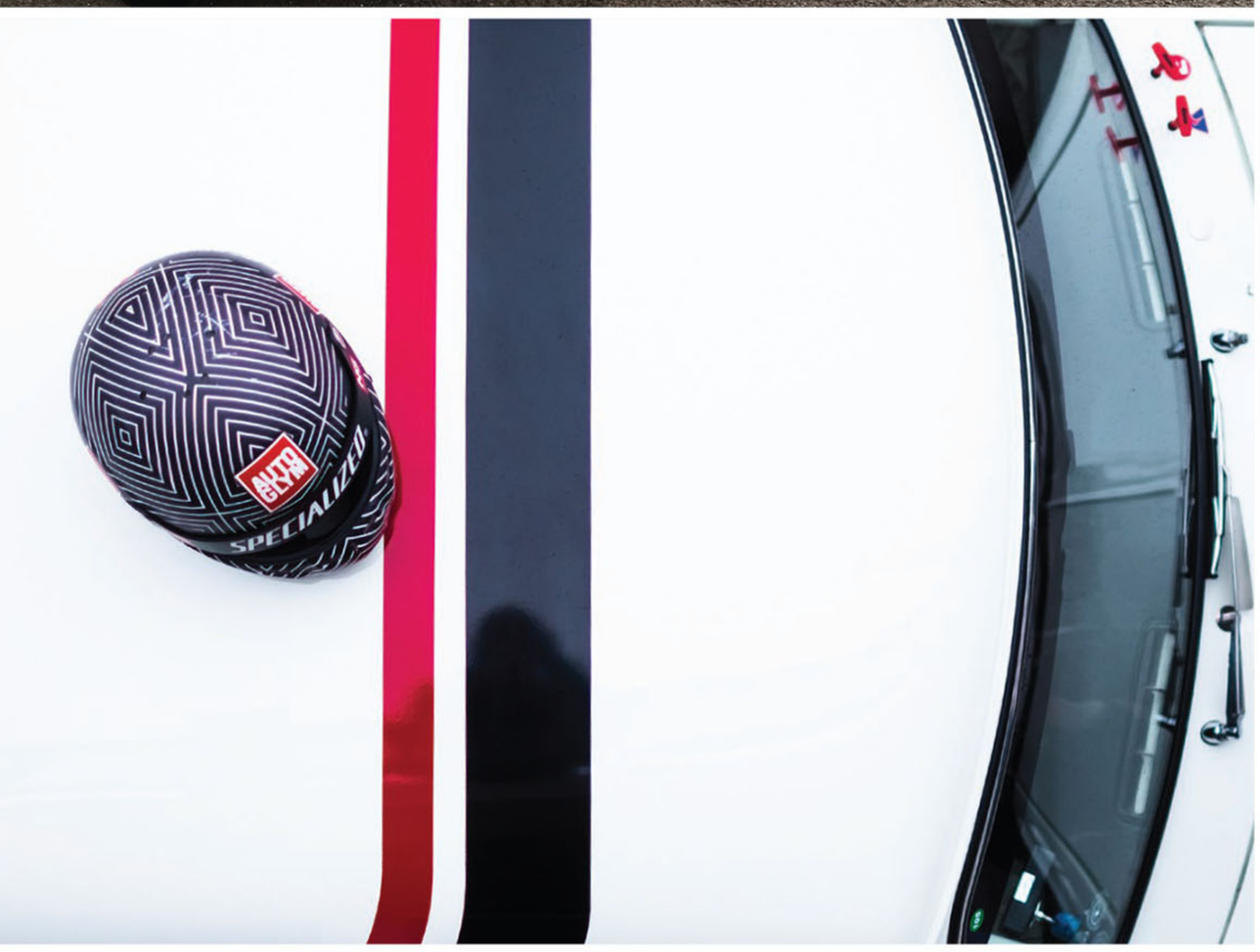



BASTOS
64
MIN 1275 GT
FEVER



The Mini looks just as it did when Jon Mowatt raced it in the BSCC, from 1978-1980. Below right, Meaden takes over from Burnett







HOWEVER, APART FROM A COUPLE OF races in the Mighty Mini Championship in the mid-to-late '90s I've never raced a 'proper' Mini. By which I mean a historic car prepared by acknowledged master Swiftune. Thanks to Burnett this was about to change.

His car is a cracker. Originally ampaigned in the British Saloon Car Championship by quick privateer, Jon Mowatt, the white, black and red 1275GT raced against the more famous Richard Longman Minis. Mowatt frequently placed well, even against the big team entries, bagging several podiums and even a class win at Mallory Park in 1980, which trivia hounds amongst you will know as the race Stirling Moss made his return to competitive driving in an Audi 80.

The Swiftune connection can be traced right back to these heady days, for Mowatt owned a rolling road on the A127 in North Benfleet, handily just up the road from Swiftune's base. He and Swiftune founder, the late Glyn Swift, were friends. So, when Mowatt decided to sell the car in 1994 he enlisted the help of Glyn's son, Nick, who found a buyer in Fernand Lelong, a Luxembourg-based Mini racer. Lelong successfully campaigned the car in Europe, eventually selling it on to German Helmut Kulhavy. As is so often the case with old racing cars, the 1275GT eventually found its way home, being offered back to Swiftune in 2013 - inevitably modified beyond recognition, but well worth saving.

Burnett enters the frame the following year, when he brings his Appendix K Mk1 Cooper S race car to Swiftune for some work. Glyn Swift shows him the sorry-looking 1275GT and explains it has been invited to race at the 2015 Goodwood Members' Meeting. The car is completely stripped and rebuilt to period Group 1 specification, then tested at Brands Hatch in early 2015. Mowatt is invited to see the car and can't believe the accuracy of the build: high praise indeed and the best possible endorsement of Swiftune's work.

The 76th Members' Meeting is the fourth consecutive Gerry Marshall outing for the Mowatt Mini, having been raced by Glyn Swift and Jason Plato in 2015 then with Glyn or Nick Swift at the wheel in 2016 and 2017. After Glyn Swift sadly passed away in 2017, Nick suggested to Burnett that the 1275GT might be for sale. Thanks to Burnett's extremely understanding wife, funds set aside for a kitchen extension are liberated for far better use. The deal is done...

While he's an experienced racer of Minis (starting in the Mighty Mini series and progressing to his FIA Mk1 Cooper S), Burnett has never competed in the 1275GT. Nor has he raced at Goodwood. I've got a few Revival and

Members' Meeting notches on my HANS device, but with zero experience of the Group 1 Mini and limited front-wheel-drive racing experience I'm relieved Burnett has some testing booked at Goodwood.

Unfortunately that test slot is missed thanks to the so-called 'Beast from the East' and its sudden dump of snow, so the test is rescheduled for March 9, just a week before the Members' Meeting. Normally I'm chomping at the bit to get to Goodwood, but as I'm getting my race kit ready the previous evening, news filters through that Henry Hope-Frost has been killed in a road traffic accident while heading home from the circuit.

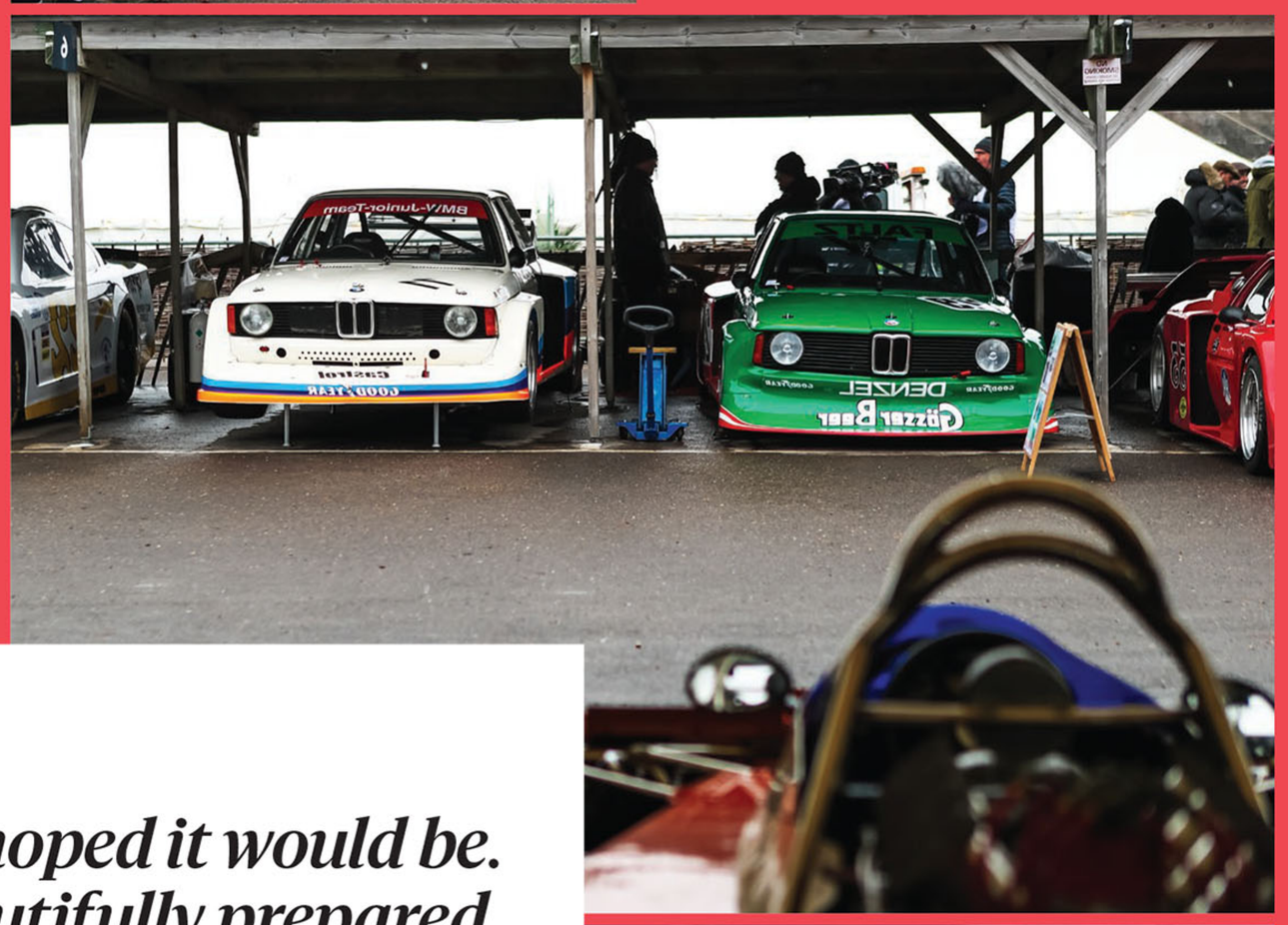
It's shocking, heartbreaking news, for not only is Henry a friend and colleague, but his irrepressible enthusiasm and unrivalled knowledge deservedly earned him the nickname 'The Voice of Goodwood'. I can't imagine the place without him. To be honest I'm in two minds whether I can even face driving to Goodwood, let alone get my head in the right place to test a racing car, but after a fitful night's sleep and a 4am alarm I decide I have to go. Not least because HH-F would be livid at me if I didn't.







Goodwood postcard: settled snow, Swiftune's homage to Henry Hope-Frost, Group 5 cars and the Michael Gans/Andy Wolfe Lotus Elite



"The Mini is everything I hoped it would be. Cute as a button, beautifully prepared, fast, fierce and surprisingly faithful"

I won't lie, it's a tough day, but the Mini is everything I hoped it would be. Cute as a button, beautifully prepared, fast, fierce and surprisingly faithful, even in horribly slick conditions after some sporadic rainfall coats the circuit. I don't have the resolve to stay for the afternoon, but I've learned enough to know the Mini will be an absolute hoot to race.

QUALIFYING FOR THE GERRY MARSHALL Trophy kicks-off bright and breezy on Saturday morning. Thankfully its before the snow hits, so we get to enjoy a dry, if stone cold, track. Motor racing really boils down to getting stuck in when it matters - to find a way of harnessing your nervous energy and focusing it to positive effect. Dry conditions don't favour Minis, especially when there are V8-powered Camaros, Mustangs and Rovers in the same race, but by the end of the session Burnett and I are 17th on the 30-car grid, our best time just 0.7sec and three places shy of



"In every other respect the 1275GT is like no other Mini I've driven. Boasting a full Swiftune motor, it has the best part of 140bhp on tap"

2013 BTCC champion Andrew Jordan and Nick Swift's efforts in the latter's Longman replica 1275GT.

Race one is also on Saturday - the last of the day with a start time of 5.20pm. It's only right that Mark - the owner - starts, so I have a cold and edgy 25min to spend pacing around the pits before my time comes.

Minis tend to get mugged off the line and the cars with straight-line stonk can prevail in the early stages, bullying their way by on the straights and getting in the way through the corners. Clearly undaunted, Burnett is in the thick of it and clearly having a fantastic time. The Mini looks and sounds wonderful.

Goodwood is a confidence circuit and the Mini is a confidence car. In expert hands a Mini can be a truly formidable machine. This much we know from Swift and Jordan's achievements. Burnett and I are on the nursery slopes of a very steep learning curve, but it's fantastic to see Mark have the boxy white Mini stuffed right up the chuff of three-time Le Mans class-winner Darren Turner and his UFO-liveried 5-series BMW. It's sights such as this that ensure everyone loves a Mini.

MY TURN COMES AS DARKNESS BEGINS TO envelop the circuit. A layer of ice has formed across the wooden pit counters and snow is beginning to scour the circuit. In the heat of a driver change none of this matters. All you want to do is get belted and get out of the pits as fast as you can.

It's funny getting back into a Mini after more than 20 years. The driving position is a little better than I recall from my own road car, but there's still the same bus-like quality to the steering wheel angle that forces you to drive with your legs concertinaed into the pedal box so that you can comfortably reach the top of the wheel. It's not ideal, but it's a timeless part of Mini driving.

In every other respect the 1275GT is like no other Mini I've driven. Boasting a full Swiftune-built 1293cc motor (a modest overbore is permitted), the Mini has the best part of 140bhp on tap. With a minimum weight of 715kg including the driver this makes for a power-to-weight ratio of almost 200bhp-per-ton.

Running what are effectively cut slicks, the Group 1 Mini has immense cornering ability.

It's grippy and ultra- responsive, so you only need nudge it into a corner to get the nose hunting the apex. There's tons of traction, even out of the chicane, but when you're really on it and you push deep into the throttle's travel the nose just begins to push wide of the mark.

Thanks to a surprisingly foursquare stance the tail rarely wags, which helps you learn to trust in its abilities. The brakes are brilliant, but the trick is to use them as sparingly as possible, for its easy to over-brake and waste vital cornering speed. You quickly get sucked into the experience, scrunching-up your courage to unlearn braking points and drive right into the heart of the corners with as much pace as possible. In a Mini, ambush is always the key to overtaking.





Goodwood postcard II: freezing temperatures and tricky conditions failed to deter drivers or spectators, though all motorcycle activities had to be canned. Infield braziers proved exceedingly popular...



That's not to say it's short of straight-line speed. Out of the chicane it'll live with most cars until you slot fourth gear, at which point the brick-shaped aerodynamics, short gearing and relative lack of stonk see the bigger cars inexorably pull away. The shift light blinks at a little over 8000rpm, but it'll pull beyond 8500rpm in clean air on the approach to No Name and Woodcote corners. If you find yourself in the tow of a Rover make that a wince-inducing 9000rpm, but it never misses a beat. Further evidence that no one knows the venerable A-series engine like Swiftune.

Charging through the darkness with a snowstorm whipping across the open expanse of airfield, it's hard to concentrate on driving. I simply can't believe the snow isn't going to make the once-dry track surface slick with moisture, but the spindrift never seems to settle, so you're left stealing yourself to carry every ounce of speed through the corners, despite the nagging doubt that this is the lap when grip finally cedes to slip.

I catch one or two cars and pass them for position, but the most memorable moment is being passed by Mark Blundell and Mike Jordan as they battle for the lead in their Escort and Capri. It's a fabulous sight – a flare of headlights quickly followed by a flash of white, then red as the two Fords hammer by as one on the approach to Fordwater. It's been a while since I've raced in the dark, but this is a reminder of just how evocative it can be.



"Charging through the darkness with a snowstorm whipping across the airfield, it's hard to concentrate"

The final lap somewhat takes me by surprise as the race is flagged a few minutes early. We finish 13th, one place ahead of Tiff Needell's Rover V8 (much to his annoyance!) and four places up from our starting position. Swift and Jordan's sixth overall shows the full potential of a 1275GT in dry conditions (in full wet conditions a Mini could be a contender for an outright win), but both Burnett and I are buzzing after a brilliantly enjoyable race.

And the Mini?

Well, it still feels as fresh and feisty as it did at the start. Driving an underdog is never less than hard work, but there's nothing like sticking it to bigger and more powerful machinery in a plucky little car with tremendous period history and highly addictive qualities. There's simply nothing quite like it. The original 1275GT advertising slogan said 'You Don't Need A Big One To Be Happy'. For once I concur. M



Headlights pick out Mini as it crosses the line 13th, about four seconds clear of Tiff Needell's Rover

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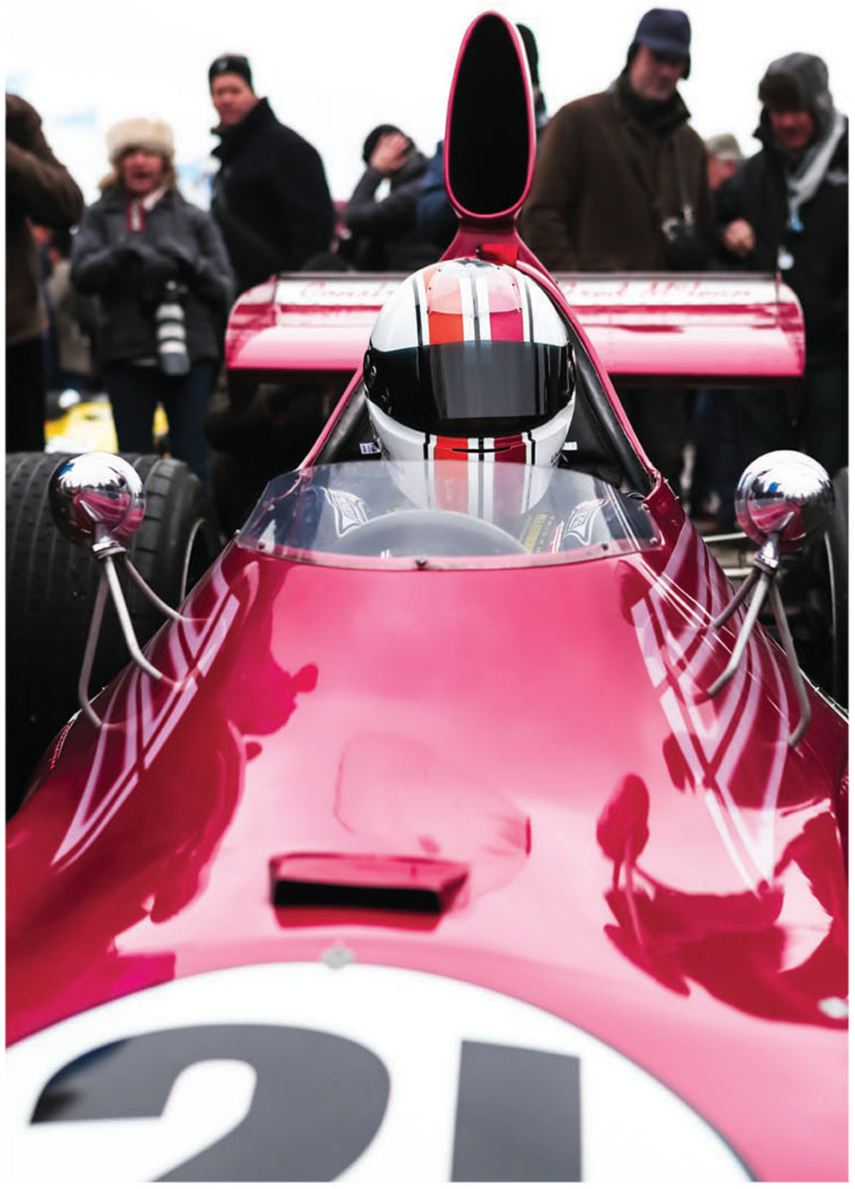
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Goodwood 76MM Demo & tribute



F5000 *FEVER*







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A unique part of every Members' Meeting weekend is the inclusion of two high-speed demonstration sessions. Carefully themed to bring added breadth and variety to the on-track action, previous demos have featured GT1 cars, SuperTourers, Group 5 Sports Cars and ground-effect F1 cars. This year featured Group 5 Special Production cars and thunderous F5000 single-seaters, the latter of which were gathered at Goodwood to mark the 50th anniversary of the cult formula's inception.

Being a particularly jammy individual I managed to bag a ride in Simon Hadfield's gorgeous Lola T330, though the last-minute nature of the deal meant the run would be the first time I'd sat in the car. And then it snowed...

Did I care that I never got to drive? Honestly, no not really. Largely because the prospect of attempting to hang-on to a slick-shod and totally unfamiliar F5000 car on a wet and near-freezing track had my bottom twitching like a rabbit's nose, but also because the F5000 cars were serving a greater purpose: namely to gather in the assembly area and make a "minute of Fever" (noise) in memory of Henry Hope-Frost. Even with the muffling effects of earplugs and a crash helmet I know we him proud.

As for my tantalising, but ultimately unfulfilled encounter with an F5000 car, all is not lost. If we can get the planets to align, Hadfield has offered to bring a selection of his extensive collection of F5000 cars to Donington for us to drive. It promises to be quite a day. #Fever indeed.

If you've enjoyed Henry Hope-Frost's work over the years, may we politely steer you towards the donation page raising money for his wife and three young sons. Head to justgiving.com and search Henry Hope-Frost. Thank you.

