

THE ROEBUCK INTERVIEW MARK WEBBER



'Goodbye to all that, g'day Porsche!'

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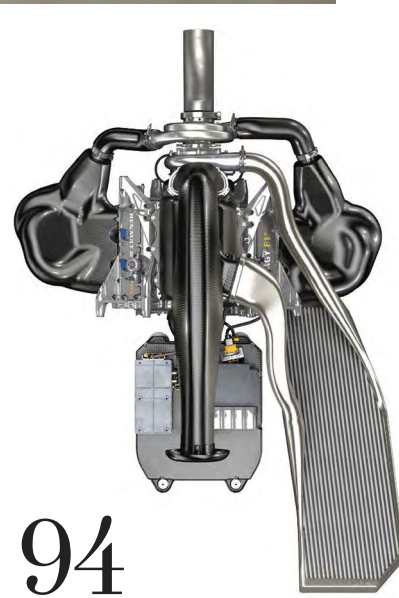
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THE OUTPOURING OF dismay and heartfelt sadness at the passing of John Button said so much. Jenson's old man, who died of a suspected heart attack at the age of 70 on January 12, was a popular character in Formula 1, that rare case of a figure universally liked. He just made everyone smile.

That crinkly face with the mischievous grin and twinkle in the eye, the permanent tan and 'dangler' gold chain, the pink shirts and Mediterranean slacks... sartorially, he saw no need to stray far beyond 1983. I first met him back in 1998, when karting sensation Jenson burst onto the car racing scene. Snetterton was a long way from the Med, but he'd already mastered the F1 look.

That year, his scrawny 18-year-old kid claimed the double: British Formula Ford title and Brands Hatch Festival. John was there at every race, as he would be through Formula 3 and at nearly every one of the 247 Grands Prix his boy has started to date. A rallycrosser of note during the 1970s, John just loved motor racing: the tracks, the paddocks and more than anything, the people.

They were mates as much as father and son, although if Jenson gave any lip a glare and a sharp word would remind him who was boss. Racing fathers are often overbearing, pompous and generally best avoided. Not John. From early on he stepped back, chest puffed out proudly as Jenson developed from a boy to a man, and eventually at BAR and Honda into a clear team leader. John wheeled and dealt 'Jense' through karting, but now the lad was his own man. Dad would be found in the motorhome, behind a large glass of red, always willing to chat and gossip, but always keeping well out of the way. All racing dads would do well to learn from John's example.

Jenson's 248th GP start might just be his toughest. Our deepest sympathy to him and the whole Button family.



TO SURVIVE AND THRIVE FOR more than a quarter of a century in a sport where risk lurks around every corner, and only then to be cut down by severe injury following retirement, on a seemingly benign day of holiday-making... it's so cruel, so tragic, so



DAMIEN SMITH
EDITOR

senseless. We can only repeat what has been said by so many in the motor racing world during the past few weeks: Michael Schumacher carries all our best wishes as he fights the toughest battle of his life.

As we wait and hope for a positive outcome, we've charged our new Grand Prix editor Mark Hughes with the task of offering some thoughts on the man himself, a character of contradictions on every level.

Judgements on the merits or otherwise of his career are beside the point right now. Instead, 'what's Schumacher like as a bloke?' is the question I've been asked most since the skiing accident on December 29. Tough to answer in the face of the wall he built around himself. But as Mark describes on page 18, the glimpses we did get left us intrigued and fascinated by a man of seemingly stark and simple character, but coloured by a complex intelligence.

There will be much more from Mark next month, as one of motor racing's finest journalists joins us to offer his cultured view of the modern Formula 1 landscape. Indubitably Mark is one of us: a purist enthusiast with an instinctive approach to a glorious sport that continues to captivate us, despite – and sometimes because of – its deep and obvious flaws. We're excited to have him on board.

Some have already questioned why we are enhancing our F1 coverage at a time when the sport has compromised so many of the principles upon which it was built.



As I wrote last month, I don't remember a time when so many have voiced their disenchantment with F1 as right now. But that is exactly why we must speak louder. Grand Prix motor racing is evolving and changing at a vast rate, most obviously from a technical point of view but also – and crucially – economically and politically, too. These are critical times, and it's *Motor Sport's* duty to record and comment on them fully. Would you really expect anything less?

I should add that this increased focus on F1 doesn't mean we'll be diluting the depth and variety of other subjects we offer each month, and each day online. Mark is an addition to our team, not a substitution. We'll launch the new F1 section next month as we preview the 2014 season, with all the elements you can read in this edition still very much in place. In other words, no compromise.



IT'S A BIG YEAR FOR SPORTS CAR racing, if you haven't already noticed. The World Endurance Championship steps up a gear with the arrival of Porsche and Mark Webber, whom Nigel Roebuck interviews on page 50. And by the time you read this, an exciting new era will already have begun in the USA.

The Daytona 24 Hours heralded the birth of a new, unified American sports car championship, bringing together the NASCAR-owned Grand-Am series and Don Panoz's more Europe-centric American Le Mans Series. No doubt the balance of performance will have been a talking point as two vastly different rulebooks were brought together under the United SportsCar Championship banner, but in the long term everyone recognises the value of endurance racing finding common ground in the world's largest market. Chris Aylett, chief executive of Britain's Motorsport Industry Association, puts it succinctly.

"Sports car racing around the world is probably the fastest-growing sector in motor sport, from LMPs to GTs," he says. "To take the world's largest market for both motor sport and car sales, and unify all sports car racing under the ownership of the most powerful sanctioning body in the world (NASCAR, but under the guise of IMSA), you have a seismic change. And it's going to have a significant

MATTERS OF MOMENT

www.motorsportmagazine.com/author/dsmith


effect on British motor sport, too.

“It’s a staggering commitment and of course it’s not easy. It will take a year or two to see the true value of the unification. But the grids will be huge, the media coverage will be powerful and they are already bringing in big sponsors and big names.”

More than ever, the budget bottleneck to break into F1 is deflecting young racing drivers into the long-distance form of the sport traditionally considered the domain of experienced old-timers. That perception has long been out of date.

It’s an indictment of F1, but the spread of talent to the WEC, United SportsCars and the various prototype and GT series around Europe is a good thing. One recent convert is Sam Bird, the 27-year-old Briton who came so

close to winning the GP2 title last year. Bird was Mercedes’ reserve driver in 2013 and on merit has earned a shot at an F1 race drive. Sadly, merit has little to do with it. Without millions of sponsorship bucks behind him, F1 is a closed shop – so he’s trying his hand at sports cars instead.

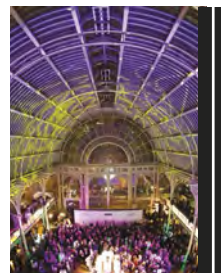
Starworks boss Peter Baron claimed he was “stunned” that a talent such as Bird was available and duly signed him for America’s ‘big three’ at Daytona, Sebring and Petit Le Mans. As the newly retired Allan McNish found back in the mid-1990s, sports car racing isn’t the old man’s backwater young turks might consider it to be. Bird could be at the beginning of a rewarding and long career, but in a way he never expected – just like a sceptical and desperate McNish, back then. 



CONTRIBUTORS

As an admirer of Mark Webber, it made sense for editor-in-chief **Nigel Roebuck** to pay the Aussie a visit in the off-season to talk about the Grand Prix world he’s leaving behind and what awaits him at Porsche. Nigel’s

Reflections special starts on page 50. **Andrew Frankel** brings us the cover story this month after a dream drive in the car known universally as Uhlenhaut’s coupé – another gem for his bulging scrapbook. *Guardian* contributor **Richard Williams** is as comfortable writing about music as he is about sport, so it’s fitting he should track down a ’70s rock star to discuss, er, the 1958 Cuban Grand Prix. We hate to be predictable. **Simon Taylor** is also on unusual ground (at least for him): on the first part of a US ‘Lunch with’ tour, he travels to North Carolina to sit down (and not eat...) with the man they simply call The King: Richard Petty.



IN NEXT MONTH'S ISSUE
2014 Hall of Fame highlights

ON SALE FEBRUARY 28

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THE MOTOR SPORT MONTH

IN PICTURES

JANUARY 7, 2014

Dakar Rally

ARGENTINA

Spaniard Joan 'Nani' Roma attacks the South American dunes during the 2014 Dakar Rally's third leg, which took crews from San Rafael to San Juan in Argentina. Roma and French co-driver Michel Périn were among the front-runners and recorded a stage victory early in the event.

BMW

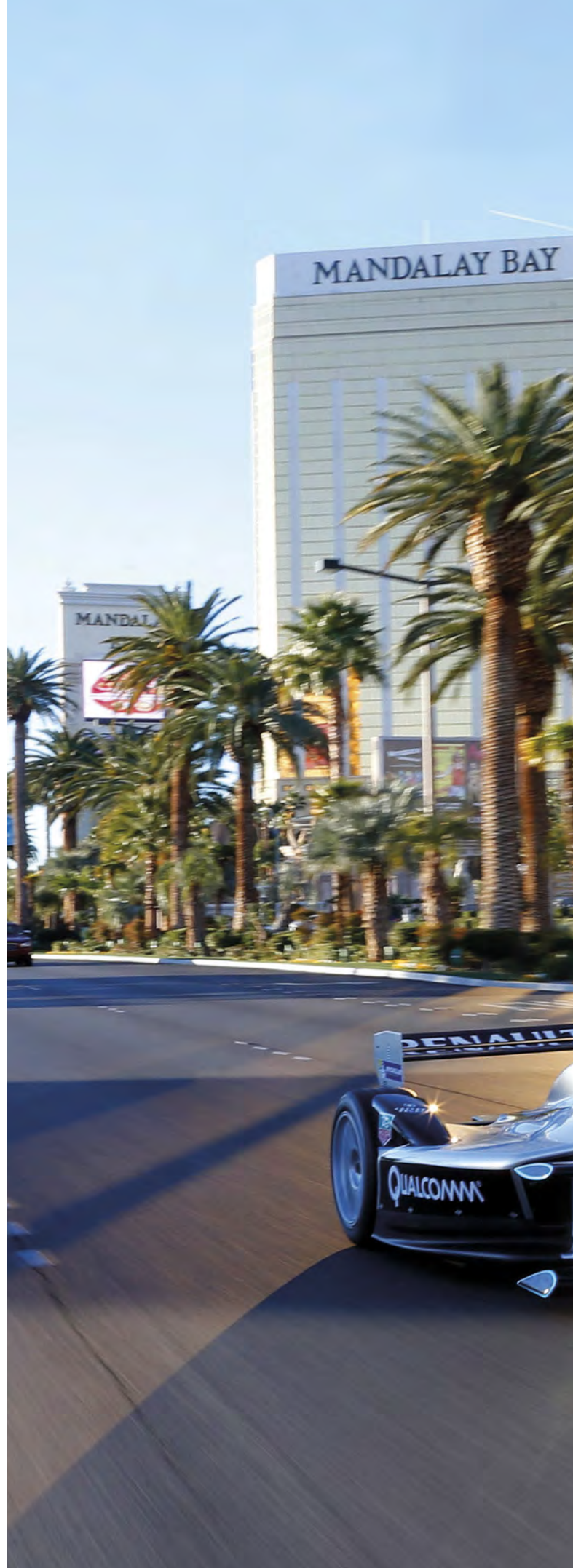


DECEMBER 12, 2013

Brooklands Museum

WEYBRIDGE, SURREY

A British motor sport landmark was flooded during recent winter storms, but damage was relatively light and the rapid reactions of a volunteer force made sure the site remained mostly operational.





THE MOTOR SPORT MONTH IN PICTURES

JANUARY 5/6, 2014

Formula E demo run

LAS VEGAS, NEVADA USA

Former F1 driver Lucas di Grassi gave the world a taste of motor racing's silent future when he drove the new Spark-Renault SRT_01E Formula E car down the Las Vegas strip. The first race for this fresh initiative is due to take place in Beijing, China, on September 13. The inaugural series concludes in London on June 27, 2015.



JUST AS IN APRIL 1962, THE motor racing world is on tenterhooks as a giant who once bestrode the sport lies in a coma in a hospital bed. While we all hope Michael Schumacher makes as full a recovery as Stirling Moss did, at the time of writing that was a long way from certain as he remained in a stable but critical condition following his skiing accident just before New Year. But if there's one thing we learned during his career, it was never to bet against him; whichever part of the brain activates the will – neuroscientists suggest it's probably the dorsolateral prefrontal cortex – is incredibly strong in Michael.

How the will is manifest is of course different in each of us, but the way that Michael marshalled it during his career had a few curious side effects. It was as if he delineated his personal and professional self into two boxes, with no overlap. Everything in the professional box was done to maximise his chances of success – from swerving in front of the other guy at the start because the wording of the regulation said you could, to how he conducted himself in the paddock – and there was no apparent link with that and the off-duty

Portrait of an enigma

As Michael Schumacher lies in hospital, we consider the qualities that make him so remarkable | BY MARK HUGHES

Michael who is, by the testimony of those who know him well, a genuinely good guy. While Michael's one-time protégé Sebastian Vettel wears his greatness lightly in his manner, Michael's strict delineation never allowed that. With the result that many who know only his public persona at the track find him just slightly odd – which is a great shame.

I've known him only slightly for many years and interviewed him one-on-one a few times, most recently in the back of a limo after he'd announced his (second) retirement. I like him, but do see how he can leave some cold. There was an occasion during his Ferrari years when he suffered a left-rear puncture during practice at Hockenheim and spun into the gravel trap at the entrance to the stadium section. I was standing trackside there and watched as he climbed from the car, signed some autographs for the marshals and then – upon realising he was marooned there for the rest of the session – stood and observed the on-track action. I wandered over after the marshals had dispersed and asked if he'd felt when he'd picked up the puncture, whether he'd hit a kerb perhaps. There were just the two of us, the recovered Ferrari with its flat rear Bridgestone was a few metres away and he made like I wasn't there, just completely blanked me. Maybe he didn't hear over the sound of the engines, I thought, and asked again when there was a gap in the traffic. Same response, this time looking over my shoulder to the empty track. It then dawned on me what the problem was: he had not had the chance to talk with the team or the tyre company about the failure so could not even acknowledge that there had been a tyre problem at all. So to acknowledge my presence was to acknowledge the question, accept the fact that the tyre was indeed punctured and then be obliged to answer. That could be counter-productive, could later cause him problems with Bridgestone, maybe interrupt his weekend in some way later. So his solution was to refuse to acknowledge my presence. Anyone else would either have simply answered or at worst said: "Look, I can't say anything

until I've spoken with them. You know how it is." That awkward link between the person and the competitor caused many people to get him wrong or simply be puzzled by him.

"I know what you mean," said Ross Brawn, with a grin, when I spoke to him about it. "When you know him well and are working with him the whole time, you see that everything balances out as you get a picture of the whole. But he does have some traits that in isolation would make you say: 'Hello, that's a bit odd'. But he's a great guy."

The power of his will in the intensity of the cockpit allowed no room for how he might be perceived or the legacy he could be leaving with his more questionable moves. The real world only rushed in as he removed his helmet – and he would then often be completely uncomprehending about all the fuss. The most obvious example was the negative crowd reaction he got after Rubens Barrichello had conceded victory to him just short of the finish line at Austria in

"He does have some traits that in isolation would make you say 'Hello, that's a bit odd'. But he's a great guy"

2002. He tried to make amends by having Rubens stand on the top step, again displaying a certain lack of emotional intelligence – the deed had already been done and that meaningless sop to the jeering only made it worse. At Budapest a few races later, with the championship already sealed – the goal attained – Schumacher had no compunction about allowing Barrichello to win, but only an examination of his slow laps around the pitstops and the subsequent leisurely early lap stints made

this obvious. With the target achieved, he was trying to be magnanimous and Rubens did not do anything to point out what the reality was: that he had been given a win back that he'd surrendered earlier (though even in Austria, it had never been a race – both were simply circulating, well off their potential).

Rubens publicly made like he'd beaten Michael in Hungary on merit. Within the team, Michael felt he had paid his debt. The world at large didn't get that story painted for them – because the tale of the arrogant German demanding that his team-mate should always be subservient to his needs was a much better one, accorded better with what the fans wanted to believe. And the reason the fans preferred that story goes back to that awkwardness in linking the off- and on-duty Michael. Some drivers can do this effortlessly, gracefully – Mario Andretti, Moss; others find it more difficult. Michael perhaps found it the most difficult of all.

But he was simply a phenomenon, with a natural talent that was off the scale and a way of working that was calculated to maximise that at all times. Out of the car he devoted perhaps more thought to how he could give himself advantages than any other driver has ever done, cultivating and enriching his relationships with those who could help him. Not in a cynical or exploitative way, but in a way that was going to be to everyone's advantage. All driven by that incredible will.

Moss talked about will in his biography *All But My Life*. He had read once about a driver who had been knocked unconscious in an accident, and who though essentially uninjured was then consumed by fire.

Moss made a mental note that if ever he found himself unconscious in a car he would somehow endeavour to get out. Marshals who rushed to his car after his crash at Spa in 1960 reported that though Moss was unconscious, his legs were moving. We don't really know what happens in that twilight world, whether there is perception of any sort. But if there is, Michael will be directing that will. ☑



Allan McNish and Wolfgang Ullrich both hint at ongoing Audi Sport collaboration

Audi role for McNish

Champion Scot to continue racing involvement | BY GARY WATKINS

ALLAN McNish LOOKS SET TO take a front-line sporting position with Audi Sport in the wake of his retirement from the cockpit.

McNish, who won the 2013 World Endurance Championship with Tom Kristensen and Loïc Duval, announced that he was hanging up his helmet at the end of December, but both Audi Sport boss Wolfgang Ullrich and the 44-year-old Scot have hinted that he will have much more than an ambassadorial role with the German manufacturer in the future.

"We have ended up with something that will keep us together," Ullrich said. "For sure it is positive for Audi Sport and something he will enjoy doing." He would not divulge further details except to promise "an interesting approach".

McNish stated that he would not be turning his back on racing.

"My heart and passion is in racing and up to now it has been in the cockpit, but that passion is not going to go away," he said. "You can't switch off 32 years of racing experience; I want to continue to use it.

"You can be certain that I will

maintain my relationship with Audi Sport so I can help make sure that it continues its successes. The reasons Audi goes racing are the same as the reasons I have gone racing – to win. It has racing in its DNA, which is one of the reasons I was always dragged back when I had other options in my career."

McNish stated on his retirement that he would be stepping up his involvement in other areas of the sport, including media work and driver management. He was a Formula 1 pundit for BBC Radio 5 Live at selected Grands Prix in 2013 and also helps manage Harry Tincknell, who is set to move from Formula 3 into sports cars this season.

McNish confirmed his decision to retire from full-time driving with Audi bosses less than a week ahead of the press event at which it had been due to confirm its 2014 driver line-up for both the WEC and the DTM. However, he underlined that he had first started to plan his retirement as early as the Spa round of the WEC in May.

He explained that the timing was perfect for him to stop.

"You have to get out at some point

and everything lined up to make this an extremely good time to do it. Everything has fallen into place," he said. "I have won pretty much everything I wanted to and I ticked the last box with the world championship.

"It is good to do it now with the change to the new car and new rules, which would have required a big commitment. Audi has to prepare for the next few years and I didn't want to be ducking in and out of it."

McNish hasn't ruled out sporadic, one-off race appearances in the future, but stressed that he would "not be committing to a full championship campaign again".

"One of the things I always wanted to do was the Daytona 24 Hours with Dario and Marino [Franchitti] and Ryan Dalziel as an all-Scottish line-up," he said. "That's not going to happen now [after Dario Franchitti's injury-enforced retirement], but it would have to be something like that to bring me back. Right now I have no plans or even thoughts about it."

Ferrari 'will do' Le Mans

FERRARI PRESIDENT LUCA di Montezemolo has revealed that the Italian manufacturer will return to the Le Mans 24 Hours in pursuit of outright victory "sooner or later".

Di Montezemolo further lifted the lid on Ferrari's sports car aspirations in his Christmas address to the factory, comments that came in the wake of the admission by Ferrari non-Formula 1 sporting boss Antonello Coletta that there was an on-going evaluation into the LMP1 class.

"We are working on some technology innovation that we are testing at the



moment, so this is the first time in which, theoretically, there could be the possibility of thinking about Le Mans," di Montezemolo said. "There have been a few weeks where I have begun to think of the possibility, if the rules go in the right direction, that I expect maybe to do sooner or later Le Mans with a Ferrari car to win."

Di Montezemolo's comments coincided with an unspecified test version of the forthcoming LaFerrari supercar being spotted running at Fiorano. Its rear wing and front splitter have resulted in some interpreting it as a mule for LMP1 technology, although Ferrari has declined to comment on its purpose.



■ Frédéric Makowiecki has joined Porsche's roster of factory GT drivers for 2014. The Frenchman, who raced for Aston Martin in the World Endurance Championship and for Honda in Super GT last year, will drive for Porsche in the WEC with the factory Manthey team in the coming season.

■ Veteran British team owner Mike Earle has revived the Onyx name for his latest touring car project. Onyx, which raced in F1 in 1989 and 1990 after successes in Formula 2 and F3000, will contest the 2014 World Touring Car Championship with an unspecified car. Earle's previous team ran Ford Focuses in the series in 2009-11.

Hynes returns in BTCC

EX-BRITISH FORMULA 3 CHAMPION Marc Hynes is returning to the cockpit in this year's British Touring Car Championship, after five years away.

The 35-year-old, who has a driver development role at the Marussia Formula 1 team, will race an MG for Triple Eight Engineering in the 2014 BTCC, his first events since Aussie V8 Supercar enduros in 2008. He says he was motivated to return by the prospect of losing his competition licence.

"I was told I would have to go back to a racing school and do an ARDS test if I didn't get my licence again," he said. "The TV coverage sold me on the BTCC and Triple Eight [with whom he raced in V8 Supercars in 2008] was naturally my first port of call.

"I visited a few races last year and started to put a budget together."

Hynes explained that he would continue to work with Marussia, despite six clashes between the BTCC and F1 calendars, but stressed that he was back driving for the long haul.

"I'm not in this for a one-year jolly," he said. "I want to get on the pace, win races and then take the championship."



GORDON KIRBY

LESS RUBBER, MORE SPECTACLE

NIGEL BENNETT ENJOYED A LONG CAREER designing Formula 1 and Indycars. Starting in the 1970s as an F1 Firestone tyre engineer, he worked at Lotus, Ensign (1981 Dutch GP, above) and Theodore before turning his hand to Indycars with Lola. After producing a few successful Lolas, Bennett was hired by Roger Penske and through the late '80s and '90s he designed a series of beautiful and very successful Penskes.

A long-time yachting enthusiast, Bennett does some boat design work to keep him occupied in his retirement. He's also kept his hand in the racing business, with some technical consulting work for the FIA, and recently published his autobiography *Inspired to Design*. He believes the FIA should make big cuts in downforce and tyre grip in F1 to produce a better show.

"In my opinion they need to reduce downforce by 50 per cent, reduce the front tyre width by 20 per cent and increase the rear tyre width by 10 per cent," Bennett says. "They also need to free up the weight distribution rules and change the tyre construction so that tyres produce their maximum cornering force at much higher slip angles than the current radials.

"I suspect this would mean going back to bias or cross-ply tyres as they were in the 1970s and '80s. The driver's skill would be on view as the cars would drift, braking distances would be much longer and cornering speeds much lower so that overtaking would be more frequent.

"Right now, the braking distances are so short and the cornering speeds so high that there's just no time to outbrake the other guy. So a huge reduction in downforce and a similar huge reduction in tyre performance is required. If you had half the size of front tyre you wouldn't be able to brake so hard in such a short distance.

"I think the reason the cars used to be so

much more spectacular was largely due to the type of tyres. Cross-ply tyres made for bigger slip angles and more sliding than we have today with radials.

"People say we can't go back to cross-ply tyres, but why not? F1 persuaded Pirelli to build tyres that wear out after 10 laps, which is not good for their image. So surely you can ask a tyre company to build smaller cross-plys. The cars would be more spectacular to watch and I would also suggest they would be a greater test of the drivers' skills."

Bennett emphasises that extreme cost is F1's biggest problem. "It's just too expensive for all but about four teams," he says. "What goes on in some of these big teams is absolutely ludicrous. There are drawing offices going off into the distance as far as you can see, with 80 or 90 people working away at computer screens.

"The cars are beautifully made but unbelievably complicated, with stuff that's largely unnecessary and unappreciated by fans and media. It creates paying jobs for young engineers, but as far as the general public is concerned I don't think there's much interest in that. It's just jobs for the boys to spend the money they've been given."

Bennett doesn't expect anyone in F1 or the FIA to act on his suggestions. "I don't suppose what we say will have much effect," he says. "One thing I found with the FIA is they say we can't change F1 too much because GP2 or Formula Renault 3.5 will then be too quick. It seems to me that the FIA doesn't have the guts to make big decisions – or maybe it's because the teams have too much say. They have to get unanimous agreement among the teams to make any big changes and they can't get it"

Sad that rational thinking from experienced, sober-minded people like Nigel Bennett has so little currency in modern motor racing.

R

ACER AND engine builder Brian Hart died in January, aged 77. Best known for the turbocharged four-cylinder engine that took

Toleman into Formula 1 and earned Ayrton Senna three podium finishes, Hart's company was a saviour for F1 teams who could not land a major engine supplier, although in terms of victories rallying and F2 were more fertile.

Starting as a driver in 1958, Hart raced Len Terry's 1172 Formula designs and won the Chapman Trophy. He then entered FJ and F3, winning a Grovewood Award in 1963. The following year he joined the Lotus F2 team, competing in the category until the end of the decade. This included his only Grand Prix start, in the Protos F2 car (Germany 1967).

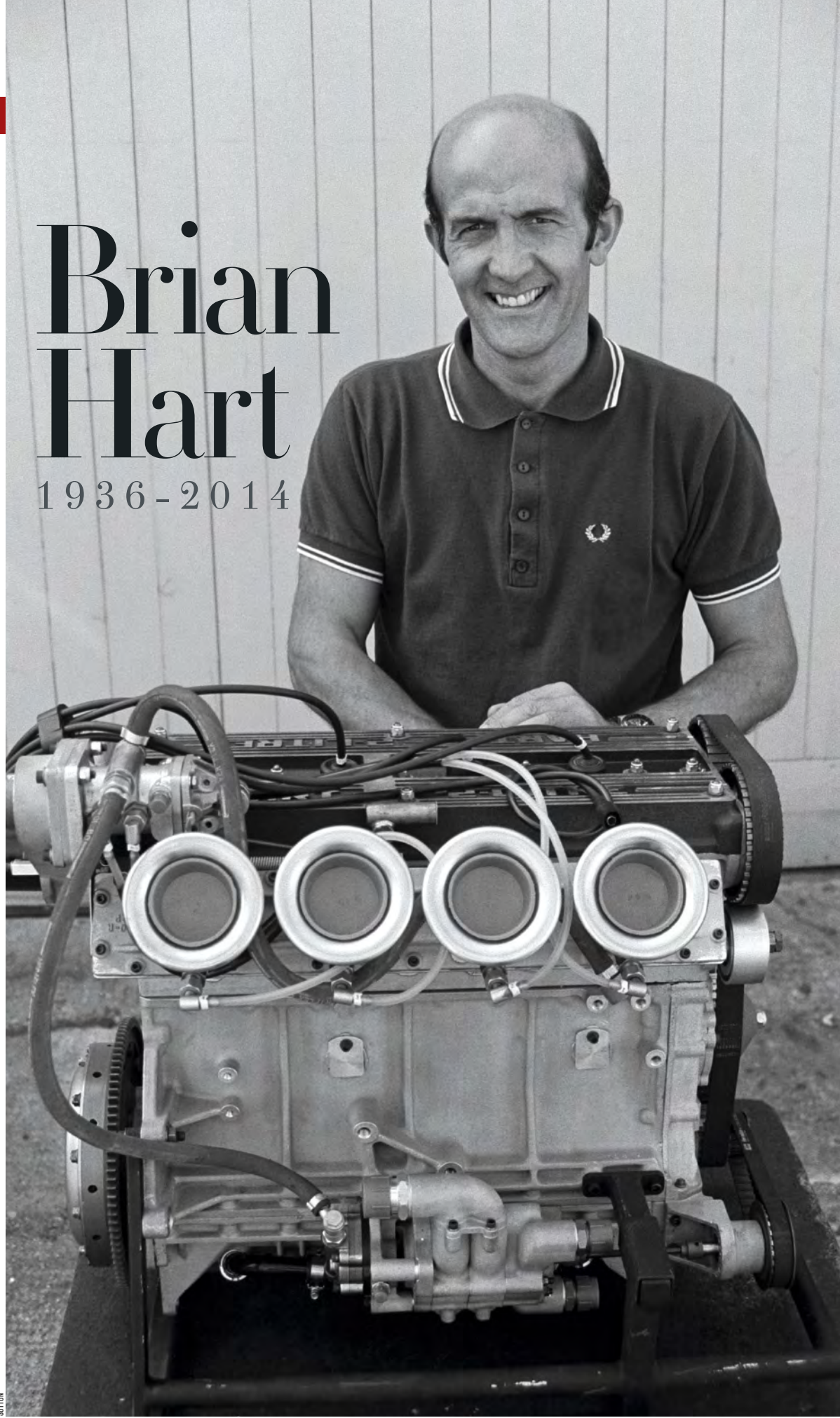
Though trained as an aviation engineer, Hart joined Cosworth soon after its inception in 1958 and remained there until he founded his own engine firm in 1969. Hart-developed Cosworth FVA and BDA engines scored success in Formula 2, taking the European title in 1971 and '72 along with multiple rally victories, while Hart's own F2 engine, the 420R, proved a winner in 1977 and '78. By 1980 Toleman dominated F2 with Hart power, Brian Henton and Derek Warwick finishing 1-2 in the Euro series.

Toleman entered Formula 1 in 1981, funding Hart's turbo engine. Reliability problems were eventually overcome, allowing Senna those early signs of greatness, notably his outstanding second place at Monaco in 1984. Hart also supplied engines to several other Grand Prix teams, but after turbos were banned fell back on developing the DFZ and DFR Cosworth variants.

Through 1993-4 Hart built its own V10 for Jordan, bringing Rubens Barrichello to the fore, and later supplied engines to several teams including Footwork, Minardi and Arrows. Tom Walkinshaw bought him out in 1999 and Hart subsequently retired to a house in southern France.

Brian Hart

1936 - 2014





Andy Granatelli

1923 - 2013

HE WAS LARGER THAN life in the term's truest sense, a classic American salesman and huckster who made his fortune selling fuel additive STP to the masses. He was also a successful Indycar team owner, dominating most of the 1967 Indy 500 with Parnelli Jones (in the STP Paxton turbine) and finally winning the race in '69 with Mario Andretti.

Andy Granatelli, 90, passed away two days before the end of 2013. He made STP a household name in the 1960s and '70s, spurred largely by his efforts promoting the brand through motor racing as 'The Racer's Edge'. During the 1960s Granatelli rapidly expanded STP from a seven-person company with sales of \$2 million to an operation employing 2000 people and sales worth \$200 million. But a 1971 story in *Consumer Reports* claimed STP was a worthless product and the firm's value plummeted on the New York Exchange.



Top: the kiss that hit the papers, after Mario Andretti won the 1969 Indy 500. Left, Granatelli with the innovative 1967 Paxton turbine racer

The Studebaker Corporation owned more than half STP's stock and the company bought Granatelli out in 1973. In 1976 Granatelli acquired an auto parts distributor for \$300,000, selling the company 10 years later for \$60 million.

Granatelli was born into poverty in Dallas and grew up in Chicago with brothers Vince and Joe. They became car mechanics and bought a small gas station, with a reputation for rapid service and repair work and soon started selling auto parts and promoting automobile stunt shows and midget races. In 1946 they entered the Indy 500 with a car for midget racer Danny Kladis, who made the field but ran out of fuel. Through the 1950s and into the '60s the Granatellis, with Andy at the helm, regularly entered cars at Indianapolis. Bobby Unser drove Granatelli's supercharged Novi V8 cars at the Speedway in 1963, '64 and '65 before Andy built a Paxton turbine car for '67.

Parnelli Jones dominated the race and was leading with only three laps to go when a bearing in the transmission broke. Parnelli says it was his fault for driving the car too hard from the pits after each stop but, win or lose, Parnelli and the turbine made a big mark on popular American culture that year and helped sell more cans of STP.

In 1968 Granatelli made a deal with Colin Chapman to build a trio of turbine-powered STP Lotus Indycars. Graham Hill, Joe Leonard and Art Pollard raced the wedge-shaped Type 56 in the 500, with Leonard and Hill qualifying one-two. Leonard led the opening laps and again near the end, only to drop out with just nine laps to go because of a broken fuel pump drive.

In 1969, Chapman designed a new turbo Ford-powered STP Lotus 4WD car, the Type 64, but that never raced after Andretti crashed in practice when a rear hub failed. Mario and Clint Brawner's team bounced back to win with their tried and true Brawner/Hawk and Granatelli got the biggest media splash of his life after embracing and kissing Andretti in victory lane. It was vintage Granatelli, enabling him to write his autobiography, *They Call Me Mr 500*.

Granatelli lived in Santa Barbara, California, and is survived by wife Dolly and two sons, Vince and Anthony.

Doug Nye looks back on Andy Granatelli and Lotus, p129

Agriculture, Furniture & Marmalade

Greg Mills

An odd title for a motor racing book? Not really, once the context has been explained. When Jody Scheckter prepared to venture to Europe in 1971, South African racing mainstay Jackie Pretorius suggested he used big words to impress his hosts – and these were the three he proposed...

This labour of love focuses not just on 1979 world champion Scheckter, but many a successful racing compatriot whose exploits are less widely known.

Some will be familiar to anybody who once spent their weekends at British racetracks – Kenny Gray, Mike White, Rad Dougall – while others used to trip our conscience when they turned up to make one-off Grand Prix appearances in their home event. Eddie Keizan, for instance, or Doug Serrurier. Engineers and designers are covered, too – most notably Gordon Murray.

In an age when almost every mainstream motor sport topic has received saturation coverage, this scores on two fronts: it's an entertaining read and genuinely differs from the automotive literary norm. **SA**

Published by Pan Macmillan
ISBN 978-1-77010-323-8, \$20.00
(e-version £11.99 from amazon.co.uk)

F1 Retro: 1970

Mark Hughes

It's all been written before, hasn't it? Well, no, as it happens. The 1970 Formula 1 season is well documented as a landmark year in the history of motor sport, for reasons good – and unforgettably, tragically and horrifically, oh so bad. Yet despite all that has been published before, 44 years after the events unfolded *Motor Sport's* new Grand Prix editor has produced a book that should now be considered the definitive account.

Such a statement means no disrespect to what has come before.

In the first volume of what is planned as a long-running series, Mark Hughes has reviewed every detail of a season that included game-changing technical developments and events that would shape the future of F1. The passing of time, perspective and the huge advantage of hindsight allows the author to cast new light on every aspect of a dramatic racing season.

Most specifically, this was the year of the Lotus 72, a car that pointed towards ground effects and drew a thick line between the new decade and the passing of the previous one.

Hughes calls on physicist and aerodynamicist Dr Gordon McCabe to highlight its strengths, but with the help of modern Computational Fluid Dynamics also reveals deficiencies that prove it wasn't (at this early stage) so far superior to the beautiful Ferrari 312B, the pragmatic Brabham BT33 and the Johnny-come-lately March 701 as sometimes stated.

The engrossing prose leads us through an overview of the season, new and detailed race reports of each world championship round, technical analyses of each car, profiles of the drivers and a chapter on the tyre war between Firestone, Dunlop and Goodyear.

Accompanying the words is a fantastic collection of photographs.

They're all drawn from the much-plundered LAT archive, but Hughes has pulled off a remarkable feat here. We thought we'd seen all that LAT had to offer on 1970. Wrong. He delved into the photo library himself to find images and pulled out some stunners, many of which are new to our eyes and, in all probability, to yours, too.

High-quality paper and classic, clean design delivers a volume that can only be described as a triumph.

Buy it and you'll fall in love with it, too. **DS**
Published by Cluster
ISBN 978-0-95702-552-3, £49.99

Targa Florio 1955-1973

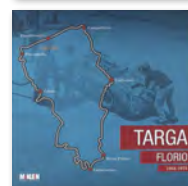
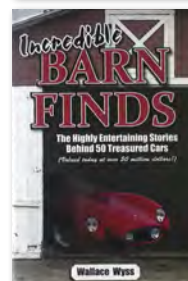
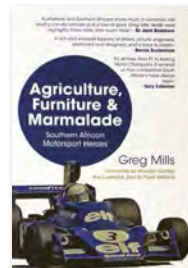
Ed Heuvink

Beautiful rolling Sicilian countryside, crowds lining the sometimes single-lane roads and picturesque towns with names such as Campofelice and Cerda pronounced with a 'th' and a rolled 'r'. It could only be the Targa Florio. No doubt modern Formula 1 photographers dream of such a backdrop and cars like the Porsche 908, Alfa Romeo 33 and Ferrari 275P2.

This weighty McKlein tome is surely one of the great books on the road race and covers every year between 1955 – when it first became a round of the World Sports Car Championship – and 1973, the last time it graced the WSC calendar.

It runs through themes – such as the Buonfornello straight, OSCA and Scarfiotti – in alphabetical order, rightly giving precedence to the images, and also summarises what happened each year. There are plenty of quotes from the drivers who took part and pretty much every photo is ripe for cutting out to stick on the wall. Not that you'd want to ruin the beautifully bound book, though. **EF**

Published by McKlein
ISBN 978-3-927458-66-6, €99.90



Incredible Barn Finds

Wallace Wyss

It's a recurring dream, surely, for even the most casual of petrolheads.

You open the shed door, shift all the customary junk (garden fork, bird feeders, Flymo, sunloungers last used in 1976) and find cobweb-laced traces of a Bugatti chassis rail, or perhaps the remains of an Auburn Speedster. Usually, though, there's nothing more enticing than an old Quality Street tin full of rusty nails.

Wyss's book recounts 50 instances of rather greater fulfillment, covering a range of cars from the long-forgotten GM Two Rotor to a 1969 Corvette via assorted other exotica, most of it Italian or American.

It's an easy read, ripe with tales of subterfuge, and the short chapters are delivered in a breezy style.

Be warned, though, that some might turn you a mild shade of green. **SA**
Published by Brooklands Books
ISBN 978-1-58388-305-1, \$22.95

England's Motoring Heritage from the Air

John Minnis

This ought to come with a magnifying glass. If you've any interest in maps, history or old photos, you're going to find yourself poring over its pages, spotting tiny fascinating details of times long gone.

