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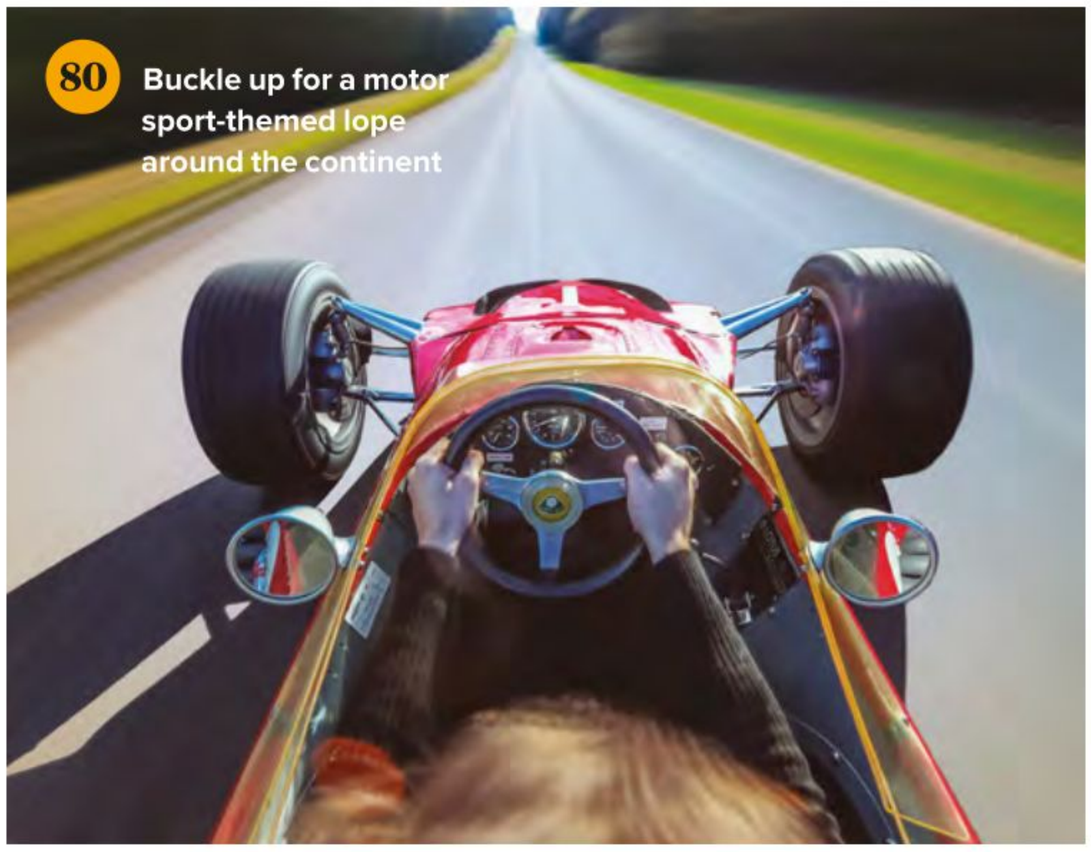
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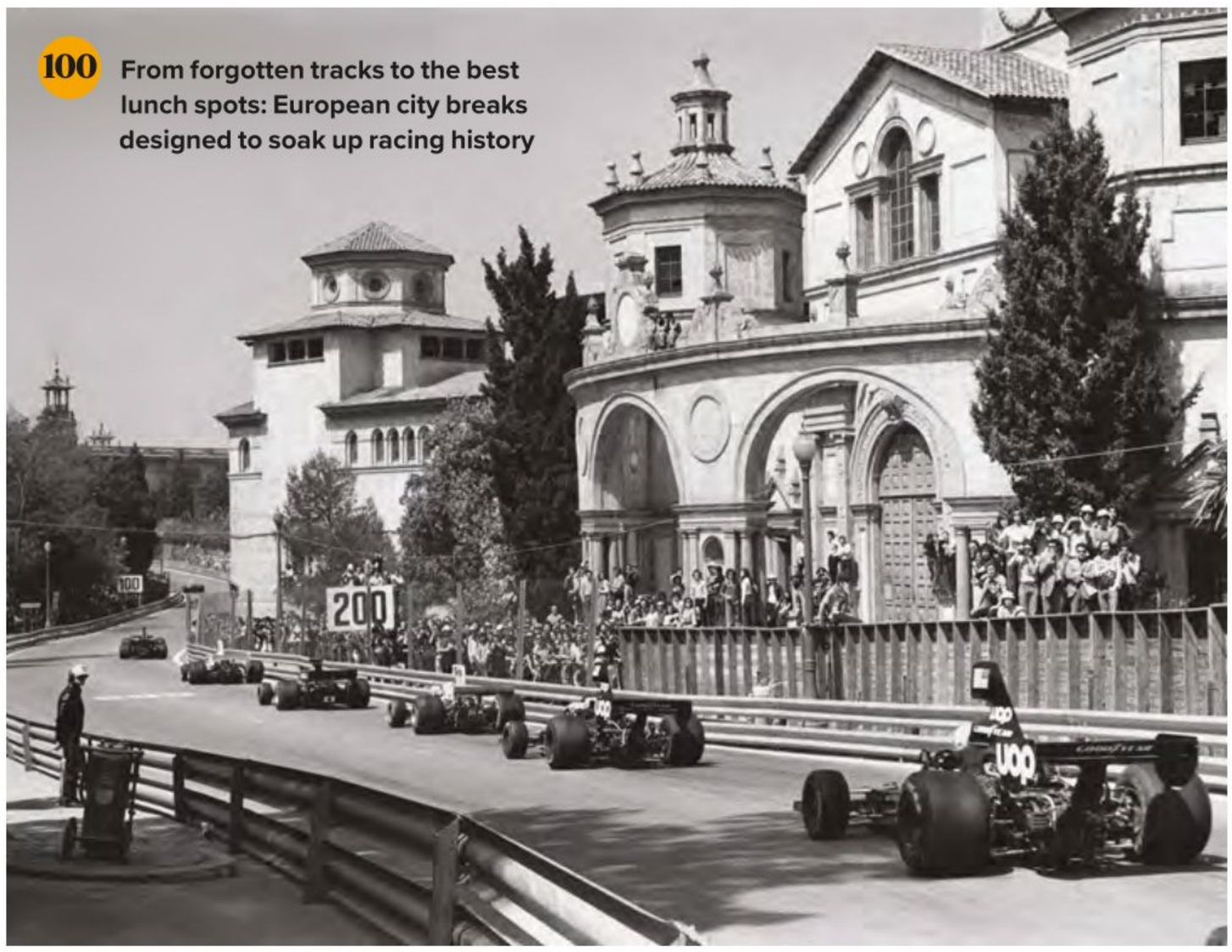
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RICHARD MILLE

A RACING MACHINE ON THE WRIST



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MOTOR SPORT

THE EDITOR

"What if 'The Captain' had turned out to be more Mainwaring than Marvel?"

I RECENTLY INTERVIEWED PROBABLY THE MOST IMPORTANT man in the US car industry. He is also a racer and team owner and a totem for all that is good about our sport. The man is so loved and respected by colleagues, team members and fans that he has for more than half a century been known as 'The Captain'.

The interview with Roger Penske was to take place at the Royal Automobile Club in Pall Mall - and I was dreading it.

This was not because I was overawed - although I probably should have been. Penske is a bona fide captain of industry (Penske Corporation employs more than 50,000 personnel, has an annual revenue of $26bn, and has interests in everything from truck rentals to car dealerships and component manufacturing). It was not because of his personal wealth either (estimated to be $1.87bn). And, by the way, wealth built on real things - cars, trucks, engines, manufacturing, dirt, sweat and tears, not paper billions conjured from nowhere in Silicon Valley.



It wasn't because of his record as a driver (he showed real promise in sports car racing and competed in two US grands prix) or even as an entrant: Team Penske currently competes in five series, from NASCAR and IMSA to Australian V8 Supercars, has won the Indy 500 a record 17 times - most recently with Will Power in 2018 - and last year he recorded his 500th win as an owner across all racing series. He also remains the last American constructor to have won a Formula 1 grand prix after John Watson's win in Austria in 1976.

It wasn't even because, ahead of the interview, I'd been hooked on YouTube videos showing Penske talking about leadership to some of his employees. In the talks, Penske demonstrates an acute knowledge and innate expertise of the human condition: what motivates people, why some people succeed and others don't and what leadership really is. He is clearly a no-nonsense CEO with a tough sensibility honed in the unforgiving world of competitive motor racing.

But I've been a journalist long enough to put all of these things to one side. No, the reason I was dreading the meeting was that they say you should never meet your heroes - and Roger Penske is undoubtedly mine.

What, I thought to myself, as I walked down Pall Mall, if 'The Captain' turns out to be more Mainwaring than Marvel? Or if he is needlessly aloof? This is exactly what happened many years ago when I interviewed Glenn Frey, and I still can't listen to Tequila Sunrise in the same way.

Of course, it turns out I needn't have worried. "So, how is *Motor Sport* getting on?" he said casually, as he sat down before the tapes started rolling. He listened to the answer, adding that his son, Jay, was in the magazine world too and facing similar challenges and opportunities. It was said as if his son was another jobbing journalist and you would never have known from his tone that he in fact owns *Rolling Stone* magazine and *Variety*.

During the interview that followed he was candid and fascinating - and, for a man who claims not to like talking about the past, was illuminating about his immense history in racing (the full interview is available as a podcast via our website). He feigned interest in a dud anecdote of mine, and was then genuinely interested in a car restoration that related to his past, even though by rights he shouldn't have been, even handing over his business card and asking me to email him all the details.

In fact, he was so charming and at ease that it was easy to forget his stellar record or his place at the top of a global corporation. They say you shouldn't meet your heroes but I'm glad that I've met one of mine.

Entirely coincidentally, I was backstage at Race Retro the day after the Penske interview waiting to go out on satge and found myself chatting to John Watson. I mentioned that I had asked Penske who his favourite driver was. Watson jumped in: "It must have been Rick Mears."

"Actually", I replied, "he named you, on the basis that you won his only grand prix."

Watson was surprised, then said, modestly: "Probably playing to the home crowd."

IT IS ALMOST 25 YEARS SINCE ONE OF THE MOST TRAGIC WEEKENDS in Formula 1 history, when Roland Ratzenberger and Ayrton Senna lost their lives on consecutive days at Imola. For a future issue, we'd like readers to submit their recollections of San Marino 1994. Where did you hear the news - or were you perhaps at the track? Contributions welcome via editorial@motorsportmagazine.com.



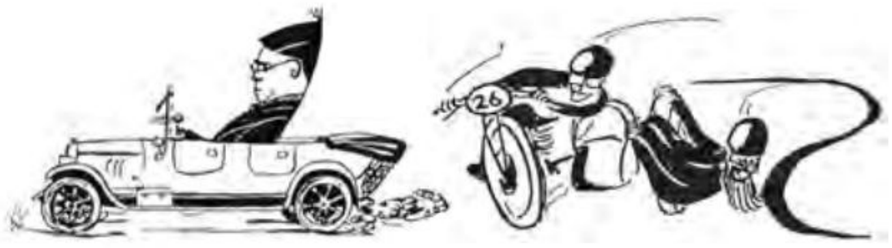
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IN THE SPIRIT OF BOD AND JENKS



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Details matter.



Alfa Romeo's new car features the famous emblem of a snake and man next to the cross of Milan. The team tell us this represents not the man being eaten, but being reborn. Just as Alfa itself is reborn in F1 (see our 2019 season preview on page 66). The detailing on the new Alfa C38 also tells of the team's big budget aero operation. Shown here is the large vertical board on which the badge is imprinted. It keeps the airflow arriving from the barge boards separate from the flow coming from the front tyres. It is essential to keep those two from interfering, as the speed of the air down the body sides enhances the speed of the underbody airflow and thereby increases downforce. It is these tiny intricacies that can define success or failure and would have been unthinkable a couple of years ago when the team existed on the margins of survival as Sauber.

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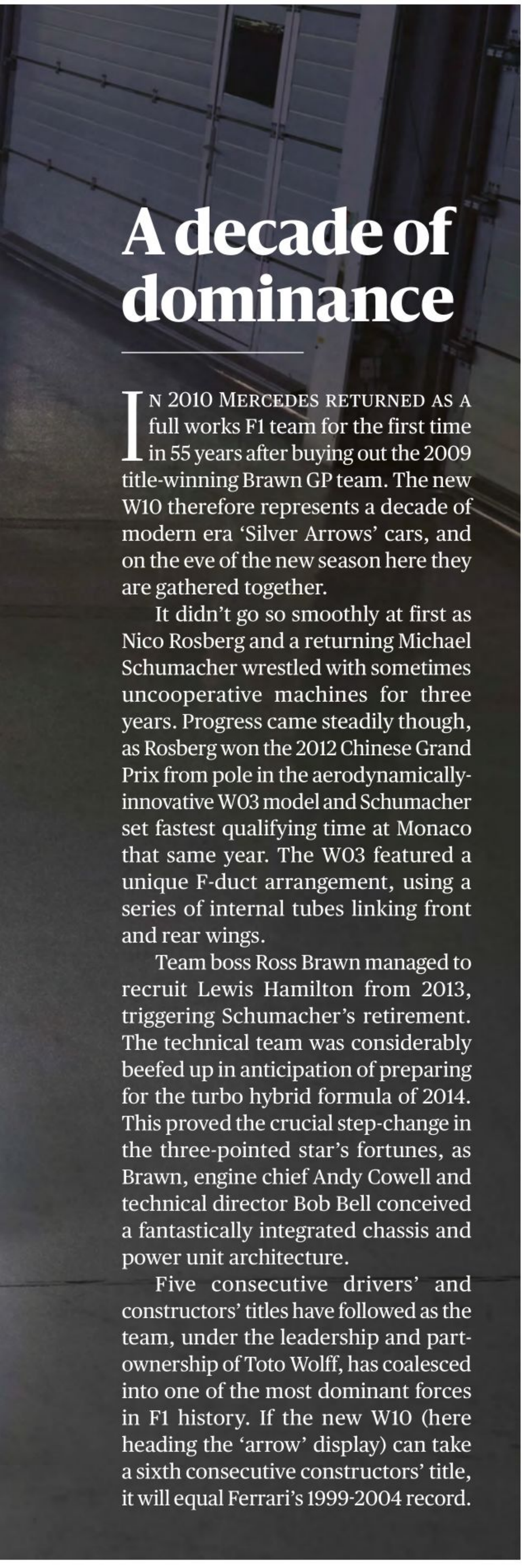
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MATTERS *of* MOMENT



Mercedes' Silver Arrows have been F1's dominant force across the last five seasons

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A decade of dominance

In 2010 Mercedes returned as a full works F1 team for the first time in 55 years after buying out the 2009 title-winning Brawn GP team. The new W10 therefore represents a decade of modern era 'Silver Arrows' cars, and on the eve of the new season here they are gathered together.

It didn't go so smoothly at first as Nico Rosberg and a returning Michael Schumacher wrestled with sometimes uncooperative machines for three years. Progress came steadily though, as Rosberg won the 2012 Chinese Grand Prix from pole in the aerodynamically-innovative W03 model and Schumacher set fastest qualifying time at Monaco that same year. The W03 featured a unique F-duct arrangement, using a series of internal tubes linking front and rear wings.

Team boss Ross Brawn managed to recruit Lewis Hamilton from 2013, triggering Schumacher's retirement. The technical team was considerably beefed up in anticipation of preparing for the turbo hybrid formula of 2014. This proved the crucial step-change in the three-pointed star's fortunes, as Brawn, engine chief Andy Cowell and technical director Bob Bell conceived a fantastically integrated chassis and power unit architecture.

Five consecutive drivers' and constructors' titles have followed as the team, under the leadership and part-ownership of Toto Wolff, has coalesced into one of the most dominant forces in F1 history. If the new W10 (here heading the 'arrow' display) can take a sixth consecutive constructors' title, it will equal Ferrari's 1999-2004 record.



British hero Nigel Mansell contributed to the Ferrari art collection

MOTORSPORT IMAGES

Ferrari's latest masterpiece

It took nine months to acquire 125 hand-written tributes that were to be incorporated within 25 Ferrari-themed artworks - and the finished collection was displayed for the first time at the Royal Automobile Club, London, in February.

Ferrari in Art - The Sporting Legacy is a joint collaboration between artist Mark Dickens and photographer Keith Sutton, whose previous endeavour - *World Champions in Art*, a series of 32 paintings - was purchased in full by Sebastian Vettel.

Among those who contributed were Nigel Mansell ("Driving for Ferrari was an honour and a privilege, with so many cherished memories. Ferrari is a family second to none"), Sir Jackie Stewart ("My best memory of driving a Ferrari was in the P4, when with Chris Amon we secured the world championship in 1967 - what a car"), Mario Andretti ("I don't think there is anything more prestigious for a professional racing driver than to say you drove and won for Ferrari" and former Ferrari technical director Ross Brawn ("My first day at Ferrari made me realise the history is with the people, not the cars, not the buildings. During my time there we managed to harness the unbelievable passion -and the results came. That is the true legend of Ferrari!")