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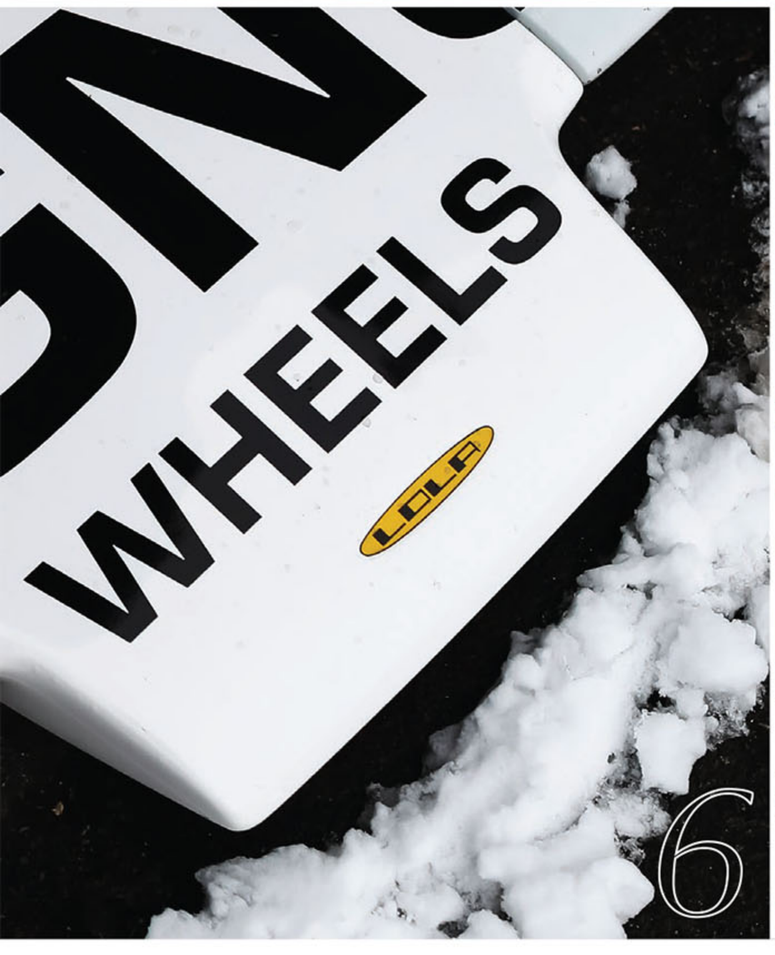
Goodwood Members' Meeting Quiz

Name these cars, and win a prize...

A little bit of fun for you. The Goodwood Members' Meeting is in many ways a spectacle of car spotting, or perhaps recognition. So here's a quiz...

Name the make, model and year of the cars (or bikes) on this page at *www.motorsportmagazine.com* and win a prize. First five correct answers drawn at random will receive a gift. See our website for further terms & conditions.









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DGF I
I2 DGR
7 DHD
DHG I
I25 DK
DLB I
DLP 95
DMM I
I DMP
DRE 24
DSJ 88
9 DSL
DTA I
I8 DU
DVA 5
DVK 8
2 DVS
I DYB
DYR 6
E 2
EAD I
EBB 32
EBC 45

2I EBL
I EBN
I EBU
I EBW
I EBY
I ECA
77 ECH
4 ECK
3 ECN
EDK 34
4 EDL
EDR 9
I EEB
I EED
I EEF
9 EEN
I EF
4 EFD
EFO 6
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I EHB
I EHF
77 EHR
EJA 6
EJE I
EJI I
3 EJN
I EJY
7I EKG
EL 9
2 ENJ
ENN 67
EPD I
5 ERD
8 ESE
ESO 5
I EV
I EVH
92 EW
I EWG
639 F
I FAW
3 FBT

2 FCJ
6 FCM
FD 6
I2 FDM
2 FE
I FEC
II FEH
I FEX
6 FGD
FJ I
FJC 88
I0 FJF
FJP I
I FJT
7I FJW
9 FKR
69 FLH
5 FMR
2 FNG
FOT 2
49 FP
6 FPP
5 FPR
FPS 5
FPT 4
6 FRC
FRS I
FSC II
2 FSE
90 FT
6 FTR
5 FV
6 FWB
9 GAD
I GAP
3 GBA
9 GBS
6 GCC
2 GCN
6 GCP
2 GDJ
GE I
GEB 35
GEN 90

8 GFC
GFL 8
GGM I0
I GHH
5 GHP
54 GHR
222 GJ
5 GJD
GJE II
7 GJF
98 GK
I GKV
56 GLA
I GLD
4 GLE
GM 6
I GMK
GMS 77
GMW I8
2 GNF
2 GNJ
6 GOK
9I GPB
GPD 38
57 GPJ
4 GPN
GPS 55
I GPV
I GRV
2 GSO
II GSP
GSW 90
I GTP
I GUJ
3 GV
GWT 7I
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I HAW
96 HB
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5 HBT
I HCT
HD I
6 HDG

5 HDK
HEH I
HF 586
59 HG
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HHB 2
5 HHR
I HHT
8 HJA
HJK 3
I HJW
HKR II
I HL
39 HMF
HMH I
I HMT
HNZ I
HR I
4 HRG
HSJ 8
2 HTK
9 HTT
5 HV
HVB 74
I HW
9 HWE
HWS II
I00 HY
50 JBR
I JCU
I JDJ
99 JDL
50I JE
3 JFN
66 JFR
JGJ I
JGM I9
I JJA
6 JNA
8 JND
JNL I
JNV II
25 JPD



I JPK
3 JPY
JSE 9
I4 JSJ
I JSW
53 JTD
88 JTF
JTR 59
I JVG
I JVS
JWG I
27 JWS
JY I
82 KAD
KB I
KBB I
3 KBG
II KBK
I2 KBM
KBR 4
4 KCA
3 KCJ
I KCL

I KCW
I KCY
I KDB
I KDJ
KDP 74
KE I
KEA 9I
I KET
KFL 20
KFP 2
KG 44
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3 KGC
5 KGJ
I KHS
KJG I
I KJN
2 KLE
KLK I
I KOE
KP I
59 KRM
KSJ 9

KTK 9
KW I
KWB 66
82 KWG
66 KWL
998 L
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LBF 88
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LBW I
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8 LCJ
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3 LDK
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I LGW

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LHP I
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I LJV
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LOX II
LPK II
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I LUJ
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MCP 74
MDA I
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MEA I
MEC I
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MEJ I
MEO I6
MES 94
MF 6
MFF I
MFL 9
MFP 3
6 NJJ
I NJN

MGJ 24
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MHF 7I
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I MJK
I MKG
ML 9
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MLF I
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I00 MU
2 MUJ
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NCR I
8 ND
5 NDJ
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3 NEJ
NEO 2
NFA II
NFB II
NFP 3
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3 NGJ
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I NJD

2 NLA
I NLP
NLZ I
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NML 7
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NPS 88
NR I
NRJ I
NS I
NSE 2
NSH I
90 NT
NTB I
NTK 8
NV 9
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OAS II
OD I
I OMT
555 ON
OP I
OSJ I
OY I
I978 P
I PAC
94 PAJ
PAZ 2
PBA 72
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II PCM
PCT 8I
I PDR
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PFH 98
PFP 3
PGN 99
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28 PHK
5 PJV

2 PJY
2 PKA
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I PLC
3 PLJ
I0 PLM
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PNB I
PNR 79
PO I
POS 99
8 PPA
PPC I
PSE 2
3 PSK
PTG 77
5 PTK
PTN 6I
PTS 88
4 PWA
2 PWE
I PYL
8 PYW
RAC 32
RBH I
I2 RBP
5 RBR
RBS I2
RCE I
RCG 87
I RDK
I RDL
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REK 6
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2 RFH
2 RFK
3 RFP
I RGB
RGD I
3 RGG
I RGM

3 RGP
9 RHC
II RHO
I RHP
300 RJ
RKM I
I RKW
5 RLA
3 RLE
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66 RLJ
I RLK
I RLO
RLR 7I
I4 RMJ
RPD I
RPM 49
6 RPP
RPW I4
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RTD I
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I RWH
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SCD 29
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SDL 95
I SDO
SDP I
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I RDL
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I SFH
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SHB I2
SHC 6
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SHJ 55
SJ 2
92 SJP
86 SKL

SKT I
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SLR 3I
44 SMJ
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3 SNE
SNJ 3
SNS 6
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SRR 46
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SYJ 2
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I TLJ
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2 TND
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TTB 9
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TWD 8

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UDS I
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VAG 9
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I VEB
VEJ 5
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I VHH
34 VJ
I VJC
VJD 6
VJF 8
VJR 69
VJW I
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VMW 45
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WH 4
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WJE I
I WJL
2 WJT
WL 4
WLH II
I WMC
WMG 6
5 WMJ
I WMT
WMY II
WN 6
WOT 2
9 WPE
WPS 4
WRH I
8 WRN
9 WSA
WSE 3
5 WSR
2 WTK
WTL 80
WVG 2
WVH 2
WWG II
44 YAB
I YBF
I YD
YE I
I YEB
YEF I
YEG I
YHW II
2I YJ
YJG I2
YJV 2
I YMV
YZ I

NAMES WORDS NAMES WORDS NAMES

NEW
POT 773R
LAII GAN
ALL 44M
JEII MMA
CAM 9I0N
W357 COT
F2I4 NKY
JUN I02S
F4II TTH
P0W 322R
OSC 422R
BIII FF0
DUK 5E
DES I2E
B42 L0W
M0II DAY
GUE 55S
PEA 2IS
EVE 235T
SI0 UTH
MEA 4D

A82 AMS
ABR 24R
AAD 3L
FAD I4N
AGA 7A
MAII LDA
AKE 2S
ALD 3N
ALL 44M
ALL 606K
ALT 74F
AMB 205E
DAM 3S
AM0 2R
ANG 6IIN
ANN 37T
AII5 ELL
4II TON
AP55 LEY
ARL 3IIE
42 UNA
ASA 2E
ASL 44N
AST 7IE
ATK IIIN
AII0 REY
AUI6 UST
AUS 72IA
AVE 2IIL
AVE 2Y
A73 SHA
T84 CON
BAII LDY
BAL IE
BAII TWO
BAII MER
BAII HAM
B42 DEN
B42 KAT
B42 LOW
BAR I73Y
BAR 2R
BAI2 RON
BAR 7I3Y

BAS 3I3Y
BA5I AFC
BAS 537T
BAT II4M
BEA 6IIE
BEA 4L
BEA 2R
83 ARD
BEA 777S
BEE 2R
BI3 ERE
BEE 2IE
BEG 6S
B36 LEY
BEH 4N
B3II DER
BEI2 GER
B357 ART
BE57 BED
BE5I ONE
BET 55Y
BIII FF0
BI6 FAX
BI6 MGB
BI46 KER
BLA 6G
BIII 00M
B0A I2D
BOG I0
BOL 63R
BON 35Y
BON II7A
B0II NAR
B0II SER
800 N
BOR I5S
B05I TON
B055 WEL
BOT II4M
BOU IIID
BOW 3E
I30 WER
BOW I3E
BOY 3R

B240 LEY
82 ADY
824 V0
BRA 4Y
BRA 2I3R
BI2I DLE
82I LL
B206 DEN
82 00M
BI20 0ME
820 WNE
B2 USH
B27 SON
BUN I30Y
BUR 263R
BUR 23IL
BUS 5E
BU5I ARD
BII7 TER
BUT 77IE
BYE 2S
BYF I3ID
BYI2 NES
CAB IIE
CAG 3Y
CAI2 NSY
C44I LUM
CAM 9I0N
CAII DLE
CAR 355S
CAR I7IE
C422 MEN
CI4 RNE
CAR 2R
CAI2 ROL
C42 RON
CAR 732R
C4I2 VER
C47 TON
CAII SER
CEC IIE
CHA IIG
CHA 73R
CHA 77IN

CHE 32IE
CHE 322Y
CHI3 UNG
CII4 NCY
CIII NGE
6 OLE
COL I42D
COII TER
COM 83R
COM 905E
ROY 600K
COP 53Y
CI0 RKE
COR I37T
COR 2R
COI2 SER
COS 57A
COS 73R
COT 74M
COT 77N
COU I73R
COU 9E
BEN 60X
COY 7IE
CI0 YNE
6I2 AFT
CI2 AGG
CRII LLY
CRO IIE
CR05 HAW
CRII TEN
CUI2 WEN
DAG II5H
DAII NTY
DAII BER
VDA IE
D444 REN
DAR 23L
DAR I20N
D425 HAN
DAR 7L
DAW IIID
D342 DEN
DI3 ARY

DEE 64N
DEE 3I3Y
D3II VER
DER 23K
DER II6K
DEZ 3
DE5I ROY
DI5 CDS
DIII VYA
DOII OPS
DON 394N
DOR 66N
DOI2 OTA
DOT 7Y
DOS 4I7J
DRU 6E
DUK 5E
DUM 80S
DUP I3X
DII2 HAM
DWA 7IIE
DYE 2R
N34 MES
EAR 2L
EAR IIIE
EAR 2P
E8 VES
EGO 5S
LEK 72IC
ELE IIA
ELII ZAZ
ELL I77S
EI VES
EMM 377T
EMY 7R
ERN 35T
E6 ROS
ERR 20L
ESC 607T
ESS 6X
357 HER
ETH 6L
EUS 746E
EWA 2T

FAG 8N
F4II TTH
RFA II0N
FAR 2R
FAI2 REN
F42 ROW
FAW 637T
FEA I2N
FEG 4N
FEII CEZ
F3II DER
FEII LON
F32 RET
F3I DER
FIII NCH
FLA 8
FLO 6K
F00 I2D
F00 73S
FOR 63T
FOW II3R
F24 NNY
F2I4 NKY
FI24 SER
FRA 73R
F2I DAY
FUN IIG
GAG 3E
GAL IIIA
GAN I3Y
GAR 26IA
G42I AND
G42 VEY
G45 SON
G473 NBY
GER 242D
GHA 24IA
GH0 57IY
GII4 DYS
GI AND
GLE 3W
GOA IS
60I DEN
GOII DER

GOL IIIE
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HEC 670R
HED II3Y
HEE I3Y
HEII GHT
HEL 3IIE
HEN I6Y
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HOG 63T
HOI2 OYD
HOM 3E
HOI2 ACE

HOU IIIT
HOW IL
HOW I3T
HII8 BLE
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LAII NCE
LAII GAN
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LAS IIE

LAS 5T
LAV 32Y
LAY 3R
L3I4 NNE
LEA 4R
LEE 6H
I EER
LEE 350N
LEN 2
L3II NON
LEII SES
LEO IIA
LE5I BOY
LES 23K
LEV I55S
L37I AND
LOC 6K
LOV 47T
LUC 6IA
LUC 6IE
LUK 3R
LYA IL
LYN 355S
LYII NNE
MAC I3J
MAD 6E
MAH II0N
MAL I3Y
MAL I78Y
MAR 4I7N
M42 CEL
MAR 20N
MAR 20W
M425 DEN
MAI2 RSH
MAR 2Y
M427 ANN
MAS 546E
M455 SON
M47 TER
MAU 2A
MAY 7A
M478 URY
MAY 606K

M444 YOR
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MCB 4IIN
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M6II ROY
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MEE 2A
MEII TER
SME IL
MEII LON
MEII TON
M3II SAH
MER IIE
MER 2I6K
MER 2IIL
MER 2I7T
M32 VYN
MER 77L
MET 64IF
MII0 RED
MIII ONK
MOC 6K
M00 I2S
MOI2 AGS
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MOU I7T
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MOX IIE
MUL IIA
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MUII LER
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MU5I ELL
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MYE I2S
MYR 44A
MYR 7I3S
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NAH I4R
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G30 RDY
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NII5 HAN
NI TEH
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N00 I2R
NOI2 MAS
NO5I BOY
NUS I24T
NUT 5IE
I NYE
OBR 2I3N
ODD 80Y
ODE IL
OFF I6E
OLD 3R
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OLL I3Y
ORG 45M
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ORI2 ELL
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OSC 422R
OSM I4N
OVE 270N
PAG 6E
PAG 37T

P4I NEY
P4I SEY
P4II TER
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PEC 6K
PEN 4I7Y
PEII NEY
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PER 207T
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PII6 KUP
PII6 HER
PLA IIN
PII ONK
PIII UME
POII AND
POL I06K
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PRA 7I3Y
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PUG 5I3Y
PUM 4A
RAD I3Y
RAM 503N
RAII DLE
R4II SOM
RAP I3Y
R47 HOD
RAU IIF
REI4 DER

R388 ECA
I23 GAN
REL IF
REN 44A
REN 47A
REII TON
REP 7IIE
R3 SCU
RI02 DAN
ROA 6H
RI0 BOT
I2 OLF
20 LLO
ROL 9H
ROM 4IIN
ROS 377A
ROS IIIA
ROS 720N
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RI0 WDY
ROW 6E
ROW 3IL
ROW 3IIA
ROX 4IIA
ROII YAL
RUC 6K
RUII DLE
SAG 3E
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SAL 6H
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SAII GER
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SEE I3Y
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ME5I EXY
SHA 42P
SHA 7IIE
SHE 27L
SHO IIE
SKA 73S
SLII RRY
SNA 4I7H
5 NUF

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SOP 3R
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TEM 9I3E
T32 ESA
TE57 EYE
TH0 2IIE
THI2 USH
7I7 LEY
7 OFT
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TOP II4M
724 CY
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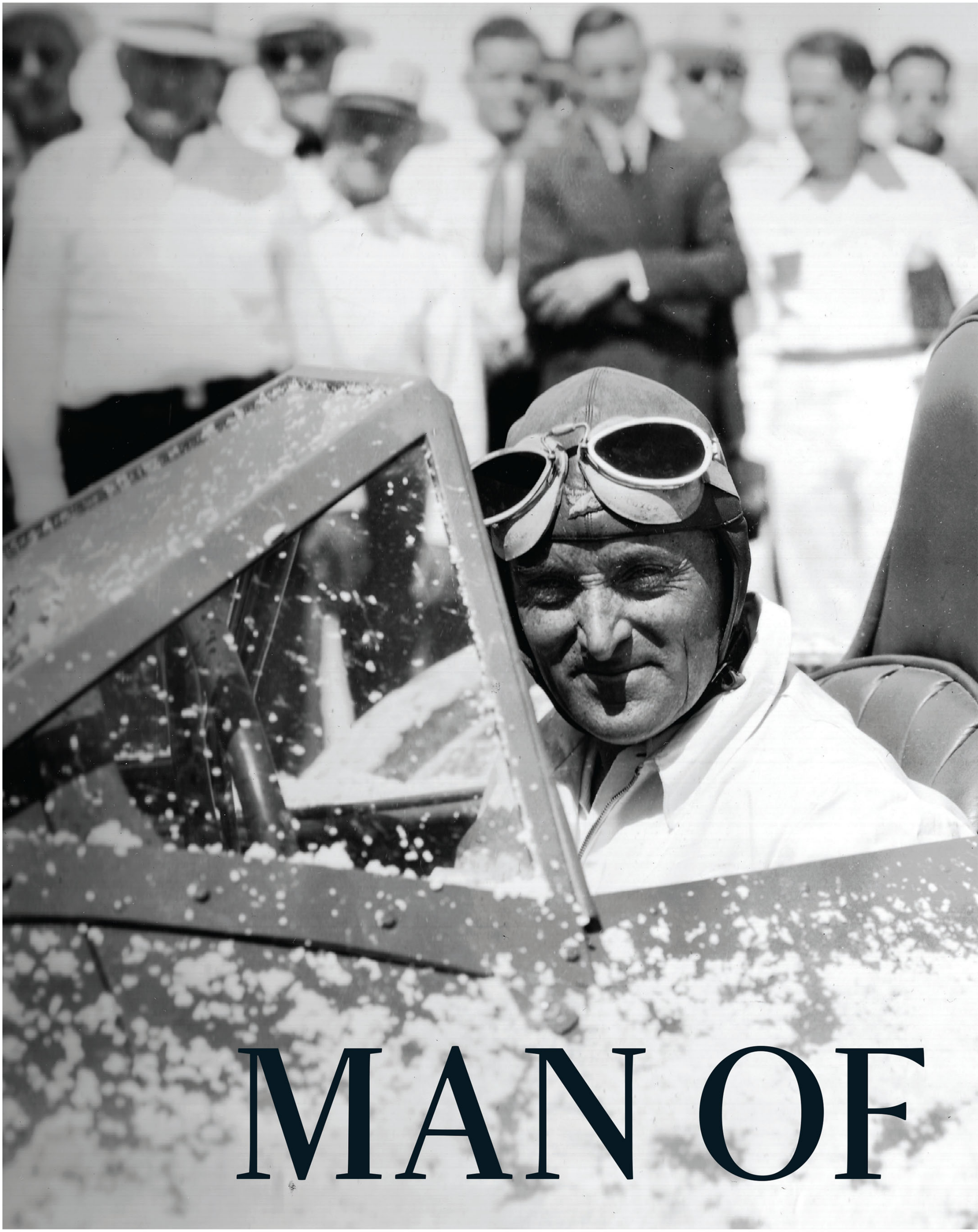
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W4I LET
WI4 LLS
WA5I SAL
WAII DAS
WAII DER
WAI2 DEN
WAI2 NES
WAT 33R
W33 MAD
WEB 8I3Y
W66 KLY
WEII LCH
WEL I3R
W3I SBY
WEL I5H
W3I TON
WES 50N
W357 COT
WHA 270N
WHII NES
WH08 DAY
WIII LDE
W00 I64R
WOT 464R
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YOI4 NDA
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YUL 3E