Drawn from the Aerofilms archive, founded in 1919, it shows motoring-related aerial photos from the 1920s to the 1970s, covering anything from tiny thatched wayside filling stations to car factories, accompanied by well-researched text on what you're looking at and whether it still exists.

This is far more than mere vintage photos: it's almost a social document, showing how new roads opened up and then clogged the countryside and illustrating fashions such as the roadhouse craze of the interwar years.

Wherever you live you are bound to recognise places you visit, and the contrast is stark, particularly with the empty, dusty roads of the 1920s.

From the air even 1960s modernist developments have a clean boldness about them, which you don't see when you pull up at Leicester Forest Services today...

It's a fascinating new slant on motoring and also covers racing circuits. Even in 1971, Silverstone was populated by a mere handful of buildings. **GC**

Published by English Heritage
ISBN 978-1-84802-087-0, £35

WEB SPIN

GORDON KIRBY ON CHAPMAN'S LAST INDYCAR, THE LOTUS 64

Despite Andy Granatelli's STP team's worries for the 1969 Indy 500 practice, Andretti was able to set the pace, substantially quicker than anyone else, even Hill and Rindt in the factory 64s. "We were 4mph quicker than the second-placed car," crew chief Jim McGee says, "even running four front tyres because Firestone hadn't yet produced the rears. They were going to arrive for qualifying."

"That car would have out-qualified everybody by 4 or 5mph. It was that quick. Mario said you could drive it down into the corner with one hand. With 4WD there was no understeer. It would just pull the front end around the corner."

McGee says Andretti enjoyed an advantage over Hill and Rindt because of his experience with big-boost turbo engines. "In those days," McGee says, "the turbos had a big lag in response. Rindt and Hill were right-foot brakers and Mario was a left-foot braker so he could use his right foot to keep the boost and the revs up."

"There was no way those guys were going to compete with Mario because of their driving style."

What we're all talking about
@ www.motorsportmagazine.com



They didn't have the oval experience or the experience with turbos that Mario had."

Disaster struck in the middle of the week of practice prior to Pole Day, however, when one of the Lotus's rear hubs failed. Andretti spun backwards into the wall and the car caught fire. Mario was lucky to escape with minor burns to his face and lips but the Lotus was written off.

The crash was the end of the road for Chapman and Team Lotus at Indianapolis. The three Lotus 64s were withdrawn and the 4WD Lotus never raced, nor would Chapman be seen again at Indianapolis or any other Indycar race.

ONLINE WITH OUR WRITERS

Mat Oxley

My personal highlight of 2013

My biggest laugh was having Michael Dunlop, riding an ex-Kevin Schwantz Suzuki RGV500, come flying past me at way over the ton as we approached the scary Barregarrow section. Silly thing to say, that, as there aren't many parts of the lap that aren't scary. It seemed like the RGV's two-stroke powerband had caught him out and he had dialled in a lot more power than he had intended. The RGV's front wheel was at least level with my head when he came rocketing past, just inches away, and it slammed back down onto the road as he shut the throttle. Not that it seemed to bother him.

Paul Fearnley

Timmy Mayer: McLaren's lost talent

A second place (ahead of Mayer) at Warwick Farm and a third at Lakeside confirmed McLaren's title, but it was birthday boy Mayer who took the fight to Brabham's BT7A at Lakeside. He was leading and pulling away when the engine threw a rod after 15 laps. There had been no haggling over start money: Mayer had been warmly received as a top-flight racer. His greatest test, however, lay ahead: the 4.5 miles of Longford, Tasmania, a road circuit defined by hazards: a brick viaduct to be threaded through; a wooden viaduct to be traversed; plus a level crossing and humped bridge.

TOP TWEETS

@Damien_Smith Saw the 7 film tonight. Fantastic. Great footage and interviews, covers a lot of ground and captures the spirit of why we love F1.

@paulpunter RIP Brian Hart. Has anybody generated more horsepower for less money? #Senna415T #ProtosF2too

@Andrew_Frankel Camouflaged LaFerrari seen at Fiorano likely NOT next FXX. Has snorkel and conventional race wing. It might have a V6 too... #LMP1

@Damien_Smith While encouraged by latest on Schumacher, saddened that there's no knighthood for Surtees. Still. I really thought this was the year.



@Andrew_Frankel One of the better things about Toyota FT-1 is that it's a genuine rabbit out of hat - a car we hadn't all seen months before the show started.

@matoxley Motor Sport magazine has a poll on top World Champion of 2013. Currently MM93 is 1st, ahead of McNish/Vettel!

@paulpunter Will anybody win the first GP of 2014? #getyourexcusesinearly

AND ANOTHER THING

Will Ferrari return to Le Mans?

JOHN B: Oh, please let it be so. I wonder if McLaren would follow - what then for F1? **ANDRE:** Ferrari's been known to float the idea of moving to another series when they want to pressure Bernie and the FIA. Are we sure this isn't just posturing by the prancing horse?

IM: Fantastic, as long as it doesn't take the WEC down the same path that F1 has taken - over exposure, excessive prices, explosion in the costs to compete, absurdly restrictive regulations etc.

WILBUR BOTTOM: Or, just maybe, Ferrari is doing the rational thing: seeing that F1 is in self-destructive decline, they're hedging their bets. From comments I've been reading on F1 sites of late, people are so fed up with the parlous state of F1 management and the reliance on fakery (DRS et al) to improve 'the show' that they're threatening to start following WEC/Le Mans instead.



MAT OXLEY

HOW WILL CAL FARE ON THE DUKE?

IN GERMANY LAST JULY, CAL CRUTCHLOW came within 1.5 seconds of scoring Britain's first premier-class motorcycle Grand Prix victory in more than 30 years.

That result – on a rider-friendly Yamaha – proved that the Midlander has the speed to win MotoGP races, but will he have the bike?

Crutchlow recently signed a two-year contract with Ducati, the manufacturer that has endured an embarrassing few seasons of abject defeat. Despite a multitude of redesigns and management reshuffles, Ducati's fiery red Desmosedici has resolutely refused to behave anything like a race-winning motorcycle. Instead its reputation for chewing up riders and spitting them out continues to grow while the bike falls ever farther behind the Hondas and Yamahas. At the season-ending Valencia GP, the fastest Desmosedici was running 1.7 seconds a lap off the winning pace.

So, will Crutchlow be condemned to the same misery that Valentino Rossi suffered during his time with the Italian factory? Possibly. He had little option but to move, however, because Yamaha showed little interest in keeping him. Instead its French-based Tech 3 satellite team signed Spaniard Pol Espargaro, who won last year's Moto2 world title, following in the wheel tracks of compatriot Marc Márquez.

Although Ducati's recent history suggests an unpleasant two years ahead for Crutchlow (Rossi's accident rate increased threefold at Ducati), the future might be brighter because he isn't Ducati's only new signing for 2014.

Gigi Dall'Igna – formerly in charge of the race department at Aprilia, a factory that has long punched above its weight – joined Ducati

at the end of last year and is already hard at work reorganising Ducati Corse. He is the company's third race manager since it sidelined Filippo Preziosi, the Desmosedici's original creator, at the end of 2012.

It's not easy to see where Ducati has gone wrong over the past few years, working its way from underdog winner to mid-pack loser. Is it a machine problem, or something bigger? Could it be company methodology that doesn't allow the engineers to do what they need?

Back in 2003, when the Desmosedici first appeared in MotoGP and was winning races within three months, I interviewed Ducati Corse boss Claudio Domenicali. He attributed the success to staying true to the technologies the factory already used in World Superbike racing, and the following...

"I think the only other difference between us and the Japanese is that we design the bike and race the bike," he said. "With them, it looks to me like someone designs the bike and someone else races it."

A decade later, Dall'Igna took just a few days at Ducati Corse to come up with this assessment of the situation. "There are two completely different groups – the people who work at the track and the people who work at Bologna. We have to join these groups, so there's a flow of information."

Who knows how Ducati came to grind its gears into a sickening reverse – was the firm somehow duped into thinking that the Japanese way is the right way?

Dall'Igna certainly has the pedigree to engage the correct gear for his new masters. The Aprilia RSV4 road bike he built a few years ago has already won two World Superbike

titles and the budget-priced MotoGP machine he created around the RSV4 engine frequently embarrassed the Desmosedici last season, despite a 30bhp handicap.

Crutchlow, however, is under no illusions. He doesn't expect a miracle quick-fix. "You can't do it overnight," he says. "Look at Honda – it took four years [2007-2010] to get the MotoGP bike right. And even since then, it's taken another few years to learn how to brake, because Yamaha use to hammer them on the brakes and now they hammer Yamaha."

The 28-year-old had his first ride on the Ducati at Valencia last November and quickly found its limit. "After my first few runs I wanted to experiment – I tried to ride like I rode the Yamaha and lasted eight corners before I lost the front and crashed. There's a lap time the bike can do and that's its limit. If you go past that, you don't make it through the lap.

"They need to do so many things – the bike spins too much, it wheelies too much and it doesn't corner so well. They need to look at the whole package. That's where Gigi is very good, but it's going to be step by step."

Crutchlow will have his first ride on Ducati's 2014 machine – the GP14 – at Sepang, Malaysia, in February. He has already been to Bologna to look at the bike and was excited to see that it is very different from last year's machine, even though Dall'Igna has so far had little input.

Thus there's a glimmer of hope that Crutchlow's tenure at Ducati won't be the beginning of the end of his MotoGP career – as proved to be the case for Rossi – but the end of the beginning.



IT HAD TO HAPPEN. AFTER A DECADE OF free-to-air MotoGP on British television, the BBC has lost the rights to big-spending newcomer BT Sport. The news was greeted by howls of dismay from many fans, some of whom won't pay for the privilege of watching.

Currently, there are four ways to see MotoGP, along with its sister Moto2 and Moto3 World Championships. If you have BT broadband you can watch for free on your computer or TV, if it's internet-ready. BT Sport's coverage is also available with some Sky and Virgin packages. Otherwise, a full-season pass from Dorna's own website (motogp.com) costs about £80.

There is good news. North One Television – well known for its superb coverage of the TT – will generate BT's MotoGP programmes. The company promises that its MotoGP output will be better and more extensive than the BBC's, which won't be difficult because the Beeb's coverage was invariably far too limited.



"The bike spins too much, it wheelies too much and it doesn't corner so well. They need to look at the whole package. That's where Gigi is very good, but it's going to be step by step."
Cal Crutchlow



Motor Sport 90th Anniversary Trophy will celebrate our landmark with a grid of pre-war sports cars

were shown at *Autosport International*.

The chassis has lain in storage at Lotus ever since the accident, but Classic Team Lotus recently decided to attempt monocoque repairs. Team boss Clive Chapman now hopes the car will run again in demonstrations, although it is unlikely to race.

Chassis 72/5 was raced almost exclusively by Fittipaldi and he won with it in Gold Leaf colours in the 1970 US GP and then in JPS colours in the 1972 Austrian and Italian races. The remains then survived many clearouts of the Lotus stores over the years.

“It is extraordinary that the car survived for so long and it was very lucky that it was not thrown out,” Chapman said. “I think that is a mark of the sentimental attachment my father Colin had for the car, given his constant focus on the future and the team’s perennial battle for more space.”

Super Touring expands

THE GROWING RACE SERIES FOR Super Touring Cars of the 1990s will run alongside the modern BTCC this summer, with two races for the HSCC-run category on the Oulton Park support bill on June 7/8.

Former BTCC stars Patrick Watts and John Cleland are due to be among a strong grid for the high-profile event.

The Super Touring Trophy schedule is Thruxton (April 19/20), Oulton Park (June 7/8), Brands Hatch Super Prix (July 12/13), Silverstone Classic (July 25-27) and Oulton Park Gold Cup (August 24/25).

“We are delighted to be running a full championship for the Super Touring cars in 2014,” said the HSCC’s Grahame White. “The signs are that the championship is going to be very popular indeed, with both competitors and fans.”

Party time for VSCC & ERA

THE VINTAGE SPORTS-CAR CLUB will mark the 80th year of both the club and the ERA marque with a race dedicated to ERAs during its annual Spring Start race meeting at Silverstone on April 12/13.

It is 10 years since the last ERA-only race at Donington Park, which headlined the 70th anniversary of the club and the marque.

Trophy marks our 90th

Motor Sport race to headline Donington Festival | BY PAUL LAWRENCE

A SPECIAL EVENT FOR PRE-WAR sports cars at the high-profile Donington Historic Festival (May 3-5) will celebrate the 90th year of *Motor Sport* magazine, with a grid full of cars from the 1920s and '30s competing in a pair of half-hour pit-stop races.

Running on Sunday and Monday of the three-day festival, The *Motor Sport* 90th Anniversary Trophy will mark the creation of the magazine – as the *Brooklands Gazette* – in the summer of 1924. Its title changed a year later.

A field of cars from Bentley, Frazer Nash, BMW, Vauxhall, Riley, MG and many others will be a highlight of what promises to be one of the best historic racing festivals of the 2014 season.

Event promoter Duncan Wiltshire said: “We plan to run a double-header and are very keen to give this event maximum exposure. It is the race that links the history of Donington Park to the event and to be able to celebrate the 90th birthday of *Motor Sport* is perfect. We’ll have cars on the grid from the year that the magazine was founded, and we’ll make a big paddock feature of the cars between races.”

The magazine’s editor Damien Smith said: “It’s entirely fitting that we should celebrate this notable anniversary with a race, at one of Britain’s oldest circuits, for sporting cars dating back to our first year of publication. Founder editor Bill Boddy would surely have approved.”

Lotus wreck resurfaces

MORE THAN 40 YEARS AFTER Emerson Fittipaldi crashed the car heavily in qualifying at Zandvoort in 1973, the remains of Lotus 72 chassis 5



“We hope to attract a full grid of ERAs and associated derivatives from all over the world to compete in this special race,” said a VSCC spokesperson.

Other events during the weekend will include the traditional GP Itala Trophy and races for the HGPCA, Formula Junior, 500cc F3, vintage racing cars, post-war racing cars and 1950s sports-racing cars.



Brighton under threat

THE FUTURE OF BRIGHTON SPEED Trials remained in doubt as we went to press, after an attempt by Brighton and Hove City Council to stop the event.

First run in 1905, the straight-line sprint along Madeira Drive has been a popular event for two-, three- and four-wheel racers. It ran sporadically in the 1920-30s and then regularly after the war. However, a fatal accident in 2012 led to the cancellation of last year's event.

In a bid to persuade the Green-led local authority to let the event continue, a petition was launched and attracted more than 10,000 signatures before being presented to the council ahead of a critical meeting late in January.

F5000 heads to Thruxton

FORMULA 5000 CARS WILL BE A highlight of the second Thruxton Easter Revival Meeting (April 19/20).

The 5-litre single-seaters from the late 1960s and early 1970s will feature in a double-header for the HSCC's Derek Bell Trophy, along with Formula 2 cars competing for the Jochen Rindt Trophy.

“I've been pushing to take the cars there,” said leading F5000 racer Michael Lyons. “I really enjoyed Thruxton in Formula Renault and love the idea of driving something with 500bhp.”

It is almost 40 years since the last dedicated F5000 race at Thruxton.



■ Classic 2-litre F3 cars from the 1970s and early 1980s will feature at the Silverstone Classic (July 25-27), with two races for the type of cars once raced by drivers such as Ayrton Senna and Nelson Piquet. The HSCC aims to create the biggest F3 grid ever seen with a target of 50 cars from the 1971-84 era. The grid will combine cars from the club's UK series and the corresponding French F3 Classic series. A class for 1600cc F3 cars will be included.

■ The 2014 Sydney-London Marathon will pit competitors against 700 miles of gravel special stages in Australia followed by another 700 miles of asphalt in Europe before the marathon rally ends in London on Sunday May 11. The rally starts in Sydney on April 12 for 33 special stages to Perth. After an airlift to Turkey, the route crosses Bulgaria, Serbia, Bosnia, Croatia, Austria, Italy and France, then takes in two days on the Epynt ranges in Wales before the finish.

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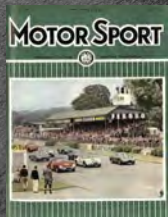


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www.historiccarart.net

MARK WEBBER HISTORY T-SHIRT £16
www.unlap.co.uk



WHEN THEY WERE NEW Lancia Fulvia coupé

An original road test taken from the *Motor Sport* archives, April 1966 | BY BILL BODDY

THE LATEST MODEL FROM Lancia of Turin, who have never made a really bad car, is the twin-cam narrow-V4 front-wheel-drive Fulvia, which in the coupé version has 1216cc and 80bhp, an increase of 8bhp over the saloon. Having to go up to Bangor for participation in a Bill Hartley Motoring Quiz BBC programme, I decided that this journey from Hampshire would be facilitated by using a proper motor car, such as this splendid little Lancia.

It all worked out splendidly and 586 miles were disposed of between breakfast and tea on two successive days, the Fulvia not only proving very entertaining to drive but capable of averaging 36mph overall, inclusive of halts for refuelling, luncheon and map-reading. In the course of the journey to my destination just below the Menai Bridge, the Fulvia attracted, like a magnet, Mini, Imp, Viva and Zephyr but contrived to outcorner them all.

On the outward run I filled up at Welshpool and was fed simply but quickly for half-a-guinea near Dinas-Mawddwy. After leaving Dolgellau for the slate mountains at Blaenau-Ffestiniog I had to press hard to stay ahead of an



enthusiastically driven Mini; I apologise to its occupants if I held them up when I stopped to look at a Fowler steam-roller on this picturesque route. After joining the A5 at Betws-y-Coed the Fulvia hummed through rain-swept Capel Curig, most of the 3500 feet of Carnedd Llwyn lost in the afternoon mist.

Coming home, I left Bangor by way of busy Caernarvon, got to Dolgellau via the Portmadoc Embankment toll road and enjoyed the Lancia's impeccable cornering over the Machynlleth-Llanidloes mountain route. It is difficult to know which to praise first – the splendid gearbox, the excellent

road-clinging aided by Michelin X tyres, the front-drive that makes the car follow its nose but leaves the steering as light as that of any rear-engined car or the level, comfortable ride.

Perhaps I should start with the functional interior, the excellent all-round visibility and truly commendable driving position. The Fulvia coupé was contrived for the enthusiastic driver's enjoyment, without any frills or unnecessary flamboyance. The steering wheel is placed exactly right and an eye can easily be kept on three small dials.

I found that the efficient squab adjustment and well-shaped upholstery of the seat kept me reasonably comfortable for nearly 303 miles at a sitting – the Fulvia's seats are a compromise between the Issigonis theory that a seat must be uncomfortable to keep a driver alert and the obvious answer that the more restful the driving position the more efficiently you will drive... The squabs spring forward to let out dog, child or doubled-up grown-up who has come for a ride in the back.

Instrumentation on the wood fascia, flanked by black crash-padding, is by high-quality Veglia dials and includes a neat little clock. A strip below the aforesaid dials contains all the warning lights. Wipers, heater fan (very noisy) and auxiliary lamps are operated by buttons, which I normally dislike, but those on the Fulvia are of sensible size and located on the fascia, so brought no complaints. Lamp-flashing is accomplished by the excellent Lancia system of a ring that encircles the horn button in the centre of the steering wheel.

The tachometer is calibrated to 7000rpm, with an almost apotheotic red line at 6000, but in normal motoring nothing so drastic is needed. The narrow-vee engine, which is canted over at a most remarkable angle and breathes through twin-choke Webers, is reassuringly smooth.

One's first impression of the Fulvia coupé is the eager engine noise, as typical of the Turin product as the entirely delightful and individualistic gear-change and the brakes, which are very effective and, by their nature, so progressive that wheel-locking is easily avoided. The square-tipped needles rush impressively round the speedometer and tachometer dials, 70 being easy to attain in third gear, while in top this legal cruising speed doesn't entail getting to quite 4000rpm,



LANCIA SPECIALISTS

Omicron
www.omicron.uk.com

Richard Thorne
www.rfcc.co.uk

Auto Integrale
www.auto-integrale.co.uk



so comfortably is the willing little OHC power unit. The hum increases so far and no more, so the Fulvia delights the enthusiast without really offending the less appreciative ears of Mr and Mrs Average Car Owner.

It is natural to drop frequently to second gear in traffic, the gearbox encouraging continual use of the lever. Third is a quiet gear for use in fast-running traffic, and instant overtaking, an indicated 80 attained at 6000rpm, and without exceeding 5000 the speedometer shows more than 60mph. As to maximum speed in top gear, the maker modestly claims 100mph and an indicated 95 is easy to attain.

As we entered Snowdonia, I delighted in throwing the Fulvia around tight bends. It takes them impeccably, the steering finger-light, quick and responsive with not a trace of lost motion. The car is, however, at its best on fast, open curves, when the low gearing is less obvious and it feels glued to the Tarmac, wet or dry. I was asked to feed the Webers the best petrol, which they consumed at the rate of 29.8mpg when the car was being driven with ambition.

There are snags to any car but those affecting the Lancia Fulvia are minor. The wipers are rather too slow and, on this model, there is a very bad unwiped area on the driver's side, and the clutch is light but somewhat harsh.

These, however, are mere midges in the soothing Fulvia ointment. I enjoyed my drive very much indeed and cannot rate it as expensive as its all-in British price of £1664. Indeed, it seems astonishing that it is not better known, and it deserves an enthusiastic acceptance. While I do not wish to criticise in any way the Triumph 1300, which I haven't driven very far, surely anyone who says it stands alone as the best small car is either taking price into consideration, or has not tried the Fulvia...

Fulvia coupé pleased Bill Boddy on all counts, from handling through willing engine to clean interior decor

LANCIA FULVIA FACTFILE

Production: 1965-76
Power: 80-130bhp
0-60mph: 14.1sec
Max speed: 100mph

Pretty, a delight to drive, and reliable if it's had the right owners. Unusual narrow V4 and front-drive mix, plus rally-winning heritage. Motors range from 1.2 to 1.6; Series 2 from 1970 brought big brakes and five-speed 'box; 1974 Series 3 mostly visual mods.

Ideal spec: Rallye 1.6 HF Lusso, with close-ratio 'box.

AUCTIONS



A summary of classic and racing auctions from around the world - in numbers | BY ALEX HARMER

RM Auctions

2013 - a record-setting year for the RM Group

\$442m
in sales between RM and Auctions America

20 per cent increase from 2012
3932 vehicles sold at 16 events

RM's top five sales in 2013:

- 1967 Ferrari 275 GTB/4S NART Spider **\$27.5m** at Monterey
- 1964 Ferrari 250LM **\$14.3m** at New York
- 1953 Ferrari 340/375 MM Berlinetta Competizione **\$12.9m** at Villa Erba
- 1953 Ferrari 375 MM Spider **\$9.1m** at Monterey
- 1928 Mercedes-Benz 680S Torpedo Roadster **\$8.25m** at Monterey

PARIS FEBRUARY 5

1936 Delahaye 135S 'Blue Buzz III'

First in class, second overall at the 1936 Spa 24 Hours, driven by René Le Bégué and Marcel Mongin
Estimate €1-1.5m

1983 Lancia 037

Works entry, driven by Jean-Claude Andruet, Pentti Airikkala and Atilio Bettiga in 1983
Estimate €390,000-460,000

1969 Lola T70 MkIIIB by Sbarro

Bought by Chuck Parsons after his winning drive in a T70 with Mark Donohue at Daytona in 1969
Estimate €295,000-355,000

FEBRUARY AUCTION CALENDAR

- | | |
|---|---|
| <p>5 RM AUCTIONS Paris Sale, Place Vauban</p> <p>6 BONHAMS Les Grandes Marques du Monde au Grand Palais, Rue de la Paix, Paris</p> <p>7-8 ARTCURIAL Rétronobile 2014 and Solo Alfa, Paris</p> <p>17 SHANNONS Late Summer Classic Auction,</p> | <p>Cheltenham, Victoria</p> <p>21-23 SILVERSTONE AUCTIONS Race Retro and Classic Car Sale, Stoneleigh Park, Coventry</p> <p>24 BARONS Classic Winter Warmer, Sandown Park, Esher</p> <p>26 H&H Pavilion Gardens Sale, Buxton</p> |
|---|---|

Bonhams

PARIS FEBRUARY 6

1932 Bugatti 37A/35B

First owned by **Jack Lemon Burton**, founder member of the Bugatti Owners' Club. Later competed in the hands of Lady Mary Grosvenor, setting a record time at Prescott that stood for 35 years

GOODWOOD JUNE 27

1954 Ferrari 375 Plus

Chassis 0834 AM, the first of only five built

Won at Silverstone in the hands of **José Froilán González**

Driven by Umberto Maglioli in the Mille Miglia and at Le Mans (with Paolo Marzotto)

Fully restored in Modena by Jacques Swaters, founder of Ecurie Francorchamps. Sold with spare period works engine and original body panels

Silverstone Auctions

RACE RETRO FEBRUARY 22

1977 Mk2 Ford Escort RS1800

Driven by **Jimmy McRae** in the 2006 Roger Albert Clark Rally - first in class. Driven by **Alister McRae** in the 2008 Colin McRae Memorial Rally - first in class

TESTED BY COLIN MCRAE



New Lamborghini shares Audi structure, but exterior is unmistakably Sant'Agata

Lambo's latest 'baby'

New name, new frame but V10 to remain | BY ANDREW FRANKEL

A NEW NAME HAS JOINED THOSE already born as Lamborghini 'junior' supercars. To Urraco, Silhouette, Jalpa and Gallardo we can now add Huracan. This is Spanish for hurricane, but also the name of another famous fighting bull that met its inevitably grisly end all the way back in 1879.

When I say 'junior' it's interesting to note that when the first Urracos were built 40 years ago, a probably rather optimistic 220bhp was deemed more than adequate power for a Lamborghini. With the advent of the Huracan, Lambo's most puny offering has 610bhp, which is very little less than that boasted by the McLaren F1 20 years ago and its 0-62mph time of 3.2sec matches the time the F1 took to reach 60mph. It makes you wonder where we'll be 20 years hence.

But for now the Huracan appears to be a fairly straightforward replacement for the long-serving Gallardo that first



"The Huracan structure will be shared with the next generation Audi R8, which will be making its debut about a year from now"

went on sale back in 2003. Like its parent, the Huracan has a largely aluminium structure (though there is some carbon fibre used, too) and aluminium bodywork. Many had been anticipating a fully carbon tub like that of its close rival the McLaren P1 and, indeed, its big sister the Lamborghini Aventador, especially as production techniques have now reduced manufacturing costs so much Alfa can afford to provide a carbon tub for its £45,000 4C, a car costing less than a third of the likely retail price of the Huracan. The reason this was not used was that the Huracan structure will be shared with the next generation Audi R8, which will be making its debut about a year from now.

Interestingly and for now at least, Lamborghini has also resisted the urge to downsize and turbocharge its engines, despite McLaren using a 3.8-litre twin turbo motor and Ferrari being known to be working hard on a similarly sized

forced induction powerplant likely to make its debut on the next California. Instead, it has revised the existing 5.2-litre V10 so extensively it says it can be considered a new engine. Power has risen by 40bhp over the strongest variant used by the Gallardo. The standard car will still be fitted with four-wheel drive while the hateful old robotised paddle-shift gearbox has been replaced by a proper double-clutch unit. Sadly, at least so far, there is no sign of a manual gearbox: given that neither Ferrari nor McLaren now offers one either, it seems safe to say that particular avenue of driver interaction has been closed off.

The Huracan will first be seen in public at the Geneva Motor Show in March and go on sale shortly thereafter for a price not likely to be significantly less than £170,000.

Stately progress for Rolls

SALES OF BRITISH LUXURY automotive brands continue on their stellar upward trajectories. Last month I reported on the burgeoning fortunes of Land Rover and Jaguar, since when both Rolls-Royce and Bentley have reported remarkable sales figures.

For Rolls the news was that in 2013 it sold 3630 Phantoms, Ghosts and



Wraiths, a new record for the company. Its dealer network is steadily expanding: 15 opened in 2013 alone, bringing the total to a record 120. You can now buy a new Rolls-Royce in locations as diverse as Hanoi, Manila, Lagos and Beirut.

Back at Goodwood 100 new jobs are to be created in 2014, bringing the total number of Rolls-Royce employees around the world to 1300.

Over at Bentley the news is no less encouraging. It too had a record year, selling 10,120 Continentals, Flying Spurs and Mulsannes, a stunning improvement on the 8510 sold in 2012 and the best total in the company's 95-year history. These figures are particularly encouraging because they don't include a full year of sales for the new Flying Spur and represent a better than doubling of sales since the crash of 2008. Moreover with the Crewe-engineered and built SUV now officially given the green light, the potential for volumes to rise close to 20,000 is clear to see.

Remote opposite-locking

BMW HAS RELEASED FOOTAGE OF a car that can perform elegant four-wheel drifts. No news there you might think: one of the delights of BMW's dogged determination to remain a largely rear-wheel-drive company is the resulting willingness of its cars to exit corners at unorthodox angles. The difference is that this one requires no driver input to do it. Even now certain cars with fly-by-wire steering can subtly apply corrective lock in emergency situations, but the novelty with the BMW is you don't even need to be holding the wheel. Or be in the car. It is an entirely autonomous system that uses the most sophisticated GPS there is and ultra-sonic radar to drive itself. So it can be programmed to lap tracks with a

Rolls-Royce has posted record sales of all models and is boosting employee numbers at its Goodwood plant

clinical efficiency to bring a tear to Alain Prost's eyes, or drift like Gilles Villeneuve in a three-wheeled Ferrari 312T4.

To those who think that BMW has completely missed the point, not to say lost the plot because clearly all the fun of drifting is in the driving, BMW's response is as follows. It views this as a technology showcase that's evaluating vital new innovations in anticipation of a time, perhaps as little as five years from now, where fully autonomous cars are allowed out onto the public road.

So while the development programme will continue, there is no prospect of a car that can even properly drive itself, let alone drift itself, going on sale any time soon.



Norfolk's other sports car

FORMER CATERHAM BOSS ANSAR Ali has launched his own car at the *Autosport* Show (above). Called the Zenos E10, it is an ultra-lightweight open two-seat sports car powered by a 200bhp Ford engine, available for sale in a range of specifications at prices starting from £24,995. The first 75 cars will be special launch editions with a six-speed gearbox, quick-release limited-slip

differential, four-point harnesses and a track day wheel and tyre package, all for £28,995.

The car is built up around an aluminium backbone to which a cockpit of recyclable carbon fibre is fitted, along with a steel side impact and rollover frame. Weighing just 650kg, the car is good for 0-60mph in less than 4.5sec. Production will start at a facility in Norfolk towards the end of the year, with first deliveries scheduled for early 2015. Other versions are planned, with weather equipment and perhaps a more powerful motor, including a road-orientated soft top roadster called E11 and a coupé called E12, both to go on sale within five years.

Hailing Nissan's cab

NISSAN HAS ANNOUNCED A NEW London taxi and it is based, let us not mince words here, on a van. Styled at Nissan's European design centre in Paddington, it will go on sale at the end of this year powered by a 1.6-litre petrol engine. Perhaps more significant for operators will be an electric version that goes on sale next year.

Interestingly, and despite the fact that all London taxis have been diesel powered for decades, no diesel version of the new cab has been announced. Nissan cites lower levels of NOx and particulate emissions.

Although this version of the taxi has been designed for London, it is part of a global taxi programme that already includes New York, Barcelona and Tokyo.





BMW i3

The future might just have arrived, courtesy of Munich's technical wizards | BY ANDREW FRANKEL

IT IS POSSIBLE THAT RIGHT now you are wondering what on earth BMW is doing building an electric car with a top speed of just 93mph, and why it somehow merits a full review on the pages of a title such as *Motor Sport*.

I'll justify it three ways: it's important, it's interesting and it's good. There's a fourth that would not necessarily guarantee its inclusion here, but is worth pointing out now: despite its looks, choice of power and modest top speed, the BMW i3 is as worthy of the blue and white propeller badge on its nose as any other made today.

It's important because this is the first electric car to go on sale that someone might want for reasons other than the fact it's electric. Despite limitations I'll arrive at shortly, as a thing just to get in and drive it is entirely convincing, both as a means of everyday transport and as a BMW. It's interesting because

it does things that no other electric car has ever sought to do, and I know it's good because it was one of fewer than a handful of cars I tested in 2013 that I'd actually like to own rather than merely drive.

The i3 earns its place on this page because, whether we like it or not, the future of daily personal transport is electric. I'm not saying the internal combustion engine has had it – indeed I'm confident it will be around at least until most of us are not – but its role will become increasingly niche, either as a supplement to extend the range of an otherwise electric power train, or for recreational purposes. But living in an increasingly metropolitan world as we do and the imperative to drive down tail pipe emissions being what it is, electricity appears to be the only act in town to offer a sustainable future.

Living in a country and on a continent where miracles of fuel consumption and

FACTFILE

£25,680
Including £5000
government grant

ENGINE
electric motor powered
by lithium-ion battery.
Range extender
optional

POWER
168bhp

TORQUE
184lb ft @ zero rpm

TRANSMISSION
single speed,
rear-wheel drive

0-62MPH 7.2sec
(7.9sec with range
extender)

TOP SPEED 93mph
ECONOMY 99 miles
per charge (approx
40mpg with range
extender)

CO₂ 0g/km (13g/km
with range extender)

CO₂ emissions are now being made by diesel engines, it's hard to remember this is a play in which we are merely bit players. The real money lies out there in China, the US, Russia and elsewhere, where diesel is what you put in your truck. If cities around the world declare themselves as emission-free zones to cars, an electric vehicle is your only option. And this BMW knows.

But rather than cut its own way through the technological and marketing jungles that stood between any manufacturer wishing to go electric and successful sales of the resulting cars, it wisely sat back and let others clear the path first. It would be able to learn from their mistakes and follow far faster in their footsteps. Nissan, wishing to make its name as synonymous with electric as Toyota has managed with hybrid and Hoover with, well, hoovers, bravely and obligingly pulled out a machete and started hacking.

The resulting Nissan Leaf was an admirable first effort, but it was plain for all to see it was too slow and limited in range to appeal to all but those already pre-disposed to wanting an electric car. With the i3, BMW's mission is to conquer those who'd hitherto never have considered such a machine.

To do it they needed a car that avoided all the Leaf's flaws. Most obviously, because it helps both range and performance, the i3 needed to be light, so BMW built an aluminium chassis and clothed it in carbon-fibre-reinforced plastic bodywork. Who knows how much it costs to produce but the results speak for themselves: a Nissan Leaf weighs 1567kg, an i3 just 1195kg. That's barely 20kg more than a Lotus Exige and less than any other BMW on sale.

BMW did not stop there. It then fitted a 168bhp electric motor compared to the measly 109bhp offered by the Leaf; as a result it has almost exactly double the power to weight ratio. Which is why this four-door electric family car will outgun certain versions of BMW's two-seat Z4 sports car to 60mph.

It will also suck attention off the streets better than any other BMW this side of an original M1. I'm no better judge than you of this car's appearance

BMW was late into the electric market, but its i3 is ahead of rivals. Funky looks and crisp interior mark out a car you might actually want to drive

but, while I know some of my colleagues have taken quite violently against it, I think it looks fresh and funky. Certainly it would be hard to quibble with the interior styling, which is inimitably BMW but at the same time clean, airy and modern.

A shame, then, that there's not much room in either the back or the boot. It's particularly annoying that you can't operate the rear suicide doors without first opening those at the front. Whoever was responsible for that particular touch clearly doesn't do the school run.

But as a thing to drive, the i3 is a

revelation. It's light, nimble and possesses a turning circle you'd only better significantly with a London taxi. And when you put your foot down, it feels faster than its 7.2sec 0-62mph sprint suggests, because maximum torque is available from rest. It dives in and out of traffic gaps like a motorcycle courier.


So you'd think a car so focused on urban dwelling would feel entirely out of its depth in the country. But it doesn't. It's top speed might be just 93mph, but it'll cruise at 85mph on a light throttle. Nor is it in the least stumped by twisting roads: because it is light, has a low centre of gravity (the lithium-ion battery pack is under the floor) and is a BMW, so it's a delight to hurl about.

There is, however, a catch. I approached the i3 with the same mindset I'd had when I first drove the Leaf. This is a car for suburbanites. It's a commuter car. Or so I thought.

In fact to see the i3 this way is to sell it woefully short. This is car I'd happily drive to southern France, and use every day and in every way. But you can't. Every 80-100 miles you have to stop somewhere with off-street parking and stay stopped for either eight hours, if you charge it on a standard plug, or a little more than three using a £350 BMW home-charging kit.

BMW's answer is to sell you (for a further £3500) a version with a petrol-powered 660cc scooter engine that will act as a generator to maintain (though not increase) charge in the battery and allow you to continue on your merry way. The problem is the fuel tank which holds only nine litres, so at best, it's only going to buy you another 80 miles or so, giving the i3 a maximum potential range of just 180 miles. And it's far too good for that.

Then again this is just the start of BMW's electric journey, and in time there will be a long-wheelbase version with a far larger fuel tank. I believe this will answer all the issues from range to room.

In the meantime, if you don't need the range and possess the means to charge it, don't let any preconceptions about electric cars put you off the i3. As I've said, it is the first electric car you'd consider buying for reasons other than the fact it's electric. In fact I'd do more than consider it: if I could make it fit my life, I'd have one now. 



AUDI Q3 RS

It's an RS, which is A Good Thing.
It's also an SUV, which isn't



AUDI'S MAINSTREAM models are arranged much like school uniforms. As they grow larger so the uniforms change, but only subtly and never enough for you to forget for a moment the establishment to which you belong. And it's a formula that works: last year Audi posted record UK sales (up 15 per cent on 2012) and its greatest ever share of the UK market.

But just occasionally, this carefully managed system will spit out a true maverick, the one that can make even the uniform look cool, the one all the others aspire to be. The RS Q3 is one of those cars.

The what? The standard Q3 is one of Audi's most conformist cars, the kind of relentlessly competent product that slips so easily into your life you might soon forget it's there. Endlessly inoffensive, inexorably pleasant and more than a little dull, it's a Boden catalogue on wheels. But Audi has now given the Q3 to its Quattro GmbH tuning division and the result is its first high-performance SUV.

This is not the contradiction in terms it once was, as anyone who has driven a Porsche Cayenne or new Range Rover Sport will attest. But down in the



compact and somewhat more affordable size category, it has real novelty value on its side.