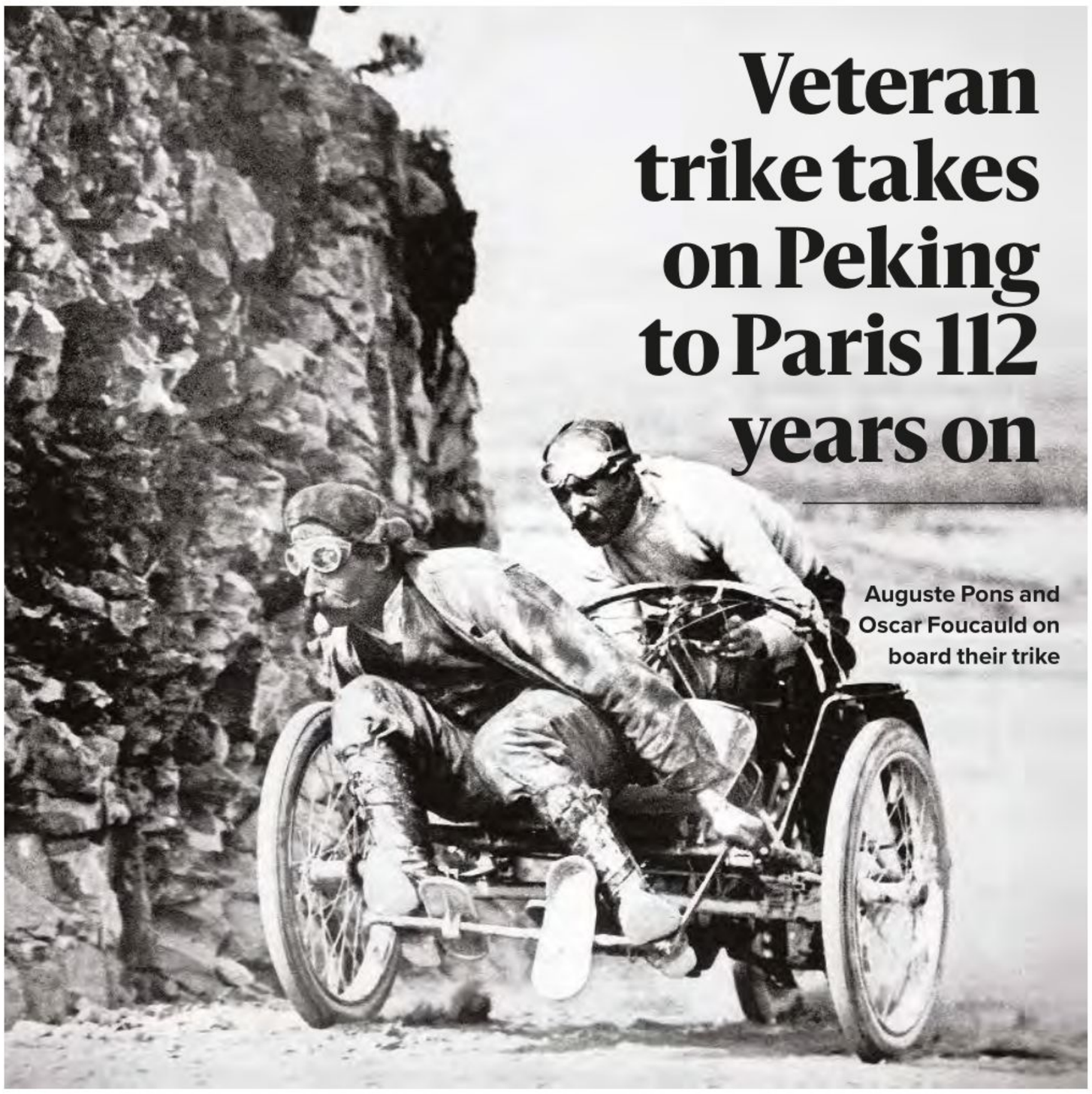
"There's nothing more prestigious than winning for Ferrari"

Although the paintings - which take the form of mixed media, with layers of photographic transfers, paper, gold leaf, fabric, paint and handwritten texts set in resin - are to be sold as a complete collection (no buyer had been confirmed as *Motor Sport* closed for press), a limited-edition box set of signed prints will be available. One of these was presented to Stewart, who plans to auction it off during the season-opening Australian Grand Prix.

Money raised will be donated to his Race Against Dementia charity.

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Veteran trike takes on Peking to Paris 112 years on



Auguste Pons and Oscar Foucauld on board their trike

PEKING TO PARIS IS A TOUGH TRIP EVEN now. In 1907 when the first motor car competition ran, it was an epic feat of endurance and navigation. Four of the five vehicles entered made it to the finish; the fifth is lying forgotten somewhere in the Gobi desert, its exhausted crew having been rescued from near death by some passing Mongol tribesmen.

Now an optimistic Belgian pair intend to complete that 5000-mile journey in a similar car - a three-wheeler with no suspension and its passenger perched between the two front wheels like a human crumple zone.

Belgian architect Anton Gonnissen has restored a rare 112-year-old Contal Mototri to exorcise the ghosts of that past failure, aiming to complete the Endurance Rally Association's 8500-mile 2019 Peking-Paris. Despite strengthening the chassis, Gonnissen elected to retain the solidly mounted rear fork under his saddle, while brave navigator Herman Gelan has the luxury of cart springs beneath his projecting bucket seat. In between the two sits a radiator and a one-cylinder motor driving the rear wheel.

In 1907 there were few maps and fewer roads along the route, and contestants resorted to animal haulage and local manpower to overcome mud, sand and collapsed bridges, a telegraph line their chief route guide across land which had never seen a car. Petrol was sent ahead by camel, but when Frenchmen Auguste Pons and Oscar Foucauld got lost they ran out of fuel and water, resorting to drinking from the radiator before abandoning their tri-car. Despite agreeing to stick together across Asia, the others went on to the finish, led by Prince Borghese's 40hp Itala.

With three Dakars and other desert rallies behind him Gonnisson, 58, is no novice to adventure and is determined to complete the trip for Contal and for Pons, although unlike the first attempt there will be support crews to assist. The 2019 event, for pre-76 vehicles, starts on June 2.

Fast sale, one careful owner



Aussie Invader is going up for sale

FANCY A FAIR DINKUM LAND SPEED record car? One of the most iconic Australian speed machines is going under the hammer, giving buyers the chance to own a vehicle capable of going from 0-620mph in 16sec.

The Aussie Invader III LSR jet is being sold after the closure of Gosford Classic Car Museum in New South Wales has resulted in a fire sale of vehicles in a $70m auction next month. The car was built and piloted by the Australian daredevil Roscoe McGlashan in 1997 to a speed of 638mph, taking the Australian land speed record. This was faster than the World Land Speed Record then held by Richard Noble at 633mph. However, to claim a new world record, two passes must be made in opposite directions within one hour. Bad weather prevented the team from achieving this goal. Noble subsequently reached 763mph in September 1997 with Thrust SSC, which still stands as the outright land speed record.

It features a SNECMA 9K-50 engine that boasts 18,000 lbs of thrust and 36,000bhp. The Invader rests on solid hand-forged L77 aluminium wheels that were designed to spin at 8,000rpm. The 600 litres of fuel are consumed at a rate of 10 litres per second.

McGlashan is currently working on a new record attempt with Aussie Invader 5R, which he hopes will break the 1,000mph barrier. He is in competition with the troubled British Bloodhound team led by Richard Noble. Late last year that project went into liquidation, although it has subsequently been rescued.

According to the auction, the Aussie Invader III is available to test drive, by appointment...

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Mark Donohue scored victory at Indianapolis in 1972 with his number 66 Penske-McLaren

Alonso honours Donohue

FERNANDO ALONSO CELEBRATED McLaren's heritage by running a Papaya Orange car at the 2017 Indy 500 - and will pay a different kind of tribute when he returns to The Brickyard in May.

The Spaniard has chosen to race as 66, the number carried by Mark Donohue when he scored a landmark victory in the 1972 Indy 500, at the wheel of a Penske-run McLaren M16B-Offenhauser - a maiden Indy victory for both entrant and manufacturer. Team Penske has since gone on to win the race a record 17 times.

It heralds Alonso's second attempt to win America's most coveted single-seater race, which forms part of motor racing's unofficial 'triple crown' alongside the Monaco Grand Prix and the Le Mans 24 Hours. Graham Hill remains the only driver to have won all three, having completed the set when he and Henri Pescarolo shared the winning Matra MS670 at Le Mans in 1972.



Two years ago, Alonso impressed at The Brickyard, qualifying his Andretti-run Dallara-Honda seventh and leading through different phases of the race. He remained in contention when engine failure condemned him to retirement with 21 laps remaining.

His relationship with Honda having soured during the Japanese manufacturer's troubled Formula 1 alliance with McLaren from 2015-17, Alonso will this year be at the wheel of a McLaren Racing Dallara-Chevrolet.

Qualifying for the event takes place on May 18/19, with the 103rd Indy 500 starting at 12.19pm on May 26.

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"Pininfarina claims that it will out-accelerate a Formula 1 car"



The Swiss are on a roll

DESPITE ONLY RECENTLY COMING OUT of a total ban on all motor sport that lasted over 60 years, Switzerland still boasts an impressive racing history compared with other countries. A new study, completed by Select Car Leasing, endeavoured to work out which nation boasts the highest ratio of Formula 1 drivers compared to its total population.

Usually we are a little sniffy about such surveys, but this one throws up some interesting quirks. While the UK fared well with its 160 F1 participants to date - not including Lando Norris and George Russell, who have yet to start a GP - equating to a score of 2.439 F1 drivers per 1m citizens, it came in second... to Switzerland.

While the land of skiing and army knives has only produced 32 grand prix drivers to date - not including Romain Grosjean, who was born in Switzerland yet races under a French licence - that equates to a score of 2.850 F1 drivers per 1m population.

Switzerland's first F1 driver was Emmanuel 'Toulo' de Graffenried, who contested 23 races, including the first F1 Grand Prix in 1950 and took a best finish of fourth in Belgium in 1953. Its most recent was Sébastien Buemi, who exited the sport's top tier in 2011. Its most successful export was Clay Regazzoni, who finished second in the 1974 world championship.

Another part of the study gauged success in F1 against population figures, and found Finland to be the most successful per head, with its four world titles from three drivers - Keke Rosberg, Mika Häkkinen and Kimi Räikkönen - giving it one champion for every 1.3m citizens.

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The new Battista, named after the company founder, will launch next year with 1900bhp

Electric Wonderland

RENOWNED ITALIAN COACHBUILDER Pininfarina's new manufacturing division has announced plans to build the world's fastest hypercar... and it will be powered purely by electricity.

Scheduled for launch next year, the Pininfarina Battista - which takes its name from the company's founder, Battista 'Pinin' Farina - will be powered by a 120kWh li-ion battery capable of generating 1900bhp and almost 1700lb ft of torque, while permitting a 280-mile range on a single charge (though perhaps a touch less if you tap into its full potential). Pininfarina claims it will accelerate to 100kph quicker than a current Formula 1 hybrid.

Unveiled recently at the Geneva motor show, the all-electric hypercar is being built to commemorate the firm's 90th anniversary and production will be limited to 150 units. The firm describes the Battista as "the first poster car for the EV generation" and says it will become the halo model for a future range of luxury electric cars.

Automobili Pininfarina was created as the result of a collaboration with Indian automotive giant Mahindra & Mahindra, which became the Italian firm's majority shareholder. Mahindra has competed in Formula E since 2014.

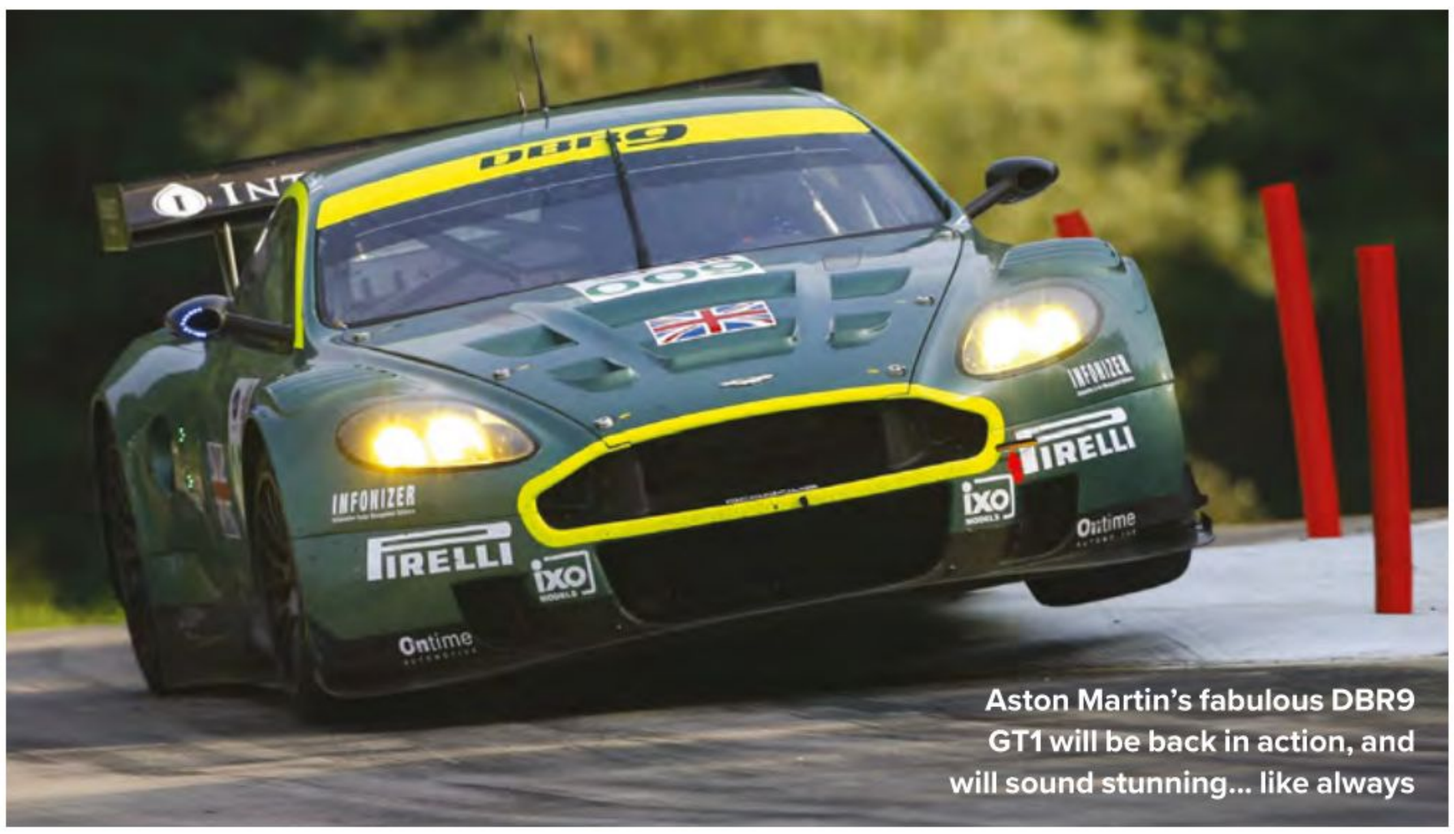
Company chairman Paolo Pininfarina said: "In 1959 my grandfather visited President Eisenhower at The White House. They discussed cars and Eisenhower asked him about those of tomorrow. His view was that so long as the internal combustion engine exists, there will not be any radical changes. He suggested that it would not be until the next century when radical changes would be made." Radical, and then some...

Aston heaven

GOOD NEWS FOR ASTON MARTIN Racing fans as the marque's popular Festival event will no longer be confined purely to the Circuit de la Sarthe following the creation of Aston Martin Heritage Racing for this season.

The Aston Festival has traditionally only been run as a support event to the Le Mans 24 Hours - in 2012, '15 and '18 - and allows all competitive models of Aston produced since the turn of the millennium to compete against each other on the same grid. That means entries of GT1, 2, 3 and 4 variety, plus special-edition track and performance models such as the Vulcan hypercar.

This year Aston's new Heritage division will expand the concept to become a series, with a mandatory pitstop allowing for two- or one-man crews to compete on equal terms. This series brings endurance racing to a healthy range of meetings. The six dates include supporting ELMS at Paul Ricard on May 10-12, the French Historic GP at Magny-Cours on June 28-30, and Silverstone Classic on July 26-28. The races will take place on events organised by Masters Historic Racing, and AMR will partner with the organisation to provide Vantage or Rapide pace cars.



Aston Martin's fabulous DBR9 GT1 will be back in action, and will sound stunning... like always

Aston Martin has also created a new AMR Drivers' Club, aimed at giving existing customers and novices alike on-track training in a wide range of its models. Customers can handle the full road range for an entry point or advanced driving courses, or get really serious with the four-and-a-half-day AMR Academy course, which includes tuition from the factory drivers in a GT4 machine. Costs range from £750 to £7,600.

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Hydrogen crew to step on the gas



The car runs an adapted LMP3 chassis with a 650bhp fuel cell

THE EXPERIMENTAL HYDROGEN-powered GreenGT prototype sportscar could race this year, paving the way for a class dedicated to the fuel source to compete at Le Mans for 2024.

The GreenGT LMP2HG prototype first ran at Spa-Francorchamps last season when it completed a demonstration session during the European Le Mans Series round in September.

The car - running under the MissionH24 banner - utilises an LMP3 chassis fitted with a 650bhp hydrogen fuel cell and energy retrieval system. It has been designed to inspire further hydrogen projects ahead of a push to bring the zero-emissions technology to Le Mans.

Off the back of the successful Spa test, GreenGT is looking for opportunities to run the machine in anger this season.

Le Mans organiser, the Automobile Club de l'Ouest, said it would support a competitive debut this term, with its sporting director Vincent Beaumesnil saying: "It is important to bring this technology into competition as we prepare for 2024. We have the possibility to have a Garage 56-type experimental entry in all our series and we are looking for the best option."

Current options for GreenGT could be the Michelin Le Mans Cup, or ELMS itself.

Garage 56 has been a staple of Le Mans in recent years, featuring hybrid, biofuel and electric entries previously.

GreenGT originally constructed a hydrogen machine back in 2013, but that car - the H2 - only ever did a demonstration lap of La Sarthe driven by Olivier Panis in 2016.



Group 1 touring cars will have their own category, and will fight for the Walkinshaw Trophy

Classic saloons get new cup

THE HISTORIC SPORTS CAR CLUB HAS taken steps to revive what was previously its struggling Super Touring series, with the creation of the Dunlop Saloon Car Cup - and in so doing has created a fresh sense of racing purpose for cars like the Ford Capri and Rover SD1.

The initiative opens the door to other evocative tin-top eras and there will be three separate classes, for Group A, Group 1 and the existing Super Tourers. Each will be named after a prominent saloon racer.

Group 1 competitors will race for the Tom Walkinshaw Trophy, named in honour of the Scot who scored many race victories in his own right and founded the eponymous team that ran saloon racing programmes for several manufacturers, including Rover, Mazda, Jaguar and BMW. In period, Group 1 catered for everything from Chevrolet Camaros to Minis via Triumph Dolomite Sprints, so the HSCC anticipates a diverse entry to line up this year.

Group A replaced Gp1 from the beginning of 1983 and entrants will be racing for the Tim Harvey Trophy, which honours the modern-day BTCC commentator who was a GpA front-runner in Rover SD1s and Ford Sierra RS500s.

Super Touring teams will be chasing the David Leslie Cup, which pays homage to the popular and successful Vauxhall, Honda and Nissan driver who lost his life in an air crash in 2008. As well as Super Tourers, this category will admit cars from the lower-cost BTC Touring era that followed in the early 2000s.

There is also likely to be an invitational class for curios such as a VW Golf GTI that was built to British GT regulations in 2003 and shared track space with Ferrari 360s, TVR T400Rs and Porsche 911s before eventually being outlawed.

There will be four meetings on the inaugural Dunlop Saloon Car Cup schedule, at Silverstone (May 18/19), Donington Park (June 8/9), Brands Hatch (June 29/30) and Oulton Park (August 24-26).