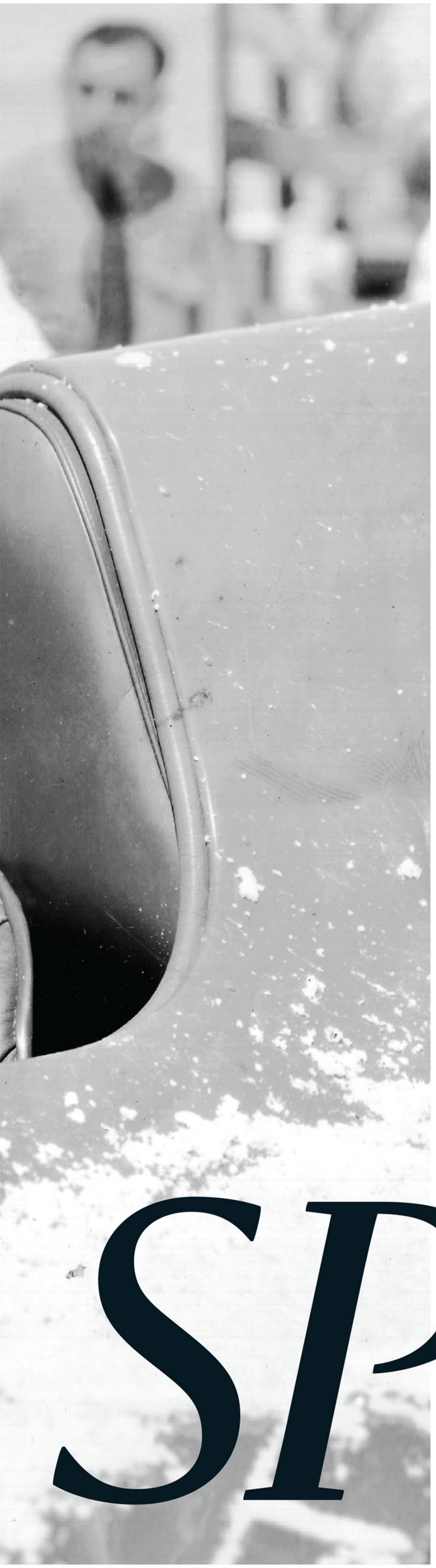


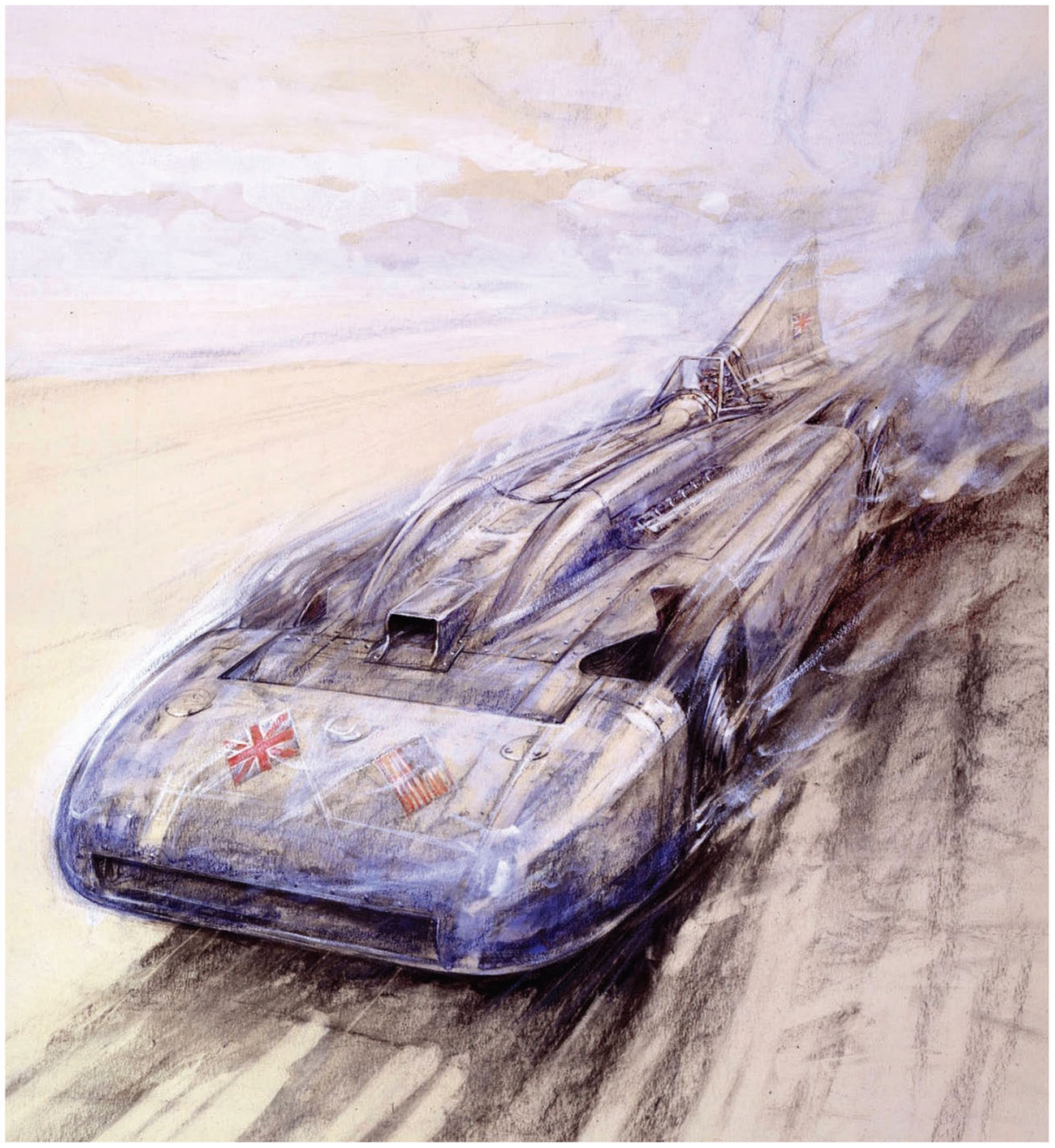






MAN OF





A new book celebrates one of the greatest engineering minds Britain has produced. Here, in an exclusive extract, we show how design genius Reid Railton became the brains behind Malcolm Campbell's epic attempt on the 300mph speed record

WRITER Karl Ludvigsen

SPEED

In his musings of August 1933 on future land-speed-record cars, Reid Railton said he thought "Big changes will be made in the external appearance of cars built for record attempts. The limiting factor is always the resistance offered by the whole car in travelling through the air. It is known that one bad feature of a motorcar in this respect is that the four wheels project into the air and cause eddies which upset the air flow around the body itself.

"It is almost certain that if some brave man ventured forth in a vehicle with all the wheels enclosed (looking something like a clockwork mouse), he would go very fast indeed if he had the luck to meet conditions of wind and surface that were perfect. On the other hand, if he proved unlucky in some way for which the designer had made no provision, he would stand a remarkably good chance of breaking his neck. Furthermore we are by no means sure as to what would happen to the tyres if they were completely enclosed and so were deprived of the cooling breeze which they normally obtain."

The last consideration guided Railton's final design of the Blue Bird V body. Although the rest of the car was fully faired and enclosed, the treads and outer faces of its tyres were exposed. This preserved their cooling at the expense of an acceptable drag increase in a body that was the sleekest of contemporary contenders for land-speed honours. The stabilising fin was now smoothly incorporated in the tapering tail while the cockpit and its windscreen were better faired into the shape as a whole. Displaced from the tail by the bulky cylinder operating the air brakes, a 40-gallon fuel tank was in the left of the body adjacent to the transmission.

The result was a machine scaling 10,450 pounds, an increase of some 1,500 pounds from Blue Bird IV. "Railton and his assistants at Thomson and Taylor's had worked on the chassis from the end of April, 1934 until the beginning of November," said Sir Malcolm. "Over two months more had been occupied in building the new body. Theoretically the reconstructed car was capable of a speed in the region of 335mph provided, of course, that a run could be made under the most perfect imaginable conditions.'

The result was stunning – a record car par excellence. Although in one sense the hammer with four new heads and six new handles, its transformation over the years was such that Reid Railton could now call it his design in its entirety. At the outset he had wanted to create a new car from scratch instead of modifying the Villiers/Maina effort. He now had a car to call his own, virtually every part the product of his pencil, with its 1933 version already the fastest in the world. Though designed "on locomotive lines", as Railton was wont to say, it was a magnificent-looking machine.

"Blue Bird is a masterpiece," vouchsafed *Motor Sport*. "All those who have had a hand in its design and construction are to be heartily congratulated on a production – nay, a creation – which reflects the greatest possible credit on British engineering skill. Mr Reid A Railton has designed many fine cars in his short career; certainly he has never designed a more impressive one than Blue Bird. The same can be said for the firm which has built the car from his designs, Messrs Thomson & Taylor of Brooklands."



"Railton has designed many fine cars but never a more impressive one than Blue Bird"

"ONCE AGAIN WE SET OUT FOR DAYTONA with high hopes for success at last," said Sir Malcolm of his quest for the 300mph record. From January 31 1935 he and the Blue Bird V team were in Daytona for eight weeks in search of a good beach. An initial hitch was discovery that the engine's exhaust stubs were too short with the result that their cowlings buckled, allowing gases into the cockpit that made Campbell think the V12 was on fire. Another anomaly was that closing the radiator shutter made the car slower instead of faster.

"After weary weeks of waiting for the conditions that simply would not come," wrote the Speed King, "at last the beach had improved to an extent which made the risk of a trial at least justifiable. The condition of the beach was really bad but it was the best we could hope for. After repeated effort the highest speed we could attain in one direction only was 281mph. So uneven were the sands that the car continually left the ground completely - but even so I thought we should have travelled faster than we did."

In fact the speeds on March 7 were 281.030mph northbound and 272.727mph on the return run for an average of 276.816mph. This was a new land-speed record, to be sure, but only a scant 4.4mph faster than Campbell's record of two years earlier - negligible reward for the costly efforts of all concerned.

"Having considered the whole matter very fully," said Campbell, "I came to the decision that it was essential to try out Blue Bird on the Salt Flats to ascertain whether the course was at fault or whether we must look elsewhere for the causes of failure." As far as he was concerned Sir Malcolm was missing the difference between Blue Bird V's theoretical top speed of 335mph and the 277mph recorded at Daytona - a difference of almost 60mph or 21 per cent. Had he been sold a pup by Railton and Thomson & Taylor?

Post-Daytona post-mortems duly followed at Thomson & Taylor. "It was possible that our wind-tunnel calculations were not accurate," wrote Sir Malcolm, "so these were very carefully checked with the result that we found them to be correct within one per cent. Of course we realised that it is a practical impossibility to build a body that actually corresponds exactly to the model used in the wind tunnel. The latter, being solid, is entirely free from air leaks, while the body that is built from it obviously cannot be so. Still, this factor could not by any means account for so large a margin as more than 50mph in car speed."

Or could it? In his remarks to the Institution of Automobile Engineers at the beginning of 1934, Railton admitted that the state of the wind-tunnel art was by no means definitive. "It is difficult in a wind tunnel to reproduce the conditions under which the full-size car has to run. The presence of the ground immediately under the car affects the airflow round it and has an important influence on the optimum body shape. It might seem at first sight as though the provision of a thin plate under the wheels of the model would reproduce this effect but, owing to skin friction on the plate and the consequent eddy formation, the method is not very accurate.

"This inaccuracy, however, only affects the absolute value of the results. For models of the same general type, the relative results of tests using a ground plate are probably quite reliable. In other words, where the aim is to get the highest possible speed as against forecasting exactly what that speed will be, this method is both quick and reliable."

Railton went on to relate the available power to the characteristics and speeds of four land-speed record protagonists: the 1,000hp Sunbeam, the Golden Arrow, the Napier-engined Blue Bird III and the Rolls-Royce-powered Blue Bird IV. From this comparison, he said, "The interesting fact



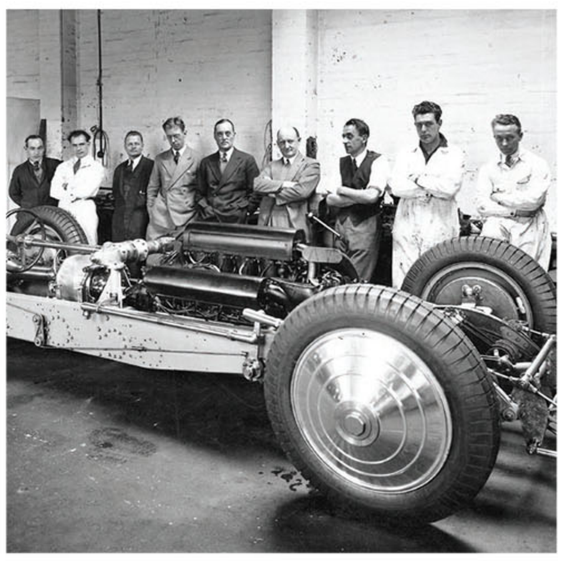
emerges that in each of these four successful record cars the actual power exerted by the engine at the ultimate speed was about double that required theoretically to overcome the corrected aerodynamic drag of the model." This left considerable margin for error, a margin well in excess of the one per cent mentioned by Campbell. Here Railton faced his most daunting challenge yet in a career that had hitherto progressed effortlessly.

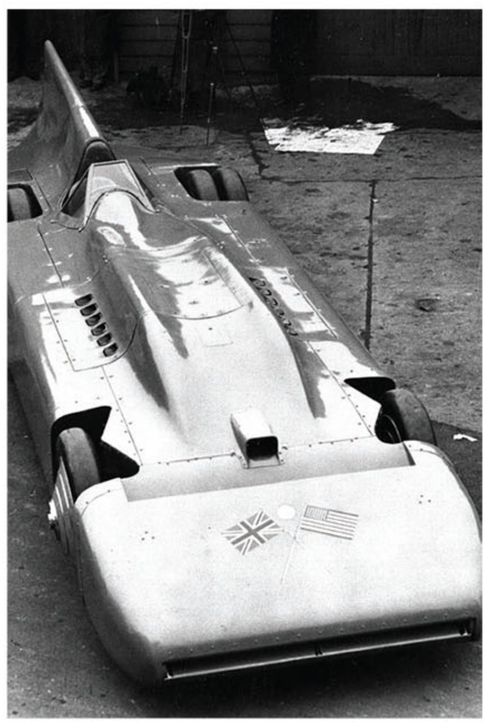
ALTHOUGH BLUE BIRD V EMBARKED FOR Utah by train, Campbell himself did not travel until he was advised that the salt lake was suitable for his purposes. Arriving with Campbell were his 14-year-old son Donald, Railton and mechanic Harry Leech.

While others had travelled fast on the salt beds since the Blitzen Benz in 1914, Campbell was the first to attempt tremendous speed in an officially timed straight line. "Never shall I forget my sensations as the car got off the mark!" he said of his first trial on September 2. "Would the rear wheels grip or would the rear wheels slither about when we reached a certain speed? Nobody could tell and we had to find out in practice.

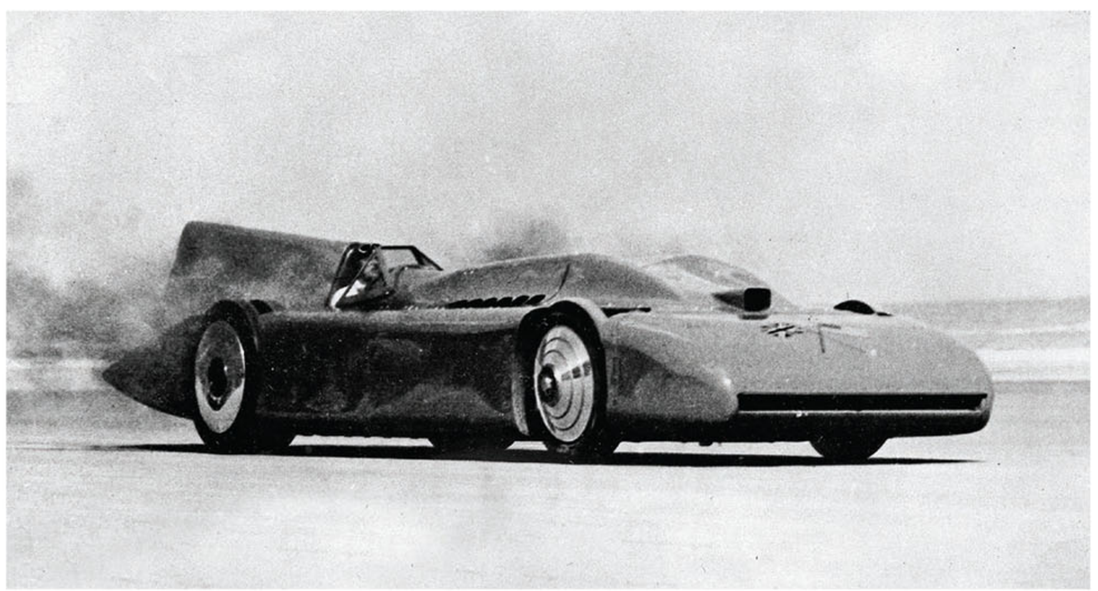
"On the way to the starting point we found that salt was picked up by the wheels and became packed tightly against the streamlined fairings, rubbing the tyres. This was something that we had not anticipated. It brought a risk that at speed the jammed salt might lock the front wheels. This chance

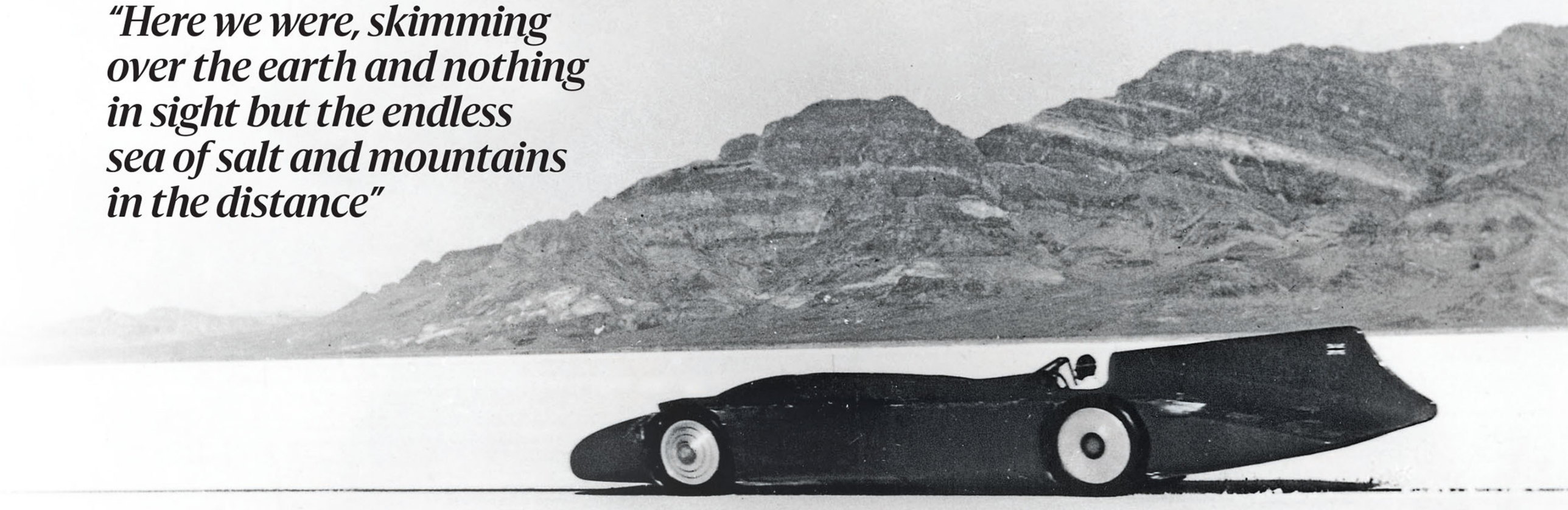






Last Daytona Beach run; team with unclad car; new full-width body cut drag; burst tyre delayed turnaround on record run





"Here we were, skimming over the earth and nothing in sight but the endless sea of salt and mountains in the distance"

was obviated and overcome, however, by cutting away the lower part of the fairings and so allowing the salt to fall clear."

With the car fresh from the workshops and with a new clutch, Campbell was urged to take it easy. He knew, however, that speed was needed if he were to assess the course adequately. "Before I realised we were properly away," he told *The Motor*, "we had reached the maximum speed suggested by my staff. The course appeared to be perfect and the temptation to let the car go was more than I could resist. It was the most wonderful sensation I have ever felt. Here we were, skimming over the surface of the earth, the black line ever disappearing over the edge of the horizon, the wind whistling past like a hurricane and nothing in sight but the endless sea of salt with the mountains 50 miles away in the distance.

"The two outstanding impressions that remained were first, the extraordinary and really wonderful sensation of skimming over the black line – there was none of the awful vibration I had so often experienced at Daytona as the car leaped off the ground and came crashing to earth again. Secondly I could never see the black line for more than a hundred yards ahead of the car as all the time it seemed to be disappearing over the edge of the horizon. It was like chasing an endless ribbon."

Again early in the day to minimise the heat, Sir Malcolm went for the record just after 7.00am on September 3. Motoring flat out, he changed up to second at 100mph and into top at 200. Both he and Railton were to regret that no effort had been made to test the radiator shutter on the previous day. At 290mph, two miles before the measured mile on his outward run, Campbell pushed the lever that closed the shutter. He soon saw a film of oil rising to cover the inside of the windscreen and began to feel dizzy as engine exhaust leaked into the cockpit. To add to the drama of the run the left-front tyre blew during braking, finally catching fire.

"The cause of the cockpit trouble was at once obvious–and very easily curable," Campbell said later after conferring with Railton. "Down by my feet in the bottom of the cockpit was the engine crankcase breather. We had very carefully done all we could to make the cockpit airtight. In practice it is impossible to seal the cockpit completely against the tremendous pressure of air at more than 250mph and tiny leaks past the bulkhead served to carry away the oil from the breather. As soon as I closed the radiator, this air pressure was cut clean off. In response to the suction of the air rushing past the cockpit, an oil mist floated up all over the inside of the windshield."