It gets all the go-faster wings, skirts and chins you'd expect with the inevitable set of dustbin-lid alloys too. Of perhaps greater interest is what lies beneath that bonnet, where you'll now find one of Audi's best engines. This is a 2.5-litre five-cylinder single-turbo unit with a thirst for power matched only by its talent for making the same noises as the original Audi Quattro.

We've seen this engine before, notably in the TT RS, but for a reason

doubtless decided by a marketing man in Ingolstadt the Q3's motor has been detuned from the TT's 340bhp offered to just 310bhp. It might not sound like much, but if someone knocked the power of your car's engine back by 10 per cent you'd notice it the first time you put your foot down.

Still, seen in isolation the Q3 RS is better than pleasantly fast. Thirty years ago you'd have needed something like a Lamborghini Countach to accelerate so rapidly and, even though that level of performance can seem almost normal in some cars, this isn't one of them. Because you sit high and because your dynamic expectations of the Q3 are so modest, when it bowls you down the road it's genuinely exciting.

Not that any of this makes the Q3 RS a driver's car. It has undoubted novelty value but, once you're acclimatised to its speed and sound, would I say it was actually fun to drive? Not at all. The car is too high, too heavy and too softly set up to offer more than superficial engagement of the driver.

Audi's RS division can and does make some fine driver's cars as anyone who's driven an RS4 or RS5, let alone the exceptional R8, will tell you. Sadly, the RS Q3 is not one of them. **Q**

FACTFILE

£43,000

ENGINE
2.5 litres, five cylinders,
turbocharged

POWER
310bhp @ 5200 rpm

TORQUE
309lb ft @ 4250 rpm

TRANSMISSION
seven-speed paddle
shift, four-wheel drive

0-62MPH 5.5sec
TOP SPEED 155mph
ECONOMY 32.1mpg
CO₂ 206g/km

RANGE ROVER HYBRID

It may reduce your tax bill, but you lose out in other ways



CAR MANUFACTURERS ARE fast learning the value of the word 'hybrid'. People hear it, think of a Toyota Prius and automatically assume it confers an aura of unimpeachable environmental saintliness upon its owner.

Of course this is nonsense, as the first hybrid Land Rover will now demonstrate. The Range Rover Hybrid is a TDV6 with a three-litre diesel engine into whose gearbox a 47bhp electric motor is incorporated. Because this engine is the latest version from the Range Rover Sport, with 292bhp rather than the 255bhp motor in other V6 diesel Range Rovers, by the time the output of the electric motor is included (which is not a matter of simple addition because the electric and diesel engines are unable to produce peak power simultaneously), it produces a total output of 335bhp. Better still if you believe the numbers, it'll return more than 44mpg while producing CO₂ at a rate of less than 170g/km.

There are two points to be made here. First – not Land Rover's fault, because it is how they are required to be calculated – the figures are rubbish. I drove the Hybrid on a circular route, deliberately caning it on the way there and stroking it on the way back: on the outbound leg the trip computer said 20.5mpg, on the return just 33mpg. Yes it will reduce your company car bill or the cost of your tax disc, but don't expect this to be the world's first frugal Range Rover because it just isn't.

The second point is that whatever the Hybrid brings in terms of self-satisfaction to those fond of paying lip service toward our eco-system, it more than takes away from other areas perhaps more relevant to typical Range Rover buyers, none of whom would consider such a car if they had a single environmentally aware bone in their bodies.

This car's real problem is that it costs almost £100,000, which is not only a huge amount of money but also far more than you'd need to buy the same

FACTFILE

£98,419

ENGINE

3.0 litres, six cylinders, turbocharged, 47bhp electric motor

POWER

335bhp @ 4000rpm

TORQUE

516lb ft @ 1500 rpm

TRANSMISSION

eight-speed auto, four-wheel drive

0-62MPH 6.9sec

TOP SPEED 135mph

ECONOMY 44.1mpg

CO₂ 169 g/km

car but with a 4.4-litre V8 diesel and no hybrid electrification in sight. The V8 diesel has almost exactly the same power and torque as the V6 hybrid, better performance because it's lighter and incomparably superior manners. While you're always aware of either the slightly rough edge of the V6 diesel motor, the V8 propels you forward at the twitch of a toe with such regal effortlessness you'd need a car with a Spirit of Ecstasy on its snout to fare substantially better.

My advice to those thinking of buying a Range Rover Hybrid is "don't". If you want to limit your impact on the world's finite resources, buying a 2.4-tonne SUV is not the best way to do it. You won't fool anyone and the way the system operates might annoy you. If you want to spend £100,000 on a Range Rover as I would absolutely love to, get the V8 diesel and give it a serious spec. It is not only the best Range Rover that has ever been made, it is one of the best cars of any kind that can currently be bought. **Q**

PORSCHE PANAMERA HYBRID

A real-world fuel saver in a performance wrapping



YOU MIGHT THINK THE same comments I applied to the Range Rover Hybrid on the previous page could apply to the new Porsche Panamera Hybrid, to wit that slapping a 'hybrid' badge on the side of a car like this will fool no-one into believing you care about your planet and that there is a far better and cheaper alternative elsewhere in the range. Not so.

The Range Rover and Panamera hybrids cannot profitably be compared for three reasons, none of which is the fact that one's a hulking great SUV and the lower a low-slung executive express. First, the Porsche hybrid system is wildly more sophisticated than that of the Range Rover. Its electric motor produces twice the power and allows you to charge the batteries from the mains and complete up to 22 miles on electricity alone: the Range Rover will be lucky to do one. This means that for most customers who have the ability to charge at home and work, most journeys can be electric only, which really would make a significant saving. They'll also pay nothing for their tax disc or London congestion charge.

Secondly, there is no V8 diesel Panamera to tempt you out of your hybrid. Porsche has a V8 diesel and it



turns the Cayenne diesel into a 376bhp missile, but because it was designed by Audi it doesn't fit beneath the Panamera's low-line bonnet. Finally, this hybrid is based on a petrol engine, not a diesel like that in the Range Rover.

The car's not perfect but it is effective. Importantly there's no duplication with any other car in the range, its 333bhp filling a hole between the base V6 diesel and petrol models and the faster S, GTS and Turbo Panameras. It's also as easy to operate as any other Panamera and gives the option not only to run only on electric power, but also to run on petrol power alone. Why would you do that? Because when urban areas become emissions-free zones, you're going to want to arrive at the city limits with fully charged batteries.

FACTFILE

£88,967

ENGINE

3.0 litres, six cylinders, supercharged, 97bhp electric motor

POWER

333bhp @ 5500rpm

TORQUE

324lb ft @ 3000rpm

TRANSMISSION

eight-speed auto, rear-wheel drive

0-62MPH

5.5sec

TOP SPEED

167mph

ECONOMY

91.1mpg

CO₂

71g/km



I'll say now that driving a Porsche powered by electricity is a strange experience and that the Audi-sourced supercharged 3-litre V6 is one of the coarser engines Porsche has used, so you'll always notice it cutting in and out. Even so I can see that for a certain perhaps small constituency of people in the UK (as well as the many thousands in the US and China for whom this car was really built), it could just fit better than anything else this kind of money can currently buy. As the only sporting luxury plug-in hybrid currently on sale, it occupies a unique market position and carries the role with confidence. 🏆

The price of racing

As an observer at the US Grand Prix where François Cevert lost his life, I can confirm Denny Gioia's memory of the helmetless driver. I was at the head of the pitlane when I saw Jackie Stewart entering, and my first thought was how remarkable it was to see him, of all people, driving hatless. He was often insultingly referred to as 'Granny' Stewart for his emphasis on safety, and the incident made quite an impression. More affecting than that, however, was the unparalleled look of anguish on his face, an expression I have never forgotten. His pain was palpable.

As I went through the rest of the Cevert issue I became aware of a most melancholy trend throughout. If readers will go back through the magazine for a re-read, they cannot help but be struck by the number of drivers mentioned, in many different contexts, who met their ends violently. It is frankly remarkable that Stewart, Surtees, Gurney et al are still here to share their thoughts with us.

When drivers as prominent as Dan Wheldon or Henry Surtees lose their lives today, we are stunned by the loss. In days past, however, such tragedies were just the cost of doing business. Both 'Granny' Stewart and François Cevert were on the thin edge of the wedge at the beginning of that debate, and both paid their own price.

Mark Schofer, Providence, Rhode Island, USA

McNish's new career

How upsetting that news of Allan McNish's retirement comes so swiftly after his triumphs as champion WEC driver and *Motor Sport* guest editor.

My father and I had the pleasure of taking in the 2007 ALMS race at Laguna Seca. The race was held in October that year: when the sun dipped below the horizon and the customary evening fog started pouring in, things got seriously cold.

With visibility waning, tyre temperatures dropping and a Penske Porsche RS Spyder seemingly tethered inches from the rear of his Audi R10, McNish never put a foot wrong. I think everyone in attendance knew that the talented Scot was putting on a masterclass, as the typically fair-weather California contingent (most, anyway) hung on until the chequered flag fell.

Nearly as enjoyable as watching McNish's drive was reading his insightful words in the pages of your magazine. Here's hoping that he spends at least a little more of his upcoming free time in your offices, preferably at a keyboard.

Rod Rothbacher, Burbank, California

Schumacher's legacy

In 2010 I wrote in to criticise Michael Schumacher's driving in the Hungarian GP and was lucky enough to receive a rather nice wristwatch for my troubles. In that letter I said that I didn't think of him as my favourite driver ever and that his actions in that race were deplorable, but he also had a lot of admirable qualities. In time I hope it is these qualities (hard work and dedication being chief among them) for which he will be remembered, rather than the lapses in judgment to which he was prone throughout his career.

I also hope that these qualities will help him through the difficult times to come following his terrible accident and that he makes a swift and full recovery from his injuries. As are those of every other true motor racing fan, my thoughts and best wishes are with Michael and his family at this very difficult time.

Mark Bowley, Whitwick, Coalville, Leics

Why Gilles is number one

Thank you for the 20 greatest F1 Ferrari drivers of all time article in February.

That Gilles Villeneuve was number one is true to those who have followed F1 all their lives. Why number one? Because in 1981 I got up in the early hours and stayed up past midnight to watch every race. The 126C was a dog of a car, but I knew that Gilles could win in it. No other driver has ever made me believe that, to the point of sleep deprivation.

All other drivers, if the car wasn't competitive, then I didn't have any hope for them. But Gilles could win in the 126C...

Deep down in his soul he was aware that no one on earth could beat him. The few chosen ones – Ali, Diego Maradona, Michael Jordan and so on – all know (or knew) that no one can match them at their best.

It's my belief that at Imola in 1982 it

was this idea that killed Gilles inside, not that Pironi betrayed him (that was an emotional hurt). It was that others had thought that Gilles had been beaten by Pironi. He would have been so angry to think that the world thought Pironi was faster at Imola.

Gilles knew that Pironi could not touch him, as fast as Pironi was. What we lost at Zolder in '82 still hurts to this day. Thank you for still recognising the brilliance that Gilles represented.

Carlo Petracaro, Adelaide, Australia



Prancing horses on grass: Bell, Ickx and Amon's Ferrari 312s at Oulton for the Gold Cup. Below, Brabham nose in its new Australian home

Parade ring

Your excellent February Ferrari edition mentions the works Ferraris coming to Oulton Park in 1968 for the Gold Cup. Attached is a photograph of the three Ferraris in the paddock. As you can see, it was literally a paddock in those days.

The Ferraris are those of Derek Bell (17), Jacky Ickx (9) and Chris Amon (8). Chris Amon's was the only Ferrari to finish, second to Jackie Stewart's Matra, setting the fastest lap of the race. The other two retired with engine maladies.

As you can see the paddock was a far cry from those of today, with free access for the spectators.

Michael Cookson, Winsford, Cheshire

A nose for motor sport

I loved the Brabham cover shot for the December edition of your great magazine. It reminded me that, like all collections and passions in life, they have to start somewhere.

My love for motor sport started life when an up-and-coming Formula Ford driver by the name of Alexander Lubov came over from Australia to try and hit the big time in the UK. My father was a photographer and was commissioned to do some PR shots for him and we went to Silverstone to watch a race. I must ☐



have been about 10 at the time and still have a copy of the programme; flicking through it some years later it was great to see some of the other star names who were competing at the time, such as Johnny Herbert and Mark Blundell.

While Lubov had to return to Australia, one of his possessions didn't make the trip: a Brabham BT49 nose that somehow ended up with my father. I still have it (previous page). Since that point I have lived and breathed motor sport, initially through the voice of Murray Walker, then the pages of the specialist weeklies and finally as a spectator up and down the UK. Now I reside in Australia I try and get my fix of motor sport when I can, but I do rather miss the cut and thrust of a good, live BTCC race.

I have amassed quite a collection of motor sport books and memorabilia over the years, but the BT49 nose will most certainly be kept. I wonder what happened to Alexander Lubov?

Grahame Adams, Brisbane, Australia

Full and frank disclosure

There's something about drivers from relatively humble beginnings that means they never lose sight of the bigger picture, and I class Steve Soper as one of them. Open and honest, he never finds it too difficult to tell the truth.

I enjoyed seeing him in the Radbourne X1/9 – you knew he was good and would go places, much like former Anglia racer Roger Williamson.

I wasn't aware of the reason Steve had stopped competing and I hope he'll be able to enjoy his racing once again, albeit at a slightly slower pace.

Good on you, Steve.

I'm also one of the two-wheeled fans who admires the spectacular, elbow-on-the-tarmac style of Marc Márquez – great to watch and there's never a dull race in MotoGP. However, when talking about the fans enjoying the riders treading into danger zones, MotoGP just doesn't come close to the Isle of Man TT. Michael Dunlop and John McGuinness have totally different riding styles but are such fantastic talents. Show me a MotoGP rider who's competed and won on the famous mountain circuit and that's a rider who'd truly deserve our respect. Come on Marc, buck the trend!

Nigel Dawson, Cheadle Hulme, Cheshire

Memories of Bev Bond

I was sad to read the Bev Bond obituary in last month's issue, but it brought back memories of his career in karting during the Sixties – something that provided the impetus for his subsequent success in 1000cc F3.

Bev was a top-notch driver in the Class IV gearbox category and moved up to F3 at a similar time to a number of others, like Chris Lambert, Roger Keele, Barrie Maskell and Tony Dean, all of whom had taken a similar path. When not competing myself, I was occasionally persuaded by Richard Cove – the RAC karting chief at that time – to do some scrutineering at major Class IV events. That allowed me to see some of Bev's machines at close quarters and they were always well prepared.

Bev produced some karts of his own design such as the one pictured (above right) at Little Rissington in the mid-Sixties. Bev also drove occasionally in Class I 100cc-engined karts. In the 1965 Sherington Six Hours endurance he was partnered by my brother, Roger Davis, to second overall, two places ahead of myself and Ray Baker in our Birel Guazzoni.

He was a real character and also a great competitor.

Andrew Davis, Hanley Swan, Worcs

Digital delight

I was sitting on a sunny, hot, Thai beach thinking Christmas doesn't get any better than this, when the 'ether postman' suddenly delivered the latest issue of *Motor Sport*.

Wow. This is exactly what an iPad is for, in my eyes, and *Motor Sport* excels with breathtaking photography that leaps out of the glass 'page', quality insightful content and intelligent interactivity at every turn, with more petrolhead bells and whistles than a kid's Fisher-Price activity centre.

I have devoured every page of *Motor Sport* since 1976: it gets better and better and the digital edition just takes it to the next level. My pristine paper copy gets filed, unblemished by human hand, these days, and I take the e-version on my travels.

I just felt it would be rude not to say a big 'Thank you'. To my mind you're always at ten tenths.

Iain Gordon, Sherfield-On-Loddon, Hampshire



Bev Bond racing one of his own kart designs at Little Rissington

Strengthening the squad

Having read your online comments about the difficulties in publishing specialist magazines at this time (and some of the negative comments on the website), I'd like to offer my congratulations on the recruitment of Mark Hughes. It makes a very strong line-up for the magazine and justifies my subscription for another year.

Your website proved to be a godsend in 2013. For a while I had my leg in plaster, courtesy of a ruptured Achilles tendon.

Being restricted to the house I found that the *Motor Sport* website articles, retrospectives and podcasts made the time pass much more pleasantly. Time after time an article would direct me to an old *Autocourse*, a YouTube clip or the *Motor Sport* archive via CD Rom – and an afternoon was instantly gone.


I've been back on my feet for some time now, which is good, but leaves me nothing like the same amount of spare time to continue this indulgence.

Andrew Dolan, South Shields, Tyne and Wear

The Old Lady's early years

The picture of the editor in Panhard D1590 and your London-to-Brighton article brought back many memories. While studying automobile engineering at Loughborough College, I worked for four summers at the Panhard's home – the Western Motor Works, one of the earliest purpose-built motor garages. Boss Ralph Bennett had me work in just about every department in the place. The Panhard was known as 'The Old Lady' then and Mr Bennett took it every year on the London-to-Brighton run. I also remember it taking part in a 'demonstration' at Brands Hatch. His involvement with the Veteran Car Club meant that we had other veteran and vintage cars into the garage for work, from Rolls-Royce to Hispano-Suiza. An ideal place for me to grow up!

I continued to be interested in the racing side and can say that I was at Silverstone for the British Grand Prix in 1954, Aintree in 1955 (when Mossy won) and Le Mans in 1964. I am supposed to have retired many years ago, but am still working part-time. Looking back, it all started at the Western Motor Works.

Don MacLean, Clifton-upon-Teme, Worcs 

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2



3



4

DAVID CORBISHLEY

New Jersey-based reader David Corbishley recalls paying \$50 for a weekend seat at the United States GP... on the Watkins Glen pit roof.

These shots are from 1979 **1** Punters enjoy an unimpeded view of Jacques Laffite's Ligier JS11 **2** Bruno Giacomelli in the fledgling Alfa Romeo 179 **3** Aesthetic intrigue in the form of Jochen Mass's Arrows A2 **4** Hans Stuck finished fifth – the ATS D3's only points finish of the year **5** Enthusiast and fan Paul Newman **6/7** Toyota celebrity driver Gene Hackman, whose son Chris later raced Formula Ford cars in Britain



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SEND US YOUR IMAGES

If you have any images that might be suitable for *You Were There*, please send them to:

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or e-mail them to:
editorial@motorsportmagazine.co.uk



6



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Ayrton Senna Ducati honours a hero

Shortly before his death at Imola in 1994, Hall of Fame founding member Ayrton Senna visited the Ducati factory in Bologna to select a livery for a motorcycle he planned to order. He didn't live to see it reach production, but Ducati went on to use the colour scheme for three Senna limited editions during the 1990s.

As the 20th anniversary of his passing approaches, Ducati has committed to produce another tribute bike, the 1199 Panigale S Senna. It was created with the



blessing of the Senna Foundation – set up to help needy children in Brazil – and unveiled at the São Paulo Motorcycle Show last autumn. It is finished in the distinctive livery the Brazilian originally chose – dark grey with red wheels.

Sales commence in June and just 161 bikes will be produced, one for each of the world championship Grands Prix Senna started. Sales will be limited to the Brazilian market and bikes are likely to command a significant premium over the £20,250 of a standard, 195bhp Panigale S. At the time of writing, however, no price had been announced.

Log on to:
www.motorsportmagazine.com/halloffame
to explore the career of Ayrton Senna
PLUS videos and career photo galleries

Nigel Roebuck



In the slipstream of his final Grand Prix season, Mark Webber sat down to discuss Formula 1 politics, Sebastian Vettel, Porsche, the idiocy of DRS and much else besides...



CATCH-UP WITH MARK WEBBER over lunch in a Buckinghamshire pub, near the delightful house in which he and his partner Ann have lived these many years. It was perhaps no more than inevitable that we should begin by talking about Michael Schumacher, and the dreadful skiing accident that befell him on December 29.

"It's awful," Webber said, "but if you think of the motorbike guys, the rally guys, the F1 guys and the cumulative hours of

what we all get up to away from the track... These things are going to happen, aren't they? After all, skiing accidents, cycling accidents, whatever, are happening every day of the week. I'm sure Michael has had worse shunts and dusted himself down afterwards – but this one was just a bad combination of rocks, the way he fell and so on.

"The other day I was talking to James Cracknell, who got hit by a truck in America and suffered a very heavy neurological injury – in a coma for days, and then in intensive care for a long time. He didn't have the same injuries as Michael, but they did tell his wife, 'We're in the brain's hands now...'"

"Throughout sport the rules are changing because we now know that repeat concussions are absolutely not good – these days boxing referees are much more trigger-happy when it comes to stopping a fight because there's so much more understanding of what the consequences can be. That's why Dario [Franchitti] had to stop. As Sid [Watkins] used to say, 'The brain's a whole other thing...'"

Webber has never had an accident involving life-threatening injuries, but in November 2008 he was seriously hurt while riding a mountain bike, ironically, in his own Mark Webber Pure Tasmania Challenge. Hit



by a car, he briefly feared that he might lose his badly broken right leg.

"You can push the boundaries, but I believe that when your time's up, that's it. That accident was an eye-opener for me, I must say – it was peanuts compared with what we've been talking about, but there was still trauma and shock. Believe me, mate, at a time like that motor racing is not in your mind! All you're thinking about are the things you might not be able to do. One minute I was having one of the best days of my life and the next I was lying there on the road. Fortunately the injuries proved to be fixable, but talk about, 'I didn't see that coming...'"

In the summer of 2009 I was a guest in Webber's box at the British Speedway Grand Prix in Cardiff, and during an interval he rolled up his jeans to reveal part of the injury to his right leg. This was seven months on from the accident, but still the sight of it made me wince.

"Yeah, it wasn't pretty at that stage. I had some extra padding – which wasn't exactly fireproof – around my leg under my race suit, to help with the vibration. I needed that early on, but I was fine in the car..." And so he was: the following weekend, at the Nürburgring, he scored his first Grand Prix victory.

Now, a little more than five years on, Webber has called time on his Formula 1 career and moved back to sports car racing, in which he last competed 15 years ago, with Mercedes.

"Up to the 1999 Le Mans weekend I loved driving sports cars," Webber said. "I loved sharing the car with people, the camaraderie, driving at night... They had a lot of power and that helped me later, because the first time I got in an F1 car it wasn't as overwhelming as it would have been coming straight from, say, an F3 car.

"For me it was a launching pad to F1, so to work with companies like Mercedes and Bridgestone was great: I was getting good mileage – and I had Bernd Schneider as a team-mate. He was one of the best guys I ever worked with, one of the great lost F1 drivers, in my opinion.

"Bernd taught me how to use kerbs properly – up to that point I'd



RENAULT

TOTAL

TOTAL



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kept away from them, probably because of my dad telling me in the kart days, 'You look messy, going over the kerbs – it's not tidy...' Schneider put me straight on all that – and he also helped me get into telemetry, saying, 'Look, this is another string to your bow – you need to get into it...' I owe the guy an awful lot."

Le Mans, though, changed Webber's perceptions about sports car racing, for while he thought the circuit "sensational", two huge accidents within 48 hours had a very sobering effect. I was in Montréal that weekend, and remember the gasps in the press room when the TV screens were suddenly full of this silver car flipping through the air.

"The thing just took off, as happened quite a lot with the sports cars of that era. Funnily, it was slow motion for me. It all went quiet and my mind went through a kind of library: the three women in my life –

Annie, mum, my sister Leanne – came into it, and I was thinking things like, 'The branches won't be good if I hit them...' I wasn't panicking, even though maybe it was going to be a matter of a Thursday night, a young lad in a car and that's it..."

As it was, Mark was quite unhurt and the car was rebuilt. Extraordinarily, though, in the race morning warm-up exactly the same thing happened again.

"It was a different mentality the second time. I thought, 'I'm not going to be as lucky this time – I just don't want any pain...'

In the first shunt the car righted itself, but in the second one it didn't – I was upside down, so fluid came in and your biggest fear is always that it's going to catch fire.

"After something like that, it takes a while to recalibrate. Part of the problem is that you've so much trust in the car, and the people preparing it, that when you get bitten *twice* your trust factor reduces – and the only thing that heals it is time. Believe me, I wasn't great driving on the road for about six months."

Following Webber's first accident, Mercedes personnel urgently contacted Adrian Newey (then with McLaren-Mercedes) in Canada. In the race itself Peter Dumbreck's Mercedes took off even more dramatically, somersaulting off the circuit, miraculously into an area where there were no spectators.

"Both times," Mark said, "my car stayed on the road, which was good, but Peter flipped on a kink, so when he came down the track wasn't there any more. I think that weekend showed what can happen when people are under massive pressure, and reacting to uncharted waters. There were suggestions that we'd had similar problems in testing, but we hadn't – the first time it happened was at Le Mans, so there wasn't much time to react.

"To this day I've never asked Adrian what... percentage of his advice they adhered to, but the end result wasn't pretty. Mercedes dodged a bullet that weekend."



AT THE TIME WEBBER SUGGESTED THAT IF HE NEVER GOT back in a sports car it would be too soon, but perspectives change.

"I did say that, yes, but I was raw back then.

"Now I'm 37, I've had a good career in F1 and it's different: I want to go back to Le Mans, and to these other circuits as well. I cannot just

stop racing, and I don't want to do DTM or anything like that."

The connection with Porsche began at the opening of the new Red Bull Ring in 2012, when Webber met Wolfgang Hatz (the company's board member for R&D), who made him an offer to join the team the following year, preparatory to Porsche's return to racing. Mark told him he wasn't yet ready to leave F1, but would be happy to come aboard in 2014. "In December '12 we shook hands on it in a car park near the airport in Stuttgart – it was real old-school stuff, and that was another engaging factor in the deal.

"So there it was: I knew 2013 was going to be my last year in F1 and now I can't wait to get started on something new. I've always loved the Porsche brand, and I see a great future with them."

In December Webber had his first experience of the car he will race

this season and was pleasantly surprised. "I went in there thinking 300 kilos heavier, Le Mans downforce, less responsive than an F1 car in terms of power and braking... is it all going to be a bit disappointing? Within five laps at Portimão, though, I knew how much I was going to enjoy this car."

If Webber knew, even before it began, that 2013 would be his last season as a GP driver, it remained only a rumour to anyone outside his immediate circle. By the middle of the year, though, Porsche was keen to announce his signing. Shortly

before the British GP, Webber flew to Austria to inform Dietrich Mateschitz of his decision.

"Down the years Dietrich has been my biggest supporter in the whole Red Bull set-up, without any doubt, and I wanted to tell him, face to face, about my plans with Porsche. He understood completely and, although I've left Red Bull as a driver, I'm still a Red Bull-contracted athlete."

When at Silverstone Webber made public his forthcoming retirement from F1, it came as a complete surprise to the Red Bull team's hierarchy, and it's fair to say they were less

than amused. At the time I thought it odd Mateschitz had not informed them immediately that he knew of Mark's plans.

"Yeah, me too! Porsche was ready to go and I thought, 'Let's get it out there', so announced it at Silverstone. It was a nice PR lesson: maximum exposure for Porsche, and me, and also my relationship with Dietrich. More than anything else, I suppose the way I did it pissed off Helmut [Marko]..."



EVEN BEFORE REACHING AGREEMENT WITH PORSCHE, Webber had concluded that 2013 was going to be his final year in F1, and for several reasons, not the least of which was that it would be the last under the V8 rules.

"It was another year of stable regulations, Adrian was still there and radical rule changes were coming. As well as that, my motivation wasn't what it had been, partly because of the travel, and also because I don't like the way F1 is going, quite honestly, with things like DRS, high-degradation tyres, nondescript circuits – and now, God help us, double points at the last race."

Only one scenario, Mark said, could have kept him in F1 a little



"I WAS THINKING THINGS LIKE, 'THE BRANCHES WON'T BE GOOD IF I HIT THEM'"

longer – indeed, would have kept him from reaching the deal sought by Porsche. As he left Monaco in 2012, having won the Grand Prix for the second time, he believed he was on course to become a Ferrari driver.

“Things were moving pretty quickly at that point. Clearly Ferrari wanted me to go there with a lot of IP [intellectual property] from Red Bull, and obviously Fernando [Alonso] and I were keen to be team-mates.

“Had we done the deal when the time felt right, I’d have committed to F1 for two more years – until the end of 2014 – because I didn’t want to go somewhere new just for one year. I was ready to sign, but then the Ferrari guys seemed to drag their heels a bit and in Montréal I thought, ‘I don’t have a good feeling about this...’ By Silverstone I’d concluded, ‘Another year with Red Bull and that’ll be it’.

“Fernando did all he could to change my mind – I’ve still got the text messages, actually – but it was too late. By the time Ferrari started pushing really hard, the moment had passed.”

Luca di Montezemolo requested a meeting the day after the British Grand Prix (where Webber also won, narrowly beating Alonso), but it was indeed too late. “I pretty much knew that I had Red Bull there for ’13 if I wanted: as you know, Helmut had been very kind in giving me one-year contracts for a long time – even after fighting for the title in 2010, which was impressive...”

“Tell you what, mate, absolutely no other team would have come under consideration. I’d always intended to finish my F1 career as a Red Bull driver, but Ferrari was


tempting, yes – because it was Ferrari, and also because I’d have enjoyed being team-mates with Fernando.”

Their friendship began when they raced each other in F3000 and later, both being managed by Flavio Briatore, when they would bump into each at Enstone, the HQ of Renault (né Benetton).

“Fernando and I both come from rural backgrounds, and the age gap between us is not that much. Same with Jenson, with whom I also have a very good relationship. Week in, week out, I was fighting with him and Fernando – who of course has also been something of a rival for my team-mate, so that’s been an interesting topic, let’s say!”

Friends they may be, but ask anyone to come up with the most heart-stopping overtaking manoeuvre of recent times and chances are they will cite Webber’s pass of Alonso at Eau Rouge during the 2011 Belgian Grand Prix. The Ferrari driver had just exited the pits, and was accelerating down the hill, with Mark closing. Did he know beyond doubt that it was Alonso ahead of him?

“Yeah, I knew it was Fernando – I wouldn’t have chanced it with just anyone. Obviously, if we’d touched at the bottom of Eau Rouge, we’d still be pulling wishbones out of the wall now – I think we both knew that, which was why the result was good in the end.

“Of course it was all for nothing, because on the next lap Fernando steamed past me up the hill to Les Combes – bloody DRS! That’s why now we don’t do that kind of move as often as we did. Look at Interlagos: to pass into Turn One used to be a really nice 



Webber was impressed after his first serious run in the new Porsche LMP1 at Portimão. Opposite, the aftermath of 1999 Le Mans shunt number two



Pool queue: Webber celebrates the first of his two Monaco GP victories, in 2010

signature move – but now why would you do that, when you’ve got DRS on the next straight?”

Ultra-fast corners have always been a Webber speciality. “I get more scared when I can’t see – which is why wet conditions are something I don’t particularly enjoy. Really quick corners are fine, though – I’m not thinking about hitting the wall at the exit, or anything like that, although obviously I’m putting a huge amount of trust in the car, both in terms of staying together and also looking after me if I get it wrong.

“Seb’s engineer ‘Rocky’ (Guillaume Roquelin) always said I should go to the States, because I’d be ideal for the ovals. That brought us nicely on – in front of Seb – to why no German has ever won the Indy 500: because they’re not great in fast corners! Obviously that was just to wind him up, but Rocky had a little laugh. Mind you, Michael wasn’t like that – Michael was epic in fast corners...”



STIRLING MOSS ONCE DESCRIBED LE MANS AS “A PRETTY good dead loss of a motor race” because in his time it was a huge challenge to keep a car together for 24 hours, and circulating endlessly at a prescribed ‘safe’ speed was not his idea of racing.

It isn’t like that any more, of course. The great irony of motor racing in this era is that nowadays any World Championship sports car race is a flat-out thrash, whereas, thanks to the introduction of

showbiz tyres, a Grand Prix – once considered a sprint from start to finish – is now anything but.

This is one aspect of his career change that Webber especially relishes. “When I drove the Porsche the other day,” he said, “I was coming around every lap within a tenth, and I thought, ‘How good is this?’

“F1... well, it’s just different now, isn’t it? Don’t get me wrong, the good guys will still do well, but there are so many frustrations now. Look at someone like Lewis Hamilton – on Sunday afternoons he can’t do what he used to do, because now you just cannot push to the limit for two hours.

“I won twice at Monaco, and I’m proud of that – but the difference between those two races was extreme. In 2010, when we were all on Bridgestones, I led from the start and was in... I wouldn’t presume to call it ‘Senna mode’, but it was that sort of subconscious state when you’re on the limit, and everything’s perfect. It was hugely satisfying, but in 2012 we were all on Pirelli – again I led all the way, but I started looking after the tyres at Casino Square on lap one...

“I don’t want to sound like I’m whingeing, but these days you get people saying, ‘Wow, that pass was amazing!’ – and it was using bloody DRS! And you say, ‘What are you talking about, mate? The guy being passed didn’t even close the door – there’s no point when the fellow behind is suddenly 18kph quicker than you...’

“As for the tyres... I know Pirelli was told to build high-degradation



tyres because someone thought it would be good for the show, but now we've got this scenario where race engineers are constantly on the radio, almost telling the drivers how to drive and giving instructions like, 'You're not racing X, you're racing Y...'

"I find that truly bizarre. OK, I'm happy to have a bit of degradation in the tyre, but when you get hurt exponentially by trying to race someone... When I think of the number of times my boys came on to me and said, 'OK, Mark, leave a two-second gap'.

"I used to love it when you needed to deal with the pressure: 30 laps to go and you've got Fernando or someone right behind you, and you've got to find something – except now you can't, because if you do your tyres are f* **** in five laps."

A particularly striking example of tyre conservation was to be seen in the first part of last year's Monaco Grand Prix, when Nico Rosberg, leading and under no threat, was lapping at GP2 speeds. "Yes," Webber nodded, "I know. Valentino Rossi was there, watching, and afterwards he told me he had felt embarrassed for us.

"A lot of the modern tracks have 'copy and paste' kerbs, so they're the same in Abu Dhabi as they are in India, or wherever. As with golf courses you need to have bespoke things that are different at every circuit. I mean, they've even softened Spa off, so it's not what it was, and Suzuka is now the best circuit in the world – Jesus, you still earn your money around there. It's quick, it's narrow, it's got grass on the edge of the track – and if you make a mistake, generally you don't get away with it.

"That's how it used to be, as you know. Of course we don't want accidents with people getting hurt – but we want the guys

who can't operate on that knife-edge, lap after lap, to be found out.

"While we're on about how much F1 has changed, another thing is this constant investigation by the stewards. Modern F1 is hard enough to follow as it is, in terms of understanding what's going on, and now you've got all this, 'Oh, you've changed your APU unit, that's a five-place penalty, you touched a guy in the last race, so you're going to start back there...'. F1 has become so complicated.

"The way society is these days, everything has to have an answer and someone must be at fault. It's the blame culture, isn't it? People can't accept human error any more. In F1 these days it's like the stewards have cameras up our arses, making sure we do this and we don't do that. Everyone's got to be perfect... do your job, keep your emotions in check, don't pick a flag up on your in-lap, or anything like that. Look at the things Senna and Prost did. As a young lad growing up, those were my best memories.

"It was a dream of mine to win a Grand Prix and pick up my own flag on the slowing-down lap – but you're not allowed to do it. There again, maybe it wouldn't occur to some guys – the way they change helmet colours all the time, it's as if they don't want to have an identity. Remember how distinctive Senna's yellow helmet was – you didn't need a lifetime number to know it was him."

I hope by now that you're starting to get a flavour of why F1 is going to miss Webber so much. I first met him in his F3 days, and he hasn't

changed a whit. So many times, in my experience, some controversy that has others in the paddock nervously mumbling and staring at their feet will get an honest response from Mark, regardless of possible consequences for him. "It's simply the way I was brought up," he said, with a shrug.

The more I think about it, you really are quite a rebel, I told him. You've never lived in Monaco, your helmet colours remain unchanged (and therefore identifiable)... and you don't have even a single tattoo.

"No, mate, no tattoos. I've got *real* scars, though – scars are way cooler than tattoos!"

Had it ever crossed Webber's mind to decamp to Monaco for a while, to save a few quid?

"No," he said. "I've been down there a lot, at peak times like Grand Prix week and off-peak times, too. None of the guys want to live there..."

"We looked at Switzerland at one point, but... the way I grew up, every weekend I was on 3000 acres. That sounds a lot, in English terms, but in Australia it's a little hobby-farm. Every weekend I rode my motorbikes, drove trucks around – I've always needed space and was so happy when we got the house here, so I could have some pets and so on. Until I got to F1, we were two-up, two-down for a long time: I was in debt, obviously, and we kept it very simple, but then we got more room and I could have my dogs – you can't have that in Monaco, mate. Where I am suits me much better, and that's all there is to it."



THE ELEPHANT IN THE ROOM IS, OF COURSE, A SOMETIMES turbulent relationship with multiple World Champion Sebastian Vettel – team-mate for five of his seven seasons with Red Bull Racing.

When Vettel came to the team for 2009, Webber had already been there for two seasons but, unlike his new team-mate, he was not a product of the Red Bull Young Driver programme, was not one of Helmut's boys. Almost from the beginning it was rumoured there were tensions between them, but Mark said not.

"No, for a while, actually, our relationship was pretty good. I was a bit startled by the way the toys would come flying out of the pram when something went wrong – I mean, some of the radio conversations back then were classic – but generally things were OK: we had some good team moments together, and they were completely genuine. It was in 2010 that it started to get a bit tasty..."


This was the season in which Webber was at his best, when he was a very serious contender for the World Championship. It was also the year in which refuelling was banned, in which Adrian Newey reintroduced the concept of the exhaust-blown diffuser to F1 and the last one in which everyone ran on Bridgestone, rather than Pirelli, tyres.

Nor was it long before Newey's RB6 established itself as the fastest, if not the most reliable, car in the pack. In Malaysia, the third race, Vettel and Webber finished 1-2, but their finishing record elsewhere was not great, and by the time they came to Europe Sebastian was fifth in the championship points, Mark eighth.

In the course of seven days, though, that picture fundamentally changed, for in Barcelona Mark started from pole and led all the way, and a week later he did the same in Monaco. Now the Red Bull drivers were at the top of the standings, with 78 points apiece.

"It was then," Webber said, "that Flavio told me, 'Look, this is not going to continue – you're getting poles and winning races. This is going to be hard for them to manage'."

Briatore wasn't wrong. "After that," Mark said, "the team put us in a situation where we had to look after our own corners – and that was what happened. We next went to Turkey, where I was leading until we had the incident..."

The Red Bulls were running 1-2 when Vettel tried to take the lead, in so doing patently moving over on his team-mate. It was obvious to most that the German had been chiefly at fault, but proof – if it were needed – of where Marko's colours were firmly nailed came in his 

instant assertion that Webber had been the culpable party.