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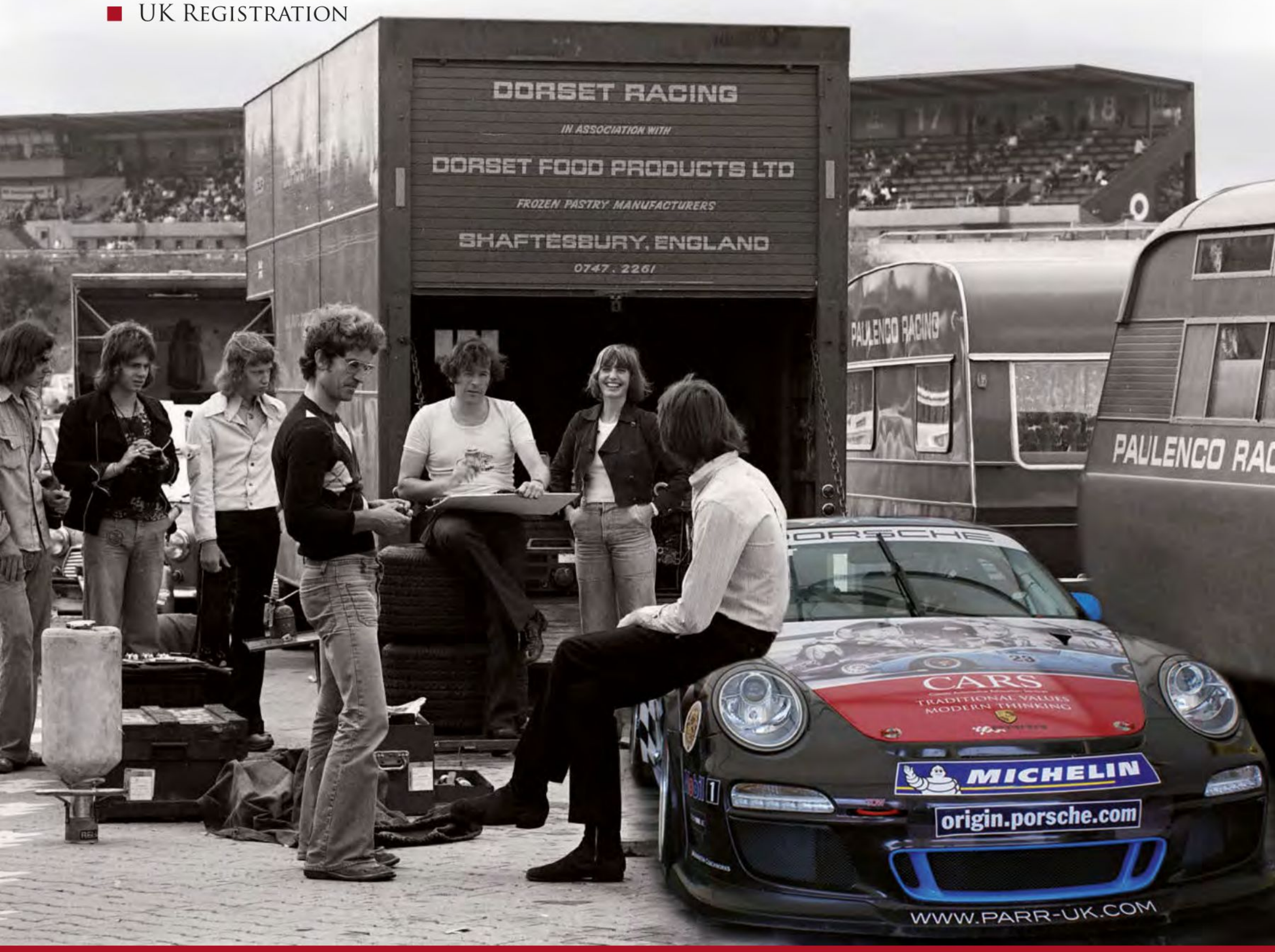
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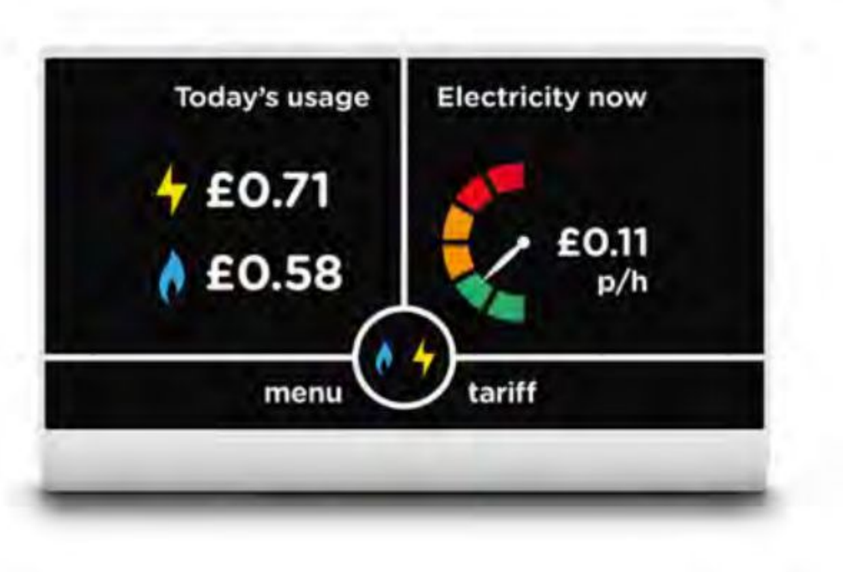
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MARK HUGHES

"It's the first time I've had a winner alongside. I'm curious how it pans out"

YES, OF COURSE THE SEBASTIAN Vettel versus Charles Leclerc comparison at Ferrari is going to be fascinating to behold this season, and how might Pierre Gasly compare to the phenomenon that is Max Verstappen at Red Bull? But there is another match-up at least as intriguing: Renault's pairing of Daniel Ricciardo and Nico Hülkenberg. On paper, it's no contest; the prestigious, expensive multiple grand prix winner, against a guy who has yet to score one podium in eight years.

But it's more involved than that, in a sport so dependent on machinery, and Daniel has been in one of the three best cars on the grid for five years, during which time Nico – a junior category sensation – has been punting around with Williams, Sauber or Force India.

Those drives pretty much stalled his career, identified him as just a solid mid-grid performer as newer arrivals took the baton of fashionability in a sport where perception is all. When he signed up to Renault for 2017, it was a final throw of the career dice, getting in at the early stages of a factory programme years away from being a contender. For Renault, only 12 months on from buying the run-down shell Enstone had become in its Lotus guise, Hülkenberg was a perfect match.

As the team has expanded and progressed, so Hülkenberg has gone with it. Six times last year he was 'best of the rest' after the big three teams and he gained the upper hand over as accomplished a team-mate as Carlos Sainz. So you might imagine he'd be a little peeved that Renault chose to pay big bucks for a 'superstar' stature driver, someone that it has been able to attract partly thanks to Hülkenberg's personal performances. Well, if he is, he's not letting it show.

"It's exciting with Danny coming into the team," he says – actually quite convincingly. "That will be interesting enough – to see if he kicks my arse or not! It will decide a lot about my future. It's really good to get a seven-time grand prix winner into this team. Obviously he brings his qualities as a driver, but also credibility and motivation for the team. He will push the team forward."

Just straight, objective realism. If the stature of Ricciardo is to be a catalyst for progress, then Hülkenberg will benefit from that. But you sense he's saying this with an underlying confidence that he will compare just fine. They are very different characters, Ricciardo bubbly, jokey and fizzing with energy. Witnessing his pre-season speech to factory employees was to see what star quality looks like close-up – and the effect it can have on people's motivation. Hülkenberg is on the surface more diffident, lower-key. But with helmets on, such things matter less.

"It's the first time that I've had a proven winner alongside me," he says. "Well, I had Rubens [Barrichello] but that was my first season. This is a much better comparison. I'm curious myself to see how it pans out."

If his on-track performances have shown a weakness, it's been an occasional inability to best manage the delicate Pirelli tyres, something that Ricciardo seemed to turn into an art form at times. But has the contrast between Hülkenberg's early charge/early stop/tumble-down-the-order fury and Ricciardo's early stealth/late stint magic been driven more by their machinery than their respective skills? The evidence suggests not, given how Sergio Pérez could very often get a more effective trade-off than Hulk when they were paired at Force India. It's impossible to be definitive, but Hülkenberg certainly wouldn't be hurt if the 2019 tyres were to stand up better to being raced hard and long. We've moved away from the drastic heat-deg tyres of 2011-14, but the growing performance of the cars last year brought this trait back onto the radar on some tracks. Is it a frustration to Hülkenberg?

"We drivers want tyres we can push. but the F1 commercial rights holder and Pirelli decide. I'm just happy to take the result. But it *is* more fun when you can push all the way. Last year this wasn't the most efficient way; you had to adapt. Hopefully it's changing."

How this pair pans out only means very much if the team continues to advance towards the front. The management insists the realistic 2019 target is just to cut the lap time deficit to the 'big three' while pulling away from the others. But for Hülkenberg, at 31 and with the unwanted distinction of being the driver with the most grand prix starts without a podium, time is of the essence.

"It's my third year here and every year has gone better and better. But this season should be the biggest step, given the new facilities and what's happening in [the engine department at] Viry. It has changed a lot here, modernised, better working environments. You can see the push Renault is making. It feels more professional, better, more serious. It's an all-round good feeling but the results need to match that."

"For a driver with the most starts without a podium, time is of the essence"

Could Hülkenberg yet crawl out from the pavement cracks down which he seemed to have fallen and emerge delayed but unbowed, as the formidable force he once threatened to be? On that damp Brazil day in his rookie season when he stuck a Williams on pole, it seemed beyond imagination that he'd still be on the margins all this time later. If that sort of stuff is still there, it could thin the Honey Badger's grin.

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

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MAT OXLEY

"At 160mph-plus it was like you were riding straight at a wall"

On March 16 the 78th Daytona 200 takes place. Sadly this classic event is a shadow of its former self, but it does at least still boast the briskest motorcycling lap of all time.

Barry Sheene holds the record for the fastest lap in motorcycle grand prix racing, at 137.1mph around the old Spa-Francorchamps circuit, in July 1977. Peter Hickman holds the Isle of Man TT lap record, with his 135.4mph lap during last June's Senior TT. Both great feats, but nowhere near as quick as the lap recorded by Californian Gene Romero during qualifying for the 1970 Daytona 200.

Romero rode his 750cc Triumph Trident around the Floridian oval at 157.3mph, bettering Mike Hailwood's similar BSA triple by 4mph, thanks to a crafty and very risky trick.

"That was the last time we qualified on the full oval, then for the race they'd line us up around the road-racing track," recalls Romero, who achieved his only Daytona 200 win in 1975. "So when you went out for qualifying it was brand-new territory – we were hitting a part of the track we'd never hit before.

"The first time I went to Daytona in 1967, on the old Triumph twins, we were doing about 135mph down the back straightaway and I'd shut off for the banking. It took me two or three attempts before I held it wide open. The 750 triples were faster, so you were doing 160mph-plus going into the banking. It was very intimidating – at that speed it was like you were riding straight at a wall. Man, you were really going in there, so it was a mind-over-matter thing and, once you had done it, it was OK. On the triple I never rolled off. Once I left the pit lane for qualifying, it was wide open all the way.

"The funny thing is that I was good friends with a guy called Bill Robertson, who supplied Goodyear tyres at the races. He was neat. He liked us because we were kinda frisky characters, not like normal people, so we ended up hitting it off. We'd go into his shop and bullshit with him. He was always in there gambling, playing gin [rummy] or whatever.

"One day he goes, 'Hey, Gene, you wanna set pole?' I go, 'Yeah!' He says, 'Tell you what, this is what you do: you bring me a rear wheel, then after I've put this tyre on the rim we'll put it in the trunk of your rentacar so nobody sees it.' So I go, 'OK, where's the tyre?' He says, 'It's right here, it's a front tyre and we're going to put it on the back rim.' I went, 'What?' He says, 'Yeah, then we're going to put 75 pounds of air in there'. And I go, 'Ooh kaay, what's the guarantee on it?' He says, 'About three laps.' I say, 'That's how far I'm going to go!' No one else had tried it, but Bill had been around racing a long time and he wouldn't send you down the wrong street.

"So we're in pit road. My mechanic says, 'Let's go!' I say, 'Nah, we'll wait a while, we'll let the wind die down...' I gave him all kind of excuses. I wanted the rest of the Triumph and BSA guys to go out ahead of me, because I didn't want them to see what I was doing, because they'd do it, too. Finally we pull the rear wheel out of the trunk of the car. My mechanic says, 'You're shitting me?' I say, 'Nope, bolt it on.' Then he taped up the bike really good, between the windshield and the fairing, which [famed Triumph engineer] Doug Hele had tested in an RAF wind tunnel in England. He even taped up my leathers, to reduce the drag.

"So I took off onto the oval, got her in top gear and everything was noticeably different because the rear tyre was so skinny and we had so much pressure in there, so we had hardly any contact with the asphalt, which was the whole idea, to reduce rolling resistance. They timed us through the speed trap at 166.5mph, pulling somewhere around eighty-five-hundred revs.

"The thing that got your attention was going down the straightaways, especially the back one. The bike was weaving this way and that way at top speed before the banking; it would walk to the left and walk to the right; it had a mind of its own.

"What you did was you didn't correct it, you just aimed the bike where you wanted it to go and if it veered a little this way or that way, you let it have its head, because if you tried to restrain it, you'd slow yourself down. Anyhow, I got a feel for it, so I said to myself, 'Hey, here we go.' I was wide open all the way.

"Using that ribbed front tyre on the rear was a bit crazy. No one else had thought of doing that, but you always wanted to have an edge. Maybe Bill gave me the idea because he thought the other guys would have backed off when the bike started weaving. I just said to myself, 'I'm going to ride this sucker out.' I was committed, so it was like, 'Come on, let's go!'"

"Others would have backed off. I thought 'I'm riding this sucker out'"

Three laps were indeed the limit – when Romero returned to pit lane the tyre was already disintegrating. He reverted to a regular rear tyre for the race, but was forced off the track on the first lap. He made a stirring comeback, crossing the line just behind winner Dick Mann on Honda's seminal CB750 four.

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

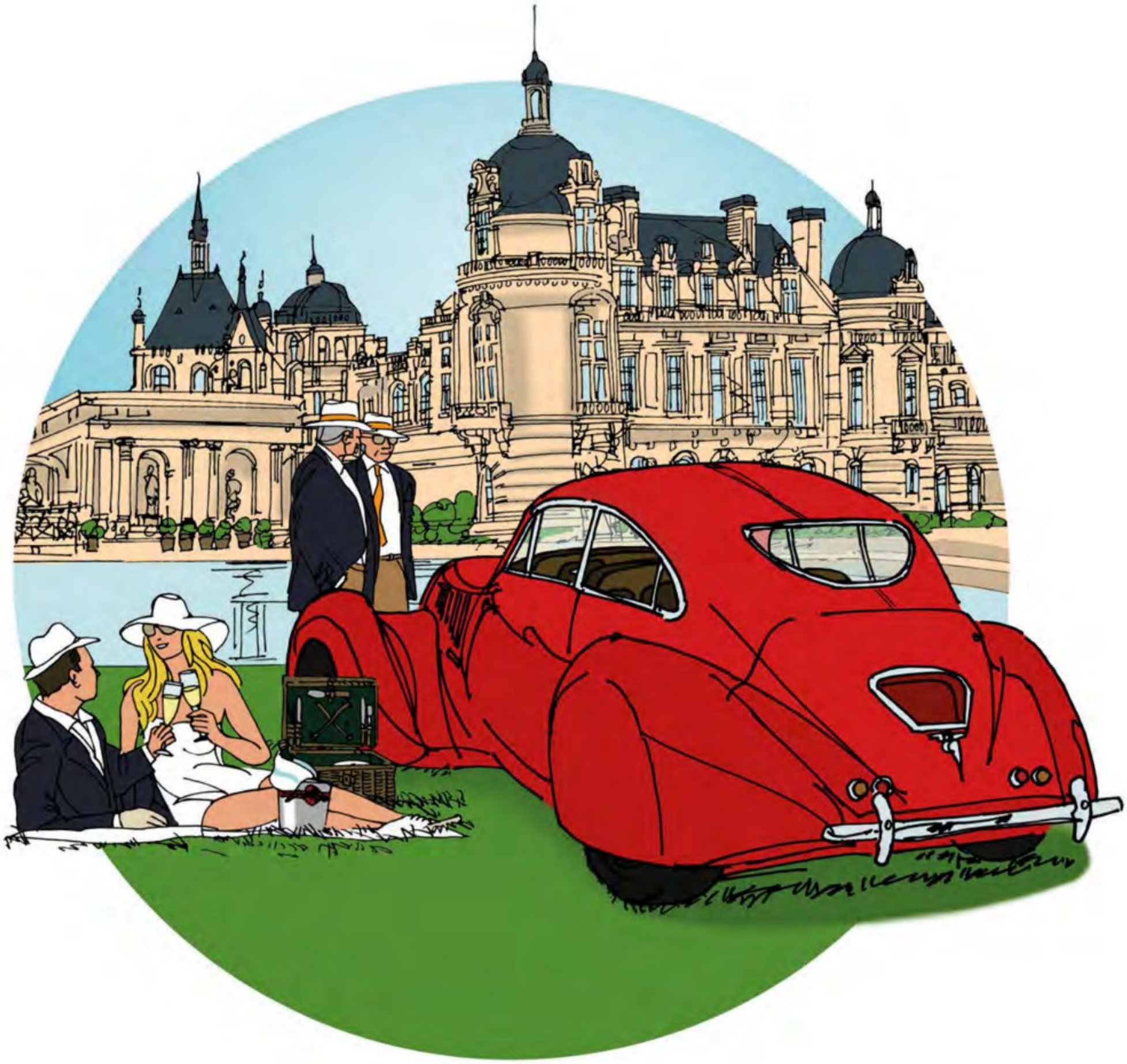
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RICHARD MILLE



DOUG NYE

"Who is it that has surpassed Mr Ferrari's Formula 1 longevity?"

THIS IS A VERY SPECIAL YEAR for the longest-serving entrant in the history of the Formula 1 world championship. Who might that be? Enzo Ferrari, surely? Nope. As a Grand Prix entrant his career spanned 1930-1988, but he would himself have dismissed the six seasons covered by the war, 1940-1945, and the preceding campaigns of 1938-39 when Alfa Corse superseded his own Scuderia Ferrari. And 1946-47, with his new car company still finding its feet amid the smoking ruin of immediate postwar Italy.

Ferrari did not re-enter GP racing *per se* until late 1948 under freshly-formalised 'Formula 1' regulations. So Mr Ferrari's tenure as a nominal F1 entrant really spanned 1948-1988, when he died at the age of 90.

So who is it that has already far surpassed Ferrari's F1 longevity - and this month becomes the first entrant to have survived 50 years at racing's pinnacle? That's right, it's Frank Williams...

His energetic but tiny team made its F1 debut with friend Piers Courage driving his newly-acquired Brabham-Cosworth BT26A on March 16, 1969 in the Race of Champions at Brands Hatch. The car had been Jack Brabham's regular BT26, in which he had started a dozen F1 races but had finished only two - fifth in the wet, fog-shrouded 1968 German GP at the Nürburgring, then 10th in Mexico. That ended BT26/1's first year in combat - and also the frontline career of what had proved to be the woefully unreliable quad-cam Repco 860 V8 engine. That was sad, since R2-cam Repco V8 Brabhams had previously won back-to-back world title doubles through 1966-67.

Frank Williams Racing Cars - operating out of a cramped little HQ in Slough - had meanwhile cemented a most respectable reputation in F2 with Brabham BT23s. Courage had finished fourth in the European championship round at Barcelona, followed by thirds at Hockenheim, Reims and Albi, and a second place at Enna, Sicily. In Piers's absence for the Lottery GP at Monza, Jonathan Williams - another great friend of Frank's - drove the BT23 and won outright, while another Williams driver, finishing eighth there, was one Max Mosley.