Fortunately an hour for the turn-around was now allowed, following representations made by Campbell several years earlier. All of that was needed to get the mechanics and equipment to a car that was out of position after the tyre fire, change all the wheels, clean off the oil film, wait for timing problems to be rectified and then plug in the compressor to restart a reluctant Rolls-Royce V12. Campbell made it through the mile just in time, eschewing the radiator shutter after the first experience.

The AAA Contest Board timed Blue Bird V's outward run at 304.311mph and her return at 298.013mph for an average speed of 301.129mph. It was Sir Malcolm's ninth land-speed record and his last, at the age of 50.

"One factor pleased me perhaps more than any other," mused Sir Malcolm afterward. "That was that our run had proved conclusively that our design was correct in every respect. Blue Bird, on her first attempt, had reached a speed of 304mph and our photographic records prove that had the course been longer the ultimate speed would have been higher. I am positive that with a few minor alterations she could improve her present record by at least a further 15mph. Taking into consideration that we were losing 18 per cent of our power in consequence of the high altitude and gaining only 14 per cent in lessened wind resistance, it means that our original calculations were not far wrong."

Cue quiet sigh of relief from the direction of Reid Railton. Ⓜ

Readers of *Motor Sport* are invited to an illustrated talk and presentation of the unique life of engineering genius Reid Railton by the author Karl Ludvigsen on Tuesday April 24. The event will take place in the Napier Room at the historic clubhouse at Brooklands Museum, Weybridge, Surrey, KT13 0QN from 7.30pm-9.30pm.

Tickets cost £2 for members and £7 for non-members. To book, visit: www.brooklandsmuseum.com email: talks@brooklandsmembers.co.uk or call 07880 670359

***Reid Railton, Man of Speed** by Karl Ludvigsen is out now, published by Evro Publishing in two volumes at £150. ISBN:978-1-910505-25-0 Available from www.evropublishing.com and www.motorsportmagazine.com/man-of-speed*

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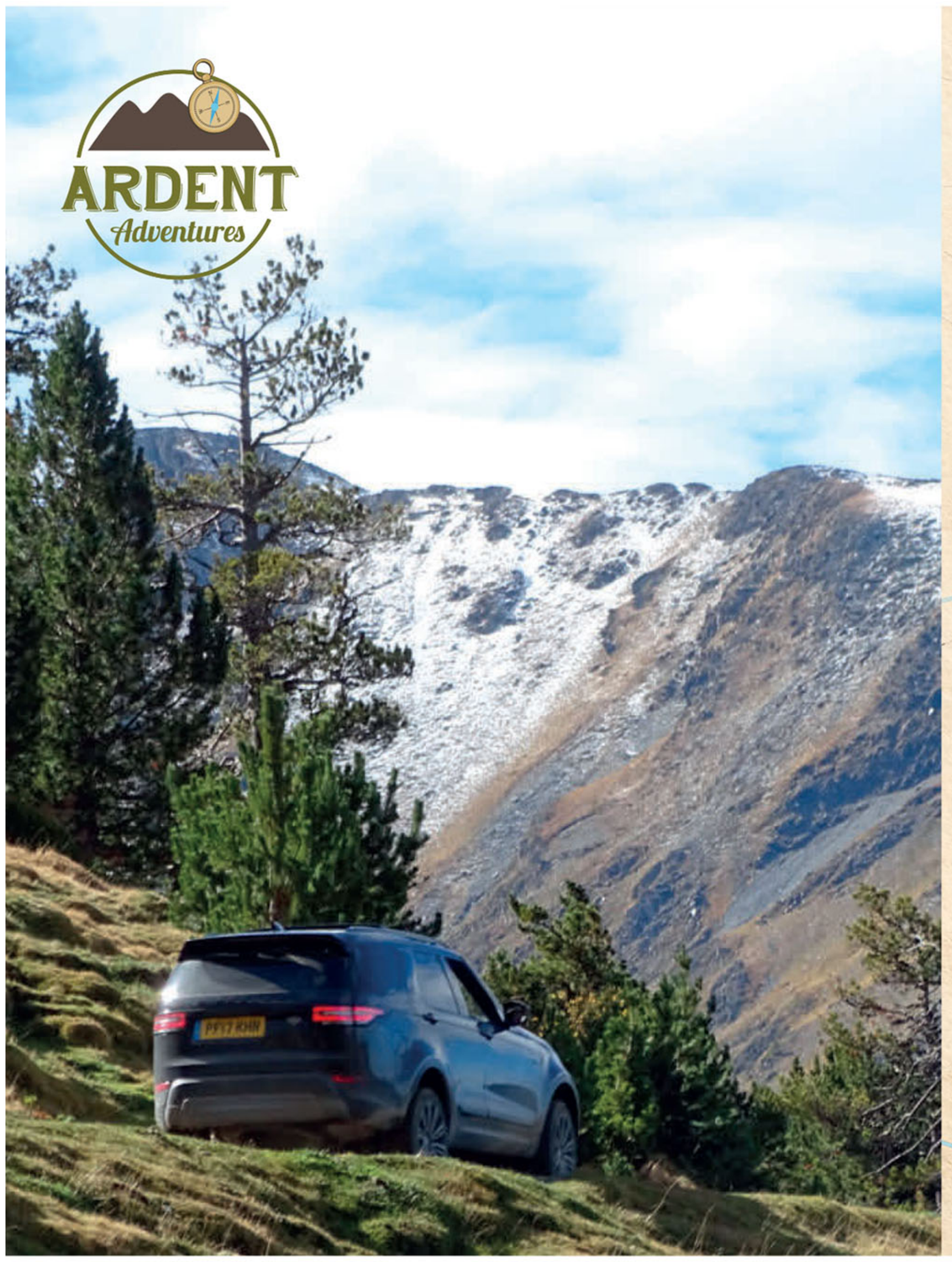
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LUNCH WITH

Steve Nichols

It's many years since he worked in Formula 1, but his time there was fruitful: McLaren and Ferrari; Senna, Prost and Lauda... How could it have been otherwise?

WRITER Simon Arron

For a young boy growing up close to the Rocky Mountains, Formula 1 seemed impossibly remote. "In Salt Lake City we didn't have a proper circuit locally," says Steve Nichols. "When I began competing in Formula Ford, the nearest track was probably 500 miles away and a return trip to Seattle was more than 1600. Everything was a long way off."

Distance, though, couldn't dilute the ambition fired by a 1962 copy of *Road & Track*. "It was headlined 'Chapman's tubeless wonder' and was all about the new Lotus 25. Based purely on that, I decided I wanted to be an F1 designer." To hear how he got there, we repair to The Red Lion in Horsell, Surrey (it's owned by racer Anthony Hancock, father of acclaimed historic drivers Sam and Ollie), where Steve orders grilled fillet of sea bream, served with herb potato cake and smothered in parsley and caper cream sauce, before rewinding to his Utah roots.

"Lots of engineers don't mind what they work on or design," he says, "but I was the opposite. It started when I was at school - some kids had Vespa or Lambretta scooters, but I wanted a kart. My parents bought me one to use at a small track nearby and thought I'd just potter around, but I really enjoyed it and did quite well. Because the karts were miniature road racers, it fired my interest in that side of the sport rather than NASCAR or drag racing, which my friends preferred. To me that meant Formula 1, so I set my goals accordingly and pursued a degree in mechanical engineering. I graduated in 1972, when F1 teams were still quite small. I didn't think anyone would hire a young, green engineer, so I found a job with Hercules, designing rocket motors for the Trident submarine missile system. I spent four years there and it was highly technical, lots of finite element analysis and composite materials - and at that time carbon was almost unknown outside aerospace.

"A friend then pointed out an advertisement in *Autoweek* - Gabriel was looking for an engineer to design racing dampers and hired me. I worked there for four years, initially on Indycars, then later on NASCAR and off-roaders. When I started, a mechanic said to me, 'You've got the easiest job here, because dampers don't do anything.' I wasn't so sure about that... and teams soon discovered otherwise. At Indianapolis once, when you'd

SUTTON

be there the whole month, running all day almost every day, Al Unser had a problem because his car was unstable on turn-in. I kept saying, 'Look, I've got these special dampers I think might be useful.' I'd made a set with a lot more low-speed damping in bump and rebound and they finally said, 'Well, I guess we might as well try them.' They transformed things. The transient instability had gone and the car now gently melted into the corner - a nice, smooth experience and Al was immediately 10-15mph quicker. Suddenly, everyone became interested in dampers."

It was during this time that he first met John Barnard.

"HE'D DESIGNED INDYCARS FOR PARNELLI JONES RACING BEFORE moving to Chaparral, and I designed the dampers for both. When he later moved back to England to work with Ron Dennis's Project Four on a new F1 car, I phoned to see whether he'd be interested in hiring me. He was, so I took one month's leave and arrived in the UK to join him and Alan Jenkins - it was just the three of us, cheek by jowl in a tiny little drawing office just off Cherry Street, Woking.

"It was the ground-effect era, which meant narrow monocoques with long sidepods and a large underbody. The monocoques were quite flexible and John was interested in using new materials, to improve stiffness. He was thinking about carbon fibre - but couldn't find anybody in England to do the job, because it was considered too complicated. So I put him in touch with my former colleagues at Hercules, who wanted to expand their market beyond aerospace. It struck me that F1's global reach would be perfect - and they thought so, too."

The only thing still missing was finance, but that was resolved when Dennis struck a deal for Project Four to take over McLaren - complete with its Marlboro backing - and in October 1980 Nichols returned to the UK on a full-time basis. "I had much to learn in terms of mechanical design," he says, "but a lot of my previous experience transferred: composite materials, stress analysis, finite element analysis... my education stood me in good stead.

"For a kid from the sticks to arrive in England... I thought it was just fantastic. John felt it was important for Alan and I to go to a few races each year, to get hands-on experience of what the car was actually like on the circuit. So here I was going off to Monza, Zandvoort and so on. When I worked on Indycars there would sometimes be a TV set in the paddock, showing an F1 race, and I was always thinking, 'I gotta be there,' so it really was a dream come true."

With its carbon chassis, the McLaren MP4/1 set an F1 structural template that holds to this day. In John Watson's hands, the car recorded its maiden victory on home turf, in the 1981 British GP at Silverstone. "The pressure for John was immense," Nichols says. "He dragged Alan and I away from the pits to watch from the infield. It was almost a hide-behind-the-sofa moment, the fear that something was going to break. That was quite a day, but I don't recall there being any big parties. We'd have been too busy stripping the cars down and thinking about Germany in a couple of weeks.

"Back then the cars got one hell of a lot of attention - not like now, with curfews and all that stuff. During race weekends they were stripped to more or less a bare monocoque almost every night, then crack-tested and screwed back together. Plus we'd have a test between almost every race. You'd go to Paul Ricard, start at 9am and still be running as it was starting to get dark. You'd cover about 600km in a day, take the car apart, rebuild it, go to bed at perhaps 1am then start again at nine. It was tiring, but I never tired of doing it."

Watson would be a title contender in '82, but the Cosworth DFV was running out of steam as a contemporary force and it wasn't until 1984 - the team's first complete campaign with the Porsche-designed TAG V6 Turbo - that the full force of Dennis-era McLaren was first felt.

"Bar one or two minor run-ins, I always got on well with Ron," Nichols says. "He's a complex person and I know he can be difficult, but he was always very good with me. I'd say to him, 'What about money?' and he'd reply, 'I'll deal with that. You just make the car go fast. If I can't keep up I'll let you know.' He never did. Anything I wanted, he'd find a way to do it. I once put in a purchase order for gear ratios to the tune of £250,000 and he asked, 'Do we really need these?' I told him we did, so he signed it off and that was it.

"I was Ayrton's engineer. For all that he and Alain were at it hammer and tongs, he really did respect him"

"I think he took F1 to a new level. He was a visionary. People sometimes laughed at his ideas, but he was the one who introduced Lista tool cabinets to the factory, so we all had a neat working space. Whenever it was time for the cars to be transported to a race, the cabinets would go, too. Everybody's workstation would be ready at the track for them. It's normal now, but he was the first to do it. I used to marvel at his sponsorship presentations, with videos, slides and music at a time when nobody else was doing that stuff. He wasn't just competitive at the track, it extended to every domain - anything he thought would strengthen our position.

"McLaren had an image of being cold and clinical, because of Ron,

Steve Nichols
A career in pictures



1972

After graduating from the University of Utah, Nichols began his aerospace career with Hercules – working on Trident missile systems



1980

Nichols designed dampers for the John Barnard-designed Chaparral 2K, which Al Unser took to victory in the Indy 500



1981

Having joined McLaren in 1980, Nichols worked on Barnard's MP4/1 – the first carbon F1 car. John Watson scored its maiden win, at Silverstone

ALAMY, LAT

but inside it was quite the reverse - the most family-like atmosphere I've known in a racing team."

DURING THAT 1984 SEASON NICHOLS WAS RACE ENGINEER TO NIKI Lauda, who pipped team-mate Alain Prost to the title by half a point. "I was lucky to work with lots of really good drivers," he says. "Niki, Alain and Ayrton Senna are the three who stand out, though. I couldn't believe just how good they were. I didn't imagine they could have been born like normal people - they must have descended to earth in a pillar of light, like aliens. They peaked at different times, but I really couldn't separate the three of them.

"Niki's big thing was an unshakeable resolve. He was obviously a very good racing driver, could feel the balance of the car and all that stuff, but the outstanding thing was his iron will. If you look at '84, when we went to Dijon - about one third of the way into the season - he was already 15 points behind Alain. On our way to the track, he said, 'I've been trying as hard as I can to beat this little French guy, but he is *so* quick. He can take advantage of my set-ups and all that, but I can't take advantage of his speed. I am not going to give up, though - I am going to win this race and I am going to win this championship.' He was kind of setting himself up, but he did it. His determination was unreal.

"Alain was the most conventional of the three - he just seemed like an all-round nice guy who didn't complain. He worked very hard and was completely normal in every respect bar one - he was freakishly good in a racing car. Smooth, unruffled, incredible. I think dying young helped cement Ayrton's legend, but people forget just how good Alain was - at least as good as Ayrton, in my book. I was Ayrton's engineer at the end of the '80s and, for all that he and Alain were at it hammer and tongs, he really did respect him.

"Alain would always want to optimise the car - and Ayrton was the same. We'd have set-up sheets with all these boxes for notes about toe-in, castor, wing settings and so on. Some drivers rarely changed things so you could complete half the sheet before they'd arrived at the debrief, but with Ayrton you could barely fill in the air temperature. He wanted to talk through every box - and what effect changes would have at every corner. What's an alteration to left-front camber going to do under braking, on turn-in, in mid corner and at the exit of Turn One? The same again with Turn Two. Repeat, repeat, repeat until the lap was done, then move on to the next parameter. That would go on for two hours, but that's how he was. There were times when the car was very good - and he'd still go through every single parameter. At the end of all that, he might say he was happy and not change anything, but he would consider every detail."

Late during Prost's second title season, in 1986, Nichols stepped up to head McLaren's design team following Barnard's departure to Ferrari. "I think it was obvious to all of us that John was talking to them," he says, "and eventually Ron summoned him to his office, which was just above ours. We could hear the ructions... John departed in August, which left us slightly in the lurch. There was a hell of a lot I wanted to change, because although we'd been successful I felt things had stagnated a little on the design front, and it wasn't easy to start afresh that late in the year.

"When John left we had a staff of about 17 and needed to plan the MP4/3 for '87, then shortly afterwards start work on the MP4/4 to take the Honda turbo in '88, plus a test hack - an older chassis adapted to take the Honda - and then 1989's MP4/5 plus a test version of the MP4/4 to take the MP4/5's naturally aspirated V10. That was a lot of cars in a fairly short period. We divided the staff into two teams, me looking after the MP4/4 and Neil Oatley heading the MP4/5. Gordon Murray came in as technical director in 1987 and he was great: he was mostly involved on the corporate side and just let us get on with it.

"With the MP4/3 I encouraged everyone to contribute ideas, because I felt using our collective brainpower would give us a better car. It wasn't all we hoped for, but was the best we could do in the time available and good enough to win three races, so for the MP4/4 we just did the things we'd like to have done on the previous car with more time. It had a smaller Tilton carbon clutch that allowed for a lower engine installation and we were very happy with the aerodynamics we'd achieved with the MP4/3, so the sidepods were grafted straight from that. It was bigger and bulkier in the middle, due to the engine's size, there were two big wastegates sticking out at the back and the fuel tank was 175 litres rather than 150. The frontal architecture had to change, because that was the first year in which a driver's feet had to be behind the axle, so we went to a pull-rod front suspension and moved the dampers back. It was the first time we'd made a car with a proper, non-ground-effect monocoque, which was bigger, squarer and much stiffer than that on the MP4/3. But the design philosophy for the two cars was *exactly* the same - to find the best combination of low centre of gravity, low polar moment, low drag and high downforce. People used to ask about the secret of the MP4/4, but there was no secret. It was just well engineered in every area."

And it was strapped to a Honda V6.

"Honda had some fantastic engineers and nothing was too much trouble. Their work ethic was phenomenal. We'd go over to Tokyo, land late at night and they'd greet us at their technical centre, ready to talk for a couple of hours, after which they'd want to go out for a drink. It wasn't just F1, either. At 11pm the place would be absolutely buzzing, with people working on lawnmowers, outboard engines and stuff like that."

In 1988 the MP4/4 came as close as any car has yet done to completing a clean sweep - and that was prevented only by Senna tripping over Jean-Louis Schlesser's Williams while trying to lap it at Monza. Has Nichols forgiven the Frenchman? He laughs. "It was ▶



1994

After leaving Ferrari, Nichols spent a short time with Sauber and then moved on to Jordan – "a great group that got fantastic results"



1997

With Nichols back on board in a consultancy role, McLaren's MP4/12 – its final design of the pre-Newey era – scored the team's first wins since '93



2001

Following his second spell with McLaren, Nichols moved on to Jaguar and worked with fellow FF2000 aficionado Eddie Irvine



2018

In addition to racing an FF2000 Van Diemen, Nichols is also taking part in US historic enduros at the wheel of a Nissan 260ZX

probably a good thing for the sport, because winning every Grand Prix is something to which teams can still aspire!"

The following year, during the course of another acrimonious duel with Senna (from which he emerged with his third title), Prost decided the time had come to move on. "He called me up to his room in Adelaide and asked if I'd go with him to Ferrari," Nichols says. "Ron, meanwhile, had this idea of Neil Oatley and I producing alternate cars, as we had with the MP4/4 and MP4/5. I disagreed with that philosophy and told him I wanted to apply all our brainpower to every car. But Ron didn't want that, Ferrari was offering a lot of money and Alain was keen for me to go, so..."

The man he replaced was the Benetton-bound Barnard.

"BEFORE I WENT, [FORMER FERRARI TECHNICAL DIRECTOR] Harvey Postlethwaite had a word with me and said, 'You realise they won't let you do what you want?' I'd thought that's *why* they were hiring me, but he was right. It's an odd place, full of intrigue - and politics. There's such pressure. It was a fantastic experience, and I enjoyed it, but it was a dream and a nightmare all at the same time. Lots of drivers say they want to drive for Ferrari, but I never thought 'I must work for Ferrari.' I just wanted to work for teams with sufficient resources to allow me to do the job.

"It was actually quite hard to get good staff. Everyone in Italy wanted to work for Ferrari and we'd have all these young engineers, some of them good and some less so, but they were paid peanuts and the better ones would eventually move on while the not-so-good ones would be there a long time. I told them they needed to change, that I'd come from a team that always did everything almost perfectly and that we needed to model ourselves on that. They said, 'You need to adapt.' They seemed to think that hiring Prost and I would do the trick - bish, bash, bosh, done. It doesn't work like that. I was looking at a five-year plan, but they wanted to win straight away.

"It was interesting that several years later they hired Jean Todt, Michael Schumacher, Ross Brawn and Rory Byrne, with Todt as a firewall, handling all the shit while the rest of them got on with it, not caring a jot for Italian politics. Even after that it took them a few years to win a title - that's the kind of structure I'd been telling them to implement, but they wouldn't do it."

He moved on early in 1992, after "an interesting" interlude working alongside Prost and Nigel Mansell. "Nigel was fantastically fast and brave," he says, "but he viewed me as Prost's man and didn't seem to trust me. While I was there we developed the first launch control - we'd been qualifying quite well, but kept losing positions at the start. Prost tested the system and it worked, so we took it to the next race - Estoril 1990. We explained it all to Nigel, who was on pole, but he decided that it wasn't launch control but a 'screw Nigel' button and switched it off. He then got too much wheelspin, slithered over in front of Alain and allowed both McLarens to get ahead!

"In testing, Nigel would like to do a race distance - which suited us - and once he'd finished would ask to do a run or two on qualifiers. Alain would work all day on set-up, then Nigel would do this spectacular time. Luigi Mazzola, Prost's engineer, would say, 'Alain, Nigel is fast - you need to do a quick lap.' He'd say, 'Why? We have proper work to do.' Luigi would reply, 'You need to do it to prevent the team gravitating towards Nigel.' Alain would roll his eyes, stick on qualifiers, go a few tenths quicker then come back in and say, 'Can we get back to work now?'"

Steve Nichols career in brief

Born 20/2/1947, Salt Lake City, USA
1972 Joins Hercules Aerospace; buys Merlyn Mk11A to compete in FF1600 1976 Moves to Gabriel to work on Indycar dampers 1980 Recruited by McLaren as senior design engineer 1987 MP4/3 is the first McLaren credited to Nichols' technical leadership 1988 Race engineer to world champion Ayrton Senna 1990-1992 Chief designer, Ferrari 1992-93 Sauber 1994 Jordan 1995 Head of vehicle engineering, McLaren 2001 Technical director, Jaguar 2002 Quits Jaguar early in the year 2002-present Freelance technical consultant & designer; keen amateur racer

How did Nichols feel after Suzuka 1990, when his former charge Senna torpedoed Prost at the first turn to secure the title? "Sad," he says, "because Ayrton let himself down that day. He didn't need to do it, because he was going to win the championship anyway, but he was a friend before the incident and remained so afterwards. Friends do sometimes make mistakes..."