After Istanbul, Webber led the World Championship, while Vettel had fallen to fifth. Next they went to Montréal, where Mark qualified second to Hamilton, but had a five-place grid penalty for a gearbox change, which meant he started behind Sebastian.

“In the closing laps we were running fourth and fifth, and I was told, ‘Vettel’s got a gearbox problem – hold station’. I’d had a penalty, now he had a gearbox problem, I’m ahead of him on points but had to follow him over the line – and this is right after what had happened in Turkey!”

At Valencia Vettel won, while Webber had his terrifying flip over Kovalainen’s Lotus, somehow escaping without injury. Hamilton took over the championship lead, and on points Vettel moved ahead of Webber: at the British Grand Prix this was suddenly to become important.

“After the shunt in Valencia, I went to Silverstone looking to get my confidence back – and then they took the new front wing off my car, to give it to Seb, whose own had been damaged...” The Red Bull position was that this was only logical, for Vettel was ahead on points...

The pair of them duly qualified 1-2, but at the press conference Webber was seething. On race day, half an hour before the start, I had a chat with his father, Alan, who was understandably apprehensive. “I don’t know what’s going to happen,” he said. “I’ve never seen Mark like this.”

What happened was that he made a sensational start, leading Vettel into Cospo, and raced away to an emphatic victory. “Not bad for a number two driver,” was his cryptic comment to Christian Horner on his slowing-down lap.

On the season went, and when Mark took his fourth victory, in Hungary, he moved back to the top of the standings, losing it to Lewis after Spa but regaining it after Monza.

Now, though, Alonso came seriously into the picture, winning in both Italy and Singapore. The Red Bull drivers continued to score well, but when Alonso then triumphed in Korea, following Vettel’s late-race retirement and Webber’s early spin, he moved for the first time into the championship lead.

Two races left, and it was Alonso on 231, Webber on 220, Hamilton on 210, Vettel on 206.

“I actually think Christian would have liked to see me win a World Championship,” Webber said. “He was pushing for it in 2010, saying, ‘Let’s get behind Mark, because if we don’t we’re probably going to lose this to Fernando...’

“As it was, we finished 1-2 in Brazil: if we’d switched positions, it would have made a big difference to my championship chances. Helmut wouldn’t have it, though: ‘No, we’ve got to do whatever we can to get Sebastian back in the title fight...’

“As things turned out, of course, it came right for them – Seb won the race in Abu Dhabi, and with it the championship, but it was a big risk they took.”

Having led on points for so much of the season, Webber was bitterly disappointed to lose the World Championship and was never to come so close again.

“Even so,” said Mark, “nothing that happened in 2010 was as bad as the few weeks after Malaysia last year. In 2012, going into ’13, Seb and I were pretty OK with each other, but Malaysia was the worst...”

The facts of Sepang were straightforward. Webber, having led most of the race, made his final tyre stop after his team-mate and, as he came back out, Vettel was right on him. By this time Mark had turned his

engine down, but if he hoped that Sebastian was going to hold station – the fabled ‘multi 21’ scenario, indicating that car 2 should finish ahead of car 1 – he swiftly realised such was not the case, and for several corners the Red Bulls came perilously close to taking each other off.

Immediately after the race Vettel appeared contrite, as if he had suddenly realised, ‘What have I done?’

“I think you’re right – but he changed! In China he turned up a different lad, telling the press he wasn’t sorry, and he’d do it again. We had a chat, which didn’t go that well, and afterwards I told Christian, ‘Just so you’re aware, your two

boys are not exactly on the best of terms...’

“At the time people said I was thinking about my future, but I wasn’t. I’d already decided to leave Formula 1 at the end of the year, and in a way this was like a little cherry on the cake – confirmation that I’d made the right decision.”


Before the Bahrain Grand Prix, a photograph was posted on Twitter of Webber and Alonso having dinner in Dubai, and it spawned all manner of conspiracy theories. “That was Fernando’s idea,” said Mark. “It was just a bit of fun, but the response it got was amazing.”

Laughter aside, there was still most of a Grand Prix season to complete and, as time went by, Webber knew his motivation was not as it had been.

“Even if I’d still been winning races, I was ready to stop F1. In India, for example, I was running second and it was all going OK, but the quick left-rights out the back are my bread and butter – normally I’d do nine out of 10 every lap, but last year it was seven or eight. Also the tyres were quite stable that day, so you could actually push for once. I knew it was me, so... accept it, mate, get your head around it.”

Vettel, by that stage, was into the middle of his nine-on-the-trot sequence, and ultimately he won his fourth World Championship by a massive margin. Leaving all their differences aside, what did Mark think of Sebastian the driver?

“It’s difficult for me when I get asked about Seb, because we’ve been through a lot together – and it’s probably exactly the same for him. It’s like two boxers, in a way. Obviously the scorecards aren’t exactly in my favour, especially since we went to the Pirellis – he destroyed me on those – but I can live with that.

“Sebastian has done a phenomenal job. I think the blown floor was very powerful for him – he’s a master of slow-speed corners, 



Raging Bulls: Webber and Vettel race towards controversy during the final stages at Sepang in 2013

“GOING INTO 2013 SEB AND I WERE PRETTY OK, BUT MALAYSIA WAS THE WORST”



Team huddle at Interlagos 2013, as Red Bull Racing bids farewell to Webber

REDBULL

anyway, and on top of that he made the blown floor work better than I did, end of story.

“He’s very, very good with engine-mapping and tyres, and OK on aerodynamic work, too. Only a couple of weeks ago I watched the Singapore race on television for the first time: he was two and a half seconds quicker than anyone, and he had Nico, Fernando, Lewis and me behind him – it wasn’t as though he was racing a bunch of muppets! OK, it wasn’t always like that, but at some races he was exceptional.

“I always thought Fernando was the best, and I still do – on Sundays. On one lap, though, I think Seb’s got him covered – and I’m talking in terms of preparation, not just pace. Fernando’s had a lot of poles in his time, but probably age has come into it – you lose a little bit. In the race, though, he’s got more strings to his bow than anyone else, and he is *relentless*.

“Seb’s strengths, as we know, are escaping at the start, and running in clean air – when you get these things in clean air now, it’s a whole other story, in terms of tyres and so on. He’s like a computer, isn’t he? His only weakness was always fast corners.

“D’you know what? I think Seb will do everything early in life: he’s got his championship titles and his results early, he’s going to have a kid early and I think he’ll retire early – he’ll probably take a blast in the red car, then *sayonara*...

“As for Marko, I never did fully understand what was going on with him, you know – he almost never came to my side of the garage. I was at Red Bull for two years with DC, and then, when it was announced that Sebastian was coming to the team for 2009, Helmut’s quote to the press were that this move was ‘going to finish Webber’s career’. And this was before we’d even done a race together! Last year he rubbished me in an interview in *The Red Bulletin*, and I thought that was completely out of order. Dietrich [Mateschitz] was also off the charts about it, but there you are...

“Oddly enough, I actually never thought it was anything very

personal against me – it was just a love-in with Seb. Yeah, it’s been an awkward balancing act, but fundamentally if Seb’s happy, Helmut’s happy – and that’s what matters.”

How, I wondered, did Mark part with them all?

“Oh, it was pretty good. I wanted it to be low-key, because that’s the way I am. I went to the factory, to say goodbye to all the staff, and I got a standing ovation from them, which is something I’ll never forget – everyone in that factory at Milton Keynes is special. Christian said, ‘Come by any time’ and obviously I’m still in touch with Adrian. Seb? Well, we shook hands at the end of the race in Brazil, and said, ‘See you’, sort of thing.”

As Webber steps away from Red Bull, Daniel Ricciardo arrives. “I’ve spoken to him a few times,” said Mark, “but he wants to do things his own way – I’ve told him I’m on the ‘phone if he needs me. He’ll go well. I think he’ll give Seb a real hard time in qualifying – it’ll be 50:50 in the first year, I reckon. I took a few off Seb last year – and the blown floor is gone now. I think Daniel will be fine, and it certainly won’t hurt him that he’s come through the Red Bull system. I just hope he gets better starts than I did!”

Back to Webber’s own future, and it’s plain from his demeanour that he is excited. “At this age, and after what I’d been through, putting in the effort you need to be 100 per cent in Formula 1 was getting quite difficult for me.

“To be at 100 per cent in sports cars, with eight races, is a different thing: I don’t want Porsche thinking I’m going there because it’ll be an easy ride: it’s not that at all. I need to do it, for my own fulfilment – I want to win the Le Mans 24 Hours with Porsche and Michelin. I know it’s going to be very difficult, but I’ve got a role to play.

“That needs very good focus – but does it mean being skinny as a rake 11 months of the year, because Adrian’s saying, ‘We need you still lighter...’? I mean, I’m 74 kilos – I can’t be any lighter, given my height. I’ll be ‘on weight’ at Le Mans, that’s for sure, but it’ll be so nice not to live on rabbit food the year round...”

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Track test *Mercedes-Benz Uhlenhaut coupé*



Precious

Rich in competition pedigree, even though it never raced, the Mercedes Uhlenhaut coupé has become one of the most fabled cars of all time. We were offered a stint at its helm – a rare but welcome privilege

writer ANDREW FRANKEL
photographer JAMES LIPMAN



mettle



SOMETIMES A RACING CAR CAN BE SO special it needs only to exist to ensure its place in history. With an impeccable provenance and pedigree and given sufficient scarcity, it need not even race before taking its seat among the most fabled of all.

The Jaguar XJ13 is one obvious example: the status it enjoys today is out of all proportion to that it would have been accorded had Jaguar not wisely realised it was already obsolete by the time it was in a fit state to be raced. It might not have won any events, but equally it didn't lose any either. With our disbelief willingly suspended, it has become a hero and not a failure.

Had it raced, the chances of the car on these pages failing would seem to be zero. It's not as rare as the XJ13 – indeed, with a total production run of two it's positively common by comparison – but had it raced as intended in both the cancelled 1955 Carrera Panamericana and at Le Mans in 1956, it seems a foregone conclusion that it would have added further to the extraordinary successes of the Mercedes-Benz racing team. At the time *Motor Sport* called it the 300SLR saloon, but today it is known only after the man who developed it and then used it as his road car. This is the Uhlenhaut coupé, and some credible sources will tell you that were one of the two to be offered for sale, it would prove to be the most valuable car in the world.


I think today many people perceive the coupé as the successor to the 300SLR, whose Mille Miglia-winning ways in the hands of Stirling Moss and Denis Jenkinson are part of motor racing legend. In fact it was anything but. The two cars were built as part of the 10-car SLR production run and received chassis numbers

0007/55 and 0008/55. The former sits as a permanent exhibit in Mercedes-Benz's extraordinary Stuttgart museum and has not run in decades, but the latter is on the button and now patiently waits for me at the company's Unterturkheim test track.

You can read more about Rudolf Uhlenhaut, the Anglo-German engineer who transformed Mercedes road and racing cars both before and after the war, in the panel on page 67, but for now let's look in a little more detail at his creation.



ONE REASON FOR ITS PERCEIVED VALUE is its appearance. Unlike the W196 F1 car and even the open 300SLR, the coupé is a car of exquisite beauty, shaped in-house by both man and machine in the form of the full-sized wind tunnel that had been on site since before the war. From a distance you might even mistake its domed roof and gullwing doors for those of a 300SL, but while their names differ by just one letter the cars are related only by their badges.

Its real parent is the W196R Grand Prix car that made its debut the year before and (with a little early-season help from Maserati) carried Juan Manuel Fangio to his second world 



“WERE ONE OFFERED FOR SALE, IT WOULD PROVE TO BE THE MOST VALUABLE CAR IN THE WORLD”



Period wood-rimmed steering wheel is the very same as that once cradled by Uhlenhaut, above. Frankel (below) found access easy enough, particularly with said wheel removed, although the driving position required acclimatisation. Complex gear interlocks prevent wrong slots, left. This coupé has distinctive red tartan trim while its Stuttgart-based static sibling's is blue



championship. For while the SLR's Elektron magnesium alloy bodywork was unique, almost everything it contained was taken directly from or else closely related to the F1 car, including its spaceframe of complex 25mm tubes that provided the same distance between the front and rear wheels as the longest of the three wheelbases used by the W196.

The engine, for instance, is the 2.5-litre GP motor bored slightly and stroked significantly to provide absolutely square (78x78mm) dimensions, a 3-litre capacity and an explanation for why Mercedes chose such a small motor when Ferrari was using capacities up to 4.9 litres. Just to get the engine up to 2982cc required binning the W196's iron liners and chrome plating the bores of the aluminium block. It also had a different firing order to the F1 motor, not to mention the addition of battery, starter motor and alternator. With a magneto providing the engine sparks and with no need for headlights let alone windscreen wipers, the W196 single-seater was able to dispense with them all.

The engine itself was in unfashionable straight-eight configuration, but with the drive being taken from the centre like that of an Alfa 8C, it's easier to understand the configuration as two straight fours sharing a common crank. It had twin overhead camshafts and direct mechanical fuel injection, and was mounted at a 33-degree slant to lower the bonnet line as far as possible. Eventually it would give about 310bhp at 7800rpm, though to this day tales rattle around Unterturkheim about Fangio bringing back cars that had been past 10,000rpm with no apparent ill consequences; the tachometer in the coupé is calibrated to 11,000rpm. The engine's strength has been most commonly attributed to its desmodromic valve gear, which dispensed with conventional springs and instead mechanically picked up each valve and returned it to its seat.

The five-speed transaxle ZF gearbox is carried over unchanged from the F1 car while inboard finned drum brakes at each corner (to minimise unsprung weight) followed W196 thinking too, as does its double wishbone front suspension and rear swing axle, both sprung by torsion bars.



“IT TAKES DEAFENING AGGRESSION TO A NEW LEVEL. AND THAT’S AT A FAST IDLE”

And there you have it. Lessons learned designing the 300SL meant that turning the open SLR into a closed gullwing coupé was relatively straightforward, and with a beautifully tartan-trimmed cabin (blue for 0007, red for 0008) and a complete set of period dials, you need to remind yourself that this apparently civilised coupé is directly derived from the most technically advanced and successful F1 car of its era.

At least until you sit in and fire it up. The sill is wide

but dropping down into the car is easy enough with the vast, well worn, wood-rimmed wheel removed. Only then does this car reveal its inner truth. The driving position seems somewhat gynaecological, with the brake and clutch pedals a matter of feet apart. Look down and you see the gear lever plunging into its open gate, the layout engraved in roman numerals on the steel ball your hand now grasps.

Someone leans in and re-attaches Rudi Uhlenhaut's steering wheel. It's the real deal: vast in diameter and well worn at the circumference. Uhlenhaut's wheel – I'd make a special journey to see that alone, yet here I am about to use it in his own car. His 300SLR coupé. It seems as ridiculous to write as it must be to read.

I'm not going to dwell on its value because it is unknown, and as someone as eminent as former president of Bonhams Europe Simon Kidston has recently called it the most valuable car in the world, that's good enough for me. As neither coupé is nor will ever be for sale, it is literally priceless.



THE STARTING PROCESS IS ALMOST TOO easy. You push the key to activate the fuel pumps, pull a switch to turn on the mag, press the start button and wait for the churning to stop. With fuel injection it doesn't take long.



Take a trip to the Mercedes-Benz museum for a look around Rudolf Uhlenhaut's beautiful 300SLR coupé
@ THE MOTOR SPORT DIGITAL EDITION

It might look graceful in the 1950s Mercedes mould, but running gear derives from the W196 GP car, above




It's hard to describe what happens next save to say that if sound were matter that could be seen, it would be like a block of flats falling on the car. This direct-injected desmodromic straight eight does not make a nice noise, but its volume is fascinating, terrifying and compelling in equal measure, in much the same way as the shower scene in *Psycho*. It just draws you in. I've heard this engine before when standing next to its open relatives at the Goodwood festival, but sealed inside the echoing chamber of the coupé's cockpit, it takes flaming, spitting, deafening aggression to a new level. And that's at a fast 2000rpm idle.

Happily the clutch is a little less heavy than I'd expected and a lot more progressive. The noise still rampages around the cabin, hinting none too subtly that this car is one with which you should not mess, but actually making it move is fairly straightforward.

Keeping it moving is more difficult. Over the years I've taken pride in being able to handle cars with synchro-free gearboxes, reversed gear layouts and centre throttles. Even cars with all three, like a pre-war Aston, is not usually a problem. But the SLR's gears, all of which engage beautifully, are scaring me witless.

The problem is that while first and fifth are exactly where you'd expect them to be in most five-speed

gearboxes, second is across the gate and directly below third, while fourth is across again and directly below fifth. So if you execute what you think is a perfectly normal three-four change by just pulling back, it actually gives you second. And if that doesn't bear thinking about, consider what happens if you do what comes naturally when changing down from fifth and move the lever across the gate and back: that also gives you second. Doing an unintended five-two shift would be one of the easiest and most expensive things I have ever done in a car.

Think. Across the gate and slot back into second – quick check of the map on top of the gear lever – then straight forward into third and let the engine go. The motor is disdainful of low revs, but comes alive at 3000rpm. The unholy alliance of noises in the cockpit now meld into one scything sound as the SLR powers forward, leaving the 





Has any other car ever been quite so gracefully proportioned? It goes every bit as well as it looks, too

poor camera crew in the following E-class estate wondering which way it's gone. It makes you want to shout expletives and even with a passenger on board you could, because he or she would never hear them.



THE TRACK AT UNTERTURKHEIM IS NOT particularly short, but there are lots of bumps, dips, undulations, ripples and strange, SLR-unfriendly surfaces, all of which need avoiding. I am aware of being very busy, managing the gears, the track, the engine (which I've promised myself will not exceed 6000rpm) and the bloody awful brakes. Did I mention them? At low speeds the brake booster doesn't work so it feels like you must put your foot through the bulkhead just to ease to a halt, and at high speeds there's just not much retardation – no wonder the open SLRs were fitted with air-brakes for Le Mans: as it stands you feel an Aston DB3S or even a drum-braked Ferrari Monza (let alone a D-type Jaguar) would take yards out of the SLR into each braking zone.

But in every other aspect it feels years ahead of its time. The engine is massively strong and,

“AS A WINDOW INTO A WORLD OF EXCELLENCE, THE UHLENHAUT COUPÉ IS SO MUCH MORE THAN A CAR. IT'S A TIME MACHINE”

unlike its six-cylinder British opponents, not based on an already ageing road car motor. True, the rival Ferrari engine was also F1-derived but with the same capacity and half the cylinders, it was never going to produce anything like this amount of power. The delivery is quite linear and builds steadily to its apocalyptic crescendo, by which time the car is simply mauling the track as you throw gear after gear at it. Just once I got into fifth on the short main straight, saw the world flying past my window at some unmentionable three-figure speed and instantly backed off. I don't know much, but understand when enough is

enough in a priceless commodity like this. And I apologise for repeating the word, but no other will do.

Not that there had been anything save the brakes and gear layout to suggest this is a difficult car to drive. It would have been inappropriate to drive it up to and past the adhesion limit but I still went fast enough to feel the chassis starting to earn its keep beneath me. It felt utterly benign, with accurate steering and the kind of broad, neutral balance that makes you want to drive it for days – which had it taken part in the Carrera is exactly what would have happened.



Uhlenhaut takes son Roger for a spin during testing at Monza in '55

THE MAN BEHIND THE LANDMARK

Uhlenhaut's coupé is recognised as a paragon of German engineering, but its architect was born within the London suburbs

◆
NEARLY 60 YEARS LATER IT WAS TIME to give it back and, to my surprise, I was ready. The pleasure I felt – not to mention the relief – of handing it back unharmed was almost a match for the sublime experience of trying it.

If you are one of a handful of people accorded the honour of driving what might be the most precious automotive property there is, only one thing actually matters. If I'd driven it flat out and missed a shift through cockiness or tiredness, I'd not need Mercedes never to forgive me because I'd take care of that myself. As a window into a world of technological and engineering excellence unsurpassed at the time, the Uhlenhaut coupé is so much more than a car: it is a time machine. And as all those lucky enough to use it to travel back to another world should know, time is the one thing you do not mess with once you're there. 📌

Without the help, trust and enthusiasm of Michael Bock, Gert Straub and everyone at Mercedes-Benz Classic who gave up a large part of their weekend for this test, none of the above would have been possible. Thank you all.

RUDOLF UHLENHAUT WAS BORN IN Highgate, north London to an English mother and a German father. His life's work at Mercedes began in 1931 but it wasn't until 1936 that, still not quite 30 years old, he took over the racing department.

He soon worked out that the reason Mercedes's W25 Grand Prix car was being eclipsed by Auto Union was that the team had engineers who couldn't drive and drivers who weren't engineers and were therefore unable to explain what was wrong. But Uhlenhaut was gifted in both spheres and soon discovered the W25's structure was too weak and its damping too firm, creating an unstable platform for the needlessly stiff suspension to work upon, unintentionally making the chassis frame the primary springing medium.

He channelled what he knew into the 1937 W125 and from that moment until war intervened three seasons later, Mercedes was the dominant force in Grand Prix racing. At the cessation of hostilities Uhlenhaut took over the testing of road cars, but Mercedes turned to him one more when it elected to go racing again in 1952. The W194 prototype that won the Carrera Panamericana and at Le Mans that year was a triumph for an impoverished company and, when productionised with gullwing doors as the 1954 300SL, it became a landmark of road car design, too.

In tandem with his road car commitments, Uhlenhaut also designed the W196 F1 car, the 300SLR sports car and, of course, the coupé that would come to bear his name. Nor had his driving skills deserted him over time: at one test session with the W196 at the Nürburgring in 1955, Fangio came in complaining about the car's set-up. So after a lunch Mercedes described as "substantial", Uhlenhaut – at 49, five years Fangio's senior – jumped into the F1 car still wearing his jacket and tie, lapped three seconds faster, came back and told the world champion there was nothing wrong with the car a little practice wouldn't fix.

When it became clear his beloved coupés would be denied the racing career they deserved, he turned them into road cars, driving one from Stuttgart to Sweden so his drivers could try it out in practice for the Swedish Grand Prix. All sorts of stories exist about his exploits in the car, some apocryphal, others possibly not, but it is generally accepted that everyone knew Herr Uhlenhaut was on his way to work long before he actually arrived at the factory.

After Mercedes' retirement from racing at the end of 1955, Uhlenhaut returned to road car design and was responsible for all Mercedes' output, including the Pagoda SL and the game-changing S-class before retiring, a little deaf, in 1972.

He died in Munich in 1989, aged 82.

Celebrity big bother:
how *La Domenica del
Corriere* depicted Juan
Manuel Fangio's 1958
Cuban GP weekend





CHAMPION OF THE REVOLUTION


Phil Manzanera is best known as guitarist with pioneering 1970s rock band Roxy Music. As a boy, though, he was a privileged witness to the 1958 Cuban Grand Prix, when Juan Manuel Fangio found himself a hostage to rebel kidnapers. But instead of condemning his polite captors, the great man befriended them

writer RICHARD WILLIAMS

WHILE THE RACING engines revved, the small boy sat with his mother on a grass bank in the gardens of the Hotel Nacional de Cuba, taking in the noise and colours: red cars, blue cars, white cars, lined up in threes on the Malecon, Havana's seafront boulevard. The city's finest hotel had been built in 1930 on the site of the Santa Clara Battery, two of whose artillery pieces remained as ornaments, pointing out into the Gulf of Mexico.

Its guest book recorded the passage of countless figures from the world stage: Errol Flynn, Ernest Hemingway, Marlene Dietrich, Winston Churchill, Rocky Marciano, Marlon Brando, Frank Sinatra, Ava Gardner and the Duke and Duchess of Windsor among them. In 1946 it had hosted an infamous Mafia summit

convened by Meyer Lansky and the exiled Lucky Luciano, with delegates including Vito Genovese, Santo Trafficante Jr and Albert Anastasia, the founder of Murder Inc. Sinatra provided the evening entertainment as the mob bosses spent a week discussing how to divide up the heroin trade and develop their casino interests in Havana and Las Vegas.

Lansky now owned a piece of the Nacional, a gift from President Fulgencio Batista. He and his North American partners had enhanced the hotel's appeal to foreign visitors by adding the Casino Parisien nightclub, opened by the singer Eartha Kitt in 1956, its gambling facilities staffed by personnel brought in from Nevada. Within a couple of years the casino's takings were said to rival those of any Las Vegas establishment. A Grand Prix, with its aura of glamour and danger, was just the thing to lure more high rollers from the Bahamas, Venezuela, Nicaragua and Mexico. 



And so here by the side of the sun-splashed boulevard, on Sunday, February 23, 1958, sat the young Philip Geoffrey Targett-Adams, better known today as Phil Manzanera, the guitarist with Roxy Music, one of the most influential rock groups of the 1970s. He was accompanied by his mother, who had appeared with her husband in a photograph in the previous day's edition of the *Diario de la Marina*, socialising at a pre-race function with Stirling Moss and his new wife, the former Katie Molson, heiress to a Canadian brewery fortune, and members of the staff of Her Majesty's embassy.

"Obviously everyone was terribly excited because of Stirling Moss," Manzanera says now, looking at the newspaper cutting in his West London recording studio and imagining himself back in 1958, "but my parents also knew all about Fangio – they'd lived in Argentina, where my brother was born. He and my sister weren't there, because they were at boarding school in England. So I got plonked with my mother on the grassy knoll of the Hotel Nacional, and we watched the race – and it stayed with me. When I eventually got to England, I wanted the Scalextric set with all those cars. It was that wonderful and incredibly dangerous period – the drivers with flimsy little helmets and white overalls and the beautifully shaped cars, red and white and blue and black, and that amazing noise, so loud and exciting."



HIS FATHER, DUNCAN TARGETT-ADAMS, had arrived with his family in Havana a few months earlier. Born in Hastings in 1912, the son of an English mother and a father who was on tour with a Neapolitan opera company, he had joined the British Council in his mid-twenties. His first posting was to the port of Barranquilla in Colombia, where his duties included teaching English to the locals; there he met and married the 19-year-old Magdalena Manzanera, one of his students. They had moved on to a posting in Argentina by the time the first of their two sons was born in 1943; before the end of the Second World War they would spend time in Uruguay.

Magdalena was pregnant again when they returned to England in 1946. Their daughter, Rosemary, was born the following year in Gravesend, by which time Duncan had left the British Council and joined the staff of British South American Airways, with the job of opening up new routes. An Act of Parliament consolidated the airline and others into the British Overseas Airways Corporation, and in 1956 Duncan was transferred to Cuba, to establish a Havana office.

Phil, born in London in 1951, remembers being taken to Heathrow – lodged in the small boy's memory as "not much more than a series of Nissen huts" – to board BOAC Stratocruiser

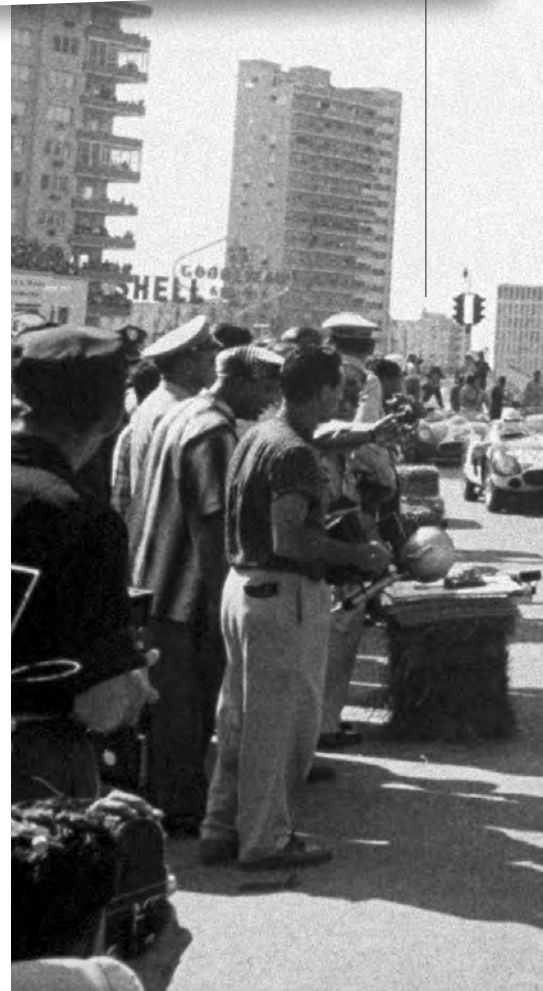
G-ALSD, a scale model of which is on display in his studio. "We were staff, remember," he says, "so we were at the front, on the upper deck, in first class, where there were things like couchettes for you to sleep in. And downstairs you'd got a cocktail bar. It was like being on an ocean liner."

Their first Cuban home was in an apartment three streets away from the Nacional, in the smart residential district of Vedado. Opposite their house stood the handsome British embassy. With his brother and sister back home at boarding schools, Phil was first sent to Havana's school for American children, which meant the excitement of being picked up every morning by an authentic orange American school bus. A move to Miramar, a beachside residential district a little further along the Malecon, meant a transfer to a Cuban school, where only Spanish was spoken; soaking things up as children do, he became bilingual within three months. And his family had installed themselves in their new home – this time opposite the villa of Batista's Chief of Staff – by the time race weekend came around.

The first Cuban Grand Prix had been held a year earlier over the same anti-clockwise 3.5-mile circuit. Starting on the northern carriageway of the Malecon, opposite the tall memorial to the 266 sailors killed when the USS *Maine* was blown up while at anchor in 1898 (the incident that kicked off the Spanish-American War), the track passed the Nacional and circled the Parque Antonio Maceo before running back up the Malecon's southern carriageway, looping around the Parque Jose Marti along the Avenida de los Presidentes and returning down the Avenida Calzada to the start/finish line.

Slotted neatly into the calendar between the Formula 1 race in Buenos Aires and the Sebring 12 Hours, that 1957 race was only slightly hampered when many of the cars sent by the European factories failed to arrive on time, forcing the top drivers to borrow from local owners. It was won by Juan Manuel Fangio in a Maserati 300S entered by a Brazilian team, the Scuderia Madunina, ahead of a field including the Ferraris of Fon de Portago, Eugenio Castellotti, Phil Hill, Olivier Gendebien and Carroll Shelby, plus the Maseratis of Moss, who initially led the race until his engine seized, and Harry Schell, whose car was taken over by the Englishman, only for a valve to break.

"FANGIO MADE FRIENDS WITH HIS CAPTORS"



A year later Fangio was back, at the wheel of a Maserati 450S owned and entered by Temple Buell, the Denver oil millionaire; the world champion posed for photographs with Batista before going out to set the fastest time in the practice sessions. This put him in pole position at the head of a 26-car grid including Moss on a rare outing in a Ferrari – the North American Racing Team’s 4.1-litre 335S – plus the Maseratis of Shelby, Schell, Jean Behra, Cesare Perdisa, Jo Bonnier and Giorgio Scarlatti and the Ferraris of Masten Gregory, Wolfgang von Trips, Ed Crawford, Paul O’Shea and Porfirio Rubirosa, rounded out by assorted Porsches, a Mercedes 300SL gullwing coupé and Luigi Piotti’s little 1600cc OSCA. Practice was marred, however, by local driver Diego Veuillas’s fatal accident.

For months revolutionary fervour was building to a climax in Cuba, and the guerrillas led by Fidel Castro and Che Guevara were making serious headway in the fight to overthrow Batista. On the eve of the race, as Fangio chatted in the lobby of the Hotel Lincoln, a few blocks from the circuit, with Nello Ugolini, Maserati’s team manager, Guerrino Bertocchi, their head mechanic, and the Argentinian wheeler-dealer Alejandro de Tomaso, he was approached by a bearded young man with a gun in his hand. Announcing himself as a member of the 26th of July Movement – one of Castro’s revolutionaries, in other words – the intruder ordered Fangio to leave the hotel with him. A second gunman

instructed other guests and staff in the lobby not to attempt to follow them and to do nothing for five minutes after their departure. Two companions were waiting outside in a stolen Plymouth and the group drove off with Fangio to the first of a series of safe houses in which he was held while the news flashed around the world, making newspaper headlines and leading TV and radio bulletins.

While Castro was fighting in the Sierra Maestra, the kidnap plot had been hatched by the 26th of July Movement’s leader, Faustino Perez. Some of the hotel’s staff, sympathetic to the guerrillas, tipped them off about the timing of their target’s arrival in the lobby. All efforts by Batista’s police to track down the perpetrators were unavailing. And not only was Fangio unharmed by the ordeal, he made friends with his captors. One of them, Arnold Rodriguez Camps, later became a trade minister in Castro’s government and exchanged letters with his ‘victim’ for many years afterwards, eventually paying several visits to Fangio in Balcarce, the Argentine’s home town.

“Our purpose was not to exchange him for money,” Rodriguez told the Swedish journalist Fredrik af Petersens many years later. “We just wanted to prevent him from driving and to get maximum publicity for the revolution out of it – nothing else – and we certainly got it. We also wanted to ridicule Batista, and we did that in a big way. We needed to show the world we meant business but that we were not murdering thugs, as Batista said we were. I am very proud of what we did and of the fact that Fangio was not harmed. If that had happened, it would have been a catastrophe for the revolution.”

They held Fangio until the Monday after the race, finally releasing him into the care of the Argentinian ambassador in order to avoid contact with the local authorities. Fangio made no subsequent effort to help the police identify his abductors. “Although he could not have been very pleased,” Rodriguez said, “he was a real gentleman.” But their activities on behalf of the revolution ensured that he and Perez would eventually be captured, imprisoned and tortured by Batista’s police.



THE SECOND CUBAN GRAND PRIX, then, had to take place without the five-time world champion, its principal attraction. Manzanera and his mother were among a crowd estimated at 150,000 when the race started on the Sunday afternoon, with Maurice Trintignant in the cockpit of Buell’s 450S.

In the early laps the lead was swapped between Moss and Gregory in their Ferraris, but Roberto Mieres’ Porsche had been dropping oil and on the sixth lap a local driver, Armando Garcia Cifuentes, lost control of his Ferrari 500TR at a kink on the Malecon, close to the US embassy, ploughing into the crowd before coming to rest against a construction crane. Seven spectators died, 40 were injured and Garcia Cifuentes was driven to hospital by his team-mate Abelardo Carreras on the bonnet of another 500TR.

Gregory had been in the lead when he and Moss, in close pursuit, passed the scene of ☐



The field awaits the start minus Fangio, who is seen earlier in the weekend, above left, shaking hands with President Batista

the crash, where a red flag was being shown. But the wily Moss knew the rules stipulated that only the Clerk of the Course could show the red flag, and concluded that since the official in question was unlikely to have been where the accident took place, it was legitimate to carry on racing until they reached the finish. Gregory, thinking the initial red flag meant the race was already over, reduced his pace and Moss followed suit until, just 50 yards from the line, he dropped into second gear, floored the throttle and nipped ahead in time to be declared the winner. The race had lasted 13 minutes. Afterwards Gregory was placated, and a possible stewards' inquiry avoided, by Moss's offer of 50 per cent of the winnings.

Fangio had listened to the race on the radio with his captors in his secret location. That evening they watched the television news bulletins showing footage of the terrible crash. When he was released, he asked the Argentinian ambassador to let the news agencies know about it immediately: "The lads (his kidnapers) had planted in my mind the idea that if Batista's people found me, they might kill me and accuse the movement of it." A day or two later he left Havana and travelled to New York for an appearance on the Ed Sullivan Show. "I had won the world championship five times and I had raced and won at Sebring," he reflected, "but what made me popular in the United States was the kidnap in Cuba."

Two days after the race Garcia Cifuentes was charged with manslaughter. History does not record whether he stood trial, but after the revolution he left Cuba for a new life in Madrid. Two of the kidnapers, disillusioned with life under Castro, eventually followed him into exile, settling in Miami; the other two stayed and prospered.



THE YOUNG MANZANERA RETURNED to his new school the next day, sharing the excitement with his classmates. But the all-too-brief thrill of the race was nothing compared to the events that would unfold over the next 10 months, as Castro and his followers swept towards their date with destiny. On December 31, 1958, Batista stunned the crowd at a New Year party by announcing his decision to leave the country; he fled with 40 friends and family members and a personal multi-million dollar fortune on a flight from a nearby military airfield, Camp Columbia, close to the Targett-Adams's house. Just over a week later a triumphant Castro entered central Havana.

The night after Batista's departure, an attack on the Chief of Staff's villa in Miramar brought Manzanera into closer contact with the Revolution. "There was a gun battle," Manzanera says. "We watched from the landing window as the government guards were attacked by the Fidelistas. Two trucks appeared,



Phil Manzanera in pre-Roxy Music trim and, right, his much-travelled father Duncan

"I'D WON THE WORLD TITLE, BUT WHAT MADE ME POPULAR IN THE US WAS THE KIDNAP"



The released Fangio faces a Fifties-style media scrum

whizzing down the street. There were machine guns, people screaming, my mother pressing my face down to the floor of the bathroom, bullets flying around everywhere, chaos, scary as hell. I don't know whether they shot the guys or not.

"Then there was a lot of looting in Havana. People were just turning up and filling their car boots with stuff, so Castro decided to put guards on key places, including the Chief of Staff's house. There was a guard, a barbudo, sitting out there every day, bored as hell, so my mum said, 'Why don't you take him a cup of

coffee?' He invited me in. The place was piled high with rubbish – and being a small boy, what I took were the epaulettes from the Chief of Staff's white tuxedo-type jacket, a photo album that ended up in Venezuela and got thrown away, including lots of pictures of Batista with RAF planes, and some .303 shells, which for a small boy were fascinating. The guard would empty out the shells and light the gunpowder for me: Whoof! I've got a photograph of him, with me wearing a Zorro outfit."

The family soon moved with other foreigners into a specially designated apartment block; a few months later they left for New York before transferring to a new posting in Hawaii. Today Manzanera, who took his mother's name when he began playing in bands while a boarder at Dulwich College, looks at his father's career and wonders about the moves that took the family to hot spots at significant moments in history – the Peronist revolution in Argentina, the scuttling of the German heavy cruiser Admiral Graf Spee during the Battle of the River Plate off Montevideo, the overthrow of Batista – and wonders if there was something going on beneath the surface of his apparently mundane jobs with BOAC and the British Council.

The new Castro-controlled Cuba hosted one final Grand Prix, in February 1960 – not along the Malecon but on a circuit around the perimeter roads of Camp Columbia, the military airfield from which Batista had made his hasty getaway. Moss was back, this time for his first race in Lucky Casner's 'Birdcage' Maserati Tipo 61, winning the 160-mile event in front of the NART-entered Ferrari of Pedro Rodriguez and Gregory's Porsche.