Into December 1968, Frank sent cars to the Argentine Temporada series for local rent-a-drivers Juan Manuel Bordeu, Carlos Pairetti and Oscar 'Cacho' Fangio. But it was Piers who took a sixth at Cordoba, before winning at the Buenos Aires autodrome - heading both Jochen Rindt's Winkelmann Brabham and Jo Siffert's Tecno, class competition indeed. So he was poised to shine in Frank's latest acquisition - the ex-works BT24 that Rindt and Dan Gurney had driven in F1 early in '68.

For the 1969 Tasman Series, Frank had the car converted to 2.5-litre Cosworth DFW V8 power. Piers was always in contention during the initial four-race New Zealand leg. Again the navy car's immaculate presentation impressed, and in the opening New Zealand GP at Pukekohe Piers finished third, behind only Chris Amon's Ferrari 246T V6 and Jochen Rindt's works Lotus 49T. The Williams Brabham carried strutted wings front and rear. They visibly wobbled, but did the job. The biplane Brabham took second place behind Amon's Ferrari at Levin, then fourth at Wigram, before winning outright at Teretonga, where he beat Hill's Lotus 49T and Amon's Ferrari.

"The Williams Brabham wings visibly wobbled, but did the job"

Back home Frank was trying to clinch sufficient sponsorship to enter F1. Here was wonderful ammunition for his sales pitch. However, he would rather not have heard from the Australian leg of that tour - Piers crashed heavily at Lakeside, spun at Warwick Farm, taking out Amon, then snapped a previously twisted halfshaft at Sandown Park, Melbourne.

Regardless, articulate and persuasive Frank was still able to buy Jack's ex-works Brabham BT26 and have it converted to Cosworth DFV power. In essence the car only differed from the works BT26As in running a nosecone without its protruding lower lip.

One report described how the "immaculate" Williams Racing Brabham "looked superb" at Brands Hatch that March. After a fuel leak sidelined the car, Piers then finished fifth in the Silverstone International Trophy. Frank's one-car team made its world championship F1 debut in the Spanish GP in Barcelona where a valve-spring snapped. But Monaco proved sensational. Piers duelled with Jacky Ickx's works BT26A until it broke a rear upright, and he finished second between the Lotuses of Graham Hill and Jo Siffert. Piers then drove to fifth place in both the British and Italian GPs, before claiming second again in the United States GP at Watkins Glen, as his friend and sparring partner Rindt took a maiden GP victory.

Sadly, of course, bitter tragedy lay in wait for Courage and the embryonic Williams team, but Frank's spring-steel resilience enabled him to survive. Finally, 10 years after that maiden F1 season with 'Porridge' and the privately-entered Brabham, the Williams name would join the list of GP-winning marques, and one further year was all it took to assume world champion status.

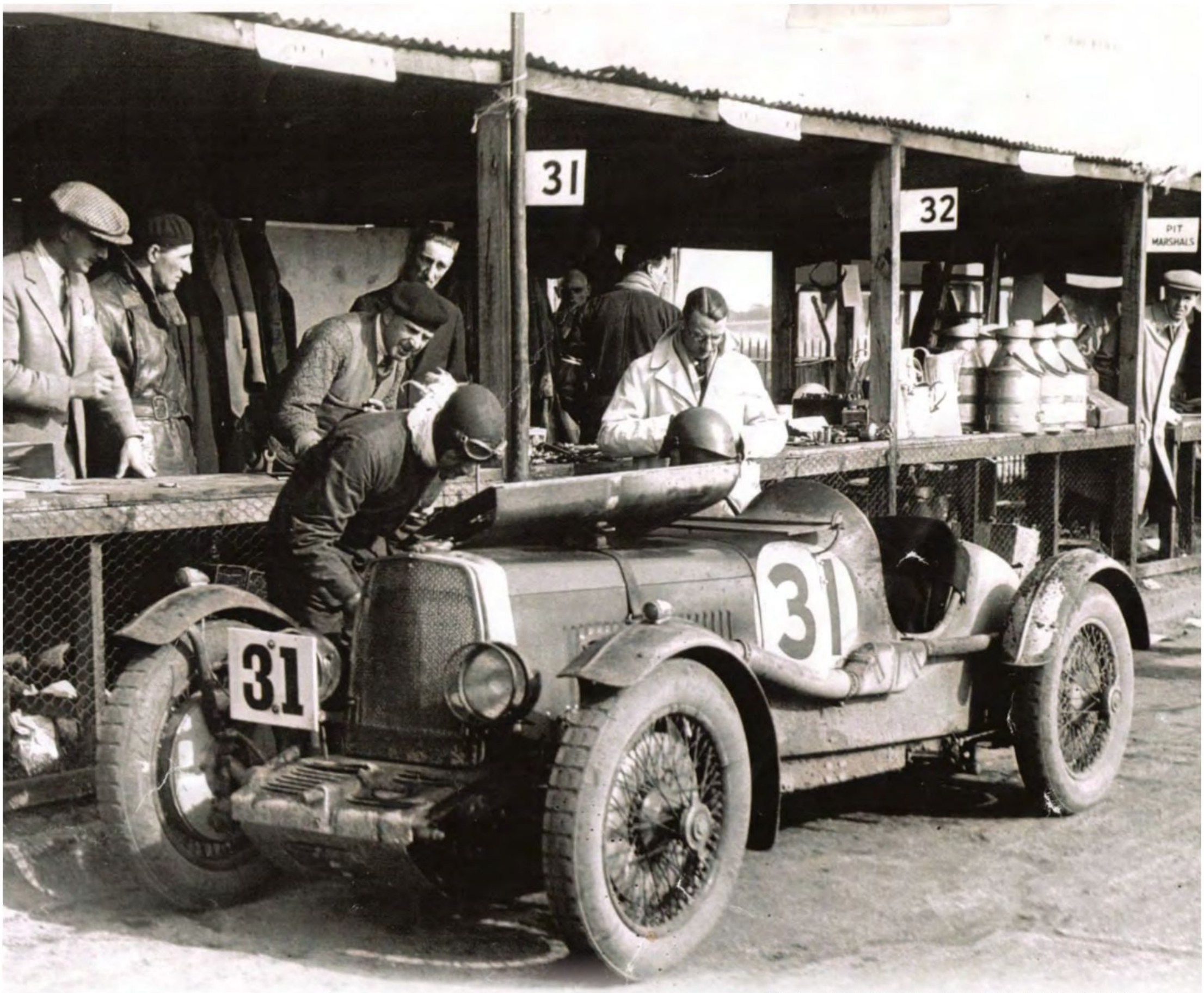
Happy 50th anniversary Frank - that really is something unique.

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

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ANDREW FRANKEL

"Formula 1 doesn't listen to the fans as it's scared to lose manufacturers"

INDUSTRY WATCHERS ARE UNLIKELY TO get bored over the months and years to come. With the emergence of electric cars, autonomous cars, the death of diesel, the rise and rise of ride-hailing, trade wars and a likely global slowdown, it's hard to know where to look next.

By comparison Brexit is starting to look like a little local difficulty. And it is: I know no better than you which way it's going to go, but I am fairly certain that whatever happens the result will be neither as good as its protagonists hope, nor as bad as its detractors fear. In life, things rarely are.

But if I wanted something to be scared about right now, I'd be scared about China. China has been the gift that kept on giving: for years it has been by far the world's largest car market and manufacturers have geared up to take maximum advantage. Except last year that all started to change: for the first time in nearly three decades, sales actually fell. According to *The Economist*, sales in the last month of the year were down 13 per cent. Which would be worrying enough. But that's not half the story: while premium brands continue to show resilience because there are no alternatives, Europe's mainstream marques are having a deleterious time: Citroën sales are barely a third of what they were just five years ago, Peugeot only a little better. Ford now shifts less than half as many cars as it did in 2014 while Fiat, having sold 68,000 cars in China in 2014, managed a grand total of 269 last year. In the meantime China's domestic manufacturers have not been sitting still. If the Chinese economy continues to slow, if the trade war with the US escalates, it is brands from over there, not from over here, that I expect to profit.

I LIKE NICO ROSBERG. I THINK HE WAS A deserving F1 champion, and smart to retire at the top. But when at the World Economic Forum at Davos last month he said he thought F1 cars should become electric, I despaired...

He makes the same mistake as the car manufacturers which populate the sport: he thinks it's about them. These manufacturers will have to sell electric cars, ergo F1 should be electric too. Sod the fans already struggling to maintain enthusiasm in these days of halos, Tarmac run off areas, on-message drivers, fuel management and races more often won by strategy in the pits than drivers on the track.

To think of F1 as an environmentally aware sport is simply a joke, and until someone can think of a way of the circus transporting itself all over the world in aircraft powered by a renewable source of hydrogen, a joke it will remain. Someone once said the only way for F1 to become environmentally friendly is to abolish itself, and they were completely right.

If you went to a random track on the calendar and asked 100 spectators, how many would say they'd be no less likely to come back if the cars were powered by whirring electric motors rather than internal combustion engines? Not many I'm guessing. How many others not present are keeping away just because of those nasty, noisy petrol motors? Not many either, I would suggest. But the sport doesn't listen to the fans who pay for it, because it's frightened of losing the manufacturers.

But if F1 once more became populated by teams born to race rather than sell goods, would that be a bad thing? If you quartered the budget, killed the downforce and mandated 3-litre V12 motors, would that bring not only more spectators to the grandstands and viewers to their tellies, but cars to the grid? Would that not therefore be 'for the good of the sport?' Or did I simply miss something?

"Fiat sold 68,000 cars to China in 2014, it managed just 269 last year"

NOT BEFORE TIME, CAR MANUFACTURERS are now publishing fuel consumption data calculated by the new, more realistic 'WLTP' method rather than the utterly discredited old 'NEDC' protocol. They make for interesting reading as these couple of random examples show: a diesel Alfa Stelvio's fuel consumption has increased from 58.9mpg to 42.1mpg, its CO2 output from 127g/100km to 149g/100km. A BMW 520d doesn't do 62.8mpg any more, but 52.3mpg, its CO2 rising from 117 to 142g/km.

When cars start to be taxed on these new numbers next year, it'll likely produce yelps of protest because the cars are not actually using any more fuel or producing any more CO2 now than before. It's just the way of measuring that's changed.

For what it's worth I think the new numbers are pretty accurate. I recently did 400 miles in a new Porsche Macan at 29.2mpg, while 28.0mpg is claimed on the new cycle, compared to the entirely unrealistic 38.7mpg the model claimed before.

Only problem is that road car engineers are no different to race car engineers and if you give them a new set of rules, they'll dedicate their existence to circumventing them. The ruses they deployed to abuse NEDC would fill a book. My guess is that five years from now WLTP figures will look as idiotic then as NEDC figures do now, and we will be right back where we started.

A former editor of *Motor Sport*, Andrew splits his time between testing the latest road cars and racing (mostly) historic machinery
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JENNIE GOW

"At this time of year even professional cynics have a spring in their step"

OF COURSE, MOST OF US IN the Formula 1 paddock have seen it all before. And we have the lanyards to prove it. But there is something about this time of year when even the professional cynics have a spring in their step. This time it's even more exciting because there is a real feeling that 2019 could produce a big battle for the title – not more Mercedes domination for a sixth season in a row.

There are some hints as to what may be store by reading the runes of the season. I spent much of the winter watching emails and waiting for snippets of news to start filtering out of the F1 teams around Europe. The first rumbling this winter was of discontent in Maranello. In Japan last season the whispers started that the Ferrari career of the somewhat intimidating team principal, Maurizio Arrivabene, might be about to be stubbed out.

Sure enough, at the beginning of the year the news was confirmed by Ferrari that ex-Marlboro man Arrivabene was gone and technical boss Mattia Binotto had filled his shoes. Not a new face to the team but a new master at the helm. This, of course, begs the question of whether the dark-haired, bespectacled man from Switzerland will be able to keep the peace in Maranello? He and Ferrari's fans will certainly hope so, and after two years where the Italian marque should have done better, there is an awful lot of expectation on his shoulders.

Which brings me on to the subject on everyone's lips in the F1 paddock: Charles Leclerc. Is the man from Monaco really as good as everyone thinks he is? He has spent one year honing his F1 skills at Sauber and then ousted Kimi Räikkönen to take the seat opposite Sebastian Vettel.

It is hard not to feel that this is a moment in F1 history. It is a time when even those who have been covering racing for season after season are allowed to get a little bit excited because everyone is waiting for one of two things to happen: either Vettel (a four-time world champion, let's not forget) will come out of the blocks charging and quietly dispose of Leclerc. Or the German could suffer a career-ending humiliation at the hands of the 21-year-old.

When I spoke to Vettel at the Race of Champions in Mexico City in January, he told me he didn't feel any extra pressure and it was just another year and another opportunity. But behind closed doors I wonder if he is so relaxed. Vettel was certainly keen for Ferrari to keep his mate Kimi in the seat (a man he could easily beat...) and was less pleased when Leclerc was announced. I have a sense that with a new boss Vettel will rally, but the pre-race media and the first few races will be fascinating.

As for Leclerc, gosh, he's a likeable chap. His father died when he was 19 – just days before the Baku Grand Prix in which he went on to win the feature race and eventually the Formula 2 title. His godfather was the late Jules Bianchi, who died of injuries sustained in that horrific accident during the Japanese GP in 2015. Yet, Leclerc still proudly climbs into a race car and risks his life. His charm and sincerity mark him out among the other egos in the paddock, but don't be fooled: beneath the surface lies a ruthlessly competitive driver.

"Leclerc isn't just here to look pretty – he is here to be a champion"

During his F2-winning season he took seven wins and eight pole positions. Leclerc isn't just here to look pretty; he is here to be a champion and I doubt that he will spare Vettel's blushes if he's in a position to win.

There is one more battle that should be stellar: the scrap between the Red Bull drivers. If you think Daniel Ricciardo versus Max Verstappen was explosive then get ready for a New Year's Eve-style blowout as Pierre Gasly is promoted to the team from Toro Rosso.

Pierre is a fiery Frenchman who is passionate and not going to lie down and make it easy for Max. Listening to his radio from last season made it clear that, even when there was almost nothing to play for, he was out for blood when it came to team-mate Brendon Hartley, one of the nicest guys in motor sport.

A long, hard season is about to begin with the Australian Grand Prix on March 17 and that means long absences from friends and family. But I'm really looking forward to teaming up with the gang on BBC Radio 5 Live again. Jolyon Palmer is honest, opinionated and one of the most candid former drivers with whom I've had the pleasure to work, and he and Jack Nicholls make a great team in the commentary box.

I'll be prowling the pitlane again, which means I'm already making notes about the drivers and teams, and finding little titbits to bring you. I love sitting down with the 20 men on the grid at the start of the year and helping to set the scene for the season ahead. My notebook, which travels everywhere with me, is being prepped as we speak, the highlighter pens are ready to go, and I'm looking forward to pushing my elbows out and getting the best interviews throughout the season.

There really is all to play for.

Jennie Gow has formed a staple of the BBC's Formula 1 broadcasting team since 2011, working across both TV and radio

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Open and shut case

McLaren's 720S coupé now has a sibling, the Spider. **Andrew Frankel** finds out if it suffers traditional drop-top compromises



McLaren, it seems, is starting to spread its wings. Yes, it remains committed to building cars around the carbon-fibre tubs that have provided the structures for all McLaren road cars of the last 25 years and, no, it's still not going to go the way of all rivals by building an SUV. But, between these quite generously distanced goalposts, it seems more room for manoeuvre is now starting to appear.

At the launch of this new 720S Spider I sat down with McLaren CEO Mike Flewitt for a chat, in which he confirmed little but suggested much. McLaren's commitment to hybrid powertrains is well known, but he was good enough to admit he'd not even be looking at them were it not for the fact that, without them, there would soon be entire regions of the world in which it would be no longer possible to sell his cars.

But he went on to say that while McLaren's first hybrids would retain rear-wheel drive, one with an electrically driven front axle - providing huge benefits in both traction and energy recovery potential - was very much on the cards. Sooner than that a new grand touring McLaren will exist as a stand-alone product rather than a clear derivative of a pre-existing model.

He is also looking at what more can be done with the central driving position, which will be reintroduced when the 250mph Speedtail goes into production a year from now. I don't think we'll see a centre-steer mainstream McLaren, but if whatever ultra-high performance road and track machine replaces the Senna were to have its steering wheel in the middle, I would not be in the least surprised.

More immediately, however, there are conventional models to launch, including an LT version of this 720S. It's clear it will have at least 750bhp, though the engineers are struggling to meet the 100kg weight drop of previous LTs (largely because at under 1300kg dry, the 720S is already so damn light). He has not yet decided whether to limit its production but, if he does, it will likely be to about 750 units for each of the coupé and Spider models.

Ah yes, the Spider. There's so much to say about convertible versions of pre-existing coupés, rarely any of it pretty. We all know what happens: the lid comes off the shoebox and, no matter how much additional weight you then add bracing the underside and shoring up the A-pillars, you never get all of the strength back, or anything near it. The result is not just slower and heavier, but far less satisfactory to drive.

Except that doesn't happen to McLarens. This car's chief engineer Ian Dignan told me that the carbon tub was so stiff that with the way the Spider's roll-over protection has been engineered there have been no structural losses at all. So there is no additional bracing needed... It is, in other words, identical in rigidity to a 720S coupé. Which is why it's gained just 49kg, which is almost all in the roof, the tonneau under which it will stow itself in 11sec flat and the eight electric motors required to power it.

The consequences for performance of this extra weight are not severe: indeed, if



The 720S Spider lacks none of the rigidity of the hard-top sister car

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"It's pulverisingly powerful, often too much for its huge rear tyres to transmit to the ground"

you can tell the difference between a car that takes 7.9sec to 124mph instead of 7.8sec, it should probably be you doing this job rather than me. If it's of interest, that 7.9sec is exactly the same time I recorded in a Jaguar XJ220 back in 1992, but to reach a comparatively trifling 100mph. Then it was by a distance the fastest car in the world.

Today the 720S Spider is a mid-range McLaren, albeit costing £237,000 (before options). It is pulverisingly powerful, its potential often at significant variance to the ability of its enormous rear Pirellis to transmit it to the ground. If it could deploy everything it had all the time, you'd need extra padding in the headrests to cushion your brain as your head is slammed back.

The roof works really well, not least because it is so rapid and works at decent speeds. In town you can raise or lower it without moderating your driving. Even on the motorway all you have to do is leave at a junction and by the time you've reached the top of the slip road the roof is up (or down) and you can slip back on. Yet I'd still have the coupé - and it has nothing to do with the weight. I quite like the additional aural interest provided when the roof is down, but to my eyes the closed car is better looking and to my ears the Spider generates greater road noise. Were this a trackday car, or something bought primarily for posing, it would matter less, but the truth is the 720S coupé is not just the lightest, quickest and most powerful machine you can buy this side of a hypercar, it is also the most broadly defined. It rides beautifully, offers amazing long-distance comfort, an airy, high-visibility cabin and commendably low levels of cabin noise. It is a formidable combination.

But perhaps this says as much about me as the McLaren. The convertibles I think work best are those that do their best work at relatively low speeds, where the buffeting and noise of the wind is not really an issue: to me a Mazda MX-5 has the perfect level of performance to make sense as a convertible. Then again, although I believe more people buy Lamborghinis or Ferraris as cars in which to be seen, there's no doubt that if you really want people to stare not just at your car, but the person driving it, the 720S Spider has an appeal the coupé cannot approach.