FROM FERRARI HE MOVED ON TO SAUBER, IN WHAT AMOUNTED TO a job swap with Postlethwaite. "It seemed like a relatively rational environment, but I found the attitude similar to that at Ferrari. 'This is how we do things...' Peter Sauber wanted to support local industry, which was fine, but if you took the most expensive carbon supplier in England, it was still 30 per cent cheaper than anywhere in Switzerland. That made things quite hard."

After leaving and spending most of 1993 away from the paddock, he returned the following year with Jordan. "That was quite interesting. [Technical director] Gary Anderson was master of the small team - limited people, limited resources, doing lots of stuff himself. He and [engine builder] Brian were like peas in a pod, both very hands-on. It was a great group - and got fantastic results given the resources. During



Alain Prost invited Nichols to join him at Ferrari in 1990. There were race wins, but the title proved elusive. Politics didn't help...

LAT

my year there I think we had a budget of $30 million, but probably spent 40..."

During all this time Nichols had remained in touch with McLaren's Martin Whitmarsh, the pair meeting occasionally to chat over a drink. "We'd talked about my returning, but when they were doing well he'd say, 'We're OK, we don't need you.' Then, when they were doing poorly, it would be; 'I don't want you coming back to sort it out - we want to do it ourselves.' He eventually called me in mid-1995, when they were at a particularly low ebb, and hired me as a general consultant.

"Compared with the MP4/4, on which every detail was optimised, that season's MP4/10 was the absolute opposite - everything was so wrong. You want high downforce, it had low downforce. You want low drag, it had high drag. You want a stiff monocoque, it flexed. I set about instilling the ethos that had been there when I'd left - make it light, low, stiff, get back to basics. We made progress over the next couple of years, won three races in 1997 and got to the point where the biggest deficit we had was aero. Ron being Ron, he pursued the holy grail and got Adrian Newey. He came to us, did his aero work, did some good packaging work around the front suspension - he properly understands the importance of aero and mechanical integration - and set us on the right track for the late 1990s. Initially we collaborated well, but after a while I got the sense that Adrian wanted me out of the way - he preferred a clear run at everything, so he didn't have to worry about what I wanted mechanically."

Nichols was given a new role within McLaren Composites, not quite his cup of tea, and then answered a call from Jaguar. "I was told they wanted to build a $400m factory at Silverstone, have an unlimited budget and all of that," he says, "but then much of [team parent] Ford collapsed and the management wanted to forget about racing and concentrate on making Focuses and Fiestas. The budget was capped at $150 million, but they wanted to reduce it each year and rely on outside sponsorship.

"Of the money we had, about $50m was immediately allocated to Cosworth, then another $15m to Pi Electronics, then another $15m or so on drivers. We were haemorrhaging cash: I didn't want to know where every last dollar was going, but I was keen to know where every *million* was going. They wondered why weren't doing so well, but we had about





$60m to spend on the car and needed to compare ourselves with other teams in that position - so Sauber rather than Ferrari. We were spending money left, right and centre; Sauber was giving Ferrari $20m or $30m a year and getting the engine, the electronics, the gearbox, the whole rear suspension. That was my kind of deal, to allow scope for chassis development. Nobody seemed to understand. It was a case of, 'We're Ford, we should be winning...'"

He left early in 2002 - and hasn't worked in F1 since.

"I've been pursuing hobbies and working on various projects," he says, "including a small engine to use as a range extender in hybrids and an Elva-McLaren M1-style track day car - tube frame, big American V8. If that works out there might be spin-offs."

And he also still races, driving a Nissan 260ZX in historic enduros in the States and, from this summer, he'll be back in the FF2000 Van Diemen RF82 he has owned from new. "It was the last RF82 off the production line," he says. "In period I did the BBC Grandstand series, stuff like that, and it is now obviously eligible for historic events. I haven't driven it for 15 years or so, though, after a shunt at Spa. It was the last lap of practice and I was coming up to pass a slower car at Blanchimont. I trusted that the driver would see me, but they didn't... It got quite badly bent and restoration has taken a while.

"I didn't ever want to discuss my racing with our drivers - I felt almost embarrassed, given the level they were at, but weirdly it seemed to give them a bit more respect. David Coulthard often brought it up during debriefings. He'd be talking about something and then say, 'It's just like such and such a corner would be in your FF2000...' Eddie Irvine reckoned FF2000 was the last category he'd contested in which the cars had truly been fun.

"For me it was a bit of a release - no development or testing, no need to worry about anything - just get in and drive."

Quite a contrast, then, to the day job. M











Miki Biasion canes his Cosworth. Left: restored Connew with McLaren M14A behind, Dan Gurney's last F1 drive



















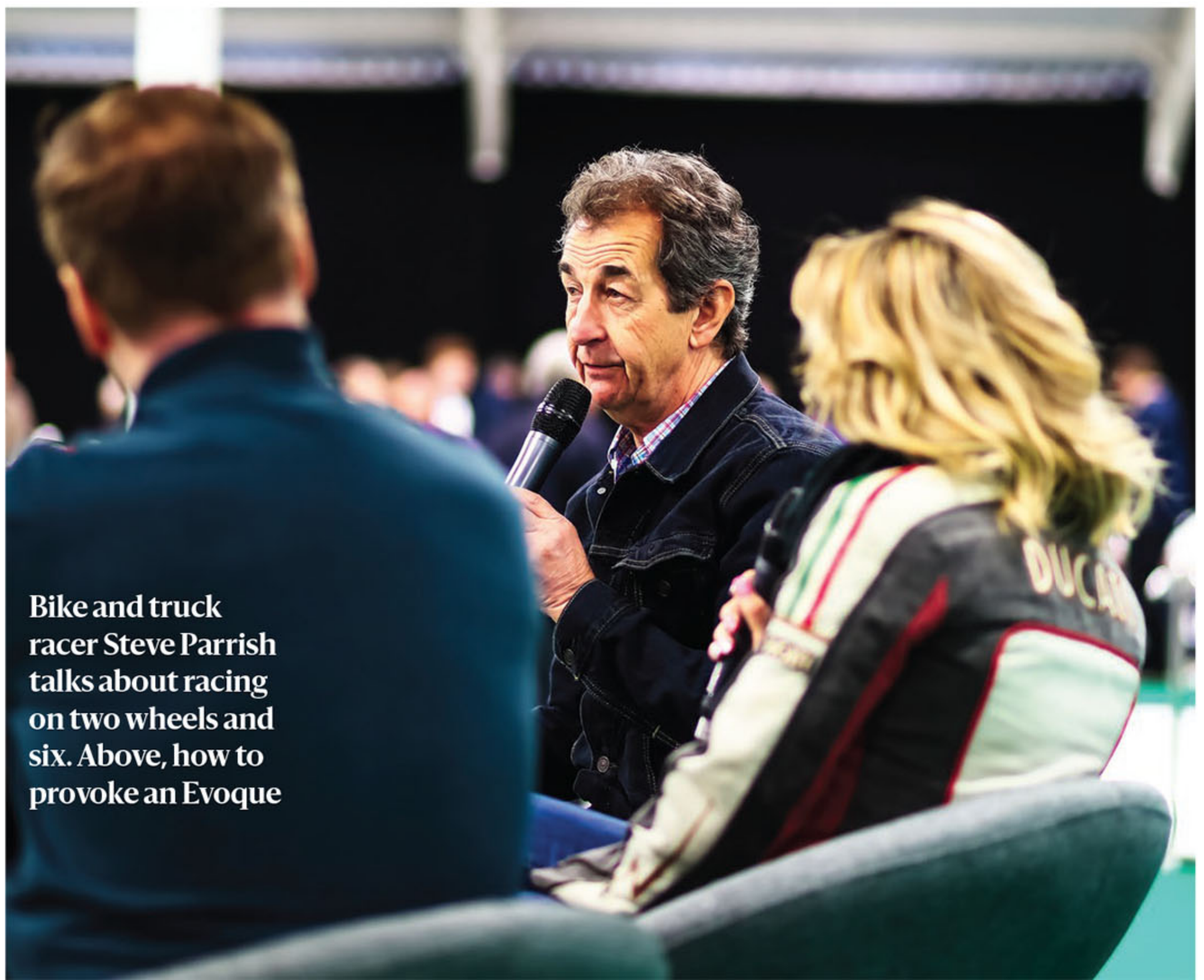
A postcard from Race Retro

Historic racing season surges into action as clubs, circuits, competitors and fans meet to whet appetites for the year ahead

PHOTOGRAPHER Lyndon McNeil



Packed halls, packed action on the ashphalt and the *Motor Sport* Live Stage packed with motor racing greats - that was this year's historic motor sport show at Stoneleigh. There was even live painting to entertain the large crowds. Forty years on from the Lotus 79 debut, ground-effect cars like Williams FW07, Chevron B48 and Porsche 956 surrounded luminaries such as Brian Redman (left), Miki Biasion, Jaguar tester Norman Dewis and Russell Brookes in their live *Motor Sport* interviews. Silk Cut colours on a Jaguar XJR-9 recalled that historic Le Mans victory 30 years ago, while outside over 100 classic rally cars, some helmed by past champions, thrilled spectators on an improved rally stage. Rally organisers HERO offered experience drives in a fleet of classic cars for those who weren't quarrying treasures from the rows of automobilia, art and racing book stalls. It was three days of historic indulgence.



Bike and truck racer Steve Parrish talks about racing on two wheels and six. Above, how to provoke an Evoque

Wendell Scott *Race pioneer*

The story of NASCAR's first African American star isn't widely known, but it's gradually getting the traction it deserves – and has helped one of stock car racing's brightest rising talents

WRITER Samarth Kanal

Changing of the old guard





GETTY



Rookie Darrell 'Bubba' Wallace Jr sobbed during the post-race press conference at this year's Daytona 500. His mother, Desiree, embraced the 24-year-old after he guided Richard Petty Motorsports' no43 Chevrolet to second place. "You act like we just won," said Wallace. "We did," replied his mother. It was a watershed moment: Wallace had scored the highest finish for a Daytona 500 newcomer and the highest ever in the race for an African American.

That was the enduring image of the 60th Daytona 500, more so even than Austin Dillon taking victory - the first in the event for the revered car no3 since Dale Earnhardt Sr won 20 years earlier.

And it happened in a branch of motor sport where, just a few years ago, it was common to see swathes of confederate flags at many tracks; where attitudes to race can be described as at best old-fashioned. Even now, the infields at circuits such as Talladega are reportedly rife with symbolism that Dale Earnhardt Jr called "offensive to an entire race".

In 2017, when white supremacist protesters descended on Virginia, angered by a removal of confederate statues, NASCAR found itself in the limelight due to its lax stance on divisive imagery. When NFL players, who knelt during national anthems in a protest against police brutality against African Americans, were sucked into the argument, NASCAR owners such as Richard Petty expressed in blunt terms that they were fully against any protest during the anthem. Donald Trump then tweeted that he was "so proud" of NASCAR's stance, adding fuel to a fire that needed dousing.

Wallace's own journey from dirt racing to the regional K&N Series and then the national NASCAR series was often tainted by racism. "At the time I was too young to understand it, but my parents told me to keep driving my heart out, win races, and that they'd eventually shut up and not bother you. That proved to be true."

Wallace's podium finish may have cast a spotlight on the issue of race in America's premier racing series but he is not the first African American to compete at the very top. Nearly 50 years ago at the height of the civil rights movement another racer took on the NASCAR establishment, risking his life not just on the track but also off it to prove that behind the wheel everyone is equal. His name was Wendall Scott, and his story reads like a Hollywood movie.

SCOTT WAS BORN IN 1921 IN DANVILLE, Virginia, once known as the last bastion of the confederate, where an army attempted to cling onto power having tried to secede from the United States.

His engineering proficiency brought him into the military, where he served in General Patton's army as a mechanic during World War II, but segregation was still official policy on the army. When a person of colour volunteered for duty, the Jim Crow laws of segregation applied and black servicemen on one line of duty were kept separate from white counterparts on another. It was only in 1948

Wallace today bears no43 – once carried by Richard Petty when driving against Wendell Scott, below

LAT



GETTY

that segregation in the army was abolished.

At the end of the war Wendell returned home and picked up a new trade: moonshine running. "By day he was a cab driver," says Warrick Scott, Wendell's grandson and founder and CEO of the Wendell Scott Foundation, an educational charity which encourages youngsters to take up science and technology. "But at night he ran moonshine. He was able to blend his own abilities with experience gained from serving in the military and applied them to moonshine running."

Scott's son Frank remembers those days vividly and takes up the story: "At one time he had five 1940 Fords and packed them with moonshine. I was a child, but thought the idea of him running away from the cops on the back roads of Virginia was thrilling. I knew what he was doing. He had a switch on his dashboard to turn off his brake lights, so that the cops wouldn't see them. If he ventured onto a dangerous route, anybody who gave chase would be unaware that he was braking.

"I used to help him with the wiring. He also added a second fuel tank so he could drive


LINCOLN
34
WE RECOMMEND
STP
ROYAL TRITON
RACING OIL


STP
Jimmy Vaughn


Wendell Scott
427 CU. IN.
WYNN'S
PREMIER
34



Scott's crew depended on family and community. The no 34 was entered in 469 races, finishing in the top-10 143 times.

GETTY

all the way to Maryland, 350 miles away, without having to stop for gas."

One particular story involves Wendell careering down a winding back road, before spotting a roadblock. He reversed, escaped and took the car home. An hour or so later, there were flashlights outside as the authorities arrived with their dogs. "How in the world would I be running moonshine in that car?" said Wendell. "It has no engine." He'd removed it as soon as he returned home...

His moonshine-running days ground to a halt when a confidant, working with the police, blocked off an escape route during a run. He was tried swiftly and taken to jail - where, ironically, many of his moonshine-swilling clients worked.

"The local track owner in Danville ensured he wasn't in there for long," says Warrick. "He had a crazy idea: he wanted all the African-American drivers to come and race at the local fairgrounds, so asked the police for the top 10 with speeding records."

But this wasn't a charitable offer. "At that time," adds Warrick, "an African American being offered an opportunity like that was considered a death wish. The track owner was to sell twice the tickets, sit back and watch the rest of the drivers essentially lynch him. It wasn't designed to turn him into a NASCAR Hall of Famer, but to provide entertainment - one black guy in a field of 40 drivers intent on running him off the track."

WENDELL WAS CONFIDENT OF HIS OWN racing prowess, having often been chased at high speed through dusty back roads, and began racing regularly in 1947 after borrowing money from his brother-in-law. He competed at local fairgrounds and dirt tracks throughout

"It was to provide entertainment – one black guy in a field of 40 intent on running him off the track"

Virginia and North Carolina, sometimes facing death threats even before he entered the gates.

He began racing on the NASCAR circuit in 1950, working his way up to the Modified Division in 1954 before becoming Sportsman state champion in 1959. By 1961 he was competing in the top-tier Grand National Series, making his debut at Spartanburg and being classified 17th after oil pressure problems.

It's important to note that a family-run crew with one race car - almost always an old model that had been bought - was competing against the likes of the Pettys, and Junior Johnson.

"My brother and I both looked older than we were, so we were able to get a licence to work in our father's pit crew," says Frank. "We were young, athletic individuals, fast and strong, but we didn't have the same equipment as some crews. You'd think all jacks are the same, for example, but they weren't. Ours would take four to five pumps to get the jack to maximum height, but rivals needed only three. We couldn't even afford tyres a lot of the time. Manufacturers were giving them to the top teams, while we'd get used rubber."

Wendell was, however, helped by fellow racers who donated parts otherwise destined for the scrap yard. Ned Jarrett and Rex White were among those who would contribute, leaving Scott's team to restore them to a useable status and Frank to repaint them as though they were new.

In 1965, the *Spartanburg Herald* reported that he was given a brand-new car for the National 400 in Charlotte, a big step up. The donor remained anonymous, but Wendell was grateful. "Having a new car for the National 400 could be the best thing that has ever happened to me," he told the *Herald*.

But off the track, he continued to face hostility in a still segregated nation.

"After a 500-mile race," Frank says, "a fan walked up and offered him something to drink - and obviously he was thirsty. Instead of orange juice it was a mickey [a drink laced with an incapacitating drug] and 36 hours later he still had no idea who he was. We had to keep him from being harmed, restraining him to get him back home. Eventually it wore off. We ended up refusing anything from anybody we didn't know: food, drink, whatever.

"We endured a lot of racial insults, of course, but we were taught to ignore them. I was 15 when we travelled to Montgomery, Alabama, and there was no concession stand in the pit area, so my father told me to find some gum for him. I went to the stands and bought 10 pieces, and these guys were talking about 'cutting my genitals off'. They never touched me, but my father told me they had a pack mentality, and that I should never run. He explained, 'If you run from a dog, it will chase you.'

"The pit area was pretty safe, though - we had a lot of friends there, struggling just like we were against the factory-backed runners."

Frank recalls the car being sabotaged on a number of occasions, and it wasn't uncommon to find a tyre slashed in the early 1960s. The general consensus between the Scotts is that things would have been much worse had Wendell not been covered in grease and dirt after a long race, which shrouded his skin tone and made him look similar to his competitors, if only for a moment.

"If he was darker-skinned," says Warrick, "I doubt he would have made it as far as he did without being lynched."

BUT PERHAPS THE MOST PAINFUL example of racism came in 1963 when Scott was literally robbed of victory because of

his skin colour. In December that year the Grand National (now Cup) Series, NASCAR's top-tier series hit Jacksonville, Florida, for a 200-lap race around a half-mile dirt oval. After qualifying 15th in a field of 22, Scott realised that the surface was punishingly rugged, and his car's suspension - stiff at the front, softer at the rear - wasn't up to the task. So, he replaced the stiffer front shocks with spare parts meant for the rear. The race would be scarred by controversy for decades to come.

Maurice Petty (Richard's brother) had crashed his Plymouth before he could qualify and the carnage continued during the race, with cars breaking down frequently. Richard Petty led 103 laps until his steering failed and Scott, in his 1962 Chevrolet Impala, was in the lead with 25 laps remaining. Spectators reported ruts in the surface to be almost as deep as the cars themselves as the race wore down, while dust obscured much of the action for the 5000 crowd.

"Richard Petty was losing to my grandfather," says Warrick. "He was counting the laps, his crew was counting the laps, and 200 was run down. He was looking for the chequered flag - no chequered flag. He thought he'd miscounted and went around again. No chequered flag. Another one, 202 laps this time."

And then the flag was shown - to Buck Baker.

"He said, 'I can't believe I won! In Jacksonville, the bottom of the south - the Deep South'," says Warrick. "These were the places where Wendell and his crew were most likely to be run off the road, shot, cut into pieces and fed to the alligators, without anybody knowing."

Wendell hadn't been recognised as the winner, but he couldn't risk a reactionary response. "My grandfather was upset," Warrick says. "He was really angry, but knew his surroundings and the odds mounting against him. At the time, the winner would go and kiss the local beauty queen. It was a white community festival, in a way."

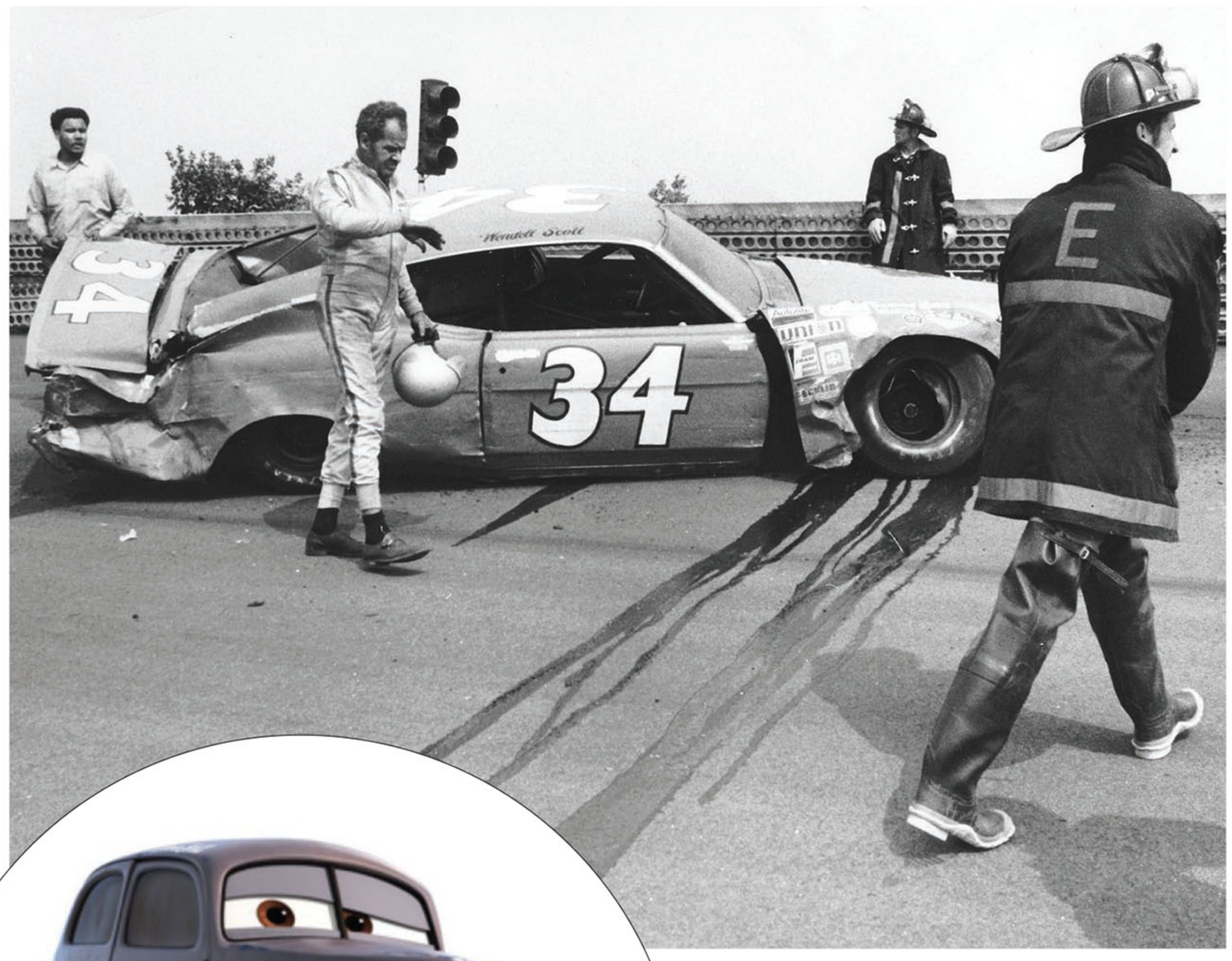
Nearly three hours later, when the track had emptied, officials sidled over to Wendell, admitted some kind of mistake and presented him with a winner's cheque. Wendell had, finally, become the first African American to win a NASCAR race. But there was no trophy, and the Scott family still hasn't received it. Wendell reportedly asked Baker for it, but the latter claimed he'd thrown it in a river on the way home. Eventually, 47 years later, the Jacksonville Stock Car Racing Hall of Fame presented the Scott family with a replica.