Duncan Targett-Adams died in 1965, followed almost 20 years later by his wife. Their son has been back to Havana several times in recent years, playing concerts with Cuban musicians while also taking the opportunity to visit the landmarks of his childhood: the apartment in Vedado, the house in Miramar and the grass bank where he sat with his mother on a hot day in 1958 and marvelled at the sight and sound of one of the strangest contests in the history of motor racing, a moment when the sport found itself caught up in an event that helped shape the modern world. The small boy's impressions remain vivid in the mind of a man now in his sixties. "Cuba was dangerous and sexy then," Manzanera says. "Sex, drugs and mambo. And those drivers truly were heroes, weren't they? It really was life and death." ❏



{ NO LUNCH WITH }

RICHARD PETTY

A quiet superman who doesn't brag about his 200 NASCAR wins, his seven championships or his charity work for disabled children

writer SIMON TAYLOR | photographer JESSICA MILLIGAN



THE GREAT PERK OF THIS job is the privilege of getting to know, often quite well, so many talented, single-minded people who have carved out great careers in the cockpit, at the drawing board or in the pits. In doing so they've earned the respect of enthusiasts who understand that there is far more to motor racing than is seen by the general public in their weekend living rooms, imprisoned behind the rectangle of a television screen.

Quite apart from all those fine players, you occasionally come across a racer who stands out as being, in some indefinable way, on a different level from the rest. Away from the track this individual will tend to be quiet, distancing himself from the media hype and razzmatazz. In private life he may avoid the material trappings of success. Yet when he walks into a crowded room the buzz of conversation will die briefly, as everyone becomes aware of his presence. And when he is

at the wheel, doing what he was born to do, sometimes his efforts will reach an almost superhuman level, increasing the illusion that he is not quite of our world.

Juan Manuel Fangio, whom I was lucky enough to meet late in his life, had that indefinable quality. His manner was gentle and

he spoke little, yet his eyes seemed to probe deep into you. Certainly, when his unobtrusive figure walked into the room everybody went a bit quiet. You couldn't separate the man from his achievements. Mario Andretti is another who, when you meet and talk with him,

seems to be set apart from his peers.

Early in Ayrton Senna's F1 career, when he had just signed for Lotus, I spent most of a day with him. With a little pressure from John Player he'd agreed to a BBC TV interview, and I was lucky enough to be holding the microphone. His first F1 season with a lesser team, Toleman, had produced three miraculous podiums and given an indication of the greatness to come. During the interview he



was professional and serious, unsmilingly considering my questions before giving intelligent, in-depth answers. Already he had that slightly other-worldly demeanour that later became so familiar.

Now another has joined my personal short list of quiet supermen. Back in 1971, as a Limey journalist on my first visit to a NASCAR race – the Daytona 500 – I was introduced to Richard Petty, already known as The King after an astonishing 100-plus victories in eight seasons. He was getting ready for the race (which of course he went on to win), so unsurprisingly I got a polite but monosyllabic greeting.

Fast forward 43 years, and I decide that the readers of *Motor Sport* deserve a Lunch With... feature on the man who was NASCAR champion seven times, won 200 races and scored more than 700 top 10 finishes – an unbelievable 513 of them on the trot. That last statistic speaks volumes about his intelligence as a racer, and the preparation skills of the team he gathered around him. It's not easy to set up our meeting because, at the age of 76, Richard Petty still leads a very busy life. And he declines lunch, which is not a meal that plays any part in his daily schedule. But eventually I find myself in rolling country north of Randleman, North Carolina, in a little village called Level Cross.



OPPOSITE HIS GRANDFATHER'S HUMBLE wooden house where Richard was born in 1937, the workshops of Petty Enterprises now cover a wide area. As I look over the museum line-up of some of the winning cars that have worn that distinctive pale blue colour and that number 43, a tall, upright, rangy figure comes in and shakes my hand with a quiet "Hi". The outfit is just like all the pictures: high-heeled boots, neatly trimmed moustache, tall cowboy hat, impenetrable dark glasses. He points out some of the cars to me, reminiscing briefly about the achievements of each. One, with severe damage and most of the front apron missing, is the Pontiac he drove in his final race. Caught up in a mammoth pile-up before half distance, he pulled off with his car on fire. Marshals put the fire out and his crew worked feverishly to make it driveable, and with two laps to go he rejoined in the battered wreck to come home, yet again and for one last time, a finisher.

Then we go to his office, unpretentious but with the walls lined with pictures from a crowded life: not just of racing incidents and racing folk, but also Richard with American presidents, film stars, State governors. I'm offered a cup of coffee while Richard sticks to chewing tobacco, as he has done all his life, a paper cup close at hand for the spit. After years of big-block open-exhaust V8s his hearing isn't great, but if he misses a question he says, "Sir?"

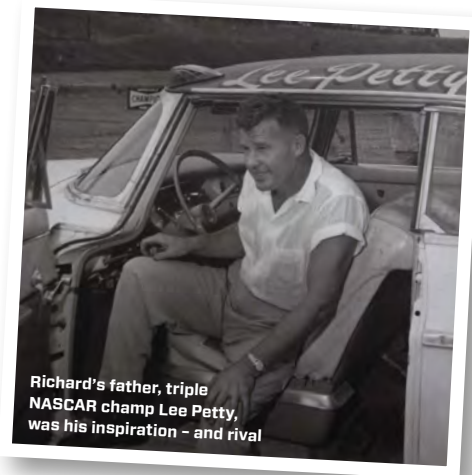


RICHARD PETTY CAREER IN BRIEF

Born: 2/7/37, Level Cross, N Carolina, USA
NASCAR races started 1958-1992: 1184
1959: NASCAR Rookie of the Year **NASCAR poles:** 123
NASCAR wins: 200 **NASCAR Championships:** 1964, 1967, 1971, 1972, 1974, 1975, 1979 **Daytona 500 wins:** 1964, 1966, 1971, 1973, 1974, 1979, 1981
1992: Awarded Presidential Medal of Freedom

with quiet courtesy. As we start talking through an extraordinary career – as a childhood mechanic, then 15 seasons as a top driver, then as a team owner – his slow drawl carries not a trace of arrogance, self-satisfaction or bias.

The Pettys, Carolina country folk for generations, did a bit of everything, from



Richard's father, triple NASCAR champ Lee Petty, was his inspiration – and rival

farming to sawing logs. Lee Petty, Richard's father, hauled lumber and, at one stage when money was tight, lived with his wife and two sons, Richard and Maurice, in a two-room trailer with outside toilet. In the summer the whole family worked in the tobacco fields. The boys and their cousin Dale Inman raced around on bicycles and home-made soapbox cars, and Richard found he could beat the others if he unobtrusively greased the axles of his soapbox – an early lesson in race preparation.

Lee, since his teens, had been racing his stripped Model T Ford around the back roads, and at night when the police were abed he'd challenge locals for increasingly large bets. In 1947 he parlayed the proceeds into building up a '37 Plymouth with a Chrysler straight-eight flathead, and started winning local dirt-track events. "If my daddy won, he was happy. If he finished second, he wasn't. Once I said, 'Well done, Daddy, you finished second.' And he said, 'Richard, there ain't no second place. Either you win, or you lose.' I never forgot that."

In 1949 the National Association for Stock Car Auto Racing, newly set up by Bill France, promoted a race at the Pettys' nearest city, Charlotte, with a purse of \$6000, an unimaginably large sum. It was run to late-model rules, so Lee borrowed a 1948 Buick. "We drove it to Charlotte, went to a filling station, put it up on a ramp, changed the oil, greased it, took off the muffler, and wrote the race number on the side with shoe polish. That's how stock it was." In the race Lee was just about to take the lead when the suspension broke and the car flipped four times.

Having made his peace with the car's owner, Lee bought a cheap Plymouth and hit the NASCAR circuit. That first year he ended up second in the championship. Richard, now aged 12, was the nearest Lee had to a mechanic. "I could hardly get through each day at school waiting for the next race. And each evening, when my homework was done, I was in the garage. I started by keeping the car clean – which, racing on dirt, was a big job – plus easy stuff like packing the wheel bearings. As I went along I learned how to change parts, work on the motor, do springs and shocks. NASCAR was developing from purely stock to things that made the car safer and also things that made it faster, and I learned along with it. As NASCAR grew up, I grew up. But I never thought about driving one day. I just wanted to work on the car best I could, then Daddy could win and he'd be happy.

"We towed the race car on the road, so I sat in the race car and steered. The tow car didn't have much brakes, so I had to watch for when Daddy held up his hand and I had to hit the middle pedal. I was the brakeman. Sometimes he wrecked the race car and, towing home, the wheels were all out of line, so I'd just hold the lock on and Daddy would drag me home. At the races no kids were allowed in the pits, ☐

1



Richard Petty won a record 200 NASCAR races during his career. Watch his final victory at Daytona in 1984

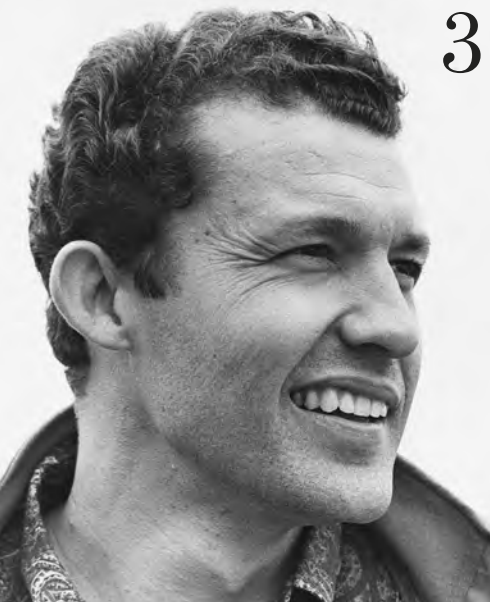
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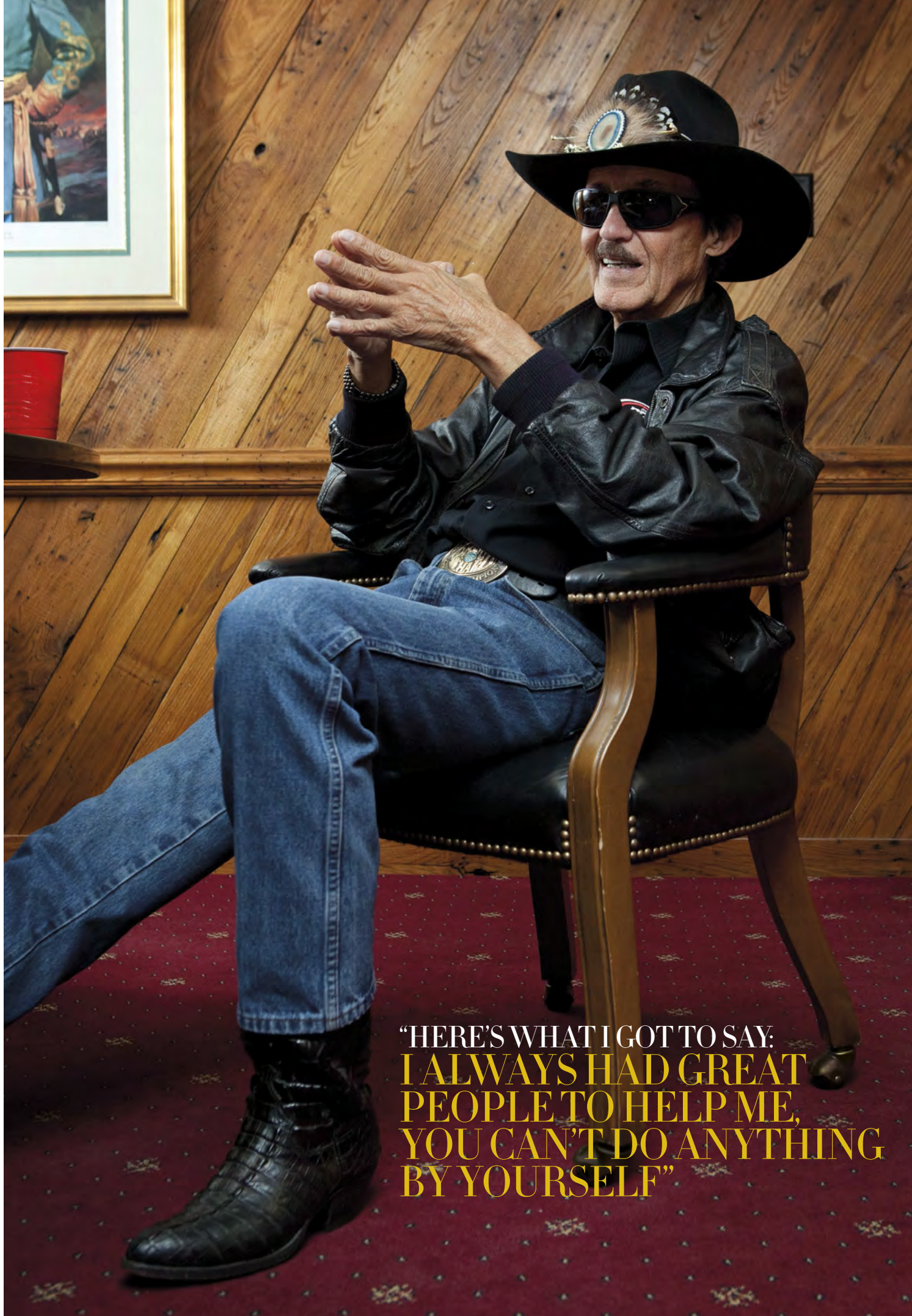
1 Richard Petty's famous 43 was one-up on his father, while even STP money couldn't fully replace his patented Petty blue livery 2 In 1966-67 Petty took 36 wins in his Plymouth Belvedere - a record for a NASCAR machine 3 There have been four generations of racing Pettys, but Richard remains The King



3



LAT&GETTY



“HERE’S WHAT I GOT TO SAY:
I ALWAYS HAD GREAT
PEOPLE TO HELP ME,
YOU CAN’T DO ANYTHING
BY YOURSELF”

but I was tall for my age, and if need be I'd get past the gate hiding in the boot. And we'd keep old passes, doctor the date and I'd wear those. If ever there was a kid who grew up doing what he wanted to do, it was me."

In 1954 Lee won the first of his three Grand National championships. NASCAR racing was still pretty rough: at Charlotte once, after Lee and Junior Johnson took each other off, they clambered from their cars and started a serious fist fight. "In the end the local chief of police got his men to break it up. Daddy and Junior both said: 'What did you stop us for? We wasn't hurtin' nobody'. There was another time when Daddy and Tiny Lund got to arguing. Tiny was about the size of the state of New Jersey, but Daddy punched him in the eye and wrestled him to the ground. Then me and my brother jumped on Tiny, and Mother started hitting him over the head with her handbag. Tiny gave up then. He said, 'When you take on a Petty, you have to take on the whole family','"

Richard had been driving since he was five, standing up on the hay wagon in the fields, and on local country roads as a young teen. The local police turned a blind eye because they'd bring their squad cars to Lee Petty to have him tune their engines. "Then, when I got to be 17, I did think about racing and asked Daddy about it. He said, 'Come back when you're 21'. When that came around I asked Daddy again. All he said was, 'That Oldsmobile over there, get it ready.'" Richard chose number 43, because it was one up from his father's 42. "When we got to paint the car it was the middle of the night and we couldn't go to the store to buy no paint. We had half a can of blue and half a can of white. So we mixed it up and used that, and we thought it looked pretty good." The distinctive shade of Petty blue was born and continues to this day: it's now copyrighted.



RICHARD'S FIRST RACE WAS ON DIRT AT Columbia, South Carolina, in July 1958, a couple of weeks after his 21st birthday. He finished sixth. In 1959, his first full season, he got his maiden win. "It was 150 miles at Lakewood, a fairground dirt track in Atlanta. It got so dusty and rough you didn't really race anybody, you just ran and hoped you'd get to the end. They flagged me the winner and I went to the winner's circle, and then they told me another driver had protested that the flag had been hung out a lap too soon. He'd done another lap, so they took my win away and gave it to him. The protestor was Daddy. Because he was running a '59 and I was only in a '57, he was in line for a factory bonus of \$500 if he won. Back then \$500 was a bunch



Petty HQ includes a museum. From top: 1957 Oldsmobile was The King's first ride; Petty's final race in '92 was in this Pontiac - he made it to the finish; 1973 title-winning Pontiac GTD; even Mini van is Petty blue

of money. Only just about buys you a sandwich and a Coke now.

"I never showed how disappointed I was, but I got over it the next time I got in a race car. When you fire up that engine, the past is all gone, and it's the next race that counts." And his first real victory came a few weeks later at Columbia. With that, plus six top-five finishes and nine top 10s, Richard was named Rookie of the Year. By 1960 he was already a major player, finishing Grand National runner-up with three wins and a string of consistent placings. That year Lee was sixth.

Daytona 1961 was bad for the Pettys. In the first 100-mile qualifying race before the 500, Fireball Roberts and Junior Johnson were slipstreaming for the lead at 160mph, with Richard in their wake, when Roberts lost it.

In the ensuing mayhem Richard's Plymouth cartwheeled over the top of the banking and fell 40 feet to the ground. He escaped with a wrenched ankle and eyes full of shattered windscreen glass. After a circuit doctor had spent an hour removing the shards of glass Richard was limping back to the paddock when he heard the commentator announce a big crash in the second qualifier. In an identical shunt, three cars had tangled on the banking and Lee had gone over the wall. He was pulled unconscious from the wreckage with internal bleeding and a punctured lung.

"After four months in hospital Daddy had a few more runs, but he didn't enjoy racing any more, said it had just become like work. So he turned away from everything and passed the team over to my brother and me. I was doing 40 or 50 races a year. I built the cars in the winter, I worked on them during the summer, I drove the truck to the track, and I was running the business. I'd done some classes when I was 18 to learn about book-keeping, but the rest of it was the school of hard knocks.

"But here's what I got to say. I always had great people to help me. Without them I wouldn't have been anywhere. If I win a race or win a championship, how many people does it take to make that happen? You can't do anything by yourself. The only thing you can do on your own is use the bathroom. Take my cousin Dale Inman. We grew up together here in Level Cross, raced our soapboxes together as kids. He was with me from my first race, he ended up as my crew chief."

Having been runner-up in the Grand National series twice more, in 1962 and 1963, Richard won his first title in 1964. One of his victories that year was the Daytona 500, which felt especially sweet. He would go on to win this keynote race a total of seven times. His 1964 Plymouth benefited from the latest Chrysler Hemi engine, but for 1965 NASCAR banned the hemi. Chrysler withdrew from NASCAR in protest and, as Petty had a rolling Chrysler contract, they decided to send him drag racing. "We built up this little Barracuda, we put 43 Jr on the side, and we were doing 140mph in the quarter-mile and beating just about everybody in the class." Then at an event in Georgia something broke, and the Barracuda veered into the poorly protected crowd. Among several injured spectators, an eight-year-old boy died. Richard was quietly devastated and pulled out of drag racing as soon as he could. "For 1966 NASCAR allowed Chrysler to run the hemi with a smaller than seven-litre capacity, and we still won eight rounds and got third in the series."

Then came 1967: a big year, with AJFoyt, Parnelli Jones and Mario Andretti driving for Ford, while Richard led the Chrysler arsenal with the number 43 Plymouth. There were 48 rounds of the Grand National Series, and

Richard likes to say he lost 21. But that means he won 27, 10 of them on the trot. It was the most extraordinary domination in NASCAR history. A lot of Richard's now very substantial winnings were spent on building and equipping big new workshops at Level Cross.

"You see, our focus was racing, 24 hours a day. Maurice, Dale and me, we had no outside activities, no other business, no hobbies, no holidays, it was just race, race, race. As soon as each chequered flag waved we focused on the next one. It was like we was wearin' blinders." That's what US farming people call the blinkers that horses wear to stop them straying from the job.

"Ford was always coming after me, but we were really deep into our Chrysler deal. Then we found out that Chrysler was doing a wing car badged as a Dodge. So we went up to Detroit and said, 'What's Plymouth doing like this?' They said, 'Nothing. That's a Dodge, you're our Plymouth man'. I said, 'If you don't give me a wing car I might go across the street'. They didn't seem to believe us, so we knocked on Ford's door, and at once we had a deal with Ford for '69. Ended up second in the championship. I won nine races for them that year, including Riverside, which was a road course. I loved road courses. When I started I ran a lot of dirt races and I always thought on a dirt oval a driver could express himself. On asphalt if you get sideways it slows you down, but on dirt that's how you run. And road courses were more like dirt races. Dirt's long gone now. The last [top-division] NASCAR race on dirt was at Raleigh, 44 years ago. I won that.

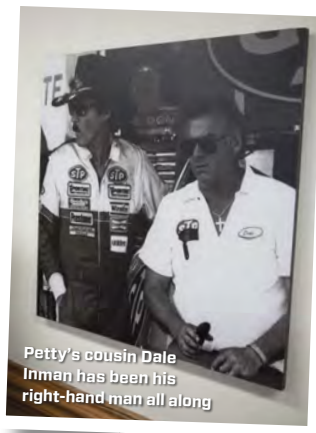
"Anyway, Chrysler realised they wanted us that much worse now, and the head of Plymouth came right down here to Level Cross himself. Didn't bring no lawyers, didn't bring nobody. Just said, 'What will it take to get you back in a Plymouth? I said, 'Give me a wing'. So they did the Plymouth Superbird." In the five seasons from 1971 to 1975, Richard was Grand National champion four times with 58 victories, and his prize money over that period exceeded \$1.8 million.

Even so, from 1972 Chrysler cut back their factory involvement, and Richard needed a sponsor. Drinks firms were out: he'd promised his mother he'd never earn money from alcohol. Throughout his career, when he took a pole position, he never collected the Budweiser bonus that went with it. So now he talked to STP's larger-than-life boss Andy Granatelli, who was keen to promote his oil additive. But any STP car always had to be painted in its flame red/orange colours, and Richard wasn't having that. It was Petty blue or nothing. After

an all-night negotiation session a compromise was reached: the Plymouths would remain blue, but with flame red side panels. Undaunted, Granatelli snuck into the small print of each year's contract a paragraph offering a further \$50,000 if the cars were all flame red. Each year, Petty struck it out.

"Chrysler let us take over their Dodges too, and we found the Dodge was a better shape on the super-speedways than the Plymouth. We didn't know much about aero then, it was before we started going to wind tunnels. So we ran Plymouth on the short tracks but we converted our speedway Plymouths to Dodges." At this stage the one driver who

seemed regularly to be able to take the fight to



"SOMETIMES IN A PITSTOP THEY'D HAVE TO PULL ME OUT AND GIVE ME OXYGEN"

Petty was Ford's David Pearson. "David was my closest rival. Lots of races either I was going to win or he was going to win. In something like 63 races we finished first and second. I think I won 31 and he won 32. Most of them came down to the last lap. It didn't hurt so bad to lose to David because I knew how good he was – good on dirt, good on asphalt, good on road courses. He was a smoker: he had a lighter in the car, and when there was a caution flag you'd look in the mirror and see him light up and puff away. But not when the race was on, he was too busy.

"At Daytona in '76 I'm leading with David right there. I know he'll try to draft past on the

last lap, so I start letting off the gas a tad, not on the corners but on the straights, instead of 7500rpm I'm pulling maybe 7250. Then, come the last lap, I go wide open to try to pull away. But at the end of the back straight he gets the draft and he passes me, goes into the corner 10 or 12mph faster than the laps before, gets out of the groove and goes high. I jump in below him and I reckon I've got enough draft to get back in front. I've worked out where he'll be – we're still doing almost 200mph – and I get it about six inches wrong. My left rear just catches his front. Then all hell breaks loose. At some point I hit the wall head-on, and David hits the wall and then bounces off another car which puts him straight again. He keeps his engine running, drives across the infield to the finish line, wins the race. I wind up 20 yards from the finish line with my engine stalled. But we're so far ahead of everyone else I get second place, a lap down.

"They were big, brutal cars, very heavy to drive on a hot day for three hours or more. You're talking 800bhp and nearly two tons. We just had manual steering: it's power steering now, you can drive them with one hand. Plus they have personal trainers making sure they do the right exercises and eat the right stuff. We just raced, and when we weren't racing we worked on the cars. And now they have

air-conditioning feeding into full-face helmets. In a race in 1962 the exhaust leaked into my car and I got gassed real bad with carbon monoxide poisoning. The effects stayed with me, and after that sometimes on a hot day they'd have to pull me out of the car during a pitstop, give me oxygen, and put me back in. I still get trouble from that even now."



HAVING WON HIS SEVENTH GRAND National title in 1979, Richard had a big accident at Pocono when the front wheel broke and sent him into the wall. "I turned over a few times, and after they got me on the stretcher I said, 'I think I broke my neck'. In the hospital the doctor said, 'Yes, you have broken your neck. But we can see from the X-rays it's not for the first time. When did you break it before?' News to me. Must have been in an earlier accident when all the rest of me was hurting so bad I didn't pay no attention to my neck."

His 200th victory – and, as it turned out, his last – came in the 1984 Firecracker 400 at Daytona. "I was leading, but Cale Yarborough's car had more speed and he was waiting for the last lap to draft past. So in ☐

the closing laps I did like I did with Pearson that time, easing off, easing off. And then, two laps still to go, I see a guy down at the first turn going sky-high over the infield. I realise by the time we get back to the start line the caution lights will be on, and whoever gets there first will win the race. So I get back on it, hard. Cale does too, we go into Turn Four side by side – black marks on the side of both cars afterwards – but I’m on the inside and I beat him to the line by a fender. Then, sure enough, there are the caution lights and it’s all over.”

Richard continued to race, and race hard, for a further eight years, past his 55th birthday. Then he announced that the 1992 season would be his last. He fitted in a punishing countrywide fan appreciation tour, a presentation from George W Bush when the president came to Daytona, and leading the pace lap at each race to the affectionate applause of the crowds. His last race of all, at Atlanta, included the fiery accident mentioned earlier, when he restarted to come home a finisher.

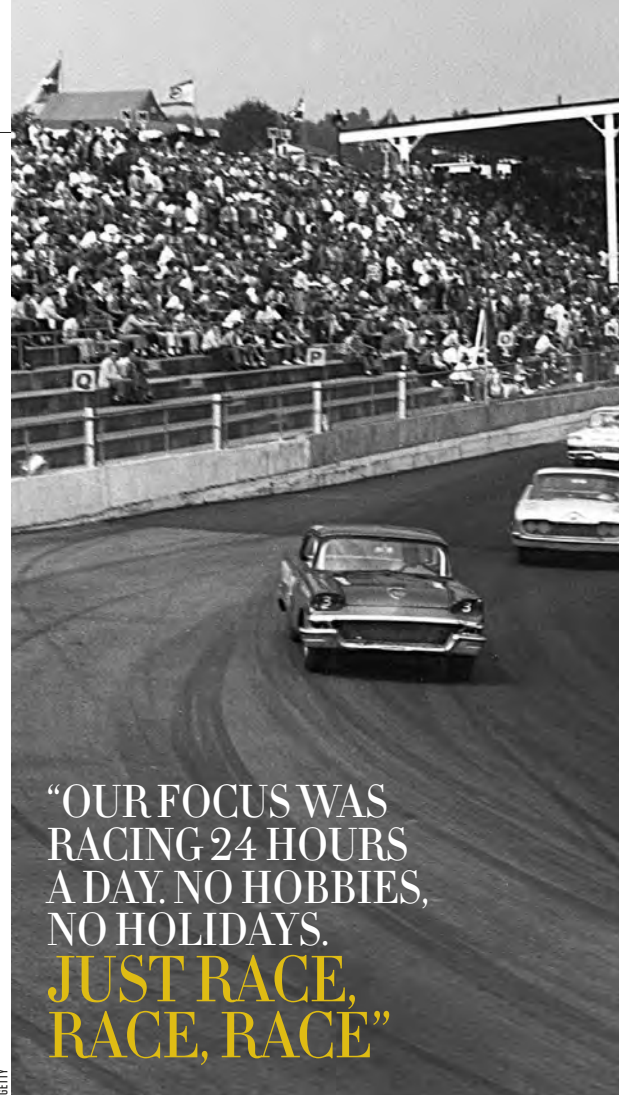
He continued to run Richard Petty Enterprises, and when his son Kyle got to be 18 and wanted to race Richard was more accommodating than Lee had been. Other drivers joined the team too. It was still seven days a week, 18 or more hours a day at Level Cross. “By now we were running three cars, and I was trying to look after the business side,

build it up and get it to the racetrack. They don’t know anything about that stuff. Nothing against them for that, the environment is different now. But when I started, in the old shed that was where we’re sitting, I had to learn things as they happened. When Columbus discovered America, nobody had been before. He had to learn as he went along. We were like that.”



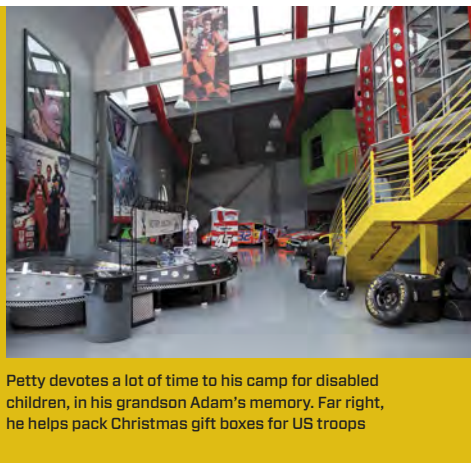
KYLE PETTY’S RACING ACHIEVEMENTS never approached his father’s. In 30 years he did more than 800 NASCAR races and garnered a handful of wins, but being in his father’s shadow cannot have been easy. He now has a busy career hosting the NASCAR TV coverage. But his own son Adam, Richard’s grandson, was clearly destined for great things. In 1998 he ran a Pontiac in an ARCA round at Charlotte, and won it. He spent 1999 in the Nationwide series, leading 23 of his 29 races, and for 2000 he moved up to the big cars. In qualifying for the second round at the New Hampshire oval at Loudon his throttle stuck open. His car hit the wall and he was killed instantly. He was 19 years old.

The family was devastated. Lee lived to see his great-grandson race, but had died three weeks before Adam’s accident. “It was before



“OUR FOCUS WAS RACING 24 HOURS A DAY. NO HOBBIES, NO HOLIDAYS. JUST RACE, RACE, RACE”

GETTY



Petty devotes a lot of time to his camp for disabled children, in his grandson Adam’s memory. Far right, he helps pack Christmas gift boxes for US troops



sponsorship and stuff. Now there were people like Penske, Roush, Hendricks coming into NASCAR who had the big outside world to draw on. Racing didn’t have to provide their racing money. The racers I grew up with, Bud Moore, Junior Johnson, the Wood Brothers, we all raced from the inside out. These big-business millionaires raced from the outside in.

“Today’s generation is so different. Drivers are often sons of rich fathers, they’ve been racing from five years old in karts and stuff, so by 21 they’ve already got 15 years of track experience. But they’ve never had to put a car together,

NASCAR mandated a kill switch on the steering wheel, and before neck braces. It was a freak accident. Adam was the fourth generation of racing Pettys. He was focused entirely on racing, it was his dream, his passion. With the talent he’d already shown, and with his personality, he could have been really, really good. We were grooming him as the future head of Petty Enterprises. But the good Lord didn’t see it that way.

“Away from the track, Adam used to volunteer at a camp in Florida called Boggy Creek, where terminally ill and seriously

disabled kids could get a fun activity holiday that they’d otherwise never get. It was one of a group around the US called the Hole in the Wall Gang, started by film actor Paul Newman. When Adam first visited this place and saw what it could do for kids who had nothing, it just blew him away. So he went to the bank and tried to borrow money to build a place like that up here. He told the bank they’d get all his race winnings until he’d paid it back.

“Then the accident happened. After everything had settled down a bit, we wanted to do something in Adam’s memory and we



Martinsville, April 1960:
Petty steers his Plymouth to a
second victory of the season

decided he should have his camp. I had 90 acres of land near here, and we talked to the Hole in the Wall people. They said they had a board meeting coming up in six months and they'd put it to the board. I said, 'That's no good to us. We're going to do it right now, with or without you'. Then Kyle called Paul Newman. Paul called back next day and said, 'Do it'.

"We went to the racing world, talked to drivers, to sponsors, to NASCAR themselves, talked to fans. They all raised their hands. One of my long-time sponsors was Goody's Headache Powders, and they paid to build and equip the on-site hospital. Everybody got behind it. A fan who'd retired from a construction company got his buddies to come down and get stuck in. It took us nearly two years to build, spread over the whole 90 acres, and we've been open 10 years. Already nearly 20,000 kids who are too afflicted to go to a regular camp have visited us, 125 at a time, each staying a week. Some haven't got long to live, others will have a severely restricted existence for as long as they remain on this earth. We try to get whole groups together suffering the same problems. Many of them have always been segregated, because they're different. They think they're the only one who is like that. Then they come to us and have fun with others who are like them. It changes their outlook, opens up a whole world that's been closed before. We call it Victory Junction. Would you like to see it?"

It's two miles down the road, in rolling countryside, an enormous site with brightly coloured buildings: as Richard says, "a Disneyworld in the woods". The hospital, where teams of nursing staff, cardiologists, nephrologists and oncologists volunteer out of their own holiday time, is set up to look like anything but, because many of these kids have spent too much time in hospitals. Maintaining the automotive theme, it's called The Body Shop. The dining area is the Filling Station, the snack bar is the Pitstop. Both have detailed records of each kid's condition because diets have to be carefully monitored.



BOYS AND GIRLS WHO HAVE NEVER been in a swimming pool can launch their wheelchairs into the waterpark, and kids with little or no arm and leg movement can operate the specially equipped bowling alley. There's riding on horses that have been specially trained to be accustomed to the beeps from a child's ventilator. One building is a huge representation of Adam's number 45 NASCAR car, with a giant slot-car track, race overalls to try on, a car to jack up and wheels to change. In the 200-seat theatre kids who have never been able to express themselves in front of an audience

can get up on stage and sing a song or tell a joke while the others cheer and clap. There's a warming hut where the body temperature of children with sickle cell anaemia can be adjusted rapidly, an arts and crafts building, and a zoo with a variety of tame pet animals. From archery to woodworking, from fishing to miniature golf, camp director Chris Foster and his team seem to have thought of everything.

When I visit in December the camp is closed, but nevertheless it's a hive of activity, because Richard has organised batteries of volunteers packing Christmas gift-boxes to be flown to US troops serving overseas. The goodies are all sourced in North Carolina, but the favourite for most recipients is the Richard Petty T-shirt they'll find in each pack. Richard walks up and down the rows of volunteers with a smile and a word of thanks for each of them. Clearly Victory Junction means a great deal to him, and occupies a lot of his time. "I have four kids, 12 grandkids, one great-grandkid, and another on the way. Every one perfectly healthy. The Lord has been good to us, and we're lucky enough to be in a position to help some less fortunate people."

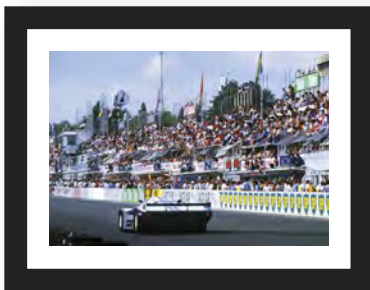
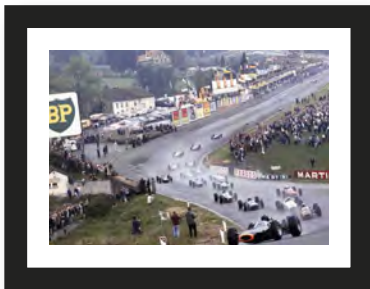
Back at Petty Enterprises, I mention that Richard is now in a position to live just about anywhere he wants. "It's exactly because I can live anywhere I want that I live here. This is where I played as a kid, where I went to school, where I went to church, where I first worked on a car. This is where I belong. People come along, they get a bit of notoriety, it builds up their ego. So they go somewhere else and try to be someone else. I've never wanted to do any of that.

"I was county commissioner up here for 16 years, and my wife was on the schools board. Then a few years back somebody did persuade me to run for Secretary of State for North Carolina. But about that time we had a little incident. I was coming back from Charlotte one night on an ordinary two-lane road, running maybe 75 in a 65 zone, and came up behind this guy. On the corners he would slow up, and then we got to a straight bit where I could pass he'd take off. He was being a smart-butt. After a lot of this I got tired of messin' with him, so I got up real close, and he put on the brakes, and I didn't. So I hit him, yay hard. After that he finds a highway patrolman, and they run and catch me. This was a Democratic state then. Nothing ever came of it, but it didn't help my campaign. Best thing ever happened, because it meant that in the end I stayed out of politics."

That's Richard Petty: honest, modest, quietly good-humoured. A good man. A man who started 1184 NASCAR races, and finished in the top 10 in more than 700 of them. A man who won 200 victories and seven championships. And now a man who puts his heart into a camp for desperately ill children that is his memorial to his dead grandson. A man who has joined my short list of racing drivers who are not quite like other men. ☐

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Kris Meeke

Successor to Sébastien Loeb: Anthony Peacock meets a man who isn't daunted by the toughest job description in rallying

IF KRIS MEEKE DIDN'T HAVE A FUTURE AS A professional rally driver with Citroën in front of him, he could make a decent living as a clairvoyant. The 34-year-old has had his fair share of disappointments over the years (incredibly, this will be his first full-time drive at World Rally Championship level) but always held an unshakeable belief in his own destiny.

"The thing is with this game," he said a couple of years back, when he was just a test driver, "is that you can be absolutely nowhere and suddenly get one phone call that changes your life."

It isn't just any team that has called, either: it's Citroën – the most successful outfit of the current era. Effectively, Meeke has been signed as Sébastien Loeb's replacement.

"I don't see it as pressure: it's just exciting," Meeke says. "It's the opportunity I've been waiting for all my life: why wouldn't you be excited?"

Yet he so nearly blew it. Last year, with an eye to 2014, Citroën tried out a few drivers in a factory DS3 WRC. Meeke was handed the keys for Finland and Australia.

In Finland, the fastest and most complex event of the year, he was told to show his speed. And he delivered. On his DS3 WRC debut he set top-three times and was heading for fifth place until he rolled on the penultimate stage.

Never mind. For Australia, Meeke was asked to show consistency. Whatever happened, Citroën wanted him to get to the finish. On the qualifying stage, he beat Sébastien Ogier to go fastest. Then, on the second day, he crashed out of fourth place.