McLAREN 720S SPIDER



- **Price** £237,000
- **Engine** 4.0 litres, 8 cylinders, turbocharged
- **Power** 710bhp@7500rpm
- **Weight** 1468kg
- **Power to weight** 483bhp per tonne
- **Transmission** seven-speed double clutch, rear-wheel drive
- **0-60mph** 2.9sec
- **Top speed** 212mph
- **Economy** 23.2mpg
- **CO2** 276g/km
- **Verdict** Brilliant, but buy the coupé

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Love-Eight relationship

BMW is rediscovering its driver-focused principles



New 8-series offers more driving pleasure than ever but remains overweight

OF LATE I DETECT A RATHER encouraging theme - BMW appears to be rediscovering its identity and making cars that are more distinct and sporting than their direct predecessors. I've seen it in the new X5 and X4 and particularly the 3-series. But perhaps none seeks to remind you of what BMWs used to be like more than this new 8-series.

I quite like the looks, but it still presents as a more modern 6-series, an effective if unlovable touring GT. Likewise the cabin: it's all soft leather and efficient information presentation, but not much to stir the soul.

Until you fire it up. Even this 3-litre diesel growls at you, undeniably purposeful, with lavish mid-range torque. On the road the ride is firm, even harsh, though fluently damped, but the proof of the new approach is in the corners. With four-wheel steering and coil suspension, the 840d changes direction far more rapidly and accurately than its shape would suggest. On open roads it's genuinely entertaining. Even so, it's heavy. Cut 250kg and you'd have a modern Porsche 928, which is what I'd hoped BMW might offer us.

Then again, perhaps it's just where BMW wants it: neither Mercedes CLS nor Audi A7 rivals it dynamically and an M8 is still to come, so I see why the 840d is set up this way. Even as it is, on BMW's journey back to its driver-centric past it represents a positive step.

BMW 840d

- **Price** £76,270
- **Engine** 3.0 litres, 6 cylinders, turbo
- **Power** 313bhp@4000rpm
- **Weight** 1905kg
- **Power to weight** 164bhp per tonne
- **Transmission** eight-speed auto, four-wheel drive
- **0-60mph** 4.9sec **Top speed** 155mph
- **Economy** 40.4mpg **CO_2** 160g/km
- **Verdict** Healthy step for sporting fans

Blunted potential

Revised rear suspension does this fleet favourite no favours

THIS ALL-NEW FORD FOCUS IS A car that does many things extremely well, but perhaps none more than illustrate the value of going for a proper test drive. For the impression I get is that of a car that should be really good, possibly even great, but feels held back.



I'll explain. The new platform is lighter, stiffer and more spacious. The interior might not be quite as plush and intuitive as in a Golf, but it's closer than any Ford family car in history, and feels well built. But it still feels hobbled, like Usain Bolt running in boots.

To extend the metaphor, on one foot sits the test car's 1.5-litre diesel engine: adequate performance and strong fuel figures, but with a very limited rev range and a tendency to stall at low revs. On the other, the rear suspension. For over 20 years all Focuses have had sophisticated multi-link rear suspension. No longer: cheaper models now come with a simple torsion beam axle. There is nothing new in this policy: Volkswagen and Mercedes-Benz do the same, but the effect is the same for all: degraded ride quality and a car that is less fluent to steer. For more than two decades the Focus has set the dynamic standard for this class, and it no longer does.

Or, I should say, this one no longer does. I've not driven any other but would bet plenty that a petrol Focus with proper independent rear suspension will prove a car transformed, possibly even class-leading. So look before you leap, under the bonnet and at the rear suspension in particular... O

FORD FOCUS 1.5 TDCI ST-LINE

- **Price** £22,850
- **Engine** 1.5 litres, 4 cylinders, turbo
- **Power** 118bhp@3600rpm
- **Weight** 1363kg
- **Power to weight** 87bhp per tonne
- **Transmission** six-speed manual, front-wheel drive
- **0-60mph** 10sec **Top speed** 122mph
- **Economy** 62.8mpg **CO_2** 93g/km
- **Verdict** Cost-saving has its price

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HORTONS BOOKS

Bugatti's first Le Mans racer

Gordon Cruickshank marvels at the detail in a new work on a big-engined behemoth





BUGATTI TYPE 50: THE AUTOBIOGRAPHY OF BUGATTI'S FIRST LE MANS CAR
Mark Morris & Julius Kruta
Published by Porter Press International, £60
ISBN: 978-1-907085-48-2

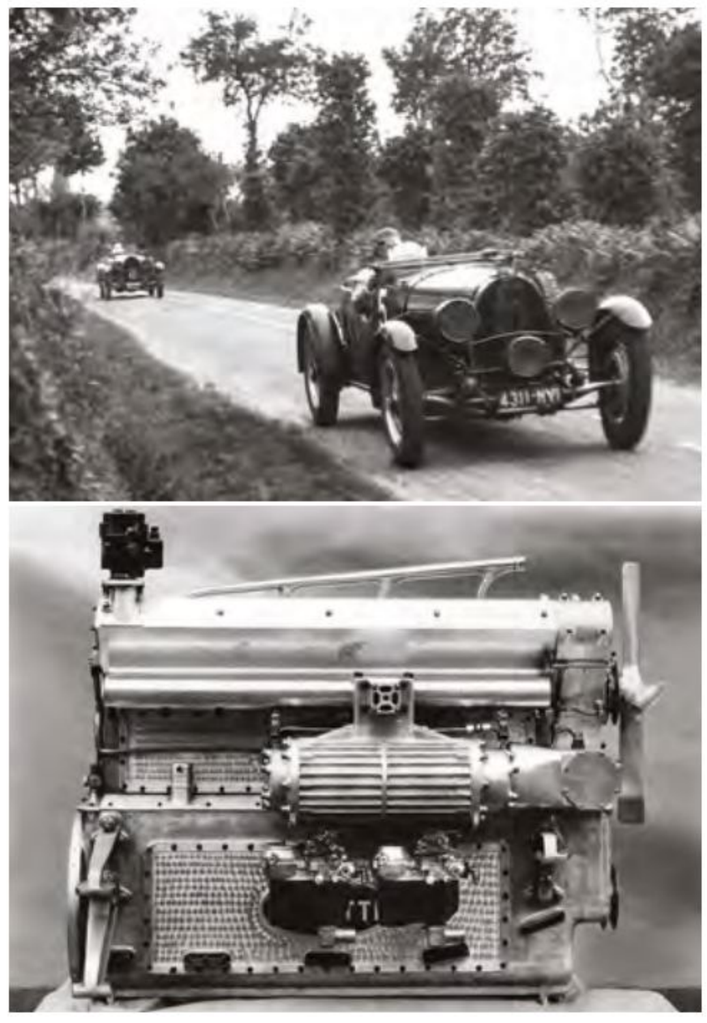
THERE'S SOMETHING TO BE SAID for a formula: you know what came before, and you can be confident about each new offering, and Porter Press has certainly maintained that confidence with each new work in its Great Cars series. Each book focuses on a single chassis, serving up its entire detailed history together with sidebars and sub-sections on the people involved, the builders, the buyers, the events they contested and the era when it all happened. In addition, the writers are recognised marque experts, so you can expect a repository of trustworthy information, much of which also of course applies to other chassis of the type. And for a standard rate of £60 per volume, you get an armful of facts and pictures.

A Bugatti has not so far featured in this series, so it's unexpected that for number 13 Porter has opted not for a grand prix-winning Type 35B or a sublimely beautiful 59 with those radial-spoked piano-wire wheels, but for a Type 50. Not the first model the Molsheim marque conjures up, nor hugely successful, but I dare say they had their reasons. It was Bugatti's first works Le Mans entry, for example. And being less known, there's more for us non-specialists to learn about this big-engined behemoth that for a while led the French 24 Hour enduro - and was suddenly withdrawn.

Logically enough the book opens with a section entitled 'Setting the scene', including 'The world in 1931' - an ambitious target, but actually constructive because it points out that though Germany and Britain were feeling severe after-shocks from the Wall Street Crash, France was less affected. And yet though the sort of people who could buy Bugattis ought to be less bothered than the rest of the population, the firm's sales began to slump. That didn't stop Bugatti offering 10 different models through 1931, including its new 4.9-litre tourer, the 50.

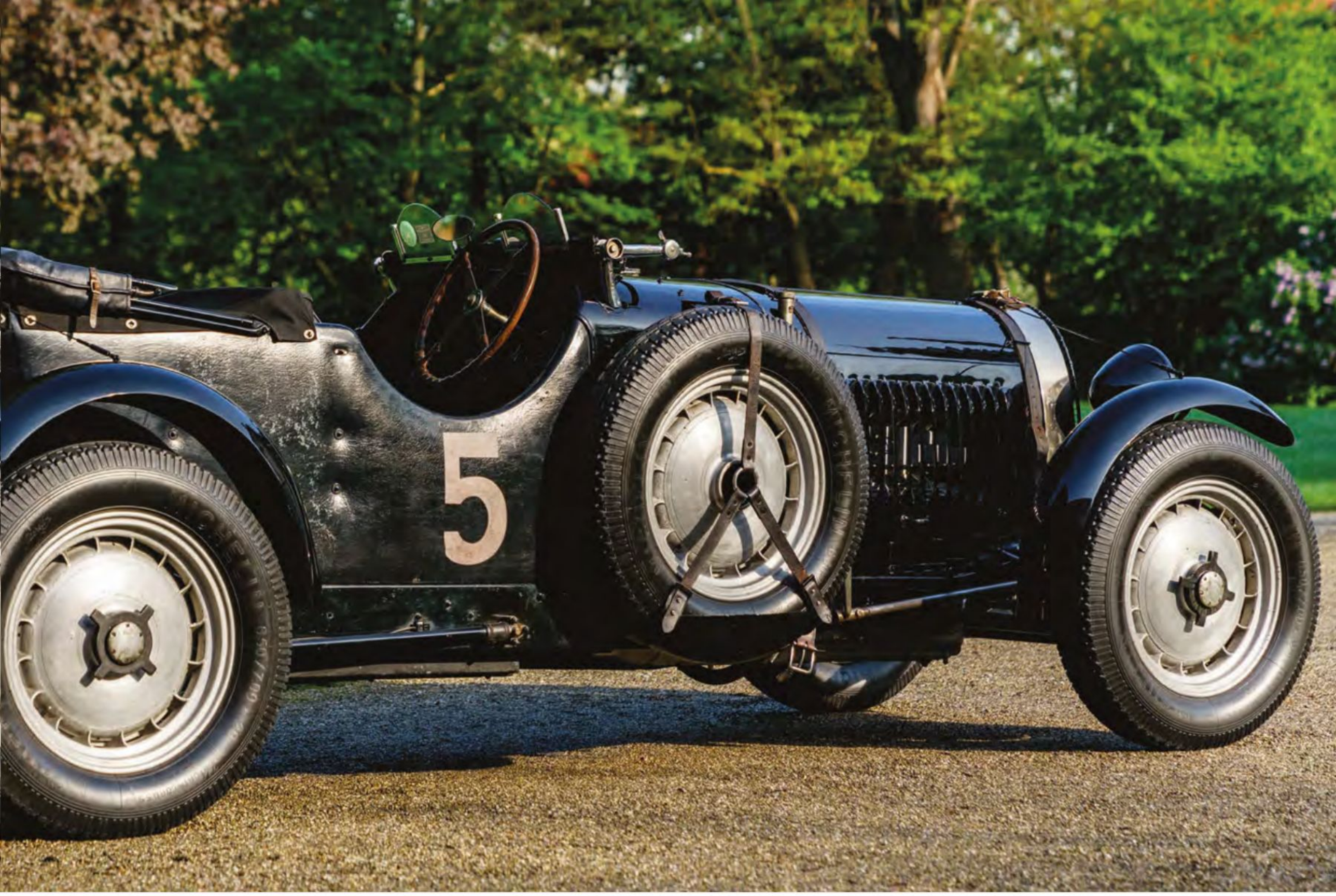
Much of the 50 derived from the Type 46 'Petite Royale', a grand saloon which only looks 'petite' in relation to the vast Royale itself. (Collector Sam Clutton once gave me a lift in his 46 and casually said "why don't you drive?". I still regret that I declined due to cowardice.) Carryovers included torque tube, transaxle gearbox and alloy wheels but the giant leap was to employ twin camshafts for the first time. On the constant question of how much Bugatti borrowed from the pair of twin-cam Millers it purchased in 1929, the book quotes Ettore's son Roland saying, "We learned a lot from it but it was impossible to use much of it..."

Nevertheless the 4.9-litre T50 had bevel-driven cams and a supercharger, producing up to 250bhp. Yet this was no racer but a heavyweight sports touring car, so it is surprising that, pushed by Jean, Ettore sanctioned racers for the Mille Miglia and Le Mans. On the other hand, lined up for the 1931 race in a fine double-page image here, the T50s match the Bentleys and SSK Mercedes for bulk, and suddenly it makes a lot more sense. Sadly, despite a short stint in the lead of that first race, a series of tyre ruptures prompted the team to withdraw the leading car, a frustrating high point for the project. With a chapter on each of the four race years, the book continues with its blizzard of facts and



Type 50, chassis 50177, raced at Le Mans three times with giant twin-cam in-line eight

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"Despite a short stint in the lead, a series of tyre ruptures prompted the team to withdraw"

illustrations - there are two or three on every page, a mixture of photos and reprints of adverts, letters, drawings and factory records which confirm the immense research behind the project, though the general reader may skim over the runs of chassis numbers and the five pages of Le Mans regulations.

None of those Le Mans entries was successful as we know, but the chassis in question, 50177, contested three of them and has had a continuously recorded history since, carefully reported here including its purchase by Luigi Chinetti and export to the US, and its more recent return to Europe. Driver recollections from Le Mans and extensive correspondence with the mechanics for these races helps bring comprehensive and first-hand colour to its story, while the other Le Mans Type 50s also get their moment in the sun.

As well as reprinting various articles, there are driving impressions and a recent 'Portrait of 50177', though the quality of these is gloomy compared with the otherwise high-quality presentation, especially of the early glass-plate images. I'm not convinced the full biographies of all drivers are vital to this sort of book, nor the spread on a factory that pressed the T50's outsourced chassis members. The latter is the sort of detail that excites the historian on the hunt but doesn't necessarily grab the reader. On the other hand, at only £60 for a weighty 320 pages, one shouldn't carp over too much content, especially as there is plenty here to learn.

For instance, there was a plan to enter a streamlined T50 coupé in the 1936 LM event, and factory drawings of the unbuilt design also show trailing-arm independent front suspension reminiscent of the later 2CV, though leaf-sprung. Presumably it was a small shot in the battle Jean B would never win against his father over that elegant but desperately old-fashioned front axle. Another revealing detail mentioned is an exchange between father and son after Ettore criticises the T50. Jean replies with a robust attack on the T46's faults, to which Ettore writes "you know all the weak points of our junk..." Bugattis are junk - official.

The authors are not afraid to put others straight, even respected Bugatti historian Hugh Conway, but as Morris is registrar of the BOC while Kruta was for 15 years modern Bugatti's head of tradition, I assume we can take their word. Another impressive production, then, on one of Molsheim's less famous sons.

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New McKlein annual captures the spirit of rallying in 1977

All the world's a stage

The latest in a line of world rally retrospectives from an evocative era stands on its great photography alone, reckons **Simon Arron**

IT WAS THE YEAR IN WHICH FLEETWOOD Mac released *Rumours*, the LP which contained future BBC Formula 1 theme *The Chain*. Red Rum won his third Grand National, the first *Star Wars* film was released, Ford introduced its new small car, the Fiesta, EMI dropped The Sex Pistols from its roster and rallying sashayed to the balletic grace of Ford Escorts, Opel Kadett GTEs and Fiat 131 Mirafioris.

This work covering the 1977 season is the latest in a series of retrospective rally annuals from the publishing arm of McKlein, the respected photographic agency whose sumptuous archive provides the core of the magic herein. It is by no means a simple tour through the 1977 World Rally Championship, still at that stage a competition only manufacturers could win (there wasn't a world champion driver until '79). Author John Davenport – a regular contributor to *Motor Sport* in the past – covers a wide range of events from series around the globe, his prose embellished by the juxtaposition of route maps, official entry lists, programme covers and other peripherals.

It's the photographs, though, that make the whole thing sing - a mud-caked Jean Todt on the Safari, Michèle Mouton all smiles as she prepares to tackle the Monte in her Autobianchi A112, the Gerald Bartlett/Geoff Eldridge/George Harris Citroën CX2400 estate (seeded at 57 on the London-Sydney Marathon) and, perhaps finest of all, also from Portugal, a beautifully composed shot of Björn Waldegård in full flight, his Escort sideways and partially airborne with its inside-front wheel hovering above a deep ditch. The photographer's judgment is every bit as good as the Swede's.

There are some tightly cropped shots, used mostly to provide a car-by-car breakdown of event entries. But the overwhelming beauty of much of Reinhard Klein's work is his ability to convey a sense of location, with the crowd and the environment as much a part of the composition as the car.

There are some interesting technical shots, plus coverage of competing teams' workshops and some wonderfully atmospheric images of the utter chaos that used to pass for rally servicing, but the landscapes alone are enough to justify the not inconsiderable purchase price. Everything else is merely a bonus.



RALLYING 1977
John Davenport & Reinhard Klein
Published by McKlein, €119.90 (£105.40)
ISBN: 978-3-947156-10-8

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KEEP THE REVS UP

Alan 'Plum' Tyndall

There is a freshness about the way Ireland approaches its motor sport – a sense of boundless resourcefulness coupled to a cheerful, can-do attitude. And Alan Tyndall – known to all as 'Plum', a commentator, broadcaster and writer who also raced saloon cars successfully – epitomises that spirit.

This is a ramble through his life and times, not so much an autobiography as a series of short stories into which one can dip at leisure. Its foundation? A cast of colourful characters with a zest for adventure and a cheerful disregard for political correctness. **SA**

Published by RPM, £14.99 plus p&p
ISBN: 978-1-5272-3141-2

ALFA ROMEO TIPO 33 / 1967

Patrick Dasse & Martin Ubelher

Beautiful car, the Alfa Tipo 33, and this covers the first year of its development in great detail from prototype to race-winner, as well as the surprise arrival of a road version. Using previously unseen factory records and photos, it offers new insights into a variety of aerodynamic experimentation along the way to a raceable version.

The colour shots on the Targa Florio star; the trouble is the book seems to cram in every other photo they found. It becomes repetitive to see seven or eight pics of the same car on the same track. Informative, but no thriller. **GC**

Published by Dingwort, €79 (£68.75)
ISBN: 978-3-871166-116-7

GIUGIARO: MASTERPIECES OF STYLE

Edited by Luciano Greggio

Masterpieces is right. From his first complete car, Alfa's 2000 Sprint, on there isn't a dud in master designer Giugiaro's portfolio. Even the humble hatches are handsome – Golf, Alfasud, Panda – while the supercars and concepts were constantly sensational. Founder of Ital design, he has been responsible for endless real-world projects. Though this is a full biography up to Giugiaro selling out to VW, it can be hard to find the text among the photos and hearty captions. But let's face it, it's the cars we want to see. **GC**

Published by Giorgio Nada, £49
ISBN: 978-88-7911-706-7

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Pirelli has licenced its own F1-inspired speaker system, made by audio specialist IXOOST

Product of the month

Sur-Round sound

Pirelli speaker leads this month's motoring merch...