"My father needed the money," says his son Frank, "but felt the trophy would have meant more. He never forgot that".

WENDELL RACED UNTIL 1973, RECEIVING little in the way of sponsorship or funding. His desire to compete hadn't waned, even after a 19-car pile-up at Talladega broke his leg in several places and put him in hospital. He made his final start at Charlotte, on October 7.

After that, a lack of sponsorship ended his NASCAR career, though he continued driving in invitational events until he was 65. He died in 1990 and in 2015, 25 years after his death, he was inducted into NASCAR's Hall of Fame.

Today, his legacy appears to be on the rise: as well as the Wendell Scott Foundation (wendellscott.org), he features in Disney's *Cars 3* and there's a Hollywood movie in the works. And Darrell Wallace's full-time Cup Series debut at Daytona has brought further recognition of Wendell's career. The Scott family has championed Wallace for a number of years - and its support was a catalyst for his graduation to the Cup Series.



GETTY



Wendell Scott's character now appears in the Disney film 'Cars 3'

"Wendell Scott had finally become the first African American to win a NASCAR race, but there was no trophy"

"I first met the Scotts back in 2009," says Wallace, "and even ran Wendell Sr's livery at Martinsville in 2013, which was really cool. Being with the Scott family has truly been a special part of my career. I've always been able to take their support to the racetrack, and having Wendell Scott Jr just a phone call away is really, really neat. I know they're proud to see me doing them proud, and representing the family legacy."

There is even a pleasing symmetry to the act that Wallace is competing for Richard Petty - the man who all those years ago as a driver raced against Scott. "We're getting ready for a new chapter," says Petty. "We got to thinking that we weren't getting where we wanted to get with to with Aric [Almirola], so we changed drivers. We got with Bubba and said 'Let's try something different.'" Wallace drives the iconic car number 43, in which Petty took 192 wins in 1125 races.

"It's nothing different for me," continues Petty. "I've had drivers from Australia, Brazil, Mexico and Aric's Cuban-American, so we've diversified, pretty much, over the years. It works out good for us.

"The big deal is what we think about his ability. We don't care if he's Chinese or whatever. We're just trying to win races and do things for our partners.

"NASCAR is very accepting now. If you look at any other sport, minorities come in and change things, but it's been a long time since we saw a minority be competitive. He's the first African-American driver to have a regular job for 46 years. We think it's time for that."

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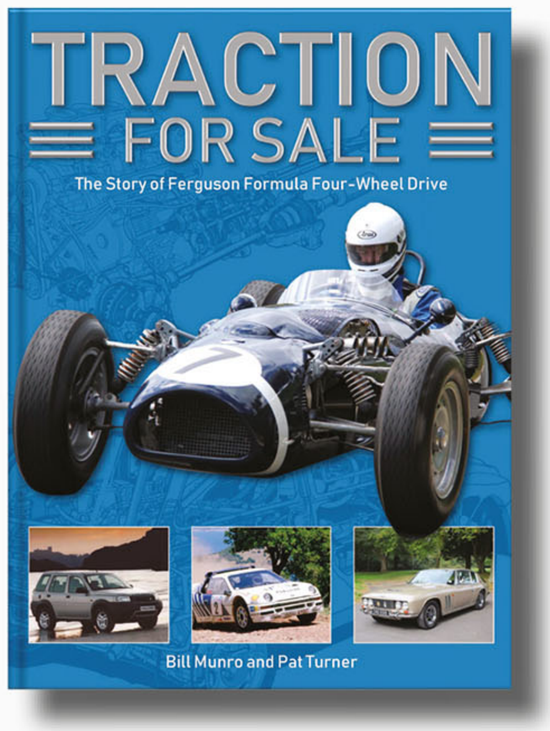
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A car for all seasons

BMW has found a rich seam of form over recent years, but can the newest M5 be all things to all men?

I didn't like the last BMW M5. It was the first of its kind to be turbocharged and compared to the normally aspirated six-, eight- and 10-cylinder M5s that came before it felt heavy and remote – a blunt instrument, not the sharpened scalpel I'd hoped for and, to some extent, expected too.

So, I was sure BMW would have spent the intervening seven years honing the edge of its brand new M5, returning it to its days as the ultimate driving machine.

I had good reason to think it would be achieved. While BMW's product remains patchy on the market fringes where cars like the old X4 and X6 exist, not to mention the rather odd front-drive 2-series Active Tourer, its more traditional offerings are better today than at any time in the last 30 years.



More discreet looks conceal first 4WD system in an M5, with multiple driver options

The 3-series is rivalled only by the Mercedes-Benz C-class despite the fact that, unlike the Benz, it's about to be replaced, while the far newer 7-series is so far and away the best full-sized BMW I've driven that the others might as well not count. As for the 5-series, when it made the shortlist for the Car Of The Year award (on whose jury I sit), I only didn't place it first equal with the Volvo XC40 because the rules do not permit me to have two winners.

So the raw material from which the M5 would be derived looked promising to say the least. But it retains its old 4.4-litre twin turbo V8, modified to produce 592bhp (600PS in Euromoney), though even that is no more than the 30th-anniversary model of the old M5 managed. Even so, the car is a little lighter than before, and while we should perhaps not get too excited by a 15kg saving in the context of a near two-tonne car, it's a pretty impressive achievement given that this is the first M5 - the first proper M-saloon indeed - to come with four-wheel drive. The other major departure from the specification of the old M5 is both interesting and informative: BMW has given up its seven-speed double-clutch transmission in favour of a conventional eight-speed automatic.

Neither the addition of all-wheel drive nor the change in transmission would appear be indicative of a rampant desire within BMW to return to the M5's thrill-seeking roots. I like the discreet appearance and that has always been part of the M5's DNA, but nothing I read about the car suggested it was going to be any more exciting than the last. Indeed rather less so, it seemed.

Settling behind the wheel, the interior reminded me of the moment a textbook called 'The English Legal System' thumped onto my desk during a shortly thereafter aborted attempt to become a lawyer. 'How the hell am I going to learn all this?' was my first thought in what would be only a brief drive before the car's official UK launch. But unlike ELS, it did soon start to make some kind of sense. There are three settings for each of the steering, the dampers and the powertrain and you can combine them any way you like and, indeed ask the car to memorise two of your favoured settings via wheel-mounted 'M' buttons. You can then also choose three different maps for the gearbox, each pushing the part-throttle shift point further up the rev range than the last. You can even choose a more rearward bias for the four-wheel drive system by summoning its 'Sport' mode, or indeed switch it off altogether and enjoy correct-wheel drive all by itself. It looks and sounds bewildering at first, but if you know BMWs and M-cars in particular, you'll learn it fast. If not, you're going to need some time.

Barely had I left the car park when my fears about the car's true agenda blossomed. The car rides beautifully in its comfort setting, the V8 is quiet too, far quieter than the snorting equivalent Benz parks under the bonnet of its rival E63 saloon. Easing up to speed on the motorway, listening to how well tyre and wind noise has been isolated, I thought what a

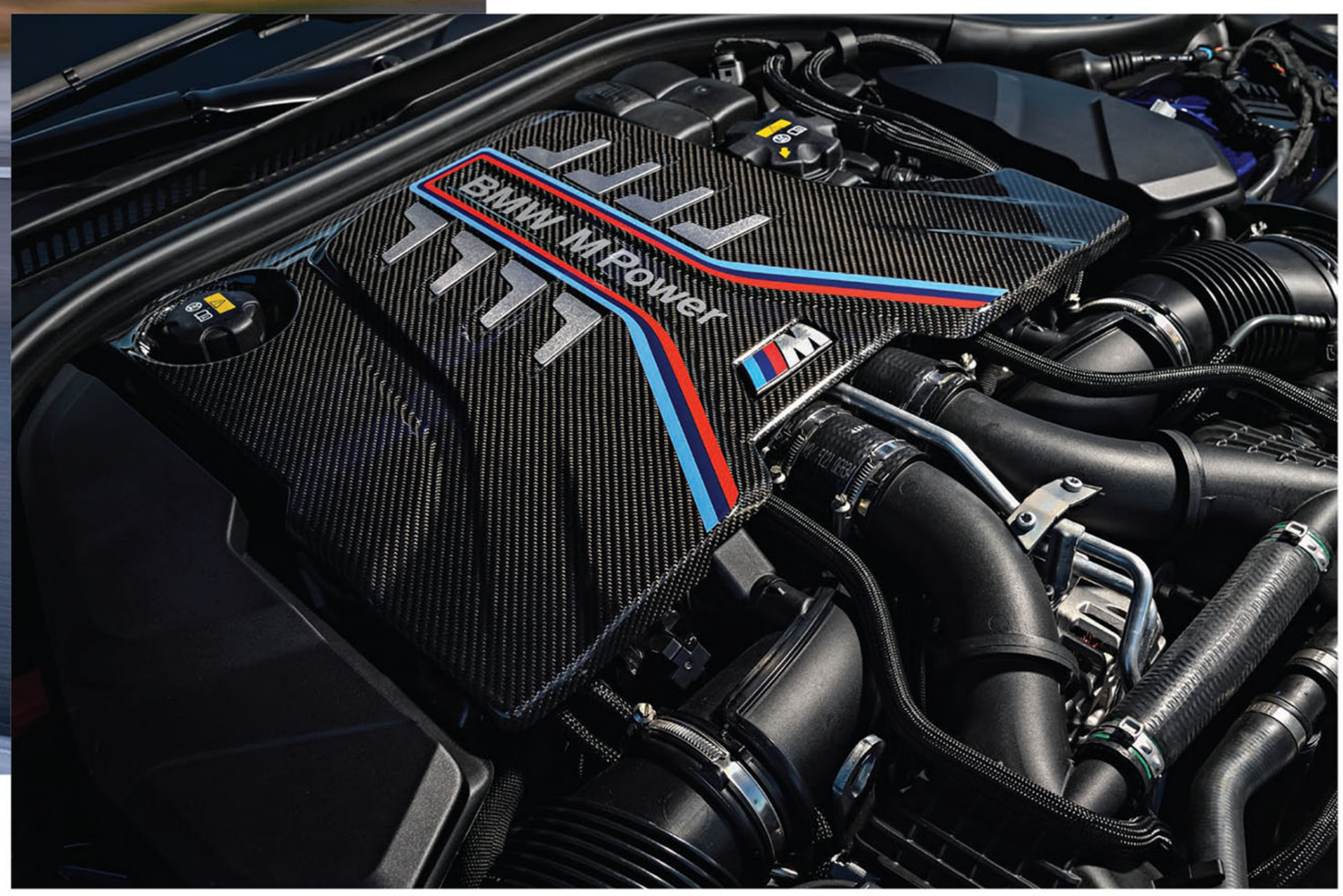
FACTFILE

BMW M5

Price **£89,645** ***Engine*** **4.4 litres, 8 cylinders, turbocharged** ***Power*** **592bhp@5600rpm** ***Torque*** **553lb ft@1800rpm** ***Weight*** **1930kg** ***Power to weight*** **307bhp per tonne** ***Transmission*** **eight-speed auto, four-wheel drive** ***0-60mph*** **3.4sec** ***Top speed*** **155mph (limited)** ***Economy*** **26.9mpg** ***CO_2*** **241g/km**









lovely daily driver this would make, and as that's probably the first priority of any BMW saloon - even one with this badge - perhaps the M division considered that job done.

I did not. The car is clearly quick - though remember the extraordinary 1.0sec improvement in claimed 0-62mph is almost entirely a factor of four-wheel drive - but the engine never emits more than a polite V8 woofle. No blood here, and not much thunder either. Where was the spark?

The good news is that it's there: you just have to go and look for it. On the right road and with all those myriad settings turned up to 11, there is indeed something of the older M5s about this car. While I found its immediate predecessor actually became less lovely to drive the harder you pushed it, this one is the complete reverse, revealing levels of balance, poise and precision you'd never expect if you only drove it with everything switched to comfort. And not once did I miss the double-clutch gearbox because the auto locks up almost immediately and shifts as fast as I can think while the four-wheel drive system is really pretty unobtrusive.

"Put it in rear-drive only and it becomes another car, where there is joy in teasing it to its traction limit"

But put it into rear-drive only and it becomes another car all over again, one where there is genuine joy to be had teasing it right to its traction limit and indulging in the entirely good natured oversteer that results when you overstep the mark. On the right road, it's as much fun as you could imagine a two-tonne four-door family saloon could be in 2018.

In the end I returned to base with just two proper complaints: the brakes are needlessly over-assisted and you can only select rear-drive if all the safety systems are disengaged. Why? Surely if you allow the car to be driven in a mode where it will slide almost at will, would it not make sense just to keep a low level of electronic intervention in the wings for those moments when enthusiasm outstrips talent?

I don't think when we're all in autonomous pods and looking back at the cars that most moved us, that this will be recalled as the greatest of the six generations of M5. It's still too heavy and its engine too muted, but it is a step back in the right direction.

When you consider that for every die-hard enthusiast who absolutely wants the M5 to be BMW's ultimate driving machine, there will be at least 100 who actually just want a very rapid, comfortable and quiet saloon with a badge that marks them out to be the adventurers they probably are not, then this car probably makes sense. And I'll say this for the new M5: there has never been one that tries harder to satisfy both camps.

This is an entirely pragmatic car, but if you take the time to choose the correct settings, it is also a proper driver's car too. And it's been too long, seven years in fact, since I have been able to say that about an M5. Ⓜ



Batteries included

With no more Porsche diesels, hybrid power is the only way to go







Porsche has taken the rather bold decision to suspend sales of its diesel-powered cars, and focus its attention on hybrids instead. So have hybrids now reached a level of capability that means they can fill the void?

The new Cayenne Hybrid provides an answer that convinces in parts. Right now, there is clearly a financial argument in its favour arising from on tax liability which is itself based largely on CO_2 emissions. But these claimed emissions bear no relation to the real world in this Porsche or, indeed, any other hybrid on sale, and it remains to be seen what financial hit will result when tax is worked out using the catchily titled Worldwide Harmonised Light Vehicle Test Procedure (WLTP) readings which a more accurate measure of efficiency.

In the meantime, Porsche has taken the electric drive system from the still fresh Panamera and installed it in the even newer Cayenne. Paired to a 3-litre V6 petrol engine it produces around 450bhp (I am unable to be precise because the car I drove was an unhomologated prototype for which figures have yet to be released). Power is directed in four directions via a ZF eight-speed gearbox and not the double-clutch PDK transmission used by both the Macan and Panamera because it allows the car to tow the maximum 3500kg load allowed by law. Its stablemates can only haul 2500kg.

If it has a problem, it is that the car whose shoes into which it now steps, the old Cayenne Diesel S, was not just the best Cayenne I've ever driven, but perhaps the best diesel too. True, it didn't have quite the power of this Cayenne, but it did have eight cylinders instead of six and even more torque, both of which are probably more important in a car such as this.

Then again the new Cayenne is far lighter than the last and the V6 not without charm. It doesn't feel like it will shred the tarmac every time you press the pedal because you have to push it all the way to the floor to tell both its electric and petrol powertrains to provide peak power simultaneously. But when it does get going, the performance is entirely convincing.

And if you ask it to operate on electricity alone, it's even better. Compared to the last Cayenne hybrid, its output has risen from 87bhp to 134bhp and its all-electric range from little more than 20 miles to little less than 30. And you can drive it down the motorway fast enough to get plenty of points on your licence without it so much as opening a valve. But it's best off-road, an environment it will hardly ever visit, because the hybrid delivers power so precisely that managing speed over really rough terrain is the easiest I've known it.

Make no mistake, were one available, I would still choose a diesel Cayenne: the torque, the range and the real-world fuel consumption make too persuasive an argument, but if you still hanker after a Cayenne and are wondering whether instead to go for one of its rivals which still have diesels on sale, I'd still take a look first. Diesel or not, this Cayenne is still a capable and likeable product.

FACTFILE

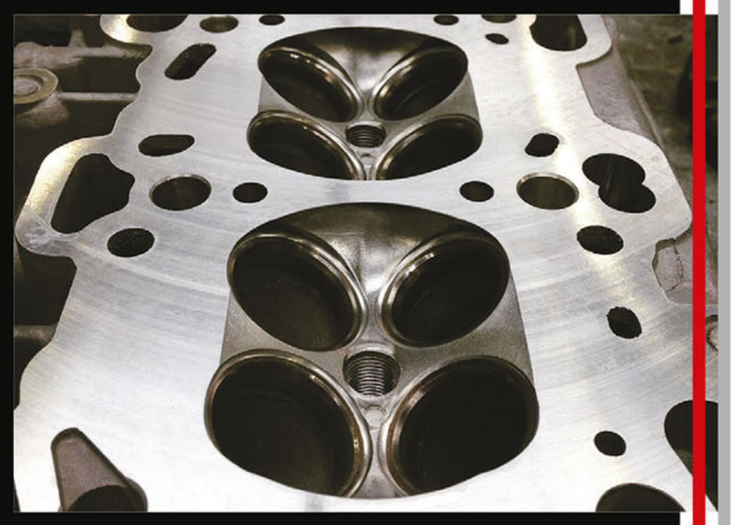
Porsche Cayenne Hybrid

Price **n/a** ***Engine*** **3.0 litres, 6 cylinders, turbocharged, electric motor** ***Power*** **450bhp@5400rpm** ***Torque*** **500lb ft@1100rpm** ***Weight*** **2400kg** ***Power to weight*** **188bhp per tonne** ***Transmission*** **eight-speed automatic, four-wheel drive** ***0-62mph*** **5.3sec** ***Top speed*** **157mph** ***Economy*** **n/a** ***CO_2*** **n/a**

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They did what?

Land Rover's works-engineered 400bhp Defender is every bit as nuts as it sounds



There are few better ways of illustrating the relativity of speed than a couple of hours behind the wheel of a 70th Anniversary Land Rover Defender. If, for instance, you are used to your acceleration being served by a 5-series BMW with a 3-litre diesel engine, you will find reaching 60mph in 5.6sec of minimal drama. Do the same in a 400bhp Defender powered by a 5-litre V8 motor and it'll still be the first thing on your mind when you wake up the following morning. You'll hear the noise, remember having to steer the car despite the road being straight and the protestations of four BF Goodrich tyres being asked for more than they were able to give. And you'll probably start laughing all over again.

Of course, these cars are not strictly new. Defender production came to an end over two years ago and the company has not reneged on its promise to those who bought the very last special-edition cars not to build any more. What it has done, or is doing right now, is sourcing 150 late, low-mileage Defenders, binning their 122bhp diesel motors and installing the V8 more usually seen in top-end Range Rovers and Jaguars.



Land Rover first installed a 3.5-litre V8 almost 40 years ago. Most recently it did a 3.9-litre V8 Defender to celebrate the Defender's half-century back in 1998. But that produced 190bhp. How would one with more than twice the power feel?

Hair-raising at first. Customers can choose between short- and long-wheelbase donor cars and I'd highly recommend the latter, because it'll sit seven not four, is far more stable and comfortable yet still feels stupidly fast. The SWB car feels like a toy whose novelty might wear off rather quickly. But once you've dialled your brain into the highly unorthodox way either car goes down the road, there is fun aplenty to have here.

FACTFILE

Land Rover Defender Works V8 – 70th Edition

Price **£150,000** ***Engine*** **5.0 litres, 8 cylinders** ***Power*** **400bhp@6000rpm** ***Torque*** **515lbft@5000rpm** ***Weight*** **1900kg** ***Power to weight*** **210bhp per tonne** ***Transmission*** **eight-speed automatic, four-wheel drive** ***0-62mph*** **5.6sec** ***Top speed*** **106mph** ***Economy*** **n/a** ***CO_2*** **n/a**



That's largely because this is far more than a Defender with an enormous engine. Keeping it under control is an eight-speed automatic box, special springs, dampers and roll bars, an effective stability system and, praise be, a proper braking system. So, yes, it still wanders about a bit and steers inexactly despite the old worm and roller steering being replaced by a recirculating ball system and, no, grip isn't special, but drive it like an early 911 in the wet by adopting a doggedly slow in, fast out approach and despite all its manifest drawbacks, a hoot will be had.