For many years, Meeke was Colin McRae's protégé, even living in McRae's castle in Lanark. It was easy to see how the two got on in terms of both personality and driving style, which was win or bust.

Now, after a 2013 season in which Citroën was humiliated by new arrival Volkswagen, it was exactly this approach that Meeke believes earned him the drive.

"I think it was the raw speed," he said. "Yes, you can be completely safe all the time, but if you want to win rallies and championships you have to put it out there. I think that was what Citroën wanted: someone who could do that."

Loeb won two rallies and took one runner-up place from his four events last year, so the DS3 is clearly still competitive. But it's only Meeke who has really been able to push its limits in the same way.


The Northern Irishman has his own theory. "I've spoken about that with Loeb," he says, "and I think it's because we both come from a front-wheel-drive background. While I wouldn't say our driving styles are similar, there are some things in common. That's because we both drive in the way we learned from smaller, front-drive cars."

Meeke's career began in 2000 when he entered a competition organised by Peugeot and *Motoring News* to find a rally driver. He won it, and you can guess the rest: a background remarkably similar to that of Loeb.

A period in the Junior World Rally Championship followed, but his breakthrough year was 2009, when he was signed by Peugeot UK and won the Intercontinental Rally Challenge at his first attempt. That should have led to a WRC

campaign with Mini in 2011-12, but funding ran dry.

Here's the really astonishing thing about his time with Mini. "During my first six events I was closer to the front than any other driver who has entered the championship in the last 10 years," Meeke says. "On average we were 0.6 seconds per kilometre off the fastest time on every stage we did. The only other person to do that in his first six events was Sébastien Loeb."

That's why Citroën chose him. 



CAREER IN BRIEF

Born: 2/7/1979, Dungannon, N Ireland
2000: winner, Peugeot new driver contest **2001:** Peugeot Super 106 Cup **2002:** British Junior Rally Champion **2003-6:** Junior WRC, British S1600 winner **2009:** IRC champion **2013-14:** WRC Citroën



Alonso gets the 2.4 era off to a winning start in 2006. Right, Vettel signs off with victory in Brazil 2013

After eight seasons, 2.4-litre V8 F1 ended as it began, with a Renault-engined car taking the title. Renault Sport linchpins Rob White and Rémi Taffin discuss the passing of an era

writer SIMON ARRON

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HE SONIC COCKTAIL is almost 37 years old, but remains distinct. When first I attended a Grand Prix, at Silverstone in 1977, a significant proportion of the field could be identified by ear alone. Between the barking

hordes of Cosworth DFVs, the crisp note of flat 12s (from Ferrari and Alfa Romeo) provided variety, as did the novel whistle of Renault's V6 turbo and – best of the lot – the metallic symphony of a Matra V12.

BRM's V12, of course, had failed to get beyond pre-qualifying.

Then as before, the sound was an essential part of a Formula 1 weekend – and it remains so, even though architectural variety has more recently been forbidden as a result of tighter regulation. Even so, there were ways to tell engines apart... but only in the most specific of circumstances. During the V10 era, for instance, you could identify an approaching McLaren-Mercedes because it created a different level of vibration: you just had to be standing in the Monaco tunnel to appreciate as much. And subtle mapping variations have sometimes given certain V8s a different timbre.

The V10s were phased out at the end of 2005 (although some raced on for a season in rev-limited form) to make way for a fresh generation of 2.4-litre V8s. These were supposed to reduce average lap speeds, although the engines' more compact dimensions allowed for more efficient aerodynamics that simply made cars quicker through high-speed sweeps. The familiar motor racing law of unintended consequences...

The new era began with a Renault win, courtesy of Fernando Alonso in Bahrain 2006, and ended 147 races later in Brazil 2013, when Sebastian Vettel completed a run of nine straight victories in his Renault-powered Red Bull RB9. Renault engines scored more race wins than any other during that period (60, 14 ahead of Mercedes) and also powered most world champions (five, against two for Mercedes and one for Ferrari). Despite its sustained success (only in 2007 did it fail to record at least one victory), it wasn't necessarily as well prepared as it might have been, as Rob White – Renault Sport's deputy managing director (technical) – recalls.



"THERE WAS NO TESTING BAN IN 2005," he says, "so teams completed lots of mileage away from the race weekends. It was an absolute no-brainer to run a prototype V8, or a V10 with a couple of cylinders blanked off, but



Rémi Taffin with Mark Webber, Sebastian Vettel and Romain Grosjean after 2013 Suzuka success

"THE FIRST YEAR STANDS OUT, BECAUSE MICHAEL SCHUMACHER AND FERRARI WERE ON SUCH GOOD FORM"

we didn't do any of that because we were busy fighting for a world title. Ours didn't hit the track until mid-January – and it felt like a real achievement to come up with a winning engine [the RS26] in the wake of a successful but tense campaign. Winning the opening race of 2006 was definitely one of the highlights of the V8 era, as was Fernando Alonso's title that year. I watched the Brazilian finale from the factory in Paris and when he clinched the championship the outpouring of emotion was absolutely fantastic."

Head of track operations Rémi Taffin concurs. "The first one stands out for me," he says. "We'd won the title with Fernando in the last year of the V10s and it was important to maintain that momentum with a new breed of engine. We came up with a good V8, but it was tough because Michael Schumacher and Ferrari were on such good form. I particularly remember Monza, when Fernando had an engine failure that looked potentially costly, but then the same thing happened to Michael at Suzuka and we went on to take the championship. There were several ups and



downs that underlined what a tricky campaign it was.

"I think 2013 was very important, too, because it was nice to close the V8 chapter as it began, with another title, but there have been many highlights in between. I consider 2011 to be particularly

memorable, because exhaust-blowing was at its most extreme and it showed that we were able to react to different demands, as we have done many times over the years."

For all that Renault changed the face of F1 by pioneering turbos in the late 1970s, and then shifted the goalposts again with a 3.5-litre V10 that collected a string of world titles during the early 1990s, a high-output V8 represented a step into the unknown.

"The RS26 characterised the close relationship within Renault Sport," White says, "and we drove each other very hard. The V8 development programme was quite difficult, because we were engaged on other fronts, and although V8s might have been familiar technology they weren't part of Renault's culture. All our F1 work had been with turbos and V10s, although we had looked at

building a V12 before they were banned. We had a lot of learning to do.

“We knew it was possible to develop an effective engine, because we had good people. It was a bit complicated, though, because we had to proof-check the concept – vibrations, acoustics, firing order and so on – without an older design to fall back on. We had to knife and fork a V8 together as quickly as possible. We tried a V10 with a couple of cylinders removed, but didn’t have the correct bank angle, so we had to take a 90-degree V10 bottom end from 2004 and mate it to a V8 top end with the correct bank angle. It was a big juggling act, but that prototype enabled us to check fundamentals on the dyno and then finalise the design for the real thing. It was a challenge, particularly when the engines were initially destined to rev to about 20,000rpm, much higher than the usual envelope for a racing V8 – remember that the classic Cosworth DFV originally ran at 11,000-12,000rpm.”

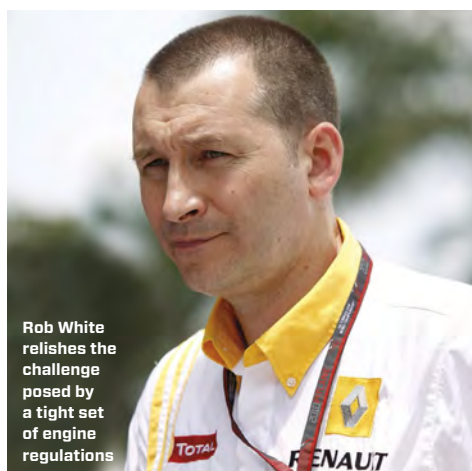


A DEVELOPMENT FREEZE WAS IMPOSED during the V8 era to contain costs and revs were limited to 19,000 and then 18,000 as drivers were restricted to eight engines per year. “Reliability levels became quite remarkable,” White says, “but I guess it’s a consequence of how important it is to finish every race. That’s ‘job one’ at every level. It’s a completely different world from the one we knew before. We used to run special qualifying engines – and sometimes put in a fresh race motor after the old Sunday morning warm-ups, if we were a bit nervous. We’ve definitely had to up our game.”

Stasis, though, did not mean there were armies of F1 engine designers sitting around playing cards or watching YouTube clips in Viry-Châtillon, Brixworth or Maranello. Legitimate gains were made in several areas.

“The numbers are quite interesting,” Taffin says. “In 2006 we had to make each engine last one Grand Prix weekend, but eventually they had to complete a much greater mileage. During that first V8 season, our engines probably lost seven or eight bhp while covering 800km over the course of a weekend, but since then we’ve got that down to a loss of six or seven bhp after about 3500km. It’s been a matter of tightening things up, making parts more accurately and benefiting from reduced frictional losses thanks to continued improvements in lubricant technology.”

White adds: “From an engineer’s standpoint the development freeze was a little frustrating, but it was just part of a wider set of constraints and didn’t mean we had no work to do. It was essential to redress the spending race – a necessary evil, if you like – but we learned stuff along the way and they were good lessons that will serve us well in the future. The degree of optimisation became astonishing.



Rob White relishes the challenge posed by a tight set of engine regulations

“With a blanket ban on specification changes, it was very hard to switch on extra performance just like that. Development work revolved around exhausts, fuel, oil and improved mapping for better driveability. We had to do lots of defensive development, too, because extra downforce meant improved lap times so the engines’ necks were being wrung that little bit more. Everybody used to build qualifying engines that made no visible difference to the outside world. What we’ve been doing lately is more useful, if a little frustrating in pure engineering terms.”

Renault received due kudos in 2006, when Alonso took the title with the full factory team, but in recent years the company’s F1 profile has perhaps dipped as it stepped back to become a supplier only, a breed that rarely hogs the headlines. “I think it’s fair to conclude that

most TV viewers probably focus on Sebastian Vettel and Red Bull,” Taffin says, “but if you ask around the F1 paddock I think most people respect what we do. For us, the whole point of being involved is to take on companies such as Mercedes-Benz and Ferrari, then try to beat them. It doesn’t matter whether that’s with Red Bull, Lotus, Caterham or whoever, so long as it has a Renault in the back.”

And for all Red Bull’s sustained success, it’s undeniable that the past few seasons have been something of a competitive zenith, with the top 16 cars often covered by 1.5sec – or less – during Q2. That kind of gap sometimes separated the Williams-Renaults from everything else during the early 1990s.

“Things change, don’t they?” Taffin says. “People always think, ‘F1 used to be better’, but I hope one day people will look back fondly at this era – just as I tend to at the 1990s.”

Is now a good time to make the move to V6 turbos? “It always takes a while to adapt.” Taffin says. “It really doesn’t feel as though we’re suddenly changing from one engine to another because the regulations were decided about three years ago and we’ve been working in that direction ever since.”

White adds: “The 2.4 V8s proved to be very impressive pieces of kit and shouldn’t be underestimated, but in some ways they’d reached the end of their natural cycle. The rule change will help make F1 more relevant.”

If either party could choose their ideal F1 engine, what would it be? Taffin chuckles. “Something the drivers are not easily able to control when they put their foot flat down,” he says, “but that takes us back to V10s...”

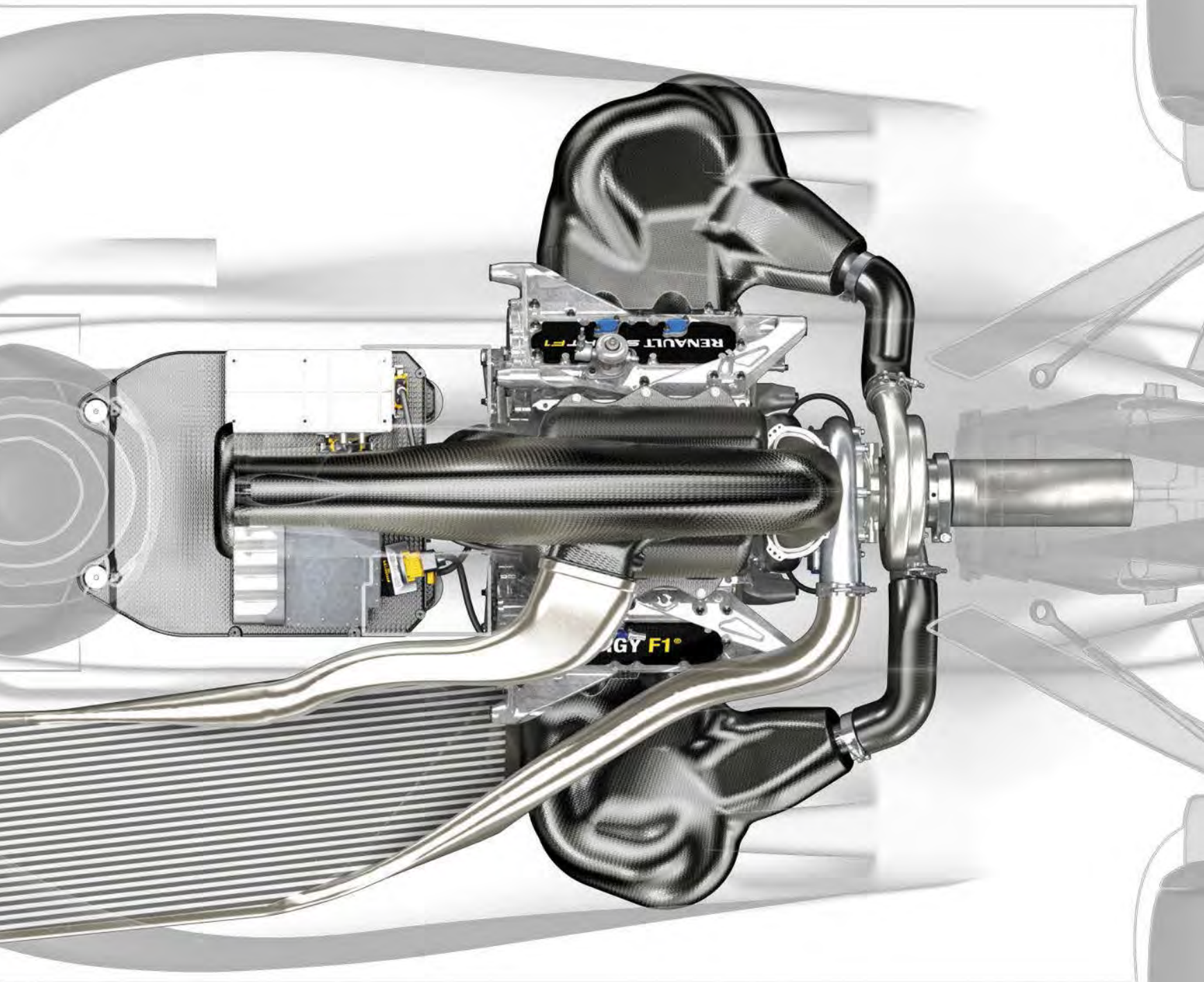
White ponders a moment, then says: “I relish the challenge of getting the very best from a set of constrained regulations – it’s a chance to identify a better solution than our rivals. I don’t want the game to be skewed and I’d be happy with any framework, be it naturally aspirated, turbocharged, hybrid or whatever. When it works, it’s very rewarding, whether the engine has one cylinder or 16 and whether it runs on carrot juice or rocket fuel. Those things are less important than identifying the right targets.

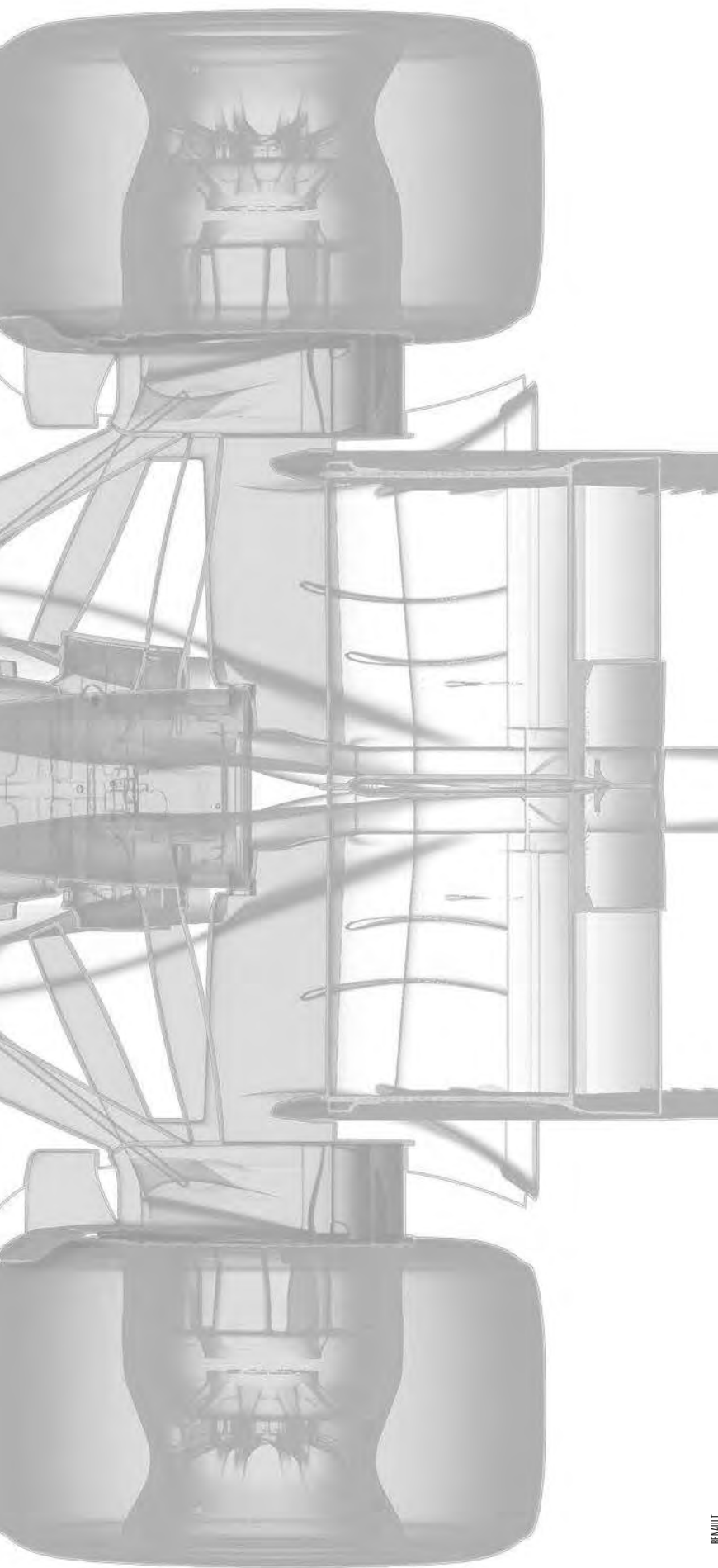
“There’s a part of all of us that would enjoy a free for all, but real-world considerations can’t be overlooked and we have a collective responsibility to deliver good racing. If you opened things up completely, one party might gain a significant advantage that made the sport less appealing. We have to find the right level of technical freedom while ensuring the racing remains good. It’s a difficult balance.

“We enjoyed fantastic reliability while racing the 2.4 V8s, but beneath the surface we were never too far away from some kind of problem. The engine regulations were quite restrictive and bred the impression that the V8s were old knackers that looked after themselves, but they always operated on the very edge...”

The 2.4 V8 era in numbers		WINNING ENGINES	
GRANDS PRIX: 147		Renault	60
		Mercedes	46
		Ferrari	39
		Honda	1
		BMW	1
WINNING DRIVERS		WINNING TEAMS	
Sebastian Vettel	39	Red Bull	47
Fernando Alonso	24	Ferrari	38
Lewis Hamilton	22	McLaren	34
Jenson Button	15	Renault	10
Kimi Räikkönen	11	Brawn	8
Felipe Massa	11	Mercedes	4
Mark Webber	9	Lotus	2*
Michael Schumacher	7	Honda	1
Nico Rosberg	3	BMW Sauber	1
Rubens Barrichello	2	Toro Rosso	1
Giancarlo Fisichella	1	Williams	1
Robert Kubica	1		
Heikki Kovalainen	1		
Pastor Maldonado	1		

* The same thing as Renault, to all intents and purposes





A six-pack to make your head spin

Tiny V6? That isn't the half of it. Six connected elements will contribute to the biggest F1 power shake-up in years. And don't get us started on the aero...


writer ADAM COOPER

THIS SEASON REPRESENTS A BRAVE new world for the F1 World Championship and at this stage, with the 2014 cars finally emerging and taking to the track for the first time, it's impossible to predict what the overall impact on the sport will be, never mind make a call on how Ferrari, Mercedes-Benz and Renault stack up.

What is clear is that preparing for the new rules has been a huge challenge, both for the three manufacturers and the 11 teams with whom they work, and that no one is entirely confident they have got their sums right.

"I think it's probably the biggest change I've seen in more than 30 years of doing F1," says Williams chief technical officer Pat Symonds. "People might say that we went from ground effect to flat bottom, we've gone from turbo engines to normally aspirated, all this sort of stuff.

"But this time we're going to a very different type of power train, and the aerodynamic changes have gone almost under the radar compared with the power train changes. But they are really significant. Overall, the two things together make me feel comfortable in saying it's the biggest change I've seen."

Ferrari technical director James Allison adds, "It's the biggest set of regulation changes in my professional career. Accommodating the new power unit is the biggest part of that, but almost thrown in as a sideshow are the largest aerodynamic changes we've seen since 2009." 

RENAULT

POWER UNIT

SINCE THE LAST YEAR OF THE OLD turbos in 1988, F1's engine makers have experienced relatively gentle transitions, with the drop from 3.5- to 3.0-litre capacity in 1995 followed by a relatively seamless switch to 2.4 V8s for 2006. Then KERS came along in 2009, albeit as an optional extra.

The shift to the 1.6-litre turbo V6 and associated energy recovery systems, in conjunction with a tight fuel flow limit, is of a previously unseen order of magnitude. It's been a massive task for the three engine suppliers, and they were not helped by a false start with the original four-cylinder format, dumped by the FIA during the summer of 2011 in favour of a V6.

The traditional term 'engine' has a new meaning, because it's now just one element of the six that what we must now call the 'power

existing KERS, but it was absolutely not transposable, because of the system sizing. We also needed to design and develop turbocharger solutions, which are actually very different to road cars. So we had a number of these programmes to set off in parallel. And then the macro project over the top of that was to have three phases of learning and gaining experience."

Renault started with single cylinders, followed by what White terms a "dyno donkey" V6 to test systems, and finally the first version of the engine that will actually race. The latter reached the dyno in June 2013 and development hasn't stopped since.

"The fruits of all these parallel programmes came together," says White. "We had to characterise the performance versus reliability envelope for the whole thing, and also push the performance, push the reliability, develop the control systems, and develop what we call the energy management."

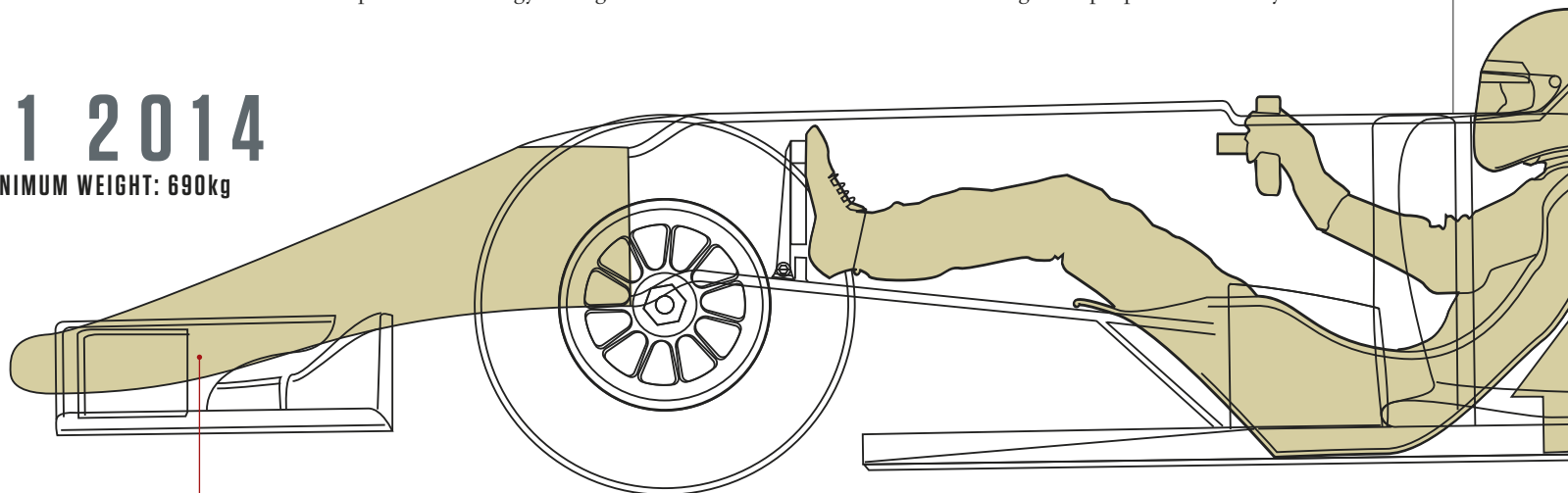
PACKAGING

JUST AS SIGNIFICANT AS ANY OUTRIGHT performance factors, the complex new power units must successfully be incorporated into the chassis. It's been a monumental task – and engineers have been more eager than ever to see what approach rivals have taken.

"Physically trying to integrate that much stuff into the car in a neat package is quite challenging," says Ferrari director of engineering Pat Fry. "There will be some dramatic differences in cars, for once. It's not like just looking at the aerodynamics: what have people done differently, what's right, what's wrong, what can you do? You're going to be doing all that with the engine and ERS systems as well: how people choose to run that, what's the trade of packaging for turbo size, radiator areas, seeing what people have actually done."

F1 2014

MINIMUM WEIGHT: 690kg



LOW NOSE TIP

unit'. The FIA regulations handily sum it up thus: "The power unit will be deemed to comprise six separate elements, the engine (ICE), the motor generator unit – kinetic (MGU – K), the motor generator unit – heat (MGU – H), the energy store (ES), turbocharger (TC) and control electronics (CE)."

Get used to those acronyms. Their significance is that a driver has only five examples of each element to use on the 19 Saturdays and Sundays that comprise the 2014 season, and if reliability issues lead to a sixth turbo or battery being needed, grid penalties will start to accumulate.

The road to this month's car launches has been a long one.

"The electrical subsystems are extremely important," says Renault engine chief Rob White. "There were some similarities with

It's been an extremely intense process, one made more complicated by the need to commit to making parts for the season way in advance of the first actual track running.

"It's not a World Championship for dynos," White says, "and the acid test is the car – with such a big change we're all extremely anxious about the learning that will be done during the first tests. And the very real challenge is to incorporate what we learn the first time we run it in time to fix any outstanding trouble for the next time we run it, and more importantly for the early races. It's going to be extremely difficult, tough, bloody – call it what you will!"

The greatest challenge is that the final engine spec has to be homologated before the first race in Melbourne, although some scope for limited updates is built into the regs.

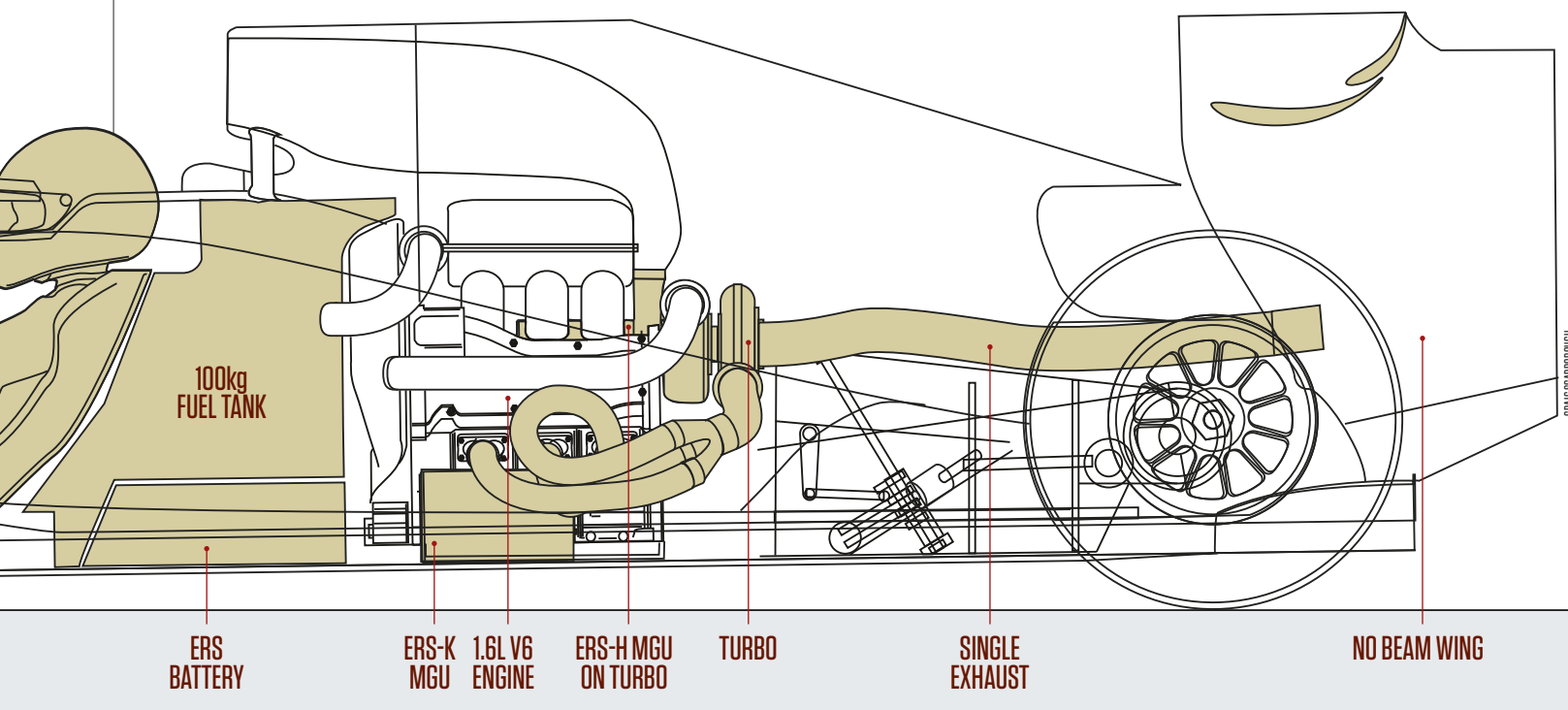
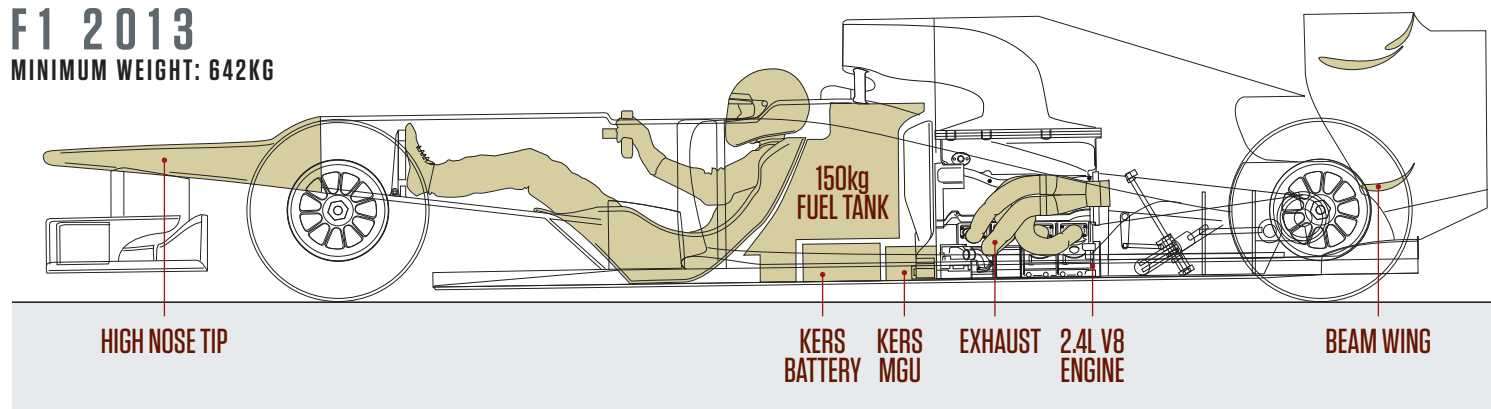
Symonds concurs. "I certainly don't think everyone will be the same," he says. "I think we'll see several different interpretations. I guess as rules stabilise and mature, people tend to gravitate towards the best of those solutions."

"The biggest challenge is the packaging of the power train in two particular areas. One is weight. On a 2013 car with KERS it was not easy to get to the weight limit, but it could be done, and I guess every car out there carried an amount of ballast – although not what they had prior to KERS. In 2014 it's going to be really difficult getting to the weight limit.

"The second thing that's going to be hard is the vastly increased cooling requirement. With these engines we've had to think again about what the duty cycle is – basically the amount of full throttle. And then we've had to do the energy management, which is another

F1 2013

MINIMUM WEIGHT: 642KG



challenge. We've really had to think a lot more about the harvesting, the storage."

No designer wants to compromise aero efficiency by being too generous with cooling provision, but cut things too fine and there could be huge problems once the cars run in the heat of, say, Bahrain. Just to make life more difficult, the goalposts have been moving as engine developers find more performance and have to tell teams to allow for greater cooling capacity.

"It's one of those years when you need to be developing the car rather than fixing cooling problems," Fry says. "If you get the cooling wrong a huge amount of work goes into fixing radiators, bodywork and so on. I'm sure they've done it here in the past. We certainly did it at my former place [McLaren], where you pissed away the first couple of months..."

GEARBOX

TEAMS ARE LIMITED TO EIGHT gearbox ratios for the whole year and these have to be nominated before the season starts. That restriction gave engineers a lot to think about – the same eight gears have to be used at Monaco and Monza – although the consensus is that it's not such a big deal, thanks to the torque available.

"It's got another gear but that doesn't make things terribly complicated," says Symonds. "We would like a little bit more knowledge of how we use the engine to get those right, but it's not a game-changer. The engine's got a huge amount of torque. At 20,000rpm a normally aspirated engine was quite sensitive to ratios – these things are not going to be anywhere near

as sensitive. The biggest challenge with the gearbox is that you've got the turbocharger sitting pretty damn close to it, and you have the exhaust over the top of it."

AERODYNAMICS

THERE'S NO ESCAPING THE FACT THAT 2014 cars look... different, thanks not least to their ungainly low noses. It's a result of a change introduced for safety, so that they meet the sidepod crash structures in T-bone accidents.

Aside from the cooling issues already outlined, three key regulation changes have had a massive aero impact. The front wing is now 100mm narrower, while the beam (ie lower) rear wing has been outlawed. Significantly, the black art of using exhaust gases to gain

downforce is no more, as exhausts now exit from the rear, far away from the diffuser. The changes add up to significantly reduced downforce.

“After taking a 2013 car and doing a quick legalisation to 2014 rules, the initial downforce drop was 30 per cent,” Symonds says. “Of course, it doesn’t stay like that for long, as you start seeing what’s really screwing things up. But it’s of that sort of order, about 2008-09 levels, and a lot of people got that quite wrong. There were semantics in the interpretation of those rules, and I hope we’re not going to see something similar in 2014...”

The changes have created a lot of headaches, notably because the narrower front wing changes the way the end plates interact with the tyres.

“I think the hardest thing will be the front wing endplate change,” Allison says. “It was an innocent little change when we dreamt it up, ages ago now – it was just to make the front wings a little less vulnerable to cars hitting one another at the start. But actually it has made a lot of the development of the last few years semi-obsolete. Reinventing that from scratch, and doing a good job of it, will be a challenge for all the teams.”

“The narrower front wing is the most significant of the changes,” Symonds adds.

“Although I guess those who got their exhaust blowing to work might say that’s pretty significant. Those who didn’t are maybe breathing a sigh of relief! I can’t say I’m sorry to see it go.

“Don’t underestimate the loss of the beam wing. The beam wing in itself is not a terribly powerful device, but what it did was connect the low pressure from the top wing to the diffuser. By removing the beam wing you’ve created a separation between the top wing and the diffuser that really makes it quite difficult for the two to interact. So the loss there is more significant than you might think.”

WHAT IT ALL MEANS

CREATING A PACKAGE FOR THE NEW rules is one challenge, operating it successfully quite another. While factory simulators have been busy over the winter, teams still have a great deal to learn, especially about how to get the best from the ERS.

Ferrari engine boss Luca Marmorini says: “Once the driver asks for torque, and pushes

the throttle, we will have to decide how much of this torque will come from the engine and how much from the electric motor. This will be part of the strategy.”

White says: “The way the systems are operated becomes another variable in terms of the way you achieve car performance. One way to tackle reliability or driveability is to fiddle with the settings. There are more adjustable settings in the new power units than the previous ones... And not only are there more, but the influence of some variables is much greater.

“You can wind a knob on the engine control and change the engine life from a few fractions of a second to a few thousand kilometres.



“YOU’VE GOT ENOUGH TORQUE TO DO A LOT MORE DAMAGE THAN YOU DID BEFORE”

Engines will be extremely sensitive to detonation. Clearly, when looking for the edge of the performance, we will want to flirt with that limit, but we will want to be reasonably risk-averse, because you pay very dearly, very quickly, if you overstep the mark.”

With only 100kg of fuel available from lights to flag, will races turn into Mobil economy runs? At some circuits, possibly.

“At some races 100kg will be difficult,” Symonds says. “It’s not going to be every race. There are plenty where 100kg is going to be fine and we’ll be able to run full power throughout.”

“We’ll need to decide when to go flat out and when to save fuel,” Fry says. “It’s going to be a game of strategy. All the teams will be doing the same thing; we’ll all be trying to outsmart each other, so it’s a battle that will be fought and won in ‘simulationland’, I guess.”

That might be a depressing thought for the purist, but fear not – the very best drivers, those who are both savvy and can adapt to changing circumstances, should still reap rewards.

“I don’t think management of energy is going to be a big problem for the drivers, they’ve just got to do what they’re told,” Symonds says.