TYRE-D OF BAD SOUND (SEE WHAT WE DID THERE..)? WELL Pirelli can give your favourite tunes an F1 twist with this half-scale replica of one of its grand prix race tyres, which doubles up as a Bluetooth speaker. It's been made in collaboration with audio specialist IXOOST with a 100w speaker within an aluminium scale-replica wheel rim. You can even choose from the same nine colours that distinguish Pirelli's 2018 compound range; just don't complain if it goes off early.

£2588, *mementoexclusives.com*



TAMIYA TOYOTA TS050 RC MODEL

We love Tamiya models in the *Motor Sport* office, and this new offering allows you to recreate Fernando Alonso's – sorry Toyota's – 2018 Le Mans-winning TS050 HYBRID LMP1 prototype. Measuring 42cm in length, the 1/10-scale model uses Tamiya's proven F103GT chassis with working suspension, two-wheel battery-powered drive and adjustable running height. You're not likely to get a full 24 hours out of a single charge, so recreating Alonso's – sorry Toyota's – Le Mans win to scale will be tough, but you'll be able to recreate a few hours of the action in one go. The kit comes with all sponsor and livery stickers, plus the choice of having the number 8 decals run on Alonso's – sorry TOYOTA's (we must stop doing that...) – winning car, or the number 7 shared by three other blokes who weren't Alonso...

£160, *Tamiya.com*

FORCE INDIA BODYWORK FRAGMENTS

It's almost like Force India ended up with a lot of broken bodywork going begging at the end of 2017, when it ran Esteban Ocon and Sergio Pérez. They always got on. Didn't they? Each piece of carbon fibre comes from raced panels of the pink BWT-liveried VJM10 and is mounted within acrylic complete with the signature of either Ocon or Pérez. The pieces are "hand carved", but they could easily have been smashed off at Spa, crunched in Canada or broken in Baku...

£199, *mementoexclusives.com*



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FERRARI 268 SP NOSECONE MODEL

The Ferrari 268 SP was a defining racing prototype of the 1960s. Only six were ever made and not only was it achingly pretty, but it also paved the way for Ferrari's V8 engines in 1962 and also its entire P-car series. Considering the car's rarity, the £12.5m asking price (when one last went up for sale in 2016) may be a slight hindrance to getting your hands on this specific piece of history. Fortunately, Ferrari has spotted the gap in the market and commissioned an exact 1:1 scale replica of the car's front end instead. It's made from pure aluminium and sculpted to the exact design of the original and comes with the choice of either a stand or a wall mount. It's a snip at £13,500, or of course you could buy a fully working Fiat Punto... *store.ferrari.com*





RUBBER BAND RACER

UGears is a relatively new name to models, having only set up in 2014, but it already boasts a lovely range of mechanical wooden kits to entertain customers of all ages. This new U-9 design is inspired by early grand prix cars and is a beautiful piece of engineering. The 348-piece self-assembly model features a recreated 16-valve V8 engine with functioning pistons, spring-suspended axles and rubberised wheels. Plus, when you're finished gawping at it you can simply wind her up and let rip as the rubber band-powered drivetrain will propel the model to a range of five meters – although probably much less on deep carpet or grass. One for the kitchen floor ,we reckon! £42, *ugears.online*

TATEOSSIAN GEAR CUFFLINKS

Nothing finishes off a dapper look quite like a good set of cufflinks, and these ones from designer Robert Tateossian in London stand out from the crowd. Inspired by the inner workings of watches and gearboxes, the square frame holds a selection of different coloured gears, which all work and rotate freely when worn. There's a wide range of shapes and colours available, too. It's designs like this that earned Tateossian his 'King of Cufflinks' moniker. £150-465, *tateossian.com*



MEMORABILIA

Senna's race suit sold for £83,000 last month. Here are four other collectable suits



MARIO ANDRETTI

Original and very rare 1975 Viceroy F5000 race suit, signed by Andretti, *$13,500*
racinghalloffamecollection.com



MICHAEL SCHUMACHER

Original winning OMP suit worn at the 2000 European GP at Nürburgring, *CDN $30,000*
collectorstudio.com



JENSON BUTTON

One-of-a-kind special edition race suit worn during the 2004 Chinese GP in 555 livery, *£10,000*
mementoexclusives.com



FERNANDO ALONSO

Rare, signed, original Puma suit made for and used by Alonso in the Ferrari F138, *CDN $14,500*
collectorstudio.com

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John Duff Cup brings vintage battles to Members' Meet, which showcases racers up to modern LMPs

Join the insiders

Goodwood's 77th Meet may be 'for members only' – but you can be there too to see spectacular racing

April 6-7, Goodwood Motor Circuit, UK

MINI BREAK

EXCLUSIVITY IS THE NAME OF the game for the Goodwood Members' Meeting: you must belong to the Goodwood Road Racing Club (GRRC) to attend - but you can join for the weekend. This year's 77th meeting takes place in April for the first time, when that membership lets you watch the first major historic meeting of the year, echoing BARC events at the Chichester circuit back in the 1950s and '60s.

Highpoints include the Parnell Cup for grand prix racers and voiturettes from 1935 and '53 - the first cars that raced at the circuit in period - in homage to Reg Parnell, no stranger to success here. The popular Gerry Marshall Trophy for 1970s and '80s tin-tops mixes Rovers, Camaros and Capris, while road-going '50s sports and GT Astons, Ferraris and Jaguars contest the Tony Gaze Trophy.

This year, high-speed demonstrations have been planned, with BMW M1 Procars - wide and squat - taking to the track 40 years on from their first race. The Procar title was a proper support series to Formula 1, so prestigious that Niki Lauda clinched the inaugural title and Nelson Piquet took honours in 1980. Spectators will also be treated to a display from Le Mans Prototypes from the early 2000s to the present, a stark contrast from the historic and vintage cars that will race on the same track.

Things take a transatlantic turn with the next demonstration as more than 10 NASCAR trucks and stock cars take on the Goodwood track, the first time a pack of the loud, rowdy machines have performed here, though Emanuele Pirro and Max Chilton have driven stock cars at Goodwood in recent years.

You needn't be a full GRRC member to attend: a £39 Fellowship Membership lets you buy a weekend (adult) ticket for £141 or a day ticket (Saturday or Sunday) for £88.

For more information plus timetables, visit goodwood.com/grrc

LOCAL KNOWLEDGE

- **HOW TO GET THERE** The A3 takes you there from London and the A27 from the east and west. Or take a train from London Victoria and bus or taxi from Chichester Station.
- **ALSO GOING ON** Saturday night turns into a party with food stalls, fireworks and live music. The perfect wind-down from a day of racing.
- **DON'T MISS** House Captains (Nicolas Minassian, Jochen Mass, Anthony Reid and Emanuele Pirro) heading the four Goodwood houses at ping-pong or engaging in tug-of-war.

WRC: ROUND 3

March 7-10, Rally Mexico, Guanajuato

WRC circus lands in Guanajuato mountains, struggling with thin air, high altitudes and mountain paths. Toyota's Ott Tänak has a tough task fending off Thierry Neuville and Sébastien Ogier.

INDYCAR: ROUND 1

March 10, St Petersburg, FL, USA

St Petersburg hosts a motor sport festival to welcome 2019 IndyCar Series. GT4, Indy Lights, TC Americas and more support top-tier US series as Scott Dixon begins his defence.

FORMULA 1: ROUND 1

March 17, Melbourne, Australia

Testing is over, the dice are about to be cast. Who will reign supreme at Melbourne's Albert Park? Read Mark Hughes' in-depth analysis of testing in this issue – and watch to see if Lewis Hamilton can retain his title.

MGCC: SILVERSTONE

March 30, Silverstone UK

The MG Car Club consistently hosts exciting – if overlooked – national racing with cars powerful enough to hold their own but nimble enough to attack the British Grand Prix venue.



BTCC: ROUND 1

April 6-7, Brands Hatch, UK

The BTCC is back with Mark Blundell and Nicolas Hamilton joining the grid of tin-top veterans in what is always an enthralling contest. Colin Turkington has them to deal with as well as Tom Ingram, Ash Sutton and a host of others.

MORE MARCH EVENTS

Mar 9	NASCAR, Phoenix
Mar 10	MOTOGP, Qatar
Mar 16-17	AUS SUPERCARS, Melbourne
Mar 18	WEC, Sebring, USA
Mar 23	FORMULA E, Sanya, China
Mar 28-31	WRC, Corsica
Mar 31	F1, Bahrain

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2019

SEASON HIGHLIGHTS
AT MSV CIRCUITS

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NOTHING BEATS EXPERIENCING THE THRILL AND ATMOSPHERE OF LIVE MOTOR RACING. OUR 2019 SEASON HIGHLIGHTS ARE LISTED BELOW BUT FOR A FULL CALENDAR AND IN-DEPTH INFORMATION VISIT OUR WEBSITE WWW.MSV.COM.
DISCOUNTED ADVANCE TICKETS AND GRANDSTAND SEATS ARE ALSO AVAILABLE ONLINE.

6/7 April	Kwik Fit British Touring Car Championship	Brands Hatch
19 - 22 April	British GT and BRDC British F3 Championships	Oulton Park
21/22 April	British Truck Racing	Brands Hatch
27/28 April	Kwik Fit British Touring Car Championship	Donington Park
3 - 5 May	Donington Historic Festival	Donington Park
4/5 May	Blancpain GT World Challenge Europe	Brands Hatch (GP)
4 - 6 May	Bennetts British Superbike Championship	Oulton Park
6 May	Modified Live	Cadwell Park
18 May	Vintage Motorsport Festival	Oulton Park
18/19 May	British GT and BRDC British F3 Championships	Snetterton (300)
24 - 26 May	Bennetts British Superbike Championship	Donington Park
25/26 May	Masters Historic Festival	Brands Hatch (GP)
1/2 June	American SpeedFest 7	Brands Hatch
8/9 June	Masters Historic Weekend	Donington Park
9 June	Tunerfest South	Brands Hatch
14 - 16 June	Bennetts British Superbike Championship	Brands Hatch (GP)
22/23 June	British GT and BRDC British F3 Championships	Donington Park (GP)
29 June	Vintage Motorsport Festival	Donington Park
29/30 June	Kwik Fit British Touring Car Championship	Oulton Park
5 - 7 July	MOTUL FIM Superbike World Championship	Donington Park (GP)
7 July	Deutsche Fest	Brands Hatch
13 July	Tunerfest North	Oulton Park
19 - 21 July	Bennetts British Superbike Championship	Snetterton (300)
20/21 July	Mini Festival	Brands Hatch
27 July	Vintage Motorsport Festival	Cadwell Park
3/4 August	British GT and BRDC British F3 Championships	Brands Hatch (GP)
3/4 August	Donington Classic Motorcycle Festival	Donington Park
3/4 August	Kwik Fit British Touring Car Championship	Snetterton (300)
10/11 August	DTM (German Touring Cars)	Brands Hatch (GP)
10/11 August	Convoy in the Park featuring British Truck Racing	Donington Park
16 - 18 August	Bennetts British Superbike Championship	Cadwell Park
18 August	Festival Italia	Brands Hatch
24 August	Vintage Motorsport Festival	Brands Hatch
24 - 26 August	The Historic Oulton Park Gold Cup	Oulton Park
6 - 8 September	Bennetts British Superbike Championship	Oulton Park
7/8 September	British Truck Racing	Snetterton (300)
8 September	Ford Power Live	Brands Hatch
14/15 September	British GT and BRDC British F3 Championships	Donington Park (GP)
4 - 6 October	Bennetts British Superbike Championship	Donington Park (GP)
12/13 October	Kwik Fit British Touring Car Championship	Brands Hatch (GP)
18 - 20 October	Bennetts British Superbike Championship	Brands Hatch (GP)
2 November	Neil Howard Stage Rally and Fireworks Display	Oulton Park
2/3 November	British Truck Racing and Fireworks	Brands Hatch
17 November	Stage Rally and Fireworks	Cadwell Park



FOR MORE INFORMATION AND TO BOOK TICKETS

WWW.MSV.COM 0843 453 9000

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Calls will cost 7p per minute plus your telephone company's access charge. All events and dates subject to change.

From car design to timekeeping

Dutchman Laurens de Rijke embarked on an unexpected career change as the result of a lengthy road trip on a Vespa



EMAILS FROM THE SLICK PR departments of the big luxury watch brands pour in on a daily basis with details of new models, relatively few of which are truly different.

So there's a certain irony in the fact that information about one of the most interesting driver's pieces we've seen in ages came via Dorset-based classic car adviser and bespoke bicycle builder Darron Copping (check out svencycles.com), who told me about a young Dutch watch maker who has spent five years conceiving, designing and creating the rather brilliant Amalfi pictured here.

Laurens de Rijke grew up tinkering with old scooters and mopeds before enrolling on a car design course at the University of Delft, during which he found part-time work with a Vespa restoration specialist.

Before graduating, de Rijke decided to satisfy his thirst for adventure by throwing a leg over his own 1962 Vespa Grand Sport and riding it from the Netherlands along a large section of the ancient Silk Road that passed through countries such as Hungary, Bulgaria, Turkey, Georgia, Azerbaijan and Kazakhstan.

The story goes that, during a stop in Tbilisi, Georgia, de Rijke visited a flea market where he found a vintage Vostok watch that he bought and wore for the remainder of the journey, after which he returned to Delft with a plan to build development of his own driver's timepiece into his graduation year.

With the help of Professor Bruno Ninabar van Eyben – a renowned designer who created the look of the Dutch euro coin – de Rijke learned to use a lathe and milling machine, studied watch case design and created his first working prototype.

He subsequently set-up his own, small workshop in 2016 and has now launched the first commercial de Rijke wrist watch in the form of the Amalfi Series No.1S, which features a Swiss Soprod mechanical movement housed in an ingenious 38mm case with a slot and ratchet mechanism that enables the watch head to be turned up to 90 degrees in order to make it easier to read at a glance while holding a steering wheel.

With a simple gloss black, lacquered dial, de Rijke's own crown design, a shaped, anti-reflective sapphire crystal and a nifty quick-change strap system, the watch is both elegant and functional – in short, it could be described as the perfect gentleman driver's dress watch.

If you want one, however, you'll need to get your order in – de Rijke is making only 99 before moving on to his next design, which is likely to be a more robust-looking 'tool watch'. And we're looking forward to it already. *€2495 (£2190)*
derijkeandco.com



MARLOE WATCH COMPANY WAS launched three years ago by marketing consultant Oliver Goffe and draughtsman Gordon Fraser. The firm specialises in mechanical watches that are designed in the UK, assembled in Asia and inspired by British themes. The Coniston pays tribute to Donald Campbell's speed record runs in Bluebird K7 and features a glass caseback through which can be seen a Miyota hand-wound movement and an engraved Campbell quote: "Courage is not being fearless." *£299*
marloewatchcompany.com



DAVIDE CERRATO, THE MORGAN-driving design boss of Montblanc's watch division, all but stole the show at January's SIHH watch fair in Geneva with this monopusher chronograph. The 44mm titanium and bronze case houses a black gloss dial with a telemetre chapter ring and a central 'snail' tachometer scale, while the hands and numbers feature a gently aged luminous finish to evoke a vintage look. Limited to 100 units, it goes on sale in May. *£29,000*
montblanc.com

***Motor Sport*'s monthly watch review *Precision* is written by renowned luxury goods specialist Simon de Burton**

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Jacky and Vanina Ickx – two generations of Le Mans racers. Vanina made her debut in 2001

GETTY

RACING LIVES

Jacky & Vanina Ickx

JACKY ICKX ENJOYED HUGE SUCCESS in multiple motor sport disciplines and had long since retired when daughter Vanina made her own way in the sport and followed in her illustrious father's wheeltracks by racing at the Le Mans 24 Hours.

Jacky, 74, won Le Mans six times across three decades – with Ford, Mirage and Porsche – and also took eight grand prix wins driving for Ferrari and Brabham, finishing second in the drivers' world championship in 1969 and 1970.

Vanina, 43, didn't start racing until she was 21 and went on to race at Le Mans seven times with a best result of seventh.

VANINA: "We didn't see dad a lot when we were growing up. But when we did, it was the best of times.

Compared to a working father, who'd be leaving and coming home when the kids are in bed, dad would drop us at school and pick us up again, which was lovely. And then there were the holidays...

He made us travel and discover things that few other fathers could have showed us. After falling in love with the places and people of Africa, during the Paris Dakar [which Ickx won in 1983], he hired a guide and cook, bundled us into his Mercedes and took us on an adventure of a lifetime.

We'd cook whatever we could find or buy along the way, the water was from wells, filtered through our T-shirts, and we'd just sleep under the stars. He wanted to give us a broad perspective of the world.

He was a private man, with just a few friends from motor racing, and even when famous people would visit they were simply family friends to him and to us. At home, his trophies and memorabilia would be in the garage, and he wouldn't talk about races or wins. He just wanted to be a regular dad. I only really began to learn about him and his achievements when I was much older.

After my parents separated, and dad moved to Monaco, I didn't go to see him. Mum and dad did a good job of sharing us. They would never have a bad word to say about one another; theirs was a relationship built on respect. Even to this day, he will spend Christmas with all the family.

I didn't grow up with a dream of racing cars. I could never have imagined I'd race at Le Mans, for example. So I never felt like I was living in the shadow of dad.

He'd tell me, "Life is about choices. Anytime, anywhere, you're making

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choices. You close doors and open doors, and can choose to be who you want to be." It's advice I will pass on to my children.

I don't see myself as a role model. I just like to push the limits - mentally and physically. It's what makes life interesting; learning new things, overcoming fears and getting better at what you are doing. So it makes me angry that motor sport isn't doing enough to make itself accessible to women. There are initiatives, like the W Series, and the FIA's Girls on Track, but we are way behind places like America. The organisers and sponsors could help stimulate this.

Personally, I would prefer to see women compete on equal terms with men. But if female-only series help bring more women to the sport, then that's better than nothing.

But be in no doubt, racing is tough. You have to prove yourself strong, physically and mentally, and ultimately that was my downfall. I didn't deliver at critical points in my career, and made mistakes at a level where you simply can't afford to.

For example, I raced with dad at the 1998 Spa 24 Hours, [driving a Renault Mégane coupé for Renault Sport Belgium; car no 2 finished third] and crashed. And in 2010, racing the Lola-Aston Martin, after 20 hours we were running in eighth - and could have made fourth - but I crashed badly enough to damage the tub. It feels stupid to talk about it now, because what's done is done and you can't change it, but I could have done better.

It's amazing my father came through his career safely. I read a book, *À Bâtons Rompus*, which was written by a friend of his in the early '70s. It brought home the dangers for drivers in that era. And I think it's why he was so nervous when we raced, as a family, in the VW Fun Cup [in 2017] during a 25-hour race at Spa. I think he knew he was lucky he'd made it through safely.