Some have criticised the price, and when you realise the same £150,000 (£160,000 for a LWB car) will buy you a brand-new McLaren it's not hard to see why. Land Rover protests that once all the testing and development has been taken into account it's a perfectly reasonable amount given that those costs can only be amortised across 150 units.

Actually, the price needs no defending. Fact is, all 150 are already sold and, though I'd never think of having one myself, it's not to say I can't see why someone might. It's a works-engineered 400bhp Defender for heaven's sake; that's probably all the explanation required.

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SPEEDSHOP

THIS MONTH *How AC Cobras captured French hearts • a genuine Ferrari 'barn find' goes under the hammer • Alfa's timeless Spider • Steve Soper sells his Lotus Cortina*



TOP STORY

Small screen screamer

A road-going hypercar with celebrity history

Some say it's the fastest car around the *Top Gear* track and features a 4163cc, twin-turbo, intercooled version of Audi's V8 engine. All we know is it's called the Gumpert Apollo.

One of the most exotic supercars of the early 2000s is being sold by Mark Donaldson, and it comes with impeccable TV provenance. The Apollo Sport featured here is chassis WO9GUA2157A964014, which arrived in the UK in August 2007 as the promotional demonstrator for Gumpert's distributor.

Because of this, the car went on to feature in many magazine articles at the time. It hit the big time in June 2008, when it appeared on *Top Gear*, fronted by Jeremy Clarkson, James May and Richard Hammond when the TV show was at the height of its popularity. The car was driven by Hammond and then the Stig took it on a Hot Lap. It posted a time of 1.17.1 and became the new leader on their Power Lap Board, faster than Bugatti Veyron and Pagani Zonda. The achievement went some way to securing the then relatively unknown company's name in the UK market.

Gumpert was founded in 2004 by Roland Gumpert, the engineer who had been in charge of Audi Motorsport in the quattro's glory years of the 1980s, winning 25 World Rally Championship events and four World Rally Championship titles. With Audi's approval, Gumpert founded the new company with the aim of producing a new race-inspired but street-legal, no-frills supercar with Roland Meyer, the founder of Audi Tuning legends MTM – Motoren Technik Meyer.


1

The Apollo was the first fruit of their labour. It came with a choice of three engine types: Basic 650bhp, Sport 700bhp and Race 800bhp. The 0-62 mph took 3.0sec, 0-200kph (124mph) in 8.9sec and a maximum speed of 224mph. This example is in Apollo 'Sport' specification (a €77,910 upgrade) and features a full carbon-fibre bodyshell, metallic paint, carbon front wheel well louvres and vortex generators, carbon trim, air jacks, fully adjustable traction control system by RaceLogic and motor sport carbon rear spoiler. Cosmetically the car was finished in Aero Blue metallic with Nero and Cristalgrey leather trim with silver and black thread.

(1) Power comes from intercooled twin-turbo Audi V8 uprated to 700bhp (2) Carbon-trimmed interior has few frills (3) Rear diffuser indicates high level of downforce (4) This Apollo is the only road-legal example in Britain

Despite its track-focused nature the Apollo boasts limited race pedigree. It made its racing debut in the Divinol Cup driven by the Belgian Ruben Maes who finished third on the Hockenheimring race track. Gumpert also entered a hybrid version of the Apollo in the 2008 Nürburgring 24 Hours, driven by the 2004 winner Dirk Müller and ex-Formula 1 driver Heinz-Harald Frenzen.


2


3

But it is as a road-going hyper-car that the Apollo really made its name. "We believe this to be the only road-registered Gumpert Apollo in the UK and it is therefore a unique opportunity to acquire a monstrously capable slice of motoring history," says Mark Donaldson. "Gumpert infamously claimed that the Apollo could drive upside-down in a tunnel if driven at a high-enough speed but we wouldn't recommend validating that claim!"



4

In the market for a little extra star quality

Cars of all shapes and sizes can have famous names stamped in their logbooks



Aston Martin DB5
£POA
Built in 1965; Led Zeppelin frontman Robert Plant later treated it with a whole lotta love
www.nicholasmee.co.uk



Land Rover* Spectre *Defender
£POA
One of 10 made. Chased Daniel Craig's James Bond in *Spectre*, but lost out to Bond's BN2 Islander (an aeroplane)
www.tomhartleyjnr.com



'Herbie'
no reserve
Ex-Walt Disney Productions, 1963 model. Starred in *Herbie Goes Bananas*, 1972. Available at Palm Beach, April 12-15
www.barrett-jackson.com



Lamborghini 400GT
est £400,000-500,000
From Beetle to Beatle. Ex-Paul McCartney Lambo failed to sell at Bonhams, Goodwood, on March 18
www.bonhams.com

The racing car known to fans simply as 2VEV is to go under the hammer later this year and experts predict it could shatter the record for a British model in this country. It could even challenge the outright world record and become the most valuable British-built vehicle in history.

The 1961 Aston Martin DB4 GT Zagato will be auctioned at the Goodwood Festival of Speed in July and Bonhams, the auctioneers, have given it an estimate of "more than £10million". Some experts, however, have valued the car at closer to £15m. The previous most expensive British car sold in the UK is



Aston could smash record

This isn't any DB4 GT Zagato, it's the DB4 GT Zagato

the Tim Birkin Bentley Blower, which sold in 2012 for £5.4 million, while the world record for a British car is held by the Aston Martin DBR1 which sold last year for £17.5m.

The news that the Zagato - one of 19 built - is to be sold has caused a flurry of excitement among the world's wealthiest collectors. It competed in period at Le Mans and the Nürburgring but perhaps most famously it was the car driven by Jim Clark at Goodwood when it was involved in an infamous accident.

During the 1962 Tourist Trophy, Clark spun into John Surtees' Ferrari 250 GTO and the two cars crashed into the banking. A Ferrari 250 SWB driven by Robin Benson subsequently collided with them too. The thought of what are now three of the most valuable classics in the world crumpled against the Goodwood banking has kept race fans entertained ever since.

2VEV has been owned by the same family for the past 47 years. It was bought by the late Roger St John Hart in 1971 for £3600.

DEALING



NO HARM IN STARTING YOUNG

Graeme Hunt turned his passion into a business

Graeme Hunt focuses on selling unusual cars to buyers all over the world from his Kensington dealership. He started Graeme Hunt Ltd in 2001, but this passionate owner and racer of classic cars began in the business back in the 1980s.

"I had a passion for cars as a young man," he says, "and that sometimes turned into a form of income. Effectively I've been dealing in what are now called 'classic cars' since the mid '80s, having started racing before that."

He made his racing debut at Silverstone in an AC 3000ME and by that time, aged 23, had owned about 14 cars. Graeme's palpable enthusiasm for his fleet of classics reaches clients all over the world, and it's the character of those machines that he likes to showcase when he displays them at his 16-car showroom.

"The best thing about this business is that we meet some really brilliant people," he says. "Lots of our customers have been dealing with me for the last 30 years, but it's also very nice to meet new people who want to do business because they've either heard about us by reputation or through their friends. It's nice to hear people say they've been told to deal with us because we have an honest, trustworthy team that does a very good job."

Whether you are looking for a rarity, something more familiar, or else simply want to discuss a potential restoration, Gareme will be happy to chat. "We've restored Range Rovers, Bentley R-Types and everything in between," he says.

"I'd like to think that the quality of our cars is exemplary. We look after them as though they are ours to use rather than stock to sell."

www.graemehunt.com



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1990 Ferrari Testarossa
£145,000
A truly sumptuous, low-mileage Testarossa in the often maligned – but still very popular – Rosso Corsa with Crema hide.

Wind in their sales

Fewer cars shifted at Amelia Island this year, but some big numbers were still achieved





Bad weather didn't catch out purchasers over the major auction weekend at Florida's Amelia Island Concours, even though a grim forecast of heavy rain for Sunday caused much of the action to shift forward a day or two. But fewer cars went across the block compared to the previous year and the weekend total was down on predictions.

Amelia has gained a reputation as the place to offer Porsches; the Stuttgart marque featured heavily, and not just the flagship 1970s racers: Gooding and Co achieved $1.76m for a 1993 964 Turbo S, with RM Sotheby's pulling in a record $1.65m for a 911 Carrera RS 3.8 of the same vintage - more than the $1.59m Goodings obtained for a 962 with race history.

This is the same ballpark as a 2015 McLaren P1 fetched at Bonhams, indicating that low-mileage examples of more recent road supercars are pulling in a premium.

However, Ferrari remained the flavour of the month at RM Sotheby's, where a 1966 torque-tube 275 GTB with the desirable long nose and triple-carb set-up made $2.2m. Among the 11 964 Porsches the firm fielded from one collection, a '93 3.8 RSR with less than 800km on the clock hit $1.27m. Just five years old, a Black Series Mercedes AMG SLS pushed up to $434,000, confirming the supercar surge.

A two-way battle over an unusually original 1931 Marmon 16 resulted in a big jump over the expected price - it went for more than $1m, remarkable for a car that - despite its attractive LeBaron body and a 16-cylinder engine that made it quicker than a Duesenberg - is not usually seen in the same league as the more famous marque. A Duesenberg J cabriolet ordered by William Randolph Hearst in 1930 made slightly less, while the boat-tailed 1930 Isotta-Fraschini Tipo 8S cabriolet 'Grey Goddess' (with wing-shaped sidepods) was nearer forecast at $1.27m.

The phrase 'barn find' has a romantic air, but that was the story behind Gooding & Co's 1966 Ferrari 275 GTB and a Shelby 427 Cobra, both parked and left since 1991. Hard to imagine. The Maranello beauty made the low end of estimate at $2,53m, with the Cobra just breaking into the million-dollar bracket. In contrast, a 1967 Ford MkIV might have been expected to garner more than $1.92m, but this was a spare chassis without race history, built up later in the UK. Nevertheless, a mighty piece of kit. So was the 1974 Porsche RSR Turbo that finished second at Le Mans. It was expected to be a prime sale at up to $8m, but though bidding surged up to $5.4m that wasn't enough to buy it. A 1956 Ferrari 410 Superamerica also stuck on the block: at $3.9m the best bid didn't meet the seller's hopes of $5m, although an Enzo with 1600 miles on it, the only modern Ferrari to go up at Amelia, reached $2.36m.

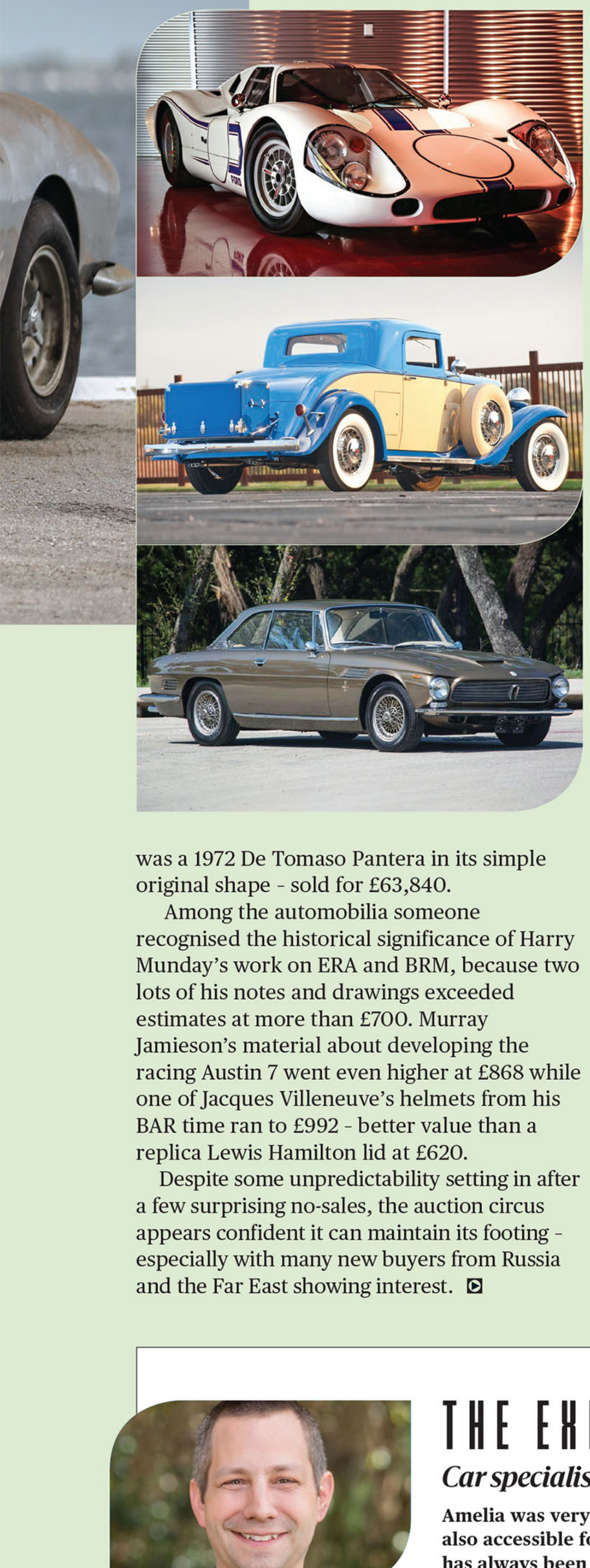
> *The phrase 'barn find' has a romantic air, but that was the story behind a 1966 Ferrari 275 GTB*

At Motostalgia a rare example of cross-Atlantic co-operation - a 1967 Iso Rivolta, perhaps not one of Giugiario's finest, but powered by a torquey Corvette 327 V8 - achieved $66,500, while if you required more technical sophistication a Mercedes SLR McLaren went down for $260,000.

Back in the UK, Race Retro activity centred on Silverstone Auctions' two sales for classics and competition cars in late February. Top item here was a Robb Gravett/Mike Smith 1990 BTCC title-winning Cosworth RS500 on £182,250, while a pretty Lola T210 first raced by Willi Kauhsen in 1970 and currently maintained by Martin Stretton Racing achieved £146,000 and a Ford RS200 £157,500. If you wanted to try your hand at the HRDC Academy a fully prepared A35 went for £19,690, and the Special Saloon Suzuki built and raced by Ben Bowlby in the 1980s hit £5630. Or, for track-day fun, a Palmer Jaguar JP1 packing a 3-litre Cosworth V6 sold for £32,630

Among the classics, a lurid green BMW CSL 3.0 made £106,875 and the first UK right-hand-drive Lamborghini Jalpa, with its gorgeous-sounding transverse V8, just under £50,000.

In March we had Historics at Brooklands' Ascot sale, where one lucky purchaser landed a bunch of mid-engined fun by buying a 2002 Renault Clio Sport V6. For anyone who wanted to try circuit glamping, an Airsteam caravan with minimalist interior redesign hit £43,000 and the perfect tow car, a primrose yellow two-door Range-Rover, made £14,560. Much nicer to look at than later spoilered versions



was a 1972 De Tomaso Pantera in its simple original shape – sold for £63,840.

Among the automobilia someone recognised the historical significance of Harry Munday's work on ERA and BRM, because two lots of his notes and drawings exceeded estimates at more than £700. Murray Jamieson's material about developing the racing Austin 7 went even higher at £868 while one of Jacques Villeneuve's helmets from his BAR time ran to £992 – better value than a replica Lewis Hamilton lid at £620.

Despite some unpredictability setting in after a few surprising no-sales, the auction circus appears confident it can maintain its footing – especially with many new buyers from Russia and the Far East showing interest.

Preview & Calendar

APRIL

6 ***RM Sotheby's***
Fort Lauderdale, USA

8 ***Artcurial***
Paris, France

12 ***Barrett-Jackson***
Palm Beach, USA

21 ***CCA***
Silverstone, UK

21 ***Barons***
Sandown Park, UK

25 ***H&H***
Buxton, UK

MAY

10 ***RM Sotheby's***
Auburn, Indiana, USA

11 ***Bonhams***
Monaco

12 ***RM Sotheby's***
Monaco

18 ***Silverstone Auctions***
Silverstone, UK

JUNE

2 ***Bonhams***
Reading, UK

3 ***Bonhams***
Greenwich, USA

5 ***H&H***
Motor Sport **Hall of Fame, Epsom, UK**

5 ***Barons***
Sandown Park, UK



GOODINGS

1975 BMW 2002 Turbo ***Sold for $192,000***

BMW's first turbo model with 170bhp from four-cylinder motor; close-ratio five-speed gearbox; fitted with experimental polarised rear screen.



GOODINGS

1947 Kurtis Kraft midget racer
Sold for $52,000

Raced by George Bignotti and Bob Sweikert; period-correct flathead Ford V8; drum brakes all round.



RM SOTHERBY'S

Bust of Juan Manuel Fangio
Sold for $7200

Head of the great Argentine, sculpted by Larry Braun; one of 21, on walnut base; proceeds to charity.



SILVERSTONE AUCTIONS

Cosworth DFV HB engine
Sold for £13,800

Classic F1 V8, believed to have powered Michael Schumacher's Benetton B191 before being presented to Walter Hayes.



SILVERSTONE AUCTIONS

1986 Bowlby Suzuki SC100
Sold for £5630

Designer Ben Bowlby's first project; successful in Special Saloons; restored with fresh 1100cc Kawasaki ZZR.

THE EXPERT HANS WURL

Car specialist at the auctioneers Gooding & Co

Amelia was very solid, with a 95 per cent sell-through rate. Amelia buyers are diverse; it draws well nationally but is also accessible for European clients. There is a high concentration of Porsches at this sale because the south-east US has always been a strong region for the marque. But buyers of late-model supercars are very selective; the market falls off steeply below the top tier. Our 'barn find' cars sold well because two scenarios seem to be of particular value: finding a car that can be preserved as original, or one that can easily be assessed for refurbishment potential. You should always buy what makes your heart race. The market is built on emotion, despite the cars' values.

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2005 FERRARI 575 SUPERAMERICA (LHD)

Rosso Corsa with Nero leather interior, 7,644 km

£POA



2011 ROLLS ROYCE PHANTOM COUPE

Carbon Black with Cornsilk leather, 7,463 miles

£179,950



2015 PORSCHE 991 GT3 PDK (LHD)

White with Black Alcantara, 126 miles

£129,950



2012 BENTLEY CONTINENTAL GTC

Moonbeam Silver with Linen leather, 14,596 miles

£79,950



2005 FERRARI F430 SPIDER

Rosso Corsa with Sabbia leather, 21,587 miles

£89,950



2014 AUDI RS5 QUATTRO CABRIOLET

Moonbeam Silver with Linen leather, 14,596 miles

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An entente tres cordiale

Say 'Cobra' and you think of the States, but France fell for them too



REMI DARGEGEN

It's easy to be dazzled by the Cobra legend - demure British sports car transformed by Texan Carroll Shelby into a tyre-shredding tearaway tearing up circuits across the USA. Motivated by seven bellowing litres of big-block Ford V8, the Shelby Cobra stormed to multiple victories on its home ground and electrified spectators for whom it was the very definition of an all-American hero.

But it also found customers in Europe where a steady run of cars found themselves. There's a world of difference between those thundering 427s and the small-block 289 Cobra like the one above, based on the simple Ace two-seater that AC had been making in Thames Ditton outside London since 1954.

The Ace might have ended its run in the early Sixties had Shelby not wanted a sports car he could sell - and race - in America which



combined the best of British manners with some raw horsepower. Ford's new lightweight V8 went neatly under the Ace bonnet, already modified to swallow a six-cylinder Ford 2.6, and with a tougher differential installed to handle the torque jump and a slight relocation of the steering box, both sides of the Atlantic had sired a new baby.

For, long before the multi-national assembly schemes we know today, the Cobra was assembled in both countries. Rolling shells, complete, painted and trimmed, went to the Shelby plant in Los Angeles to receive their motive power, gaining CSX chassis numbers, while engines and gearboxes arrived in Britain from Shelby to be fitted here. These were labelled COB for Britain, right-hand drive, or COX, signifying eXport, left-hand drive. British-made cars were branded simply as AC Cobra while Cobras built up in the USA carried that magic Shelby name.

Early cars had a 4.2 Windsor block, but once production settled on a 4.9-litre unit the recipe was set - as well as a never-ending debate about whether it's a British or an American creation. But it doesn't have to be one or the other: it was a co-production, though over the years Shelby development undoubtedly strengthened its Stateside accent.

By 1964 the 289 was running out of steam on the race track, prompting Shelby to engineer a new coil-sprung chassis with chunkier main tubes to handle the heftier 7-litre engine, but many feel that the slim haunches of a well-sorted 289 are a nicer package to handle, particularly once the 1962 MkII appeared with its rack and pinion steering. Later on AC yielded the Cobra name exclusively to Shelby, marketing a small-block coil-sprung car as the 289 Sports. But size isn't everything; in today's conditions the big engine won't get you to the hills any faster.

Supplied to French AC agent Chardonnet in 1963, the 289 pictured here was one the first three left-hand-drive COX-numbered cars to go to Europe. It has lived in France all its life and has never raced.

Despite the punchy racetrack image of the 427, a 289 is a more comfortable car to drive across Europe than its big brother. It's a purer car. And there's nothing wrong with purity.

www.historiccars.fr



SPEAKING TO GAEL REGENT

The man from Historic Cars in Paris on the Gallic love of an Anglo Saxon car

The dealer Chardonnet was very active pushing the AC brand here and there is an active community of French AC owners. There are quite a few Aces and Cobras in France, including racers. This car goes like a Cobra should and has enough torque to be frightening in Paris! It has changed colour from its delivery Vineyard Green, but everything else is very original. Even the seats have their original leather, just recoloured. It has been with the same collector for the last 40 years, and he sent us pictures of its history in France (above).

Alfa Romeo Spider

The Italian beauty that graduated to true stardom

Price new: £1894 (1.6 Duetto) ***Price now:*** 1750 Veloce £55,000; 2000 Veloce £10-20,000 ***Rivals:*** MGB, Triumph TR4A, Renault Caravelle, Jaguar E-type ***Heritage:*** bears a badge adorned with laurels over the years, and shares motors which powered thousands of track and rally victories





It didn't need a starring role in a film to make it cool - the Alfa Romeo Spider arrived dripping with style, chic but cheeky, with thrusting nose and a curvaceous rump. Yes, it had family car underworks, but they were Alfa works - an alloy twin-cam four happy to wind 109 eager horsepower from its 1600cc, breathing through two snorting twin Weber carburettors and dispensing torque through a five-speed gearbox - something even an E-type didn't have at the time.

And those elegant lines - it was your own taste of *la dolce vita*, and you didn't need to see *The Graduate* to imagine yourself pulling up outside fashionable Riviera restaurants in this scarlet beauty.



It drove with style too. Light steering, disc brakes on all corners and grown-up coil springs when the home equivalent - the MGB - made do with dated leafs and drums at the rear. In Britain the Spider wasn't cheap - it was in sight of E-type money, so in 1968, two years after the launch, Alfa offered a 1300cc Junior model with a few less bhp and a slightly cost-trimmed interior but virtually all the same character. Meanwhile the 1600 Duetto became the 1750 Veloce with 122bhp, turning it into a true gem.

Those 105-series Alfas proved very long-lived in production terms, and so did the Spider - some 26 years over various iterations, though it lost a little charm each time. In 1970 came a squared-off 'Kamm tail' which gave more room for your weekend cases though few thought it prettier despite a more relaxed screen rake. One year on, a 2-litre arrived offering 132bhp; rubber bumpers later upset its looks, but not as much as Series 3 cars which in 1983 grew heavier black bumpers, chin spoiler and a rubber tail flip. A 1991 tidy-up was cleaner but out of tune with the Sixties charmer it once had been.

For on-the-road delight a second-series 1750 in the original shape - variously labelled boat-tail or round-tail (Duetto really means the 1600) - has the edge, that free-revving motor giving all the urge you'd want. Which means it's the priciest but also the best investment. Later Series 3 cars offer terrific fun-per-pound value, but a 1750 Veloce is *perfezione*.



SPEAKING TO KEVIN RAWSON

Owner of Southwood Car Company and Alfa Romeo enthusiast

Most sought after are 1968/69 cars; for a late Sixties car they're a delight. The engine is alloy, they have a five-speed box, and they're light. You can throw them about - they're a really spirited drive. The 1750 is a very square engine so it revs freely. They feel a much more modern drive than the previous Giulia and Giulietta Spiders, although I do love those cars. But the 1750 really contradicts its age. You can jump in one of these Alfas and be at ease straight away. You're looking at perhaps £55-60,000 for a really good 1750 Veloce, though the one we're selling, as close as you can get to a new car after a three-year restoration, is more. Alfas have so much pedigree. It's a lovely brand to specialise in.

RMD

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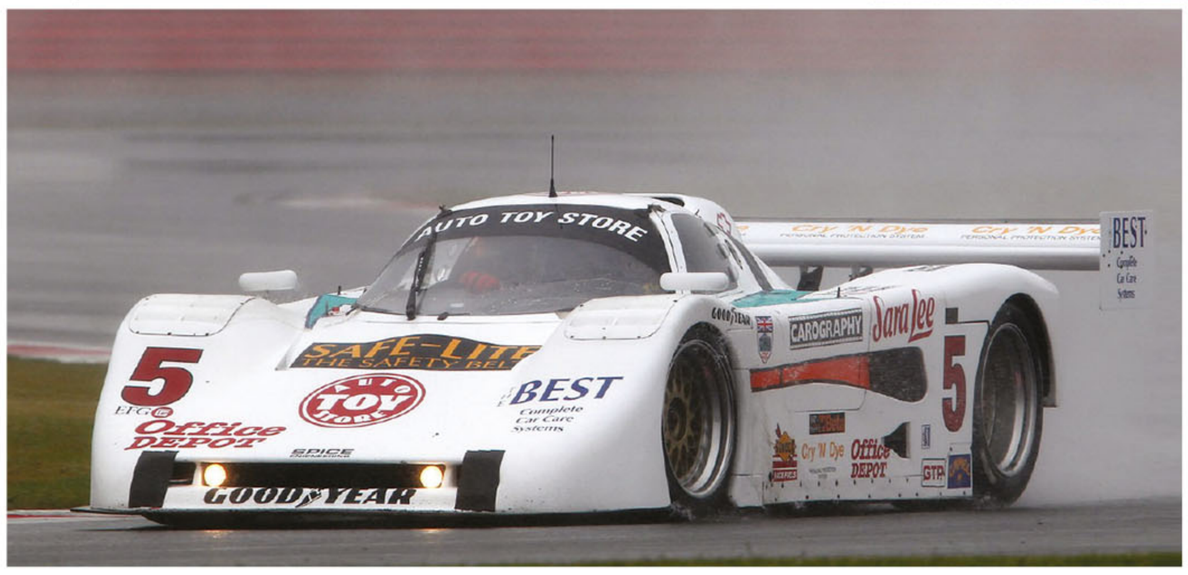
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Ford Lotus Cortina

Revered thanks to Jim Clark – and still in demand today

Price new: *£1100 3s 1d (road car)* ***Price now:*** *£55,000-60,000 (road); £80,000-120,000 (racer)* ***Rivals:*** *Alfa Romeo GTA; BMW 1800 Ti* ***Heritage:*** *Early homologation special; created to make Ford look cool*



Soper leads a Cortina duel at Silverstone in 2017, with Mark Sumpter challenging closely

The car above rolled off the Ford assembly line as a humdrum Cortina 1500 saloon, in dark green, and began its second life at the workshops of British Touring Car Championship front-runner Team Dynamics. "It wasn't exactly a wreck," says owner Steve Soper, "but it hadn't been cared for terribly well. I commissioned the guys at Dynamics because I've known them for about 35 years and they work to a very high standard.

"I'd owned a Lotus Cortina previously, bought ready to race, but sold it because I fancied having one built from the ground up. We had the newly acquired shell acid-dipped and started from there. I let Dynamics do all the technical stuff, but helped out with the build programme where I could. When I used to race for manufacturer teams, my only real involvement with the car was turning up at the track, jumping in and driving. With this, I feel much more engaged because I watched the whole thing come together and had an active, hands-on role in its creation.

"It made its debut at last year's Donington Historic Festival and I had a pretty good season - I wasn't beaten by another Cortina in any of the races I finished. When the Banks brothers turned up with their Alfa GTA, however, I knew I'd have a fight on my hands. I think they beat me three times and I beat them once. The most satisfying weekend was probably Zandvoort, where I started 36th after a troubled practice but came through to win."

The car is currently for sale for £125,000 to finance future projects, but while awaiting a buyer Soper wheeled it out once more at the 76th Goodwood Members' Meeting.

"I know people struggle to get their heads around six-figure sums being spent on Cortinas," he says, "but in the context of modern historic racing there aren't many more cost-effective options - except perhaps a Mini Cooper, and I'm sure the difference isn't all that great. In my dreams I'd love to have a go in a Jaguar E-type, but that's at a level I simply can't afford."

What's next? He's not saying... yet.



SPEAKING TO STEVE SOPER

Long-time saloon ace on the lure of racing historic machinery

I remember seeing Jim Clark in his Lotus Cortina at Brands Hatch when I was there spectating with my father in the early '60s, and it's lovely to have the opportunity to use one now. People keep asking me to race things I drove professionally in period, but it wouldn't feel the same without all the trappings we had back then. I'm more interested in driving things I didn't have the opportunity to race first time around - and, being eligible for so many different series, Cortinas are perfect.

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Purchased by the last owner in 2016, the car has been subject to further development and revisions, enabling the car to be enjoyed on the public roads.

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Parting Shot

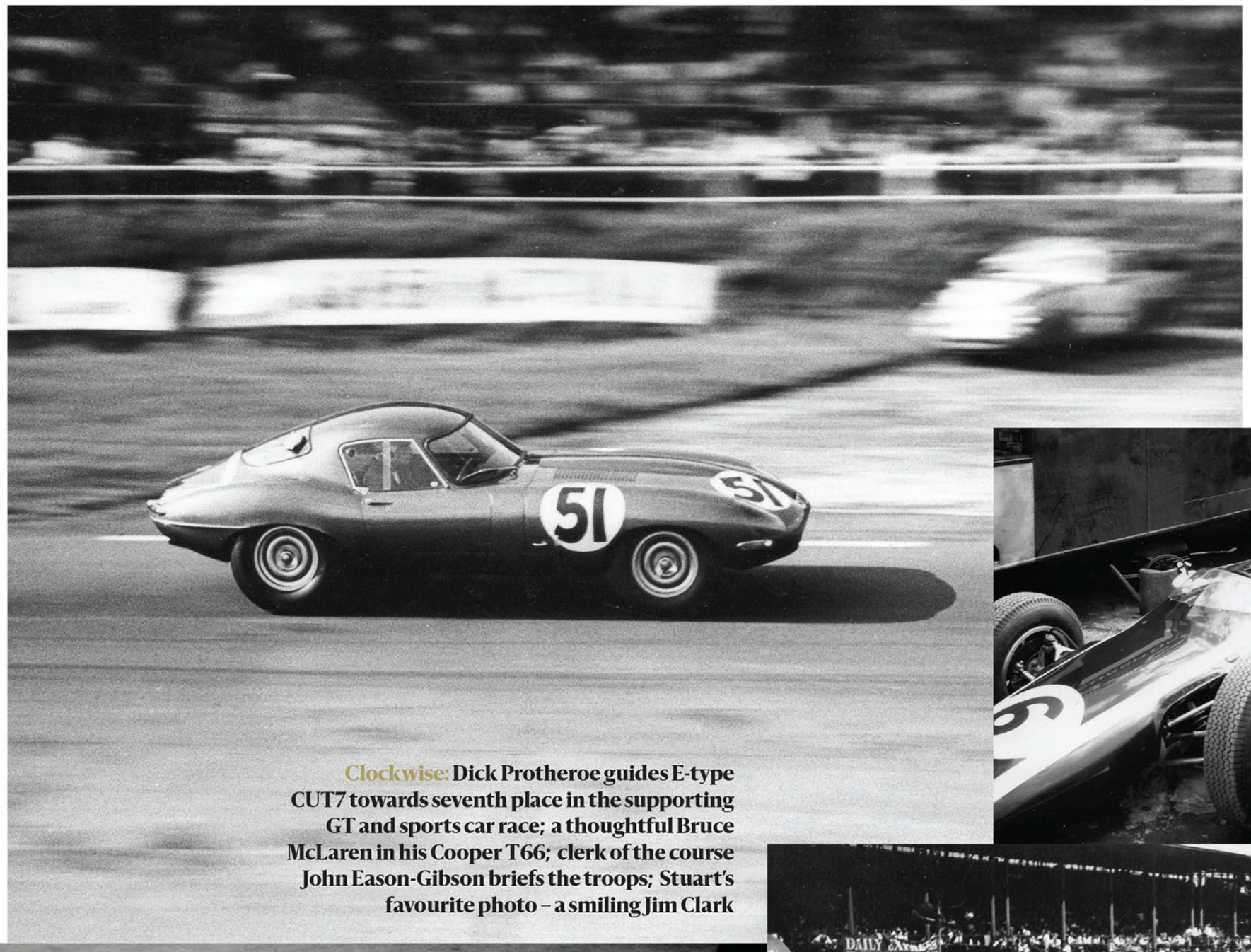
May 30, 1965

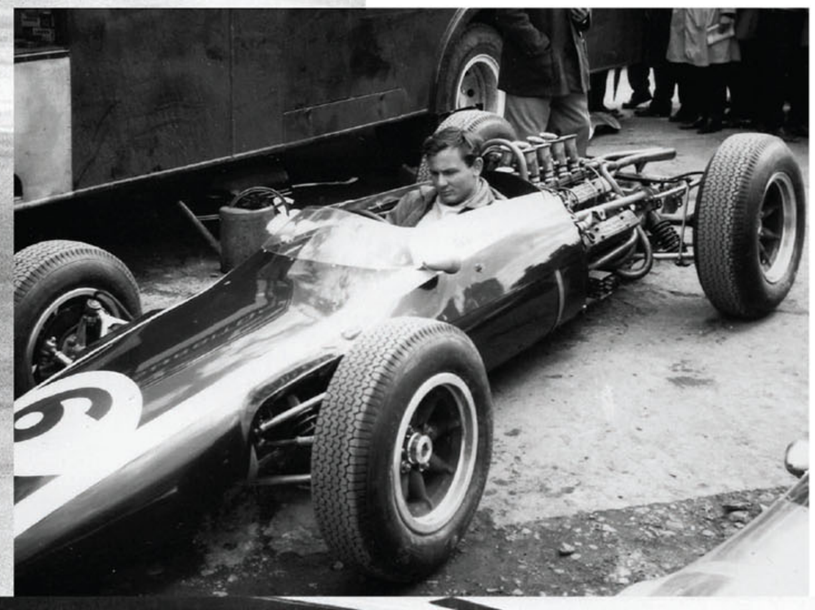
Monte Carlo, Monaco

Lorenzo Bandini (Ferrari 1512) leads Jack Brabham's eponymous BT11 through the hairpin during the 1965 Monaco GP. Brabham eventually passed the Italian, but engine failure put him out and Graham Hill (BRM P261) came through to win from Bandini and Jackie Stewart (BRM). Is this the kind of thing Liberty has in mind when it talks about bringing fans closer to Formula 1?

LAT


PROVA
V8-53





Clockwise: Dick Protheroe guides E-type CUT7 towards seventh place in the supporting GT and sports car race; a thoughtful Bruce McLaren in his Cooper T66; clerk of the course John Eason-Gibson briefs the troops; Stuart's favourite photo – a smiling Jim Clark





You were there

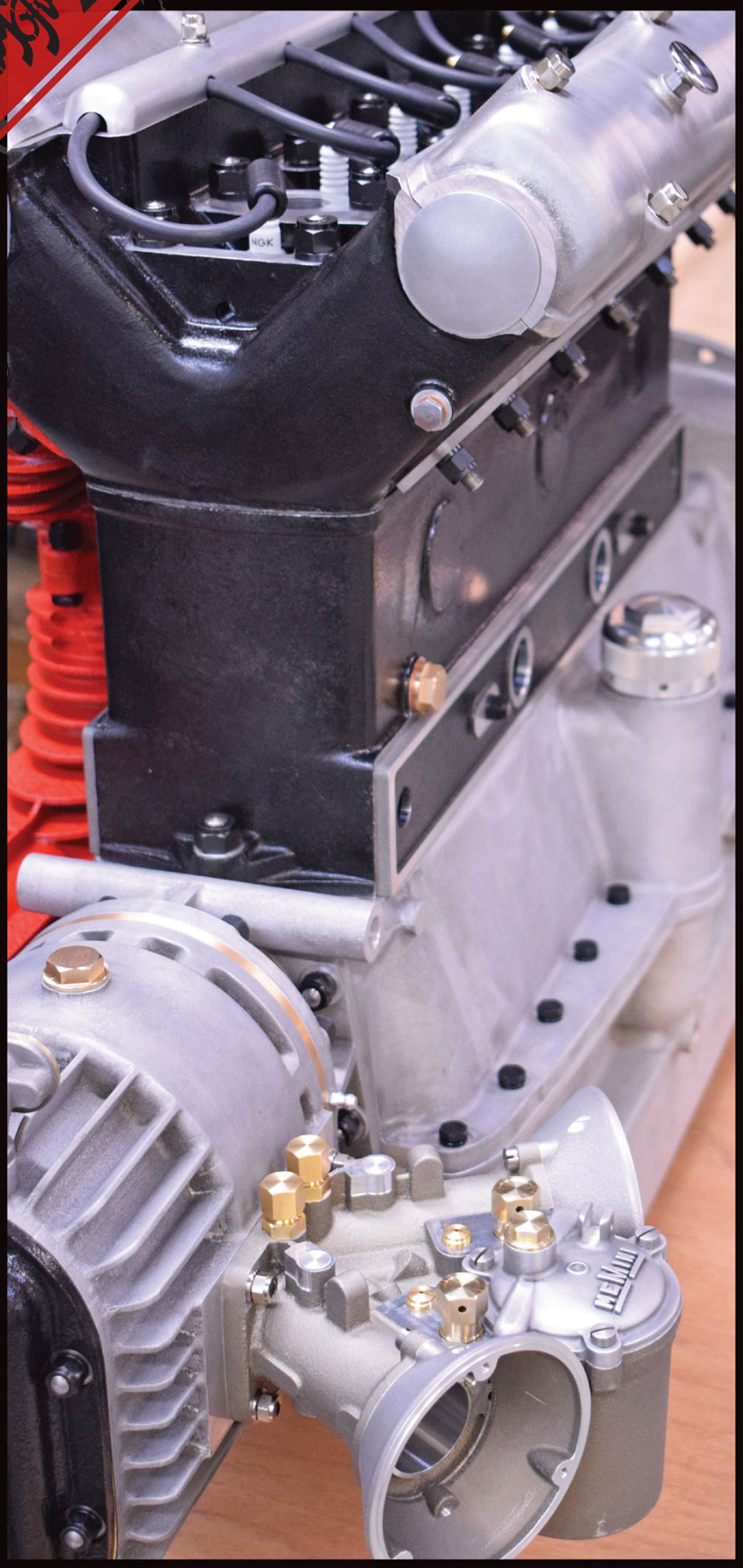
Stuart Warriner was a Silverstone regular when the world was still monochrome. He took these during the 1963 British Grand Prix meeting

Send us your images

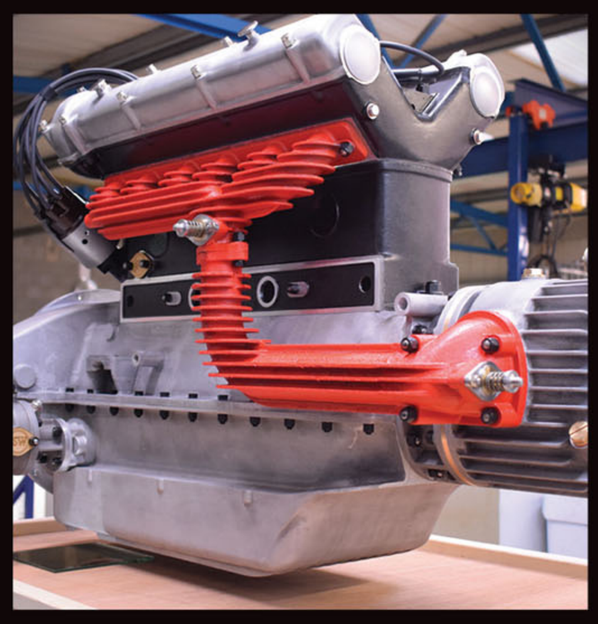
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Alfa Romeo by JSW

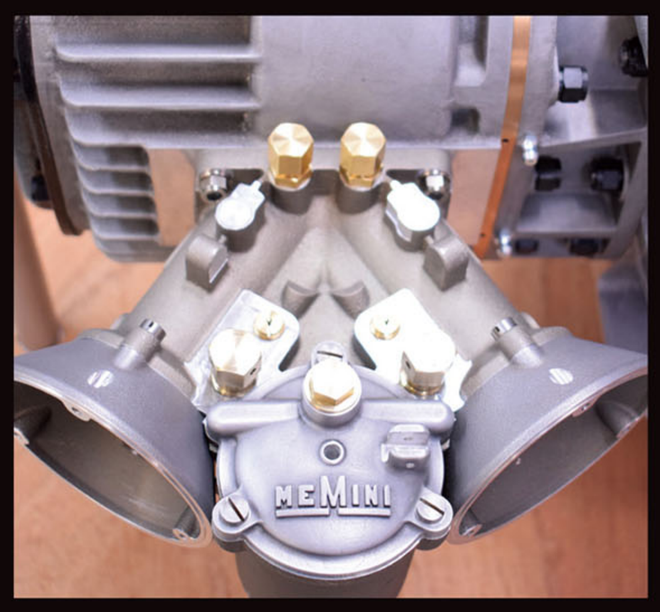
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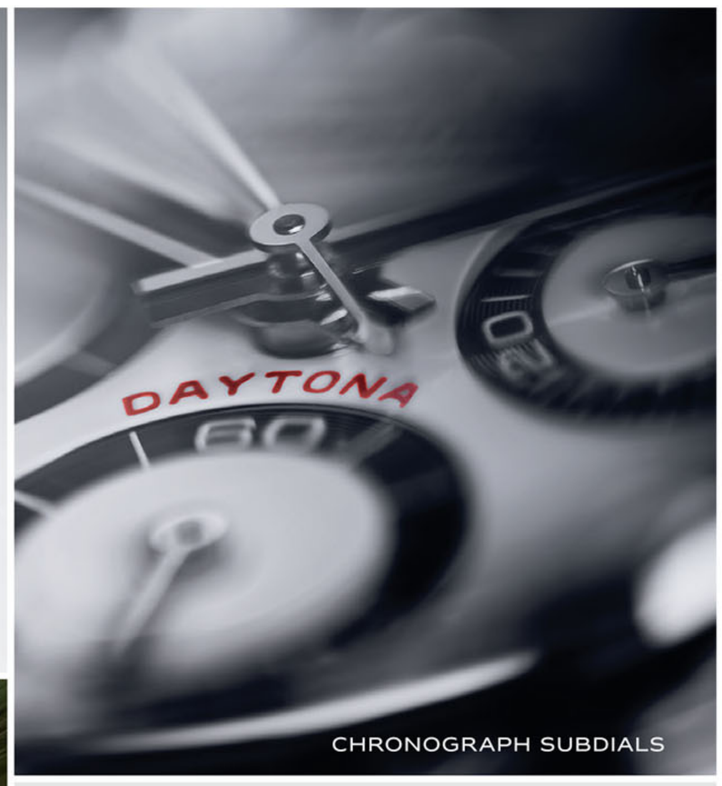
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