“The way you’re really going to save fuel is to lift on the straights, that’s the most effective way. You lose very little lap time, but it needs discipline. However, getting the most out of the

car in terms of performance with a very different type of power train will require a particular driving style, and that will be where the intelligent guys will really benefit. “It’s not just that it’s got a turbocharger. It’s so highly hybridised that the whole way you operate it is different. Torque curves are different, it’s going to affect the vehicle dynamics and it’s going to affect the tyres in a big way. You’ve certainly got enough torque to do a lot more damage than you did before.”

Reliability will be a huge story, especially in the first part of the season, and all elements of the new power units are potentially vulnerable. Just think how many times we’ve seen the Red Bull drivers forced to switch off or nurse a dodgy KERS system. Last year it cost a few tenths in lap time, but an ERS issue in 2014 will invariably mean retirement.

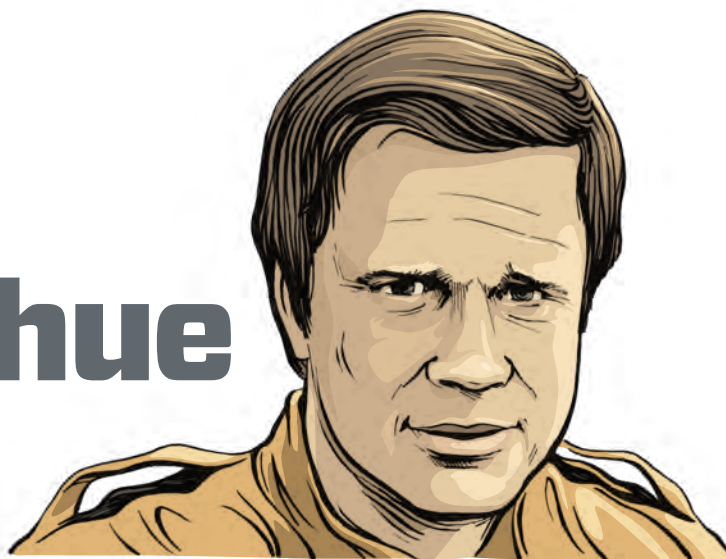
“It affects your braking systems, everything,” says Symonds. “We’ve looked at FMEA [Failure Mode and Effects Analysis] and limp-home strategies for failures during the last couple of laps, but any earlier than that... These are bloody complicated bits of machinery, but I don’t think there will be mayhem. There won’t be hand-grenading turbochargers left right and centre, like we saw in the Eighties.”

So, will we have a competitive championship? Only time will tell.

“There are openings to make mistakes,” Allison says. “The professionalism of all the teams is at an all-time high. There is sufficient opportunity for any team to dominate if it does a good job. That’s true of any season. Red Bull has been very strong for a number of years, but anyone who’s watched this sport knows nothing lasts forever...”

Mark Donohue

Fast, versatile and a talented engineer, this successful American's gifts are all too often overlooked by the wider world



As a teenager Mark Neary Donohue Jr left his native New Jersey and made the short journey north, to attend university in Rhode Island.



While still an undergraduate, Mark persuaded his father to go 50/50 with him on a brand-new '57 Corvette.



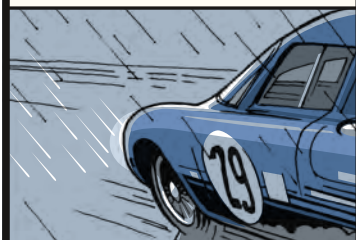
Within a couple of years he had started to compete in local events. The racing bug had bitten.

Mark left university with a degree in mechanical engineering, but with little idea where it would take him. Racing seemed to be the thing he did best. He began to apply his knowledge and a pastime slowly developed into a career.



Donohue set about developing a string of race cars. By 1961 he had been crowned SCCA National champion and started to come to the attention of the wider racing fraternity. Among them was Walt Hansgen.

An experienced driver, Hansgen recognised the youngster's ability. The pair became close friends.



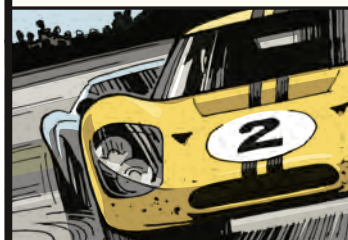
Under Hansgen's guidance, Donohue progressed to the senior ranks. By the mid-60s they were teamed together for the sport's biggest endurance events.

Hansgen had strong links with Ford. When the company launched its full sports car racing offensive in 1966, Walt was insistent that Donohue be given a seat. But early success at Daytona and Sebring was followed by tragedy.



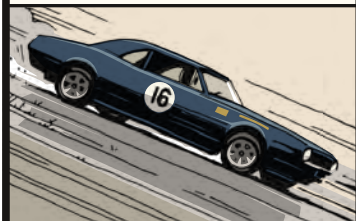
Hansgen crashed the Holman Moody-prepared GT40 while testing at Le Mans, sustaining severe injuries. His death a few days later came as a devastating blow to Donohue. At Hansgen's funeral Mark fell into conversation with Roger Penske. It would be the start of a defining relationship.

Penske saw the benefit of hiring a racer with acute mechanical skills. Donohue joined on a full-time basis.



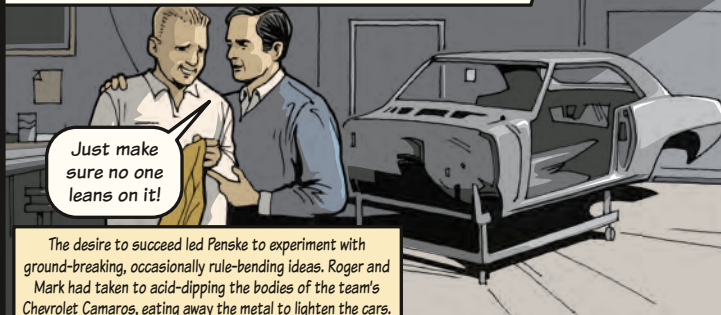
But time was found within his busy programme for a return to Le Mans. A year on from his mentor's death, Donohue rejoined Ford, to finish fourth at La Sarthe.

The late '60s became a purple period for Donohue, with the Penske team dominant on the US race scene.



An astonishing programme of events led him to be crowned multiple champion in US Road Racing and Trans-Am. Tilts at IndyCar, NASCAR and Can-Am ensured all bases were covered.

Completely dedicated to the cause, Donohue would often conclude his race weekend by driving through the early hours, returning the team's trucks to base in Philadelphia.



The desire to succeed led Penske to experiment with ground-breaking, occasionally rule-bending ideas. Roger and Mark had taken to acid-dipping the bodies of the team's Chevrolet Camaros, eating away the metal to lighten the cars.

When the practice came to light, the team narrowly avoided disqualification.



The organisers introduced pre-race weigh-ins, but the acid-dipped bodies remained. In order to tip the scales Penske placed weights strategically around the car. Balance was improved and officials were off the scent. Advantage regained!

In 1969 Penske and Donohue made their first attempt at the Indy 500.



A seventh place finish secured the Rookie of the Year Award.

And when the Formula 1 circus crossed the Atlantic in the autumn of '71, Penske took up the challenge, hiring a McLaren M19 for the US and Canadian Grands Prix. In the rain at Mosport, Donohue finished a remarkable third.



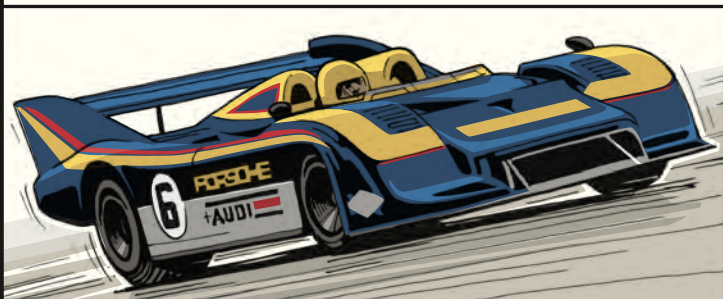
The following year the team eclipsed all their previous achievements with victory in the Indy 500. Donohue's winning average speed of 162mph set a record that would remain unbeaten for 12 years. The international reputation of Penske and Donohue was now firmly established - and Porsche came calling.

Over the next two years Penske would assist Porsche in developing a challenger for the Can-Am series. Donohue's expertise proved invaluable.



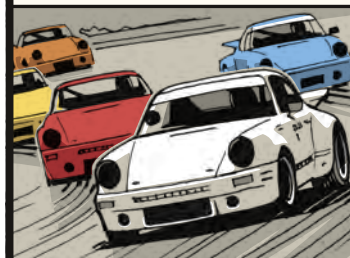
But his work as test driver would be curtailed when the rear bodywork of the development car came loose at 150mph. The car rolled several times and Mark was lucky to survive with just a broken leg.

He continued to oversee the project. Once fully recovered, Mark returned to the track in the ultimate development of the Porsche programme, the 1500bhp 917/30. He would win six of the eight races held in '73, dominating the championship.



Pressed by Porsche's engineers about the car's performance, Donohue famously quipped 'It will never have enough power until I can spin the wheels at the end of the straightaway.' The open nature of the Can-Am regulations suited the racer/engineer to a tee.

In the same season Donohue cemented his reputation as a driver by claiming the inaugural IROC crown.



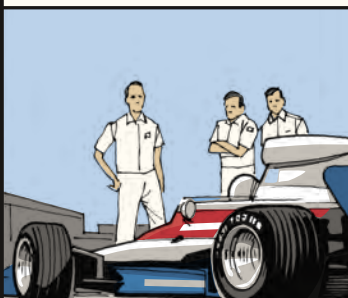
Stripped of any technical edge, leading drivers from all major championships contested a race series in identically prepared Porsche 935s. Denny Hulme, Richard Petty, AJ Foyt, Emerson Fittipaldi et al were roundly beaten.

At the end of a long season Donohue announced he would be retiring from competition to take on a new role as Penske Racing's president.



The death at the Indy 500 of his close friend Swede Savage had hit him hard, and the strain of too many races had taken its toll on the 36-year-old.

But his retirement didn't last long. Penske opted for another crack at F1, entering the final two races of '74.



Donohue couldn't resist and found himself back on the grid for the Canadian and US GPs. A full F1 campaign was planned for 1975.

Penske Racing had started the season with high hopes for its PCI chassis. By August's Austrian GP, however, a disheartening series of results prompted the team to abandon its own car in favour of a customer March.



During raceday warm-up at the Österreichring, the March suffered a left front tyre failure at the Hella-Licht Kurve, a flat-out right-hander. It cleared the guardrail and collided with the structure of an advertising hoarding. Donohue was airlifted to hospital in Graz and succumbed to head injuries two days later.

Mark Donohue's rare combination of skilled racecraft and expert engineering know-how took him to the pinnacle of motor sport.



Fellow racer Bobby Allison said of Donohue, "He was, I feel, the finest road-race driver that this country has ever produced."

NEXT MONTH
Jean Behra



THE RACING LIVES POSTER COLLECTION

Celebrating the lives and accomplishments of the greatest racing drivers.

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Guy Allen

Middle Eastern promise

Bentley returns to racing this year, but its new GT3 has already created a stir on its competitive debut

writer ROB WIDDOWS





T

HE BOYS ARE BACK in town. Bentley's new Continental GT3 racecar went up against its rivals on the Yas Marina circuit, Abu Dhabi, for the last race of the 2013 season – and impressed in its first outing.

“An unforgettable weekend of glamour, sporting and schmoozing at the Gulf 12 Hours,” promised the billboards. In the absence of any spectators there appeared to be precious little glamour or schmoozing, but there was plenty of sporting. After 12 hours of racing Bentley had thrown down the gauntlet, just missing out on a podium. This was a bold statement of intent and there was undisguised respect along the pitlane.

After four months and 2350 miles of intensive testing, Bentley Motor Sport and its partner M-Sport decided it was time to see how they fared against the opposition. In the heat of the desert the white and green machine was a sparkling head-turner in one of its primary markets. A point was being made. Bentley does luxury, yes, but it does *speed* as well and racing is a big part of its pedigree. The company is selling the Continental Speed into a very competitive market.

A decade after winning Le Mans with the beautiful Speed 8, Bentley arrived in Abu Dhabi quietly confident. Testing had given M-Sport all the figures they'd been anticipating, while 2003 Le Mans winner – and Bentley ambassador – Guy Smith had stepped from the GT3 Continental with a big smile on his face. But, as we all know, testing is one thing, racing the best in the world is quite another.



THE UNUSUAL FORMAT OF THE GULF 12 Hours, run over two six-hour parts with a two-hour break during which teams can work on the cars, suited Bentley well. It is not part of any championship, but the presence of Audi, BMW, McLaren and Ferrari provided a relevant yardstick against which to assess the GT3's performance. Drivers Guy Smith, Andy Meyrick and Steven Kane were a predictable selection for the car's maiden race, all having the speed and consistency required for putting the GT3 into the heat of battle for the first time. Significantly, all three had also been involved in the car's development.

“It is vital for us to get out there and race as part of our preparation for the 2014 season,” said project manager John Wickham. “The Gulf 12 Hours is a good place to start, because of the format and because we're not diving straight into an international championship race. The car has performed well in testing,

we've been pleased with the data, but we needed to see how we look alongside our main competitors. Our endurance tests have gone very well indeed so, while development never stops, it's time to put it up against the best.”

The first race is run in daylight, the second into the darkness, finishing just before midnight. Nobody wanted to dwell on the fact that it was Friday December 13. Even then the temperature hovers in the mid-twenties, so Bentley would learn about cooling, but more importantly they were hoping for the kind of reliability they experienced during more than 2000 miles of testing. Back in the 1920s, when Bentley was winning Le Mans in those heady days of Birkin and Barnato, the cars ran like clockwork. And in 2003 the Speed 8 was not only fast but reliable, an essential quality in any endurance racer no matter when it's competing. So the Gulf 12 Hours was going to answer a great many questions ahead of a full Blancpain GT season in 2014.

Importantly, Bentley and M-Sport need to sell customer chassis, the first having been bought by GT campaigner Team Appleby in the week leading up to the Gulf 12 Hours. The car is eligible for both British GT and Blancpain events, making it attractive to potential

“IT IS VITAL FOR US TO GET OUT THERE AND RACE AS PART OF OUR PREPARATION”



customers from both series. Additionally, a race debut for the Continental GT3 in the United Arab Emirates would do no harm to sales of the road car either, the car creating a huge amount of interest as soon as it was entered for this desert double-header.

For lead driver Smith, the race was a cause for celebration even before it started. “Driving for Bentley feels like coming home, and it's great to be back,” he said. “I'm really looking forward to a full season in 2014. It's great to drive for this team and I've enjoyed being an ambassador for them since I won Le Mans back in 2003. We're all determined to show what the car can do. I first sat in the GT3 at the Goodwood Festival of Speed and since then we have done a huge amount of development and have had impressive reliability.

“Now we go racing. I've never driven here before and I've never raced a GT3 car, so yeah, it's a good challenge.”

Overtaking at Yas Marina circuit is, to say the least, hard for any driver. There are precious few places to move up the order. So qualifying is that bit more important and the Bentley Boys delivered, putting the Continental fourth behind two Ferraris and a Mercedes. Six hours later a promising third place augured well for the next six on a hot night in the desert. ‘Quietly confident’ best described the mood among the folk from Crewe and Cockermonth.

“We are certainly pleased with the result so far,” said Bentley motor sport director Brian Gush. “This is M-Sport's first venture into track racing [it prepared by running an Audi in selected British GT races] and we have learnt a great deal about the car in the first six hours. Now we focus on preparing for the night race, which brings a whole new set of challenges as the track temperature begins to drop. It was hot out there today and the drivers have done a great job, despite complaining about the heat inside the car. They tell me they want air-conditioning...”

The pace was certainly promising, the Continental GT3 matching the best lap times of the race-winning Cioci/Wyatt/Rugolo Ferrari 458 and runners-up Bernd Schneider and Jeroen Bleekemolen in the Mercedes SLS AMG. More importantly, the green and white machine had run reliably, high tyre pressures and a fuel pressure alarm being the only significant snags.

The second part was a thriller, Smith, Kane and Meyrick trading third place with the Zampieri/Broniszewski/Ramos Ferrari 458 while the wily Schneider headed for yet another endurance victory in the well-sorted Mercedes. But there was no shame in this, because all three Bentley Boys banged in some highly impressive sector times.

“The car felt fantastic,” Smith said, “but it was hard physically in the high temperatures”



Bentley faced a stern test in Abu Dhabi, even though the event didn't attract a full GT3 field

and it took me a while to feel totally at one with the car. But as the laps went by I was able to push harder and the car really began to come alive. It was tough; the air temperature stayed pretty high, so keeping up the concentration was a real challenge. GT3 cars are more physically demanding than the LMP cars I'm used to racing – and those have air-conditioning – but visibility is good and the performance pushed me to focus. Not an easy race, but we all knew we absolutely had to get to the end.”

With less than two hours to run a podium slipped from their grasp, the Ferrari eventually getting the better of the Bentley as fuel pressure warnings put the team onto a more conservative strategy. It had come to Abu Dhabi for a test race, to learn about the new car under race conditions, and a strong run in the top three was as good as anyone could expect at this early stage of a new GT3 campaign.



“THAT WAS A GREAT BATTLE,” SAID A hot, breathless Meyrick after two demanding stints. “I saw the brakes were fading on the Ferrari so I knew I could catch and pass him – I think I closed my eyes squeezing down the inside into the first corner – but it wasn't a time for heroics. We raced as hard as we could without risking a non-finish. There are some chassis improvements we could make, but all in all it feels as good as, if not better than, the McLarens I've driven. And in this heat the brakes have just been phenomenal, the engine has loads of torque and there's no weak area I can pinpoint. I think we're all agreed that the car has huge potential.”

The only serious ripple in an otherwise calm, disciplined display came just minutes away from the chequered flag. The carbon underfloor failed and the right front wheel arch collapsed in a spectacular, nerve-wracking, shower of sparks. At the time of writing the car is still in transit so the team was unsure whether this was

caused by a component failure or debris.

For a few tense minutes it looked as though the Bentley would have to return to the pits, but Meyrick soldiered on to bring it home in a solid fourth position.

“The car was suddenly all over the place,” he said, “but then I got used to it, backed off the pace and cruised to the finish. We'll be doing a 30-hour non-stop endurance test in the new year, ahead of the first Blancpain race at Monza in April, and by that time we will have looked at all the data in detail to see exactly what happened. Right now, it's time to celebrate. We ran a strong third, we finished the race, and there's a lot more to come from the car.”

There was hugging and back-slapping all round as M-Sport and Bentley packed up and headed out for some late-night refreshment.

an improvement in the fuel consumption, we need to understand what happened to the underfloor, and tyre pressures and degradation are things we have to manage. Along with [tyre supplier] Avon, we learned a lot during the race, but we can only look at it in detail once we dig down into the data we have gathered.

“I'm very happy with the car's pace and performance was in line with our simulations, which means we can rely on the computer work we do. On the driver front, all three did a brilliant job. It's hard work and it was hot in the car. What pleased me was other teams coming down and saying 'hey, great car' which is high praise indeed. Apart from being a racing car it is a Bentley, and how we present it has always been important to me.”

While it might still be far too early to

“APART FROM BEING A RACING CAR IT IS A BENTLEY, AND HOW WE PRESENT IT HAS ALWAYS BEEN IMPORTANT TO ME”

From further down the pitlane rival teams came to pay their respects; the Continental had made its considerable presence felt and the 2014 Blancpain series has a serious new challenger.

Job done?

“That's not quite true because the hard work really starts now,” said a happy, relieved Gush. “We will analyse all the data once we get back to the factory and get into a testing programme in the new year.

“Of course we had some issues – that's normal with an all-new car in its first race, but we know they are all resolvable. I'd like to see

draw any concrete conclusions from Bentley's return to the track, it must be said that the maiden 12-hour voyage was completed with speed, style and aplomb.

But then that's how Bentley has traditionally done things. 🏁



See the Bentley Continental GT3 make its successful race debut at the Gulf 12 Hours in Abu Dhabi

@ THE MOTOR SPORT DIGITAL EDITION



FOREVER WITH
BLUE

Then and now *Alan Mann Racing*



GENES

Alan Mann Racing's cars are famous for being cloaked in red and gold – but a strong association with Ford, now as in period, is equally symbolic. With the team on the verge of scaling back, we took a lingering glance at a fleet that will soon partially be dismantled

writer GORDON CRUICKSHANK
photographer MATTHEW HOWELL

IT FITS, SOMEHOW. HENRY Mann, son of 1970s racing team boss Alan Mann, has a camera slung around his neck as we meet to talk about the team his father closed down in 1969 and then restarted when he fell in love with historic racing. Only this isn't a megapixel smartcam, it's a Rolleiflex, with film you have to dunk in chemicals. It fits with the fact that Henry works in a small record label in Limehouse, dealing not with downloads but with valves, tape and vinyl. And it fits with the red and gold cars we've come to see, all of them decades old. Today is all about yesterday.

Alan Mann died in 2012, but the renewed team has continued to race at historic meetings, with John Young and Henry himself driving cars built up more recently under Alan's aegis, of course in that memorable, eye-grabbing livery. But without his father's involvement and with a career of his own to pursue, Henry has decided the team has to contract. In future he will race only the Mustang, so before the cars are dispersed we assembled them at Fair Oaks Airfield, the team base, to hear about Alan, AMR and helicopters. Fair Oaks is the site of the highly successful helicopter leasing business Alan built up after leaving the car world, but not many realise it owes its current form to him. "It was an old WWII airbase, and when my father bought it, it was just a grass airstrip," Henry says. "Gradually he expanded it so it was the ideal base when he started the aviation businesses." We wait while a deafening Jet Ranger taxis past. "It's the perfect location. We're out in the country, yet we could be at your office in 10 minutes!" As MS HQ is opposite Battersea Heliport he's not exaggerating. Mann sold the airfield in 2009 but it's still busy – before we can drive the cars from workshop to hangar apron we queue, line-astern, behind a van with FOLLOW ME in large letters. Ironic. Following anyone has always been anathema to the Mann team.



IT WAS GOODWOOD THAT REFIRED Alan Mann's racing passion. Having been a bright star of Sixties privateer racing, especially in saloons, he had dropped out of motor sport for 30 years. In 2003 he was invited to race Rupert Clevely's Lotus Cortina at the Revival, then Rowan Atkinson's Falcon, and, says Henry, "He got completely wrapped up in it all over again." He quickly bought a Mustang for himself, had it prepared and threw himself back into the sport where his team had scored so many red and gold stars decades before. "He



Henry Mann, now reprising his father's glory days in the red and gold Fords

"DAD WENT AT HISTORIC RACING AS THOUGH HE STILL HAD A WORKS BUDGET"

went at it as though he still had a Ford works budget," Henry grins. Yet before long his own revival reflected the original team's progression, as he switched from driving a car to running the new Alan Mann Racing outfit.

It was a parallel to the 1960s. He'd had a modest career on track in the 1950s and early '60s, though you could argue he made it to Grand Prix level – if you accept the 1957 Naples GP, which he contested in his old single-seater F2 HWM-Alta. But while he'd planned the motor trade as his main focus, his success as a preparer and manager sidetracked him into the sport big style.

Knowing the value of racing PR to the dealership he was running at the time, he had entered Anglias, Cortinas and even a Zephyr on track under the semi-private Andrews banner. With his emphasis on prep and polish, plus future GP driver Henry Taylor at the wheel, he was running a quasi-works effort by 1963. Results were good, but it was an injection of

Yankee testosterone that pitched the team onto the front pages of the racing mags. Staying ahead of a beefy V8 Ford Falcon Sprint in the 1963 Marlboro 12 Hours impressed Ford in the US and suddenly (that's to say with 14 weeks to go) Mann found himself tasked with preparing eight Falcons for the '64 Monte. Anyone who knew that relentlessly demanding event could tell you those behemoths were hardly suitable; anyone who knew the relentlessly demanding Alan Mann could tell you that wouldn't stop him. It meant racing full-time and the founding of Alan Mann Racing, signalled mid-season by the arrival of that paint scheme.

Fastest on stage after Monte stage, though finally beaten by the pipsqueak Mini on handicap, the unexpected success of the Mann Falcons boosted Ford across Europe and AMR across Ford. From then on, AMR was an official part of the blue-blood brotherhood, and big V8s were a muscular part of the Mann mix, along with compact Cortina and later the Escort. Years later, when the call came about the Atkinson Falcon, the stars were aligned.

"Of all the tracks he raced at, Dad always loved Goodwood," Henry says, "so it was something he couldn't turn down." Those races, plus a Can-Am reunion in the States, reignited the passion and soon Alan was after a Mustang of his own. Luckily his long-time team stalwart Brian Lewis was nearby, running his own business on Fair Oaks Airfield. Part of the team right through its first incarnation, he is once again a vital part of AMR in its revived guise and is on hand today to oversee things, along with John Gray, another long-termer. Brian has



seen virtually every racing arena, including running F2 cars for John Coombs and F1 Lobster-claw BT34s at Brabham, and having assembled GT40s at Ford Advanced Vehicles he was crucial to Mann's lightweight Ford GT experiment in 1966. That was apart from the Cobra roadsters and Daytona coupés AMR fielded, helping Ford to the '65 international GT championship, the team's vital part in Ford's '66 Le Mans victory, the Monte Carlo Rally and Tour de France entries... All that alongside Sir John Whitmore's 1965 European Touring Car 1600 title in a Cortina and back-to-back British Saloon Car Championships for Frank Gardner in bellowing Mustang and squat, brawny Escort. Not forgetting the F3L P68 and 69, the sensational super-slippery Gp6 DFV-powered sports cars that AMR created off its own bat in 1968, and the two unique Can-Am machines. Alan Mann's mantra was undoubtedly 'yes we can'.

"Magic car," Brian says of the F3L, defending a machine often seen as flawed. "I feel sorry for

Family treasures

During an attic raid Henry Mann turned up boxes of team material not seen since the 1960s, including hundreds of photos (Alan Mann was also a keen snapper), race documents and team merchandise. It includes sponsor patches and stickers, original Cobra neck chains and patches, GT40 slot car, Tour de France support tags, ignition key for the first Mann Mustang, a stopwatch and Holman Moody stickers. Gold dust!

the guys struggling with a DFV when nobody knew about them" – only Lotus and AMR had them at first – "but it could have been a winner." Seriously quick but problematic, the ambitious project was punctured by lack of resources, Chris Irwin's awful accident and finally a rule change that sidelined the gorgeous machines. But

at least Brian had a second chance with it after AMR was reborn.

"Alan came to me in 2004 and asked who could build him a Mustang," says Brian. "I put him on to Jim Morgan, another ex-Mann guy." Mann was still running the aviation firms, but the retro team under Morgan and then Grahame Goudie quickly expanded, buying both original team cars and building 'new' examples to race. Mustangs, Cortinas and Escorts, plus in 2006 a MkI Capri for Henry's racing education, then a GT40 (now sold).

"After that," says Brian, "I got a call from Alan saying 'I've just bought David Piper's F3L. I think it could be a bit of fun!'"

With this expanding fleet Lewis was now back full-time, completely rebuilding the F3L he helped assemble in the first place, improving and re-engineering it to use the DFV block as a stressed member. It reappeared in 2008, a much better car, and Richard Attwood raced it at Goodwood in 2010. It has now gone to a private owner in Switzerland.



BY THE END OF 1969 ALAN MANN

had a trophy shelf to make anyone proud, but what you'd now call the 'brand synergy' was about to snap. With two Le Mans victories on top of its other achievements, Ford's 'Total Performance' programme halted. Not fancying following Ford of Britain into stage rallying, Mann, already a keen pilot of both full-size and model planes, chose to leave racing and take to the skies with helicopters and other equally successful aviation enterprises based at Fair Oaks. But even Henry doesn't know why he chose black and yellow as his aviation livery rather than red and gold. Nevertheless, the famous livery has more recently spread across historic racing grids around Europe.

Alan Mann's health was declining, but sharing drives in the St Mary's Trophy with his old partner Sir John Whitmore in Mustangs and a Cortina gave him real pleasure. Latterly John Young has been a regular team pilot, taking a Masters title in the Mustang, while Henry, too young even to be aware of his father's early race successes, has also proved pretty handy, winning a title in that Capri, then two more in Cortina and Mustang. It was especially sweet, not long after his father's death, to win the Alan Mann Trophy at Donington in his Mustang, while Goodwood's memorial gathering of Alan Mann cars and drivers was possibly the largest ever assembly of red and gold, a fitting farewell to a man who made such a visible mark on racing.

Though the team is downsizing, Henry does fancy racing an Escort. And Brian tells me he's just seen a Falcon shell on eBay – "and Henry sounds excited by the idea!" Maybe there's an expansionist gene in the Mann genome. □



FORD MUSTANG 289

BRIAN LEWIS BUILT THIS IN 2011 FROM AN American road car import. Using the traditional four-barrel Holley carb the 289 V8 produces about 430hp. Sharing with current British Touring Car Championship driver Mat Jackson, Henry won the Alan Mann Trophy at Donington in 2012.

Mustangs and AMR go way back. Following the Ford and Falcon connection the team tested a development car at Goodwood before it was publicly launched in 1964 and developed it into a rapid vehicle in races and rallies, scoring two Boxing Day victories for Mann himself at Brands Hatch, finishing 1-2 in the touring division of the 1964 Tour de France and lifting the '65 ETCC title as a privateer entry for Roy Pierpoint. A young Jacky Ickx was an occasional Mustang driver, too.

"Even though it has no power steering, it's quite easy to drive", Henry says. "It's very physical, with heavy steering, but it seems to be the one I do best with!" Just as well – this is the one car the reduced AMR will be running next year, entering some Masters rounds and of course the Goodwood Revival.

"It's up there with the rest," says Henry. "Except Leo Voyazides – we can't seem to beat his Falcon!"



EFFE/D/AMM

Henry's favourite of the team fleet, which won him a Masters Pre-66 Touring series




NOT A PERIOD TEAM CAR, BUT AN LHD VEHICLE found in Slovenia and rebuilt by Brian Lewis. Henry won first time out in it, at Oulton Park in March 2011, and went on to win that year's Pre-66 Masters series. "Dad was so happy," he recalls. "It was the last race he went to. He claimed he wasn't worried about it as he'd won so many things before, but he was over the moon."

While Ford's 'Total Performance' ethos made its loudest noise with big American metal, Mustangs, Falcons, Cobras and Daytonas, the Cortina waved the blue flag over here and Alan Mann waved it fiercer than most. From the first GT in Andrews colours through the works GT, which AMR secretly improved for Henry Taylor in '63, and the class winner at Bridgehampton that led to the Holman Moody and Falcon connection, the Dagenham dustbin turned into a demon once Lotus had wafted the pixie dust over it. Through AMR's first year the cars were fleet but fragile (though Jim Clark took the British saloon title in the works car), but '65

was John Whitmore's year, sweeping the ETCC before him with Peter Proctor and Jack Sears equally vital to the task. (The British title went to Roy Pierpoint's AMR-prepped Mustang.)

While AMR focused on sports cars from 1966, the red and gold Cortinas raced on in ETCC, hillclimbs and the US Trans-Am series, with some decent results, and then enjoyed a late flowering in '68 fitted with F2 FVA lumps until the Escorts were ready, winning four ETCC track and hill climb rounds under Whitmore. Though the car pictured is on the disposal list, the team retains one of the 1966 works entries – not for racing. The team's no2 car that year, it was raced, and crashed, at Brands Hatch by Jackie Stewart on the day of England's World Cup victory. "Then," recalls Brian Lewis, "he rushed off to appear on Juke Box Jury".

"The Cortina is a really light car," Henry says, "and you have to preserve every bit of speed you can. It's harder to drive than the Mustang!" 

FORD CORTINA LOTUS

JEFF COKRHAM



"DAD CLAIMED HE WASN'T WORRIED ABOUT IT, BUT HE WAS SO HAPPY WE WON. IT WAS THE LAST RACE HE WENT TO"

FORD ESCORT FVA



THE MOST SPECIAL OF OUR GATHERING – FRANK GARDNER'S 1968 British Saloon Car Championship-winning Escort, built up by Brian Lewis: "We collected six plain 1100s off the line at Boreham," he says, "and brought them back to Byfleet [where the team was then located]. It's never been got at. Ken Shipley restored it after finding it in Scotland with the Birrell brothers. It's a Group 5 car but retaining its trim and seats, even the sun visors. The big arches were shaped by Peter Bohanna [who helped the team with wind-tunnel testing]. He first made rubber tools to press out the steel arches. At the time a roll cage wasn't required, though you can see it has had one at some point." It also carries a 1968 tax disc. Wonder how the insurance company felt about that...

Frank Gardner had already collected the '67 BSCC title in AMR's Falcon Sprint, but the Escort was the way forward – compact and wieldy, with enormous potential from various Ford engines. In '68 the BSCC ran to Gp5 regulations, allowing Mann to use the fuel-injected 16-valve FVA Cosworth offering anything up to 230bhp. Initially fitted to the Cortina until the new car was homologated in May, it transformed the Escort, helped by serious suspension mods involving Morris Minor torsion bars. It was a blissful season, Gardner finishing well ahead of Brian Muir's Falcon despite the 3-litre deficit, and even setting a new saloon lap record at Brands Hatch. AMR also entered Roger Clark, Peter Arundell, Graham Hill and Jackie Oliver in a sister car that still exists.

For '69 the series ran to FIA regs banning the FVA and AMR reverted to Twin Cams fitted with a non-functioning 'supercharger' to bump it up a class, aiming for outright wins without undermining the rest of the TC category. Despite reduced power, Gardner took three outright wins plus the over-2-litre class. The following year Ford's focus switched to rallying, but Mann chose not to follow.


This is the car that scored most of Gardner's 1968 victories. It's too historically important to race, according to Henry, but he has driven it up the Goodwood Festival hill. "It's small and nimble and handles amazingly," he says. "I even got into the Goodwood shoot-out with it. If there was a suitable series that fitted with the Mustang, I'd love to build one up to race."



“IT HANDLES
AMAZINGLY.
I EVEN GOT INTO
THE GOODWOOD
SHOOT-OUT”



FORD ANGLIA 107E

BUILT TO CONTEST THE 1950s ST MARY'S TROPHY AT THE 2012 Goodwood Revival, this 1959 machine utilises a lot of Cortina elements underneath, though powered by an extremely hot 1300 pre-crossflow engine. With its box of electronic instruments for a dash it looks more radical than the Escort inside, but then it isn't aping anything from the period. Even in his Alan Andrews team days, Mann never raced one of these little machines. Shared by Henry Mann and BTCC driver Mat Jackson – Jackson called it “a bit of a handful” – it placed seventh. 



Henry Mann attacks the chicane during the 2012 St Mary's Trophy

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**SPEED
CHILLS**

ERIC SAWYER

EVENTS OF THE MONTH

25 HOURS OF THUNDERHILL ❖ AUTOSPORT INTERNATIONAL

Rob Huff shared the winning Audi TT RS, which completed 705 laps in 25 hours



LARRY CHEN

25 Hours of
Thunderhill
California, USA

A

FTER COMPLETING HIS MAIDEN RUN AT THE 25 Hours of Thunderhill, the summation offered by 2012 World Touring Car Champion Rob Huff could be the most accurate description of the event to date.

“I’ve never done such a random race before where I’ve not exactly known everything I was racing,” he said with a laugh. “Normally, I can name pretty much everything that I’m up against, but this was the one weekend where there were four or five very imaginative pieces of kit and I had no idea what they were. And I’m not even sure the people that owned them had a clue what they were...”

The Californian endurance race, held two hours north of San Francisco, celebrated its 11th running in style on December 7-8. Huff’s factory-supported Rotek Racing Audi TT RS took outright victory, believed to be the first major enduro win for a ❑

EVENTS

OF THE MONTH

modern front-wheel-drive chassis.

Huff, car owner Roland Pritzker, Jeff Altenburg, Kevin Gleason and Robb Holland completed 705 laps of the 3-mile, 15-turn Thunderhill road course amid freezing temperatures and occasional sprinklings of snow. The winner finished 28 laps ahead of Barrett Racing's Porsche GT3 and 30 laps clear of Radical West Racing's Radical SR3.

The charmingly odd pro-am event is a kindly cousin to its more famous 24-hour counterparts at the Nürburgring and Dubai, embracing multi-class racing and comically oversubscribed grids, yet the execution of the 25 Hours differs significantly once the green flag waves.

Where the 'Ring and Dubai tend to feature recognisable cars that race under guidelines conforming to the thinnest strands of logic and tradition, the 25 Hours, sanctioned by the National Auto Sport Association, does the opposite, asking a paddock filled with misfit toys and GT3 machinery alike to wage battle without contrived rules or in-race performance balancing. It's delightfully old school, in that sense.

Thunderhill has become one of the few events where amateurs can try their hand at proper endurance racing: by welcoming some familiar names from the sport's past and present to take part, the contest can, at times, draw more attention for who and what has been entered than the race itself.

"This really is one of the last races of its kind," said former Ganassi Racing



The field streams away at the start - Formule Libre is alive and well, mostly with lids. Below, Huff and team-mates celebrate. Bottom, victorious Audi chased by boundless miscellany



Indycar driver Memo Gidley, who won the race overall in 2012. "Where else can a guy build something in his garage, just for this race? If it meets one of a hundred different categories, he's out there racing with his buddies against factory teams and pro drivers. It's kinda crazy. We race hard and there are some really fast cars. Some aren't, but I love it."

The lap record went to two-time Indy 500 winner Al Unser Jr, who made his return to racing behind the wheel of the pole-sitting Wolf GB08S. The open-wheel legend led before electrical issues intervened, and hopes the 25 Hours will lead to more opportunities in 2014.

"The race was just incredible to

"IT MAKES YOU QUESTION HOW MUCH YOU WANT TO BE OUT THERE AND I COULDN'T GET ENOUGH OF IT"



experience,” he said. “I’ve won the Daytona 24 Hours before and done a good amount of endurance racing, but doing it at this level, with so many cars to dodge and so much of the race run in the dark... It makes you question how much you want to be out there, and I couldn’t get enough of it.”

Unser shared the track with ex-TWR Jaguar pilot and 1996 Le Mans winner Davy Jones, former factory Corvette Racing drivers Kelly Collins and Paul Edwards, Japanese Super GT driver Naoki Hattori, Formula D drifting champion Dai Yoshihara, ALMS and Grand-Am prototype regulars Anthony Lazzaro, Brian and Burt Frisselle, Michael Valiante and Mark Wilkins, and multiple SCCA champion Randy Pobst, along with other notables.

Japanese marques provided most works entries in 2013, with three turbodiesel Mazda 6s entered by Mazdaspeed, two Honda Research-run Acura ILXs and a lone Lexus IS F battling for space on the rollercoaster circuit. The remainder of the 57-car grid read like a gift to sports car anoraks.