So it was fascinating to drive an old F2 Porsche 718 at the Monaco Historic Grand Prix, last year, during a parade. The car would have been in competition just before dad started racing. I expected it to feel very dated and have a gearchange like stirring mayonnaise with a stick. But actually it felt fantastic. It was quick, so light, no bodyroll.

I came out of retirement to race at the Pikes Peak Hillclimb. There is something so special about it, and the project with Gillet was exciting. It was to celebrate 25 years of the Vertigo car, and we started with a blank piece of paper - no car, no one to build it and no sponsors. But by the end of it we finished sixth in our class, which was incredibly satisfying. It's a pure form of competition - no practice or warm-up - and there's danger at every turn. Yet if I were asked to go back, I'd say yes in a heartbeat.



MOTORSPORT IMAGES

Jacky celebrates victory with Porsche at Spa, with a young Vanina in 1982

We have just embarked on a new adventure. After earning my pilot's licence, last August, I decided to take the plunge with my husband, Benjamin de Broqueville, and buy into a private aerodrome, in Namur, an hour south of Brussels.

It's a very modest set up. We have just the one full-time employee, and there are just a handful of tenants leasing the buildings dotted around. The first major improvement we have made is to install a new concrete runway in place of the old grass landing strip.

Benjamin's grandfather, father and uncle were pilots, so you could say it's in the blood. We have a dream to fly around the world in a light aircraft. You never know; the airport is going so smoothly - better than expected - that perhaps there's still a way for us to make it happen..."

"To survive, you had to be lucky. Your guardian angel suffered a lot"

JACKY: "It was another planet when we were racing. And to survive, you had to be lucky; your guardian angel suffered a lot.

Looking back, my parents suffered a lot. Communication wasn't what it is today, and I didn't call them enough on race weekends, so sometimes they would have to wait to read about my races - and, to be brutally honest, find out whether I was still alive - in the newspapers or magazines.

I have a lot to thank my parents for. I was lazy at school and if my parents hadn't bought me a 50cc trials bike, as an incentive to work harder at school, I would probably have gone on to be a gardener. For any parents now whose children want to get into motor racing, they have to be able to say, 'You're free to do it. It's your life.' That's what I said to Vanina. They will leave the nest and fly by themselves, so your role is to take care of them when things don't go well.

Having Vanina and our other children did not change me, mentally. She was late to racing. By the time she showed an interest, school was behind her and she'd completed a degree in biology. However, I had no desire to coach her or manage her; I was happy to offer her support as a father, but I had no desire to play a role in her motor racing career. She did it all on her own. Perhaps starting so late is a regret of hers. And maybe she would have wanted me to coach her from the early days, and get her into motor racing. But I never saw that as my role.

And in another way, just as the pain was there for my parents, so it was there for me. When your daughter or son is driving, you share in the unhappiness when it doesn't go well, and the joy when it works. And for me, the satisfaction doesn't balance the potential risks or make up for the tension you feel when your children are racing.

And that's despite the improvements in the safety of the tracks and cars. When Vanina first raced at Le Mans, in a Chrysler Viper GTS-R, I was so nervous, but I hid it from her and everyone else. I come from an era where we lost great friends every year, and no matter how improved the safety is, there is always going to be a risk.

So she was alone in her career. I was not behind her at all, which is why I believe she has been very brave. She started late, did well and deserved more. Keeping my children grounded was always important to me. It's why I took them to Africa, to see life on another continent and educate them on how people in other parts of the world live.

These days, not only do young drivers have to have the natural talent, they have to find themselves a driver coach, physical coach and mental coach and be bloody good at the commercial side. They have to be able to sell themselves, even when they haven't achieved anything yet.

The sport has been transformed into a

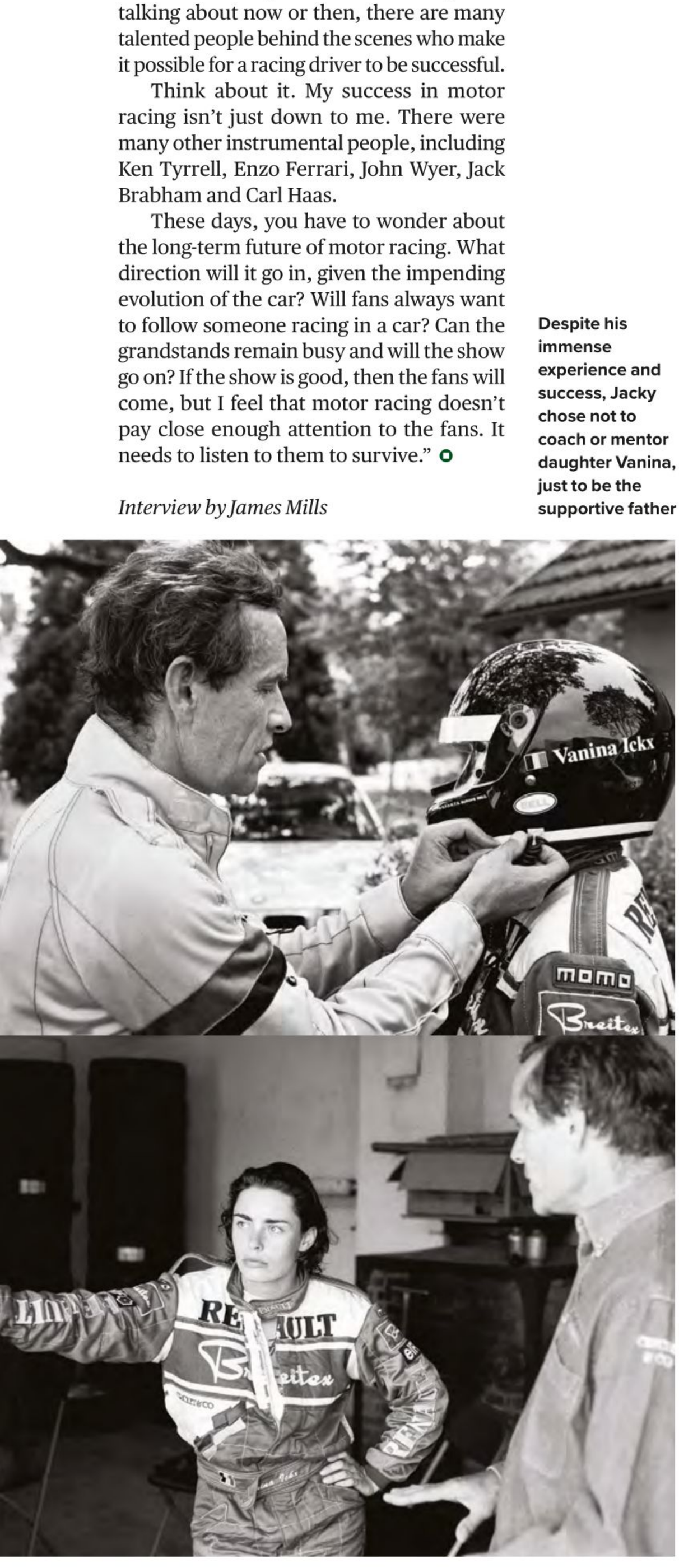
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business. But regardless of whether you're talking about now or then, there are many talented people behind the scenes who make it possible for a racing driver to be successful.

Think about it. My success in motor racing isn't just down to me. There were many other instrumental people, including Ken Tyrrell, Enzo Ferrari, John Wyer, Jack Brabham and Carl Haas.

These days, you have to wonder about the long-term future of motor racing. What direction will it go in, given the impending evolution of the car? Will fans always want to follow someone racing in a car? Can the grandstands remain busy and will the show go on? If the show is good, then the fans will come, but I feel that motor racing doesn't pay close enough attention to the fans. It needs to listen to them to survive." ○

Interview by James Mills



PHILIPPE GRATON

Despite his immense experience and success, Jacky chose not to coach or mentor daughter Vanina, just to be the supportive father

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Fred Gallagher has enjoyed a storied career across all levels of rallying

LUNCH WITH

Fred Gallagher

This Ulsterman sat alongside some of rallying's all-time greats – including Toivonen and Kankkunen – and has to his name a world title plus three Safari Rally victories. **Simon Arron** listens in

BELFAST WASN'T AN OBVIOUS HUB of motor sport during the 1950s and 1960s, but you could savour your fair share if you had the right attitude. Fred Gallagher had the benefit of a car-mad father - "I'm a Frederick, he was 'Fred'" - who attended a catalogue of events that had a big influence on his son's future ambitions. It probably didn't help that rally talisman Paddy Hopkirk lived just across the road, either.

"I have vague recollections of going to Dundrod when I was small," Gallagher says, "but my earliest memories would be going to watch races at Kirkistown and Bishopscourt, plus the Circuit of Ireland rally... I looked forward to Easter more than Christmas because it was Circuit of Ireland time. We also attended hillclimbs, autocrosses and autotests - and Dad was quite intrepid. He thought nothing about taking the ferry to Stranraer and then driving to Brands Hatch or wherever, long before there were any motorways. In 1964 he took the family to the Reims 12 Hours in my gran's Mini - and in 1969 we travelled in his Ford Anglia to the French Grand Prix, at Clermont-Ferrand. There were only 13 starters, but it was still a stunning experience.

"I have very fond memories of the 1962 *Motor* Six Hours at Brands Hatch. Paddy Hopkirk was sharing a works Mini Cooper S with John Whitmore and we were standing to the outside of Stirlings. I was about 10,

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waved at Paddy every time he came past – and he'd always wave back. After he handed the car over, John Whitmore gesticulated crazily at us on his first lap, so Paddy obviously briefed him."

But, why did fate steer Gallagher towards stage rather than track? To hear his tale, we convene at The Anchor Inn in Lower Froyle, Hamphire, where Fred warms up with a glass of Sauvignon Blanc, before switching to Shiraz to accompany haunch of venison with mushroom dauphinoise.

"Even back then," he says, "the cost of going racing would have been fairly horrendous – rallying was more accessible, plus I had been obsessive about maps for a number of years. My uncle did an event with leading co-driver Terry Harryman, who made the mistake of leaving his Northern Ireland maps on the car's back seat. I borrowed them and copied his markings before giving them back. I'd return from the Circuit of Ireland and sit in my bedroom, looking at a road map and pretending I was doing a rally. I was a theoretical navigator long before I was an actual navigator."

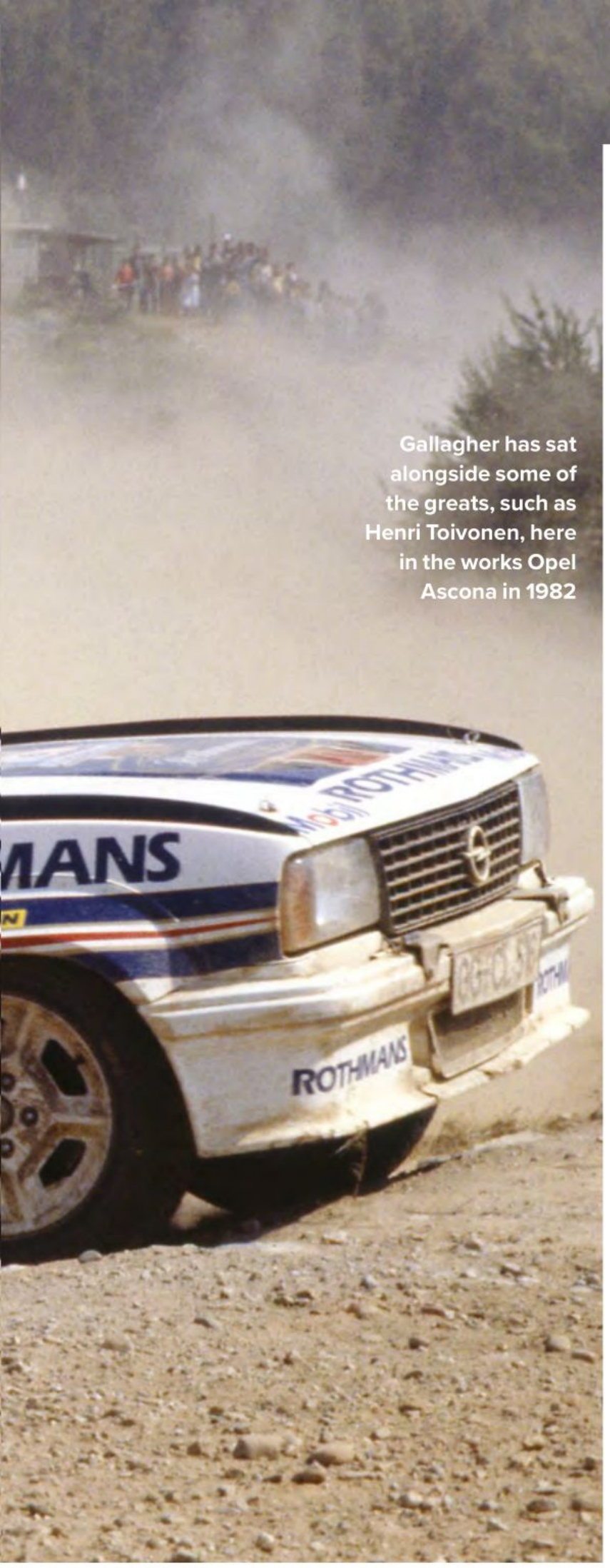
HE GOT HIS FIRST TASTE OF competition with a local printer, Raymond McKnight. "I can't recall how we met," he says, "but in those days printers earned a fortune and he had a Cortina GT. We did road rallies and even a stage event in which we were seeded last and certainly didn't pass anybody."

Studies threatened to disrupt his competitive ambitions when he went to Dundee University to pursue a dentistry degree, but there he befriended a like-minded Canadian and the pair would set off in a Mini most Friday evenings "to watch anything decent that was on during term time"... even if it was 480 miles away at Brands Hatch.

"Rallying started properly after I failed my first-year dentistry exams," Gallagher says. "I went back to Belfast and worked in a civil engineering office, where I fell in with some people who went rallying every Friday night. I'd go along to navigate with a variety of different drivers. One of the first was Jimmy Ogg, who had a 1098 Mini. I suffered from car sickness on the first events I did. I remember thinking, 'If I wasn't ill this wouldn't be that difficult.' That clearly isn't true, but once I overcame the sickness, we were usually in

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LUNCH WITH *Fred Gallagher*



Gallagher has sat alongside some of the greats, such as Henri Toivonen, here in the works Opel Ascona in 1982

the top six - against some very good people.

"The quickest of the Mini drivers was a guy called Irvine Tannahill, who asked whether I'd like to join him in his Cooper S. He and I hit it off; I was getting better, he was quick, the car was quick and we actually won a Northern Irish Rally Championship event outright against the establishment in their Porsche Carreras and stuff. That was by far the biggest thing that had ever happened to me."

During this period Gallagher was also taken under the wing of Malcolm Neill, a man he describes as "Northern Irish motor sport royalty. His father had been clerk of the course at the Dundrod TT, very high up in the Ulster Automobile Club and a fairly strong character, a lot of which rubbed off on Malcolm. The Circuit of Ireland was cancelled in 1972, at the height of 'The Troubles', and Malcolm decided come what may that the event was going to run the following year. At the time he was a chain-smoker who drank copious amounts of gin and had a 3.0 Ford Capri he drove flat-out everywhere. This was during my 'gap' year, before I went back to university, at Aston, to train as an optician. Every Friday night, he would pick me up and we'd go off to Killarney or wherever, recce for the following year's Circuit and prepare a roadbook. I learned an enormous amount."

GALLAGHER DID THE CIRCUIT for the first time in 1974, alongside Tannahill, and the following year received a letter from Neill. "He said there was a Swedish privateer coming to do the Circuit, Bengt Lundström, and he wanted a local co-driver, so would I do it? Of course I would! Bengt was a fairly wild Swede, and we crashed within five stages, clearing a hedge and landing upside down in a field. As I crawled out through the front screen, I looked up and my dad was standing there...

"They had a thing called the Sunday Run then, so if you'd retired you could continue at the back and do the classic Kerry stages, which we did. Then Bengt bumped into works Škoda driver John Haugland. Norwegian and Swedish being pretty similar, they started chatting. Although I couldn't understand, I could feel they were talking about me. John then said to me, 'I understand you're a student. D'you get long holidays like they do in Norway? If so, would you like to do some rallies with me..?'

"Come July, I caught the boat to Liverpool, took the train to Harwich, then a ferry from Harwich to Oslo: I had £25 with me, all you were allowed to take out of the country back then - and possibly all I had anyway! John drove the rally car and I drove the recce car, from Oslo to what was then Gottwaldov but is now Zlín. We carried on day and night - the only time we slept was on the ferry from Sweden to Germany. We went through Dresden, where there were still Bailey Bridges on the motorways, even in 1975, because the originals had been bombed. And I'll never forget sitting at the Czech frontier, which was pretty grey. We recced hard for the Barum Rally and came second - with me reading the notes in Norwegian. That wasn't the difficult bit, because there were only about 10 words. The toughest thing was the pressure I felt.

"John then asked whether I'd like to do the RAC - so my first world championship event was in a works car and we finished 15th overall and first in class. We got on famously, did Sweden the following year - and all while I was still at university."

This time he completed his degree and settled down to work for an optician in Ferndown, Dorset - which is where he was when the phone rang shortly before the 1976 RAC. It was John Davenport, British Leyland's competition manager, whom he had first met while co-driving for Haugland.

"John asked whether I'd like to partner Tony Pond in a Triumph TR7 in 1977. Talk about cloud nine... He suggested we do the Boucles de Spa, to make sure we got along, and that he'd formalise a contract after that. The next day I got a call from Russell Brookes, who asked if I'd co-drive his works Escort in the British Rally Championship, while he was also going to start the European series and see how that went. Who was I to say 'no' to Russell Brookes? He said we should do the Tour of Dean together, in January.

"I couldn't really turn either of them down, because if I didn't get on with one it would be my luck that I'd turn down the other. So I went off with Russell on the Tour of Dean and we were lying second when we retired. Then I came home and almost immediately went with Tony to Belgium, where we won - my first international victory, so I was on a real high. When I got back, I picked up that week's issue of *Motoring News*... and there was the entry list for the Mintex Rally, in which I was seeded at both three and seven!

"I was seeded at three and seven on the entry list"

"I ended up having an interesting conversation with John, during which I explained that there had been no guarantees so I couldn't turn anything down. We had a bit of an argument - the only one we ever had. I said, 'Well, if it's going to be like this, I'd better go with Russell...' We both slammed down the phone and at 5.30 I walked out of the office to find John's Rover SD1 in the car park with the window open. 'You - get in!' We drove to the local pub and John said it had all been a great misunderstanding. Russell was working for Land Rover, which at the time was part of British Leyland, and John said he'd had a discussion with Russell and sorted it out, I'd be partnering Tony and here was my contract. So I signed up, which was great except that he *hadn't* spoken to Russell, who called me in a fairly upset frame of mind the next day and then didn't speak to me for about five years - although we eventually got over it.

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LUNCH WITH *Fred Gallagher*



"With the benefit of hindsight, I didn't handle the situation very well, though it was 100 per cent the right decision in career terms. I might have won three Circuits and a couple of Scottish Rallies if I'd gone with Russell – I've never won an international gravel rally in the UK, while several of my contemporaries have won dozens – but the Tony thing was a first step into the big, wide world. We had a really good 1977 getting to know each other – second on the Mintex, third on Elba – then in 1978 I'd say we got our first big wins, Ypres and the Manx, both of which we dominated."

Pond was one of the UK's great unfulfilled hopes, a driver with success in the UK, Europe and South Africa who never quite achieved the anticipated success on the world stage. How did Gallagher rate him?

"From my perspective," he says, "Tony was as good as any of the world champions I sat beside, certainly from the driving side. He was a bit of an enigma, though. He had massive self-confidence on one side but on the other he was very insecure. The biggest example would be late 1980, when we knew Triumph was pulling out at the season's end. There was a national event in Wales, two weeks ahead of the RAC, and Toyota was also doing it. At the service area I got chatting to [Toyota team manager] Henry Liddon, who asked whether Tony and I would like to sign up alongside Björn Waldegård, which I thought sounded pretty special. Tony flew over to Cologne and was offered a full WRC contract, but he turned it down because they wouldn't build him a right-hand-drive car. I never saw Colin McRae or Richard Burns not wanting to drive because the steering wheel was on the left... Tony would have driven a left-hand-drive car very well – he proved that when he had a run in the Chequered Flag Lancia Stratos – so I think that was a major mistake. We'd have maintained our partnership had he signed and who knows where we might have gone."



Could have been a dentist, was an optician, but Gallagher made his name in rallying

The two also spent 1979 apart, Pond having agreed a deal with Talbot. "I opted not to go with him," Gallagher says, "because I didn't have a good feeling about the combination of Tony and [Talbot rally boss] Des O'Dell – and they fell out very early on. John Davenport asked me to stay with Triumph, without a full-time driver, but there was a Chequered Flag TR7 that was mostly driven by Derek Boyd. We did the Galway and had a big accident, which led to me spending two months in hospital. I was still trying to recover when I returned, wanting to know whether I remained brave enough to do it. I went to California to contest La Jornada Trabajosa with John Buffum – we were always likely to win, even if I'd read the notes back to front, and we promptly did. I arrived with a walking stick and went home a week later without it... although it's difficult to get rid of a walking stick in Los Angeles Airport. Every time I left it somewhere, someone would come running up, 'Buddy, you left your cane...'" [Gallagher would later partner Buffum on a number of events, the pair winning the 1984 Cyprus Rally in an Audi quattro – to this date the only European championship win ever recorded by an American driver.]



Corsica: a curse... and a charm

A results nightmare, but unearthing Sébastien Loeb – and finding a wife – make up for it

"I could devote several pages to the Tour de Corse, which seemed to be jinxed. I entered four times – and only once got beyond the finish of the opening stage.

"In 1977 Tony Pond and I did a four-week recce in the TR7 and it was intense, probably the closest we'd ever come to falling out. Then we retired on the liaison section between the start ramp and the first stage with a broken gearbox. In 1978 we decided to split the recce – do two weeks, home for seven days, then come back for two more weeks. That worked, but on the first left-hander of the first special stage the gearbox blew again.

"Henri Toivonen and I weren't originally scheduled to do Corsica in 1981 – but I was planning to go anyway with a couple of photographer friends, Hugh Bishop and Maurice Selden. Then [Talbot team boss] Des O'Dell called to say he'd found a car for us. It lasted all the way until stage five before the engine packed up.

"Corsica clearly didn't have my name on it and I wasn't subsequently entered again until 1999, with Simon Jean-Joseph. We got to a nice uphill section on the first stage, about 8km in, and the engine exploded. We were told to stay with the car, to make sure it was OK, and settled down to watch everyone else. When we got back Malcolm Wilson asked whether I'd seen anyone that looked impressive and I mentioned Citroën Saxo number 49, driven by a kid called Loeb (*left*). Years later Malcolm told me he wished he'd listened...



"Later, on my way into the media room, I smiled at a lady in a Toyota shirt and she's now my wife, so in the end Corsica wasn't all that bad."

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Björn Waldegård and Gallagher formed a potent partnership at Toyota, which included success on the 1986 Safari Rally

Pond returned to BL in 1980, but his subsequent decision to spurn Toyota left Gallagher potentially on the sidelines - until a chance conversation on the steps of RAC Rally HQ. "Henri Toivonen was walking out as I was walking in," he says. "We stopped, shook hands, chatted and I asked who'd be co-driving for him in '81. He wasn't sure, so I wondered whether he'd consider me and he replied, 'Absolutely, would you like to do it?'

"We didn't sit in a car together until the recce for the 1981 Monte... when Michèle Mouton came up alongside in her Audi quattro, challenged us to a drag race and vanished down the road. I guess we'd just seen the future.

"Henri was four years younger than me, but we got on extraordinarily well - that's been one of the luckiest things in my career, I've never been paired with a driver who made me feel I didn't want to get in the car. We got good results early - fifth in Monte, second in Portugal, second in Sanremo, where we won the unofficial '*Coupe des Hommes*' behind Michèle and Fabrizia Pons...

"Talbot then pulled out and we went together to Rothmans Opel to do the British Rally Championship. I think it's fair to say we didn't feel loved there, the one team in which I've never perhaps been fully integrated. We got some decent results - third on the Acropolis and RAC in 1982, victory on the '83 Manx - and at the end of that season Henri was wanted by everybody. He had offers from Peugeot to drive the 205 T16, from David Richards to do what we thought at the time would be a WRC programme in a Porsche 959, from Cesare Fiorio at Lancia...

"Splitting with Toivonen for 1986 might have saved my life"

"During the Sanremo recce, Henri and I went to Fiorio's yacht and sat off the coast of Portofino watching the GP of Europe on TV from Brands Hatch. After that we shook hands on a deal to join the team the following year. Henri ended up with contracts to do the WRC with Lancia and the European championship with Rothmans Porsche. David Richards felt that would be too much for one co-driver, that I should do the WRC with Henri and somebody else should do the ERC. Henri agreed, but I didn't and said, 'I'm either your co-driver or I'm not.' We ended up going our separate ways - and given subsequent events [Toivonen and co-driver Sergio Cresto perished in a fiery accident on the 1986 Tour de Corse] that might have saved my life. Who knows?

"My big memory from then is the 1983 1000 Lakes, in an Opel Manta. We were supposed to be outclassed by the quattros and the Lancia 037s, but there were a few stages in the dark - and Henri was either quickest or second fastest on all of them. Years later, after Jari-Matti Latvala set his first quickest WRC stage time on the Monte, he was in a queue with me at Nice Airport. I congratulated him and he replied, 'Never mind that - tell me about doing the

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1000 Lakes with Henri."

With that partnership dissolved, it was back to chance conversations.

"This might sound familiar," he says, "but in our hotel bar at the 1983 RAC Henry Liddon mentioned this youngster Toyota would be running - Juha Kankkunen. He asked me to call when Christmas was over, but probably wasn't expecting me to phone at 9.01 on Boxing Day... Henry ran an incredibly good outfit, we had a great couple of years - and I won the Safari at my first attempt, in 1985. The previous year they hadn't allowed Juha and I to do the event because we didn't have any experience.

"We were seeded at 21 and *Motor Sport*'s rally reporter Gerry Phillips went to check the odds at a local bookmaker, saw that Kankkunen/Gallagher were 500/1 and put about £100 on us... On the flight out Juha and I were sat in economy and knew Henry was up in business, so we wandered to see him. He was stretched out with his gin and tonic so we gave him a bit of friendly stick. He said, 'Tell you what, if you two newcomers get to the finish you will fly back in business' and as we were walking away, he added, 'And of course if you win, you'll fly back in first...'

"We knew that Shekhar Mehta nearly always finished in the top three. With all due respect to Shekhar, Juha was a quicker driver and the Celica Turbo was a better car than his Nissan 240RS. We decided that if we went at Shekhar's pace, then put in a sprint near the end, we'd probably beat him. We were 10th when we arrived in Mombasa, seventh when we got to Nairobi the first time, fifth at Mount Kenya and then third behind the Opels of Rauno Aaltonen and Erwin Weber when we got back to Nairobi. The final section started at eight in the evening and finished the following midday. We were asked to up our pace a bit - and nearly went off twice, so we both agreed we'd be happy with third."

That became first when both Opels hit trouble - and despite a broken rear damper adding a frisson of unwanted tension, they held on. "When we got back to the airport, Henry and the man from Swissair were there with two first-class boarding passes."

Gallagher had the chance to go with Kankkunen to Peugeot in '86, but felt comfortable with Toyota and decided to stay put. "Ford offered me a place alongside Stig Blomqvist in a works RS200 for exactly double the salary Toyota was proposing," he says. "I telexed Toyota, telling them I couldn't afford to turn down such a chance - and Henry replied to let me know he'd match it."

Gallagher entered what would be the final phase of his mainstream WRC career alongside 1979 world champion Björn Waldegård, the duo winning the Safari and the Ivory Coast in 1986 - and the Safari again in 1990, by which time their commitments to Toyota were scaled down. "Things quietened after 1988," he says. "Toyota kept Björn for the Safari and a few other bits, but in 1991 we were told we'd also be doing the RAC - and when the entry list came out, we weren't on it. I got a bit nervous about that, but they kept insisting we'd have a car for the 1992 Safari. In the end Björn was offered a Lancia deal instead, which ended unfortunately. We came out of this long gravel section onto asphalt and into a time control. We had about 50sec for a free service and didn't need to refuel, but we thought we might as well do it. We sat there with the engine ticking over and one of the mechanics let a drop of fuel spill onto a hot brake disc, which ignited and caused him to drop the whole jerrycan. Whoosh..."

"A drop of fuel ignited on the hot brake disc. Whoosh..."

He doesn't name the individual, but adds, "I'm fairly sure I know who it was and he's now an F1 team principal..."

GALLAGHER WAS ALSO BY then carving a fresh niche in the FIA Cross-Country Rally World Cup.

"In 1990, Björn had been asked to do the Dakar in a Peugeot," he says. "He came back and said he needed a WRC-type co-driver, so could I do it? We signed with Citroën at the end of 1990 - and I was there until the programme ended in 1997. I didn't do every event, but most of them. People assume there's a similarity between the Safari and Dakar, but Björn and I felt totally at home on the former - and after my first win I was always confident I'd be able to challenge for victory. I never went into a desert event with anything other than a bit of trepidation."

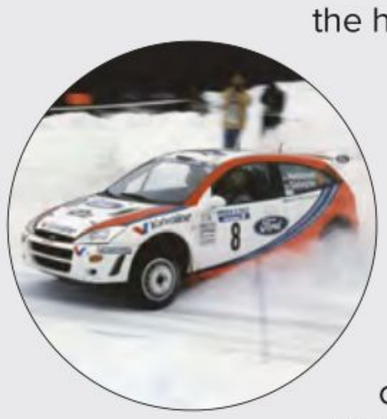
After Waldegård retired at the end of

How rugby led to a seat with Solberg

A boozy lunch with a WRC legend led to an unlikely injury

Fred Gallagher had been only an occasional WRC competitor for the best part of a decade when he landed a full-time deal with Ford in 1999, to partner Thomas Rådström on loose-surface events and Simon Jean-Joseph on asphalt.

"Thomas and I finished third in Sweden," he says, "a massive result after both cars had been excluded for water pump irregularities on the Monte. We had a bit of a post-event party and then flew on to Nairobi, with the idea of having a day off before starting the Safari recce. A good friend invited me out to lunch at a private club and I was looking forward to a bit of time away from my rally buddies – but then Colin McRae walked in, asked where we were going and my mate invited him along... So, Colin, his co-driver Nicky Grist, Thomas and I all went – and it turned into a proper lunch, lots of wine, and we were in fine form when we got back to the hotel in the evening.



"But then Colin thought it would be a good idea to do a rugby tackle in the hotel lobby, which had a marble floor, and broke poor Thomas's thigh...

"You can imagine the conversation with Malcolm Wilson that evening, but it must have been 10 years before I told him the full story. Thomas had a reputation for frolics and got the blame, but it was 100 per cent Colin. The net result was Ford flying in this promising back-up, Petter Solberg, and we took fifth."

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LUNCH WITH *Fred Gallagher*

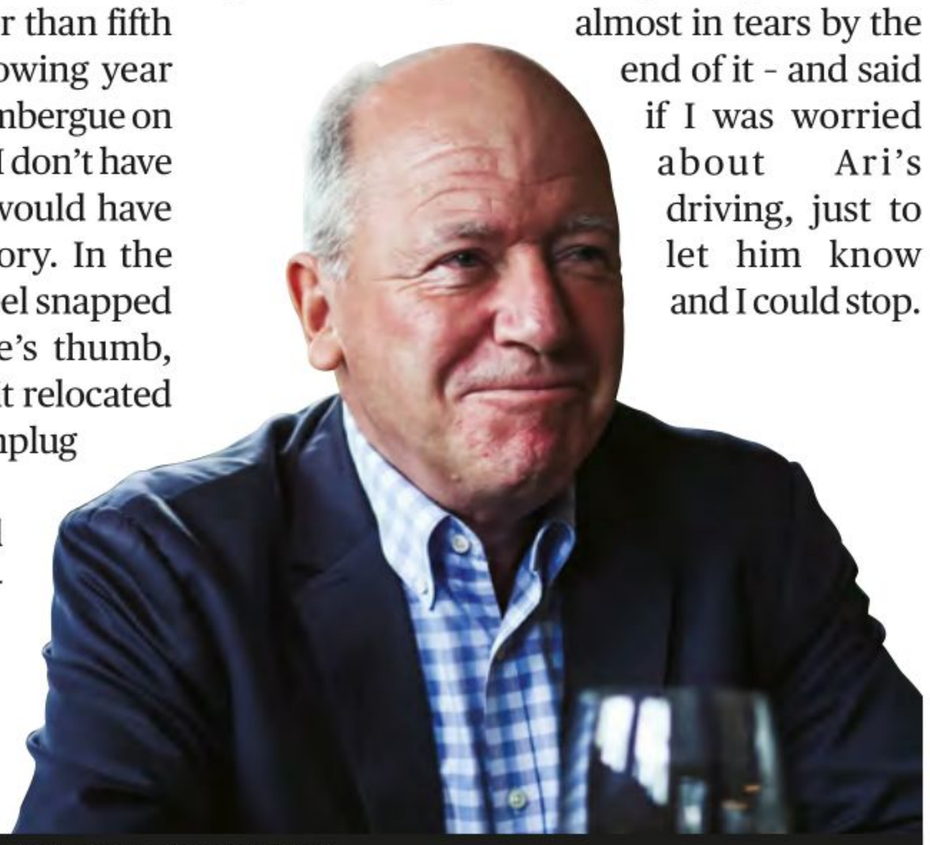


The Toyota team cools off to celebrate 1990 Safari victory, from left Mikael Ericsson, Luis Moya, Carlos Sainz, Claes Billstam, Björn Waldegård and Fred Gallagher

1992, Gallagher spent a few seasons alongside double WRC champion Timo Salonen – "An incredibly calm character, who always smoked – even on the stages. He'd give me two packets, and I had to hand them over as required. He threw the butts out of the window and they always ended up in the air intake mesh, so the mechanics could tell how many he'd smoked."

They won their first event together, the 1993 Pharaohs Rally, plus the 1994 Baja Aragon, but never finished better than fifth on the Dakar, in 1995. The following year Gallagher partnered Philippe Wambergue on the event – and finished second. "I don't have many regrets," he says, "but it would have been nice to have a Dakar victory. In the dunes that year, the steering wheel snapped around and dislocated Philippe's thumb, which cost a lot of time. He had it relocated while sitting in the car – I had to unplug my headset at that point."

Citroën offered a limited programme of events for its cross-country swansong in 1997, but... "Due to some misunderstanding with his co-driver," Gallagher says, "Ari Vatanen had a massive accident in Italy, at the first round. He phoned me on the Monday and told me I needed to be his co-driver. Ari had a reputation for being a bit difficult – and also for crashing quite a bit – and I was now almost 45, so thought, 'I don't really need this.' He called me every day for a week – and on the Friday Citroën rally boss Guy Fréquelin phoned and gave me this great spiel – I was almost in tears by the end of it – and said if I was worried about Ari's driving, just to let him know and I could stop.



But Ari and I got along famously – we won the title and never even had anything approaching a moment. We ended up chatting about what we could have done if we'd forged a partnership years earlier."

They would team up again with Ford for the 1998 Safari, after Vatanen was recruited to replace the injured Bruno Thiry. "I hadn't done a WRC event since the 1992 Safari, so felt a bit rusty," he says. "We were second by the end, though [Ford rally chief] Malcolm Wilson asked us to clock in 26min early at the final control to let Kankkunen through, but we were still on the podium."

That led to a full season with Ford in 1999, his final WRC campaign. Some years later, the AKK – Finnish motor sport's governing body – made him a rare non-Finn ("I believe there are three of us") to have received one of its gold medals for services to the nation.

Gallagher is still active as an administrator and organiser – including a long stint as clerk of the course on Britain's WRC round.

Gallagher and several colleagues have now set up Rally the Globe, which runs endurance rallies for vintage and classic cars. It hosts its maiden event – the Carrera Iberia – later this year. And he also continues to participate, as both navigator and driver on historic and vintage events – alongside McLaren design & development director Neil Oatley, among others, or at the wheel of a 1939 Lancia Aprilia.

Does competition still give him a buzz?

"It does," he says, "but then I don't know much else, because motor sport has filled every aspect of my life to such a great degree."

He has covered quite some ground these past 45 years; those early family road trips served him well. **O**

Follow Simon on Twitter @SimonArron

CV **BORN: 16/4/52, BELFAST, NORTHERN IRELAND**

- **1975** First WRC start with John Haugland (Škoda) on RAC Rally; class win
- **1977-80** Factory Triumph co-driver, with Tony Pond
- **1981** Joins Talbot with Henri Toivonen
- **1982-83** With Toivonen at Opel; wins Manx International
- **1984** Moves to Toyota with Juha Kankkunen
- **1985** First WRC wins – Safari and Ivory Coast
- **1986** Stays at Toyota to co-drive Björn Waldegård; wins Safari and Ivory Coast
- **1990** Third Safari victory – the second with Waldegård
- **1991** Joins Citroën for FIA Cross-Country World Cup
- **1993-1995** Partners Timo Salonen at Citroën
- **1996** 2nd on Dakar Rally (Philippe Wambergue)
- **1997** FIA Cross-Country champion, with Ari Vatanen
- **1999** Final WRC campaign
- **2008** Receives AKK Gold Medal for services to Finnish motor sport

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LETTERS

IN LIGHT OF DOUG NYE'S RECENT INSIGHTFUL PIECE ON HISTORIC MOTOR SPORT AND the letters from Duncan Wiltshire and Mark Taylor it seems to me we are approaching a watershed. Duncan's focus on organisers' responsibilities has merit but in my experience more must be done to claw back some of the excesses in performance and driver standards. Event organisers and promoters are simply not the parties to police what has become a significantly profitable form of entertainment, complicated by the speed differential inherent in grids where skill levels are wide. When I began racing some 30 years ago I recall Nick Mason making the point that historic racing should be entirely about the cars, not whether a professional BTCC driver can produce faster lap times than in period. Most experienced