Standard fare items like an Audi R8 LMS and a few different Porsche Cup cars represented the strongest selection of GT entries, while a healthy blend of prototypes – from Radicals to the Wolf to a Superlite SLC via Davidson Racing’s SLC derivative featuring a 6-litre Ford V8 and gearbox taken from a Panoz LMP-1 Roadster S – set the pace throughout the event.

The 25 Hours generated its usual automotive humour, with a NASCAR Truck, a twin-engined Mini, a Namazu CRE-01R (reportedly a custom-bodied Mazda MX-5), and two butchered BMW E30s of questionable provenance (sporting periscope exhausts and aluminium coachwork that clearly drew inspiration from the *Mad Max* movies) contributing to the Wacky Races vibe.

Despite the vast vehicular divide, Huff didn’t hesitate when asked where he wants to spend the first weekend in December 2014.

“I have to come back next year to defend my title,” he said. “The level of competition there was impressive, no matter what car or class. Everyone was there to win and have fun. And that’s what I love about stepping away from the full professional heights of motor sport. You really get that element of a positive atmosphere – the ambience of pure racing. Everywhere you walked, people were smiling. It’s a lovely way to end the season.” *Marshall Pruett*

FORTHCOMING EVENTS

FEBRUARY 2014

5-8 **WRC Rally Sweden**
21-23 **Race Retro**
Stoneleigh Park

MARCH 2014

6-9 **WRC Rally Mexico**
6-9 **Amelia Island Concours**
6-9 **Phillip Island Classic**
14-15 **USC Sebring 12 Hrs**
16 **F1 Australian GP**
23 **MotoGP Qatar**
29-30 **Goodwood Members Meeting**
30 **F1 Malaysia**
30 **IndyCar St Petersburg**
30 **BTCC Brands Hatch**

APRIL 2014

3-6 **WRC Portugal**
4-6 **Masters Barcelona Festival**
6 **F1 Bahrain**
6 **HSCC Donington**
7-12 **Tour Auto**
12-13 **VSCC Spring Start**
13 **MotoGP USA**
13 **IndyCar/USC Long Beach**
19-20 **European F3 Silverstone**
19-20 **HSCC Thruxton**
20 **F1 China**
20 **WEC Silverstone Ghis**
20 **BTCC Donington**
20-21 **British GT Oulton Park**
20-21 **DSB Brands Hatch**
27 **MotoGP Argentina**
27 **IndyCar Alabama**

Clockwise from top: indoor Lotus 79, Max Chilton with Marussia CEO Graeme Lowdon, McNish/Kristensen and Ferrari 158



Autosport International Birmingham NEC

CELEBRATING THE CAREER OF JOHN Surtees, a fabulous collection of cars and motorcycles took centre stage as the *Autosport International Show* kicked off another racing season in the halls of Birmingham’s NEC.

Unfathomably, the voluminous calls for ‘Big John’ to be knighted were once again ignored in the New Year’s Honours list at the start of the 50th anniversary year of his Ferrari Formula 1 world title. But among his own, Surtees continues to be a major draw as crowds descended on the collection over the course of the weekend. The star of the display had to be one of the blue-wheeled 158 V8s that he

drove in that title-winning season in 1964.

More than 600 exhibitors were represented at the show. For the trade, *Autosport International* is unmissable as an opportunity to broker deals, catch up with key contacts and generally gossip about matters of the moment. For consumers, there are perhaps fewer memorable displays than at Racing Car Shows of old, but a flow of racing celebrities over the course of the two ‘public’ days drew appreciative crowds.

Allan McNish made his first public appearance since announcing his retirement, alongside fellow World Endurance Champion Tom Kristensen. Formula 1 was represented by new Sauber signing Adrian Sutil, while Graeme Lowdon of Marussia took the opportunity to confirm Max Chilton will remain with the team.

The Live Action Arena offered a novel sight this year, with the inclusion of historic Lotus Grand Prix cars sliding around on the slippery indoor surface. The bark of F1 engines bouncing off walls and roof was the closest many will get to the ear-splitting audio experience of Monaco’s famous tunnel.

Damien Smith




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ON THE ROAD WITH

SIMON ARRON



Possibly the only man with both F1 and Mallory Park media passes. Next stop...?

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The Kevin Jones/Ryan Hogarth Mk1 was one of many fine Escorts, but posted an early retirement

GRIT AND DETERMINATION

MGJ Engineering Winter Stages, Brands Hatch, January 12: probably about time they brought back rallycross, too...

FOR THE MOST PART, THE southbound A20 could be negotiated with only one hand on the wheel: the other was needed as a shield against the fierce, low sun. Welcome to the crispy cool of Brands Hatch at its most inspiring, dappled by frost and awash with cars (a few of which weren't Ford Escorts).

This was the third time the circuit had hosted the Chelmsford Motor Club's MGJ Winter Stages – and the event's popularity is growing. The capacity entry offered a partial clue, but packed



car parks provided equally compelling evidence. It took one colleague half an hour to gain admission. Within the circuit, access has been improved since 2012 – although that is one of the more complex hurdles as the stages bisect what might normally be regarded as public rights of way.

The event reverses a few Brands Hatch customs. Both regular paddocks

SIMON ARRON

form part of the route, and are thus out of bounds to the ordinary spectator, although the cars are easily accessible between stages: a packed, sprawling service area lines both sides of the road leading all the way from the main entrance to the Kentagon.

By 8.30am, 90 minutes before the scheduled start, the air was ripe with the sound of hammers and generators while drivers wondered what lay ahead.

If access roads were this icy, the stages were unlikely to be anything else – especially in areas that had yet to be given a solar blessing. Conditions didn't quite require a stud, but they certainly wouldn't be easy.

The eight stages – four either side of lunch – incorporated a combination of the aforementioned paddocks, pitlane, club circuit and the Brands Hatch RallyMaster course, an area of relatively tough terrain between the M20 and Druids (most commonly used for corporate events and driver training). The whole was a slickly run blend of the familiar circuit sweeps and improbably tight hairpin turns around tyre barriers that were certain to take a hammering. Directional variations were applied, to amplify variety.

There was no loose-surface mileage in

the purest sense, although it would require only a little lateral thought for that to change. Parts of the old Brands Hatch rallycross track (hugely popular during the 1980s and '90s) survive still and would make the event even better than it has already become. Perhaps, indeed, the moment is nigh to reinstate the full rallycross circuit, given the size of the waves that branch of the sport presently surfs.

The day might have started brightly, but sunlight had been switched off by noon and the fortunes of Subaru Impreza crew Johnnie Ellis/Dave Green tracked those of the weather. They held

a comfortable but catchable lead after stage six... after which a punctured front right then cost them more than three minutes. They eventually retired and the advantage passed to 2013 winners Dean Thomas/Mark Burt (Davrian), who went on to beat Royston/Bridge Carey (Renault Clio) by 12sec, with Pete Rayner/Stanley Graham another 20sec adrift in the fleetest of the many Escorts, a 2.5-litre Mk2.

His 2013 success notwithstanding, winner Thomas seemed a touch surprised by his success. It was the first event he had finished for 12 months, never mind won...

Right: winning Thomas/Burt Davrian. Below, Marshall/James 6R4 tackles the pit lane hairpin, shortly before retiring. Below right: a quick service for the second-placed Carey Clio. Bottom right: the Barehams' TR7 slithers through Druids ahead of the Wilson/Thomson Ford Escort.



ALL IMAGES SIMON ARRON



Warning: some Honda Civics might have suffered in the creation of this photograph

MUD, MUD, GLORIOUS MUD

2013 Winternationals, Chesterton Stadium, December 29:
a little-known sporting outpost within a stone's throw of Stoke

THERE ARE NO ROAD SIGNS TO indicate the facility's existence, but the size of the crowd implies that local knowledge runs deep. According to the boards outside, Chesterton Stadium – a mildly dilapidated venue on Newcastle-under-Lyme's fringe – is home to speedway (true, the Stoke Potters race here) and greyhound racing (not true for about 10 years).

There is no mention of short oval motor sport, but it's here that my 2013 campaign concluded – 363 days after it began at Wimbledon Stadium, a similarly down-to-earth enclave. It was my 52nd event of the year, a schedule that embraced eight Grands Prix, the Le Mans 24 Hours, a handful of rallies, assorted sprints and hill climbs, one day of drag racing, some VSCC driving tests, several

motorcycle race meetings, countless clubbies (historic, vintage and modern), the Goodwood Revival and now this.

There is evidence of the old dog track around the circuit's perimeter and the active part of the stadium wasn't a great deal less muddy. Officially this is a shale surface, but it had morphed into sludge following days of rain and conditions became increasingly boggy with each passing lap.

The paddock echoed to the axle-grinder's siren call as banger drivers (sharing the bill with junior bangers and stock rods) made last-minute preparations, removing tow-bars and filing away bits of rear bodywork to give rivals less of a target. The schedule is cheerfully slapdash, races being delayed by a minute or two to allow drivers to get cars ready, but nobody appeared to object. You can't run a rigid timetable when it might take two minutes to clear up the post-race carnage... or possibly 25. Usually, it veered towards the latter.

The wrong driver was called forward to take the first trophy of the day: it transpired that they had been a lap in arrears, but the controversy is unlikely to scale 1966 Indianapolis 500 proportions. The commentator later informed us that one competitor took second place in a previous meeting, "but only on the basis of laps completed, because no cars actually finished".

People are invariably sniffy about events such as this, but I know from past experience that any form of oval racing – bangers included – provides a useful platform for those who wish to fine-tune their car control (or not, in my case, as shots of a mangled Ford Cortina Mk2 once testified).

It's the perfect way to dispel any post-Christmas torpor, a fun day out for £14 and, of course, a form of racing best served with the scent of fried onions.

THE YEAR AHEAD

Arron attended 52 events last season. Here are a few driving ambitions for 2014



HAVING AVERAGED ONE EVENT PER weekend last season, the obvious target has to be an even better strike rate during the months ahead.

Despite more than 40 years of constant race attendance (32 of them in a professional capacity), a few boxes remain unticked: a NASCAR meeting remains high on the must-do list, ditto the Indianapolis 500, but there are other essentials closer to home.

Having first attended the Pau GP in 1984, I vowed I would never again miss it... but haven't returned since 1998. The correct word for this is 'idiot', so the GP de Pau Historique (May 17-18) is a must. Ditto the GP de Monaco Historique, one weekend and a comfortable

train ride beforehand. A French hillclimb (any of them) is on the list, too.

I haven't been to Cadwell Park (left) since 2010, although I would have attended the last HSCC meeting had a somersaulting Mazda not written off my car the previous evening and created an administrative diversion. That Cadwell gap requires rectification. And, despite my age, I have yet to attend a meeting at two of the UK's mainland circuits, Pembrey and Croft. It's probably time I put that to rights.

In the meantime, if anybody knows of any event that might not yet have infiltrated the Arron radar, feel free to let me know. The wild and quirky are as eligible as anything else, if not more so. ☑

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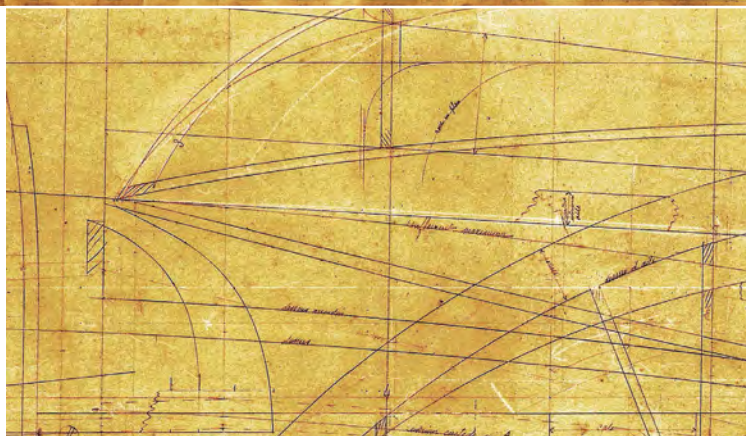
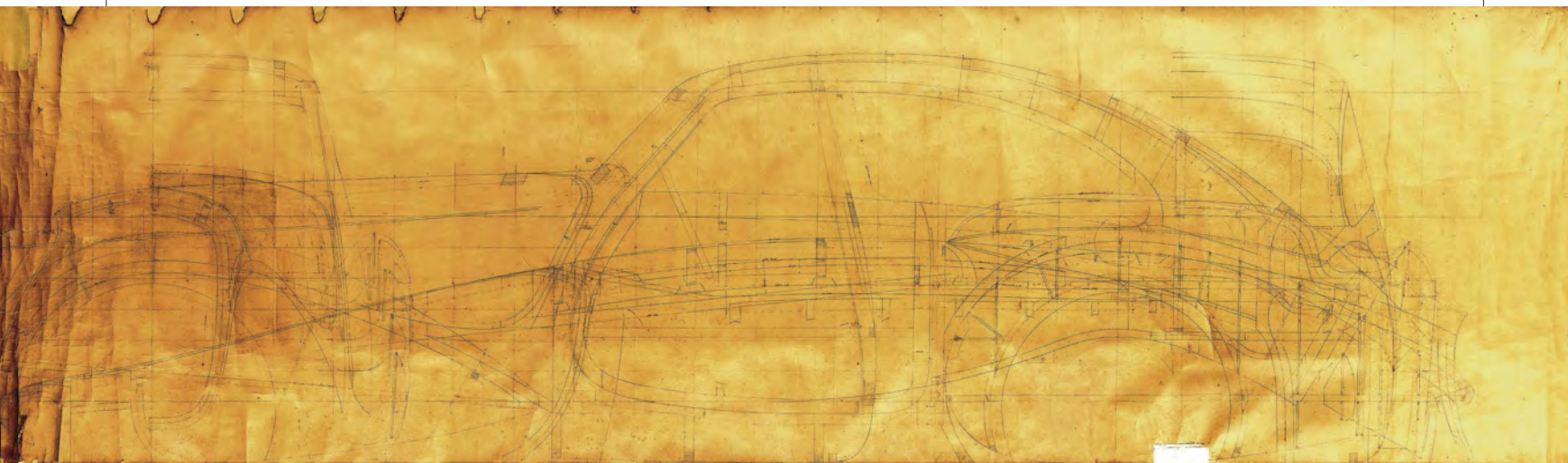
HISTORIC SCENE WITH

GORDON CRUICKSHANK



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

www.motorsportmagazine.com/author/gordon-cruickshank




Plan and outcome: Paulin's multiple overlaid drawing and the Embiricos Bentley it defines

DRAWING ON EXPERIENCE

Translating two dimensions into three takes skill, vision and sometimes educated guesswork

I AM ON THE TRAIL OF TWO Bentleys: one obliterated by war, the other present only in two dimensions. But there's a connection that brings me to Hampshire and the coachbuilding workshops of VintageCars.com. First, the 2D absentee. There are a dozen or more cars here being dressed in aluminium, but Dugal Revie leads me to another shed, lifts up a long cylinder and unrolls a drawing on the floor. Sixteen feet of it, a baffling matrix of complex intersecting curves, profile overlaid on cross-section on top of plan view. Even though I know what it ought

to be it's a few moments before I can pick out the sweeping roofline of the Embiricos Bentley, the streamlined 4¼ designed by Georges Paulin in 1938 for Greek shipping magnate André Embiricos. Paulin, a Parisian dentist as well as a stylist, was an aerodynamic visionary who designed retractable hard-tops and low-drag bodywork for a range of vehicles such as Delage, Delahaye and notably the Darl'mat Peugeots. With its slippery form and easy 100mph-plus cruising gait, the big Bentley was a revelation in a world used to wind-snagging wings and cliff-face radiators, and to my eye it's easily the 

GORDON CRUICKSHANK

most handsome of the streamline experiments motor makers tried in that late pre-war period. A few years ago I came across a sister Paulin Derby in Philadelphia, but that retains the upright Bentley grille and is far less sleek.

I've seen the Embiricos car on the road and in its Californian museum, I own one of Tim Dykes' lovingly detailed MPH models of it, and I've inspected the replica built by Bob Petersen in Devon, but I never expected to see it dissected on paper. And I'm amazed to discover that Paulin gave Pourtout, the coachbuilder he worked with, this all-in-one full-size Post-It note. So was Dugal, charged with getting it restored and making a copy for the Rolls-Royce Heritage Trust. A British Museum restorer stabilised the fragile paper, and a digital version has produced a more legible copy, which Dugal needed for the second project – the Bentley Corniche.

The real instigator of the Embiricos was Walter Sleator, enterprising owner of the Franco-Britannic Garage in Paris and Rolls importer for France. Proud of the mechanical qualities of 'the Silent Sports Car' but convinced a slippery body would release the aerodynamic handbrake of Crewe conservatism, he persuaded RR to condone a private streamline project, with full corporate deniability if it was a failure. Sleator was lucky to find such an amenable client as amateur racer Embiricos, who not only paid for it but was very happy to let magazines and experts from Crewe enjoy some long continental trips in it, particularly on Herr Hitler's wonderful autobahns that receive much praise in the *Motor* article describing the run. With no equivalent high-speed roads in the UK, continental trials were a large

part of Rolls-Bentley development.

Having extensively tested it, Rolls-Bentley engineers saw the future and rapidly planned their own experimental version – the Corniche. Also a Paulin design but built by van Vooren in Paris on the forthcoming (though in the event war-stymied) MkV chassis, the taller four-door shape is not in the same class visually, with more bulk and fuss perhaps showing Crewe interference. In mid-1939 RR testers took it to France and Italy and over some of the famous Mille Miglia passes, and down those long, lazy *Routes Nationales* it confirmed the theory: cutting drag brought major benefits. But after an accident near Chateauroux the chassis was sent home while the body was repaired locally. In the meantime war broke out, and having by 1940 got only as far as Dieppe docks the unique panelwork was destroyed by bombing.

Since then it's been known only in photos,

Wire buck for Nembo spyder is a thing of beauty; bottom, the form that results



but three years ago the RRHT decided to build a Corniche replica. They sourced one of the few MkV chassis around but, with no definitive drawing, Dugal and partners Miles Renton-Skinner and Andy Wort had the difficult task of working from photos. Not that they aren't used to that; as well as body restorations (they don't do running gear), owners bring sketches here to see their dream design turn into aluminium, whether a 1920s landaulet or a 1970s sports-racer. Not to mention the steam-powered Land Speed Record car they bodied. And because I like to see fresh thinking as well as replication it's heartening that, above his workbench, Miles has sketches for his own dream machine – a Corsica-inspired roadster on a Riley chassis.

But there are lots of other cars to build first. Between the massive wheeling machines that gently ease flat ally into beautiful curves I can see a V12 Atalanta for restoration, the pram-sized tail for an Austin 7 racer, a Park Ward Bentley coupé being converted to a convertible – VintageCars construct the full hood mechanism – and a delicious Nembo spyder for a 330 chassis. It's being shaped over the original Nembo buck, a wire frame of such sculptural intricacy I'd happily hang it on my wall.

Almost everything here is a one-off, although they do a steady trickle of MkVI Bentley specials to a standard pattern, so they're used to judging form by hand and eye. And you have to have an eye, the awareness of when a wing peaks nicely or a bonnet has the right fall. Miles and Dugal both worked for



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DREAM GARAGE
What we'd blow the budget on this month



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£POA, www.cotswoldcars.com

Rod Jolley, another top coachbuilder, and agree it takes 10 years to learn the skills. But I think the visual sense has to be born in you. Dugal tells me that at the well-known London coachbuilder Barkers, the body men were paid more than the ones who did the wings. “But we think wings are harder to get right.”

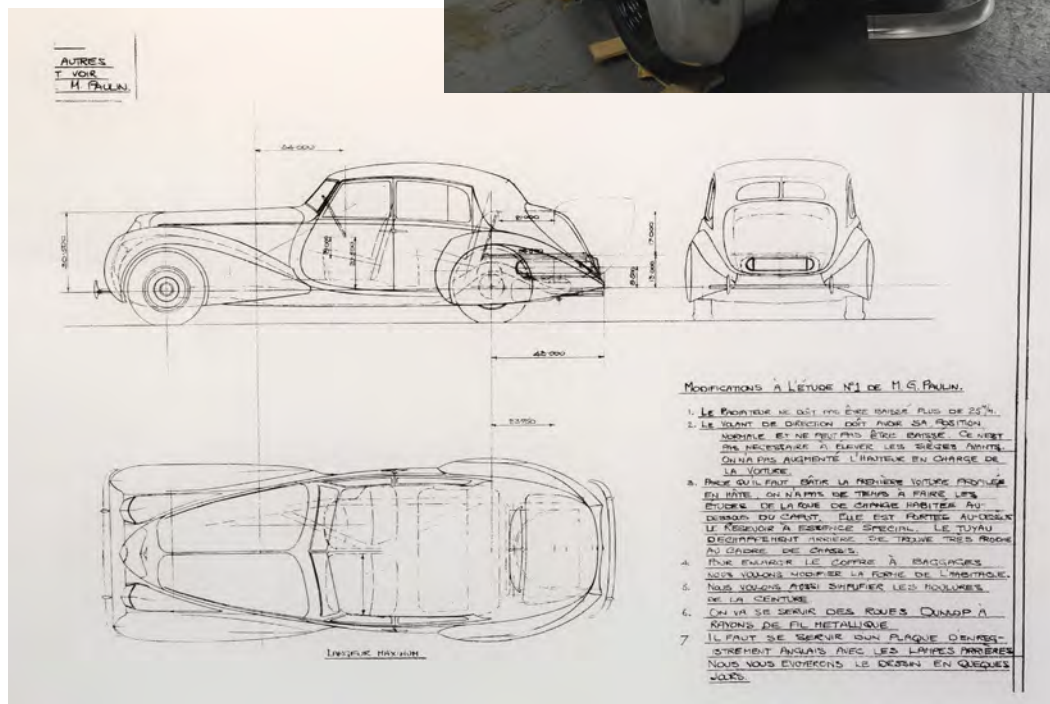
They’ve also had to learn the diverse techniques of different coachworks: Miles shows me the complications of repairing a Barker body on a 1936 Bentley 3½ where the firm was trying out steel framing instead of ash. It’s a minefield of water traps and corrosion.

Surprisingly for this advanced design, Pourtout stuck to ash framing for the Embiricos car, including one oddity, as Dugal points out: “They used wood framing right up to the radiator. I’ve never seen a Derby with wood ahead of the scuttle before.” Construction details like that were important to the integrity

of the Corniche project, hence the value of the drawing.

Creating the shape involved many sketches, then full-size drawings, templates and wooden bucks, with frequent reference to the few photos. Luckily some of those show the car on its side after the accident, allowing Dugal and Miles to replicate the complex vented undertray that helped the big machine slip through the air. But getting

Part-panelled Corniche takes shape. Bottom, one of Paulin’s various drawings for it - this time laid out separately



the shape right is only part of it: the guys have to figure out all the functional aspects of this pillarless four-door too, as Dugal explains: the concealed hinges that swing up and out, drip channels, window drops, rain seals... With the ash frame built the Corniche is rapidly taking shape, though as they try each panel separately it currently looks like an e-fit from Crimewatch. But I have to say that, in bare alloy at least, it looks better than in the fussy two-tone scheme of the prototype. Yet it’s easy to see how elements from this design carried forward into the MkVI which followed it, particularly around the C-pillar, while the streamline heritage eventually surfaced in the elegant R-type Continental.

With the original destroyed even DSJ would not object to an honest recreation of this sort, and personally I’m excited to see it happen. Though if I were starting a car from scratch I would be pointing Dugal and Miles towards that drawing stretched out on the shop floor...



I HAD A NEAR-MISS WITH THE Embiricos Bentley. Its first owner sold it pretty soon to HFS Hay, who not only drove it for years but three times entered it at Le Mans, finishing all three and scoring a sixth place in 1949 with Tommy Wisdom. Some time in the 1990s I took a phone call from someone who was clearing out Hay family premises and had found parts from the car, including Le Mans components. They were minor items – the rear glass with filler holes, wheel and light guards, bonnet straps – but he felt they should go to the current owner. I sent a message to the Arturo Keller collection, where the car resides, but heard nothing.

And I lost my caller’s number. If it was you, I apologise – and can I still make an offer? I’d be thrilled to have even these trivial connections to a famous car on my shelves. Another missed opportunity...

MG SHELL SHOCK

Your car choice says a lot about you – whether it’s what you meant or not...

WE KNOW PEOPLE CHOOSE CARS IN ORDER to convey a message about themselves, but your choice of transport also confers a degree of image on your surroundings – imagine the raised eyebrows if you arrive at the golf club in your muddy Toyota pickup.

During the 1980s, when every self-respecting Sloane and yuppie drove a Golf GTi, an army friend of mine was temporarily attached to a very smart RA regiment in Germany. He drove an MGB, which was acceptable to the

mess; in fact he scored points for being quirky back when driving an old car was an adventure, not a fashion statement. But there was muted horror when a new young subaltern arrived equipped with... an MG Metro Turbo. To his brother officers that was beyond the pale.

One day the new second-loot was invited out to the ranges, and was surprised to see his Metro parked on the heath. Whereupon it was blown into a million pieces. He was handed a cheque for the value, the result of a mess whipround, with the message, “Now buy yourself a Golf” ☑



Stunning images from the archives

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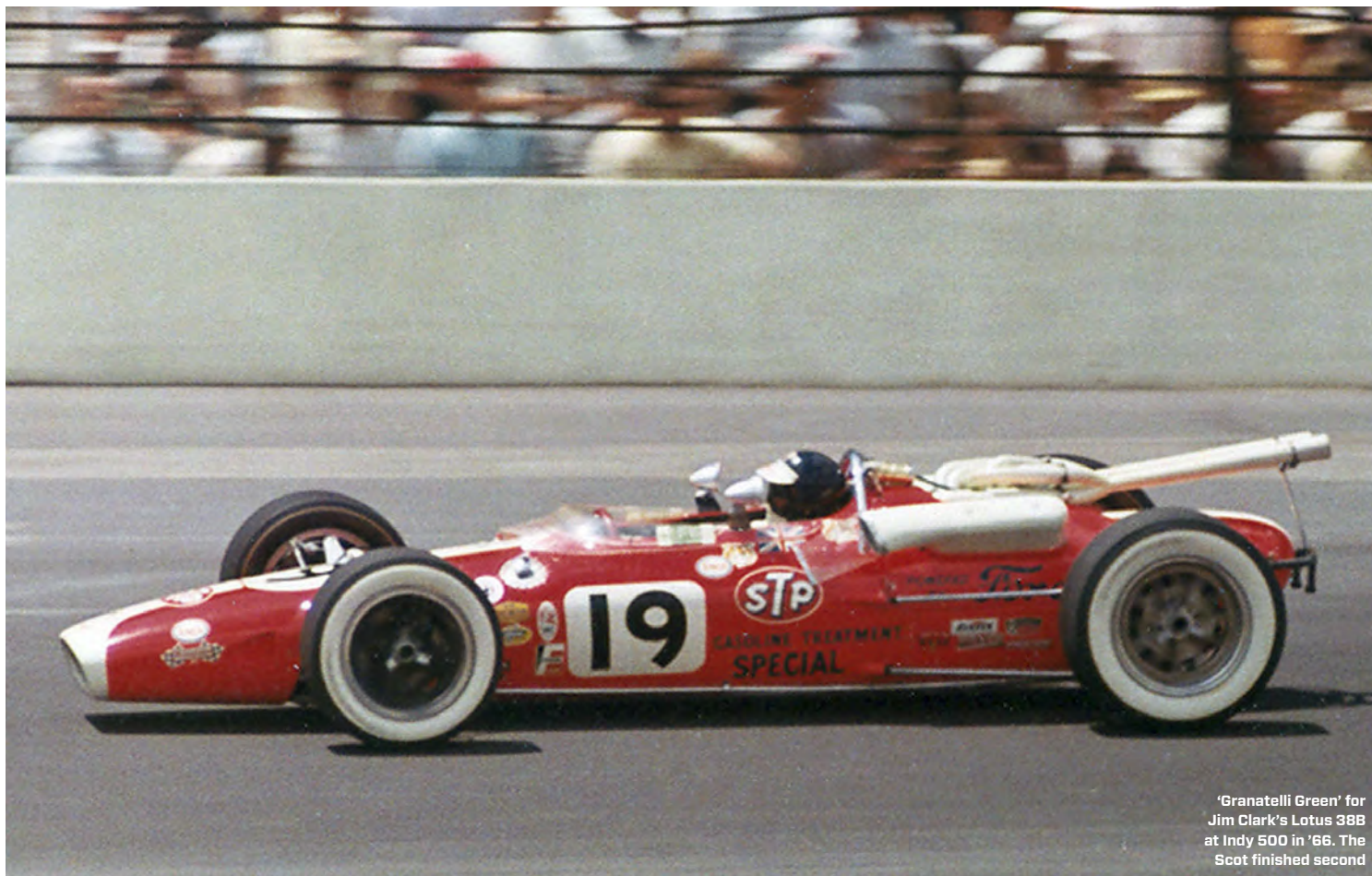


FROM THE ARCHIVES WITH

DOUG NYE



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



'Granatelli Green' for Jim Clark's Lotus 38B at Indy 500 in '66. The Scot finished second

CLASH OF THE TITANS

When Indy 500 entrant Andy Granatelli teamed up with Colin Chapman, sparks were inevitable

ANDY GRANATELLI'S death on December 29 closed a remarkable chapter in motor racing history. The 90-year-old's exploits and impact upon American track racing as would-be driver turned promoter, constructor, entrant and all-round entrepreneur had tremendous resonance upon the British audience during the 1960s, when he turned to Colin Chapman and Team Lotus to unlock his life's ambition – winning the Indy 500.

In fact the relationship between

Granatelli and Chapman was fairly typical of a marriage of convenience between two almost equally self-confident, successful, assured, determined and ultra-competitive alpha males who had first come together simply because each needed what the other could provide.

After winning the 1965 Indy 500 with Jimmy Clark driving the Ford-financed quad-cam V8-engined Lotus 38, Colin had been less than delighted by Ford's decision not to extend what had been their three-year support contract (1963-65). Colin had always been keen on finding a high-profile commercial

DOUG NYE

– rather than technical – sponsor and Andy Granatelli’s approach to purchase a Type 38 for USAC racing through 1966 opened that door. Andy’s brother ‘Big Vince’ had visited Hethel, essentially seeking advice on how to improve the handling of their STP Novi-Ferguson four-wheel-drive car. Negotiations went well and the STP-Lotus partnership was announced for 1966 with the forthcoming Lotus Indycars wearing vermilion STP livery – the in-your-face hue that Colin christened ‘Granatelli Green’.

Lotus’s long-serving – and long-suffering – manager Andrew Ferguson later recalled: “I found Andy Granatelli one of life’s rich characters. Along with his brothers ‘Big Vince’ and Joe, and Andy’s son ‘Little Vince’, they presented the very essence of Italian-American immigrants who had ‘made it’ in the New World...” Through garage and motor trade businesses, Andy had parlayed their family enterprise into a saleable proposition, which he had sold in 1957 to retire as a millionaire aged 34. He then used his newly freed wealth to buy the ailing Paxton supercharger concern, which he and his brothers turned around and earned a 1962 contract from Chrysler’s Studebaker division to produce the Paxton-supercharged Avanti model. From 1961 they ran recently acquired supercharged Novi V8s in various chassis at Indy and in 1962 Andy became president of Studebaker’s STP Division, which had 13 per cent of the world’s gasoline and oil treatment market. Within four years that share had boomed to 60 per cent.

STP Team Lotus’s plans for 1966 were to enter five cars of three different types – STP running its lone front-engined Novi-Ferguson with Paxton-blown 837bhp V8 engine, while Lotus would prepare two BRM H16-engined Lotus 42s and two updated Ford V8-engined Lotus 38Bs. But the BRM H16 programme became bogged in basic Formula 1 development issues and the 4.2-litre Indy unit was delayed until ’67. Consequently, Clark lined up for Indy qualifying in an STP Lotus-Ford 38B, troubled by the car’s transmission having persistently jumped out of gear during the warm-up.

Andy Granatelli liked to check ‘his’ driver’s seat belts before ostentatiously waving them out onto the Speedway. Jimmy was sitting in his car awaiting chief steward Harlan Fengler’s signal to start his qualifying run when Andy attempted to check his belts, only for



From left: Granatelli with Clark, Parnelli Jones, brother Vince and Chapman. Below, Jones and crew with Paxton turbine, Indy 1967

the Scot to grab his hand in a vice-like grip and imperceptibly shake his head.

Granatelli then realised that Jimmy’s left-leg strap had parted, and he had hidden it away from Fengler’s gaze under his leg. If the free belt had been spotted they would have lost their chance to qualify in that day’s session, and waiting for the following day would have denied them – regardless of pace – the chance of a front-grid start.



Despite that left-side strap lying free, Jimmy then qualified second and averaged 164.144mph for his four laps.

The 1966 500 became the one Graham Hill scooped for Lola-Ford, with Jimmy second after believing he had won (despite spinning the STP-Lotus twice). Colin and his RAC timekeeper Cyril Audrey were convinced the USAC officials had made a terrible error until a cross-check persuaded the Brits otherwise. Yet Andy Granatelli was never convinced and, when reminded of that race in later years, would famously complain, "How can we put men on the moon and yet be unable to track one little old race car?"

The 1967 STP-Lotus assault upon Indy was in contrast a total flop, the cars for Jimmy and Graham Hill holing pistons. That year's foray was better remembered for Graham's blue-tinged prize-giving speech, which lasted 20 minutes longer than his race.

The star of that year's 500 had been another Granatelli entry – the STP-Paxton with four-wheel drive and Pratt & Whitney gas turbine power, driven by Parnelli Jones. It outran all opposition and was leading the race comfortably until a \$5 bearing failed with barely 10 miles to run. Granatelli loved the turbine's economy. It cost \$30,000 to buy against \$26,000 for a Ford quad-cam V8, but life between overhauls was 1200 hours against 6-10 hours for the Fords, whose rebuilds cost up to \$9000 a time.

Following the STP-Paxton turbine's lead, for 1968 Lotus chief designer Maurice Phillippe finalised the Lotus-Pratt & Whitney Type 56 to take the turbine 4WD Indy concept to a new level, combining a Lotus hull, Ferguson FF four-wheel drive and the helicopter-derived P&W gas turbine engines administered by the manufacturer's senior engineer 'Flame-Out' Fred Cowley.

It was during development of this programme that Andy Granatelli visited Lotus at Hethel. As Colin drove him in his American Ford Galaxie to lunch at the Lansdowne Hotel in Norwich, they were passing through the village of East Carleton, with Andy sitting in the front, when a hunting party carrying shotguns suddenly appeared on the road ahead.

Back-seat passenger Andrew Ferguson wrote how Andy – sufficiently agile, despite his enormous size, to go flat on the seat and slide below dashboard level – gasped, "Jesus Christ!" He commented that he had not come all

this way only to be rubbed out by the Norfolk Mafia: then, not for the first time, he made a comment that stung Chapman's well-developed self-esteem: "Still, at least if you die with me, Colin, it will make you famous..."

On another occasion Andy was on a Chicago-Indy flight when the airline had to turn back and make an emergency landing, Andy complaining, "I've lived by the turbine and now it looks as if I'll die by it."

In March 1968 Clark tested the first STP Lotus 56 at Indy. A month later he died at Hockenheim. Andy Granatelli was as heartbroken as any. In May practice at Indy Mike Spence was then killed when he crashed one of the new 56s. In that year's race Joe Leonard and Art Pollard seemed set for an STP-Lotus turbine 1-2 until Pratt & Whitney phosphor-bronze fuel pump driveshafts failed within sight of the finish on both cars. Graham Hill had earlier crashed out when his car's right-front suspension let go – and his car had been fitted with a steel quill-shaft that even P&W's 'Flame-Out Fred' had described as being "rather well made" – and might not have failed quite so desperately.

By that time the Chapman-Granatelli relationship was disintegrating, Colin referring dismissively to 'Groticelli'. When he read of Andy declaring that "Colin Chapman built (the cars) all right, but he built what I told him to build" – Chapman wrote furiously demanding that Andy should "desist from this totally erroneous impression you are trying to create. The only alternative would be, of course, for me to call a worldwide press conference and acquaint them with the true facts..."

Typically quixotic, Colin also dispatched a matte-black fuselage model of the Type 56 to the STP chief, inscribed "To my very dear friend Andy, from Colin."

The final STP-Lotus divorce followed in 1969 when the most-complex Indy Lotus cars ever created – the four-wheel-drive, turbocharged quad-cam Ford Type 64s – had to be withdrawn pre-race after rear hub failures occurred too close to the race to allow new parts to be perfected. Ironically Mario Andretti – bearing facial scars from a fiery crash in the suddenly three-wheeled Lotus 64 – at last secured Andy's long-desired maiden Indy 500 win in the team's Hawk-Ford. It would not be repeated, but for any enthusiast from that era Andy Granatelli's name and personality live on.

"I drive my Lotus Elan for pleasure - not because I have to" says World Champion Jim Clark



CENTS AND SENSIBILITY

How Jim Clark attempted to defeat London parking charges... until he was rumbled

WITNESSING AN UNSEASONALLY bitter Christmas exchange between a disgruntled driver and an intransigent parking warden reminds me of another spin-off

from the Lotus Indy years. When Jimmy won the 1965 500 his total share of prize money exceeded £46,000, in contrast to his Formula 1 World Championship earnings from 13 races that year, which totalled just £13,340. See why those '60s heroes raced any kind of car, anywhere, anywhen?

Andrew Ferguson told a lovely story about Clark, the ever-careful Scot: "One of the bonuses of Indy was to find that one-cent coins were exactly equivalent in weight and size to the UK sixpence, which was worth six times as much and common currency in British parking meters..." The Lotus crew brought a stash of one-cent coins back home, and when Jimmy heard of the discovery he asked for some, too. Fergie: "Several months later he told me he had given up using them; he had come out of his London flat one morning to find one-cent coins in little piles on the roof of his Elan, and a parking meter attendant waiting to talk to him..." ☒

John Player Special

GINES



PARTING SHOT



MARCH 25

1984

RIO DE JANEIRO, BRAZIL

A new F1 season begins with Michele Alboreto (Ferrari) leading from Derek Warwick (Renault) and the Lotus-Renaults of Nigel Mansell and pole-sitter Elio de Angelis. Niki Lauda is first McLaren driver in this shot, but team-mate Alain Prost won from Keke Rosberg (Williams) and de Angelis. Lauda would beat Prost to the title, though, by half a point...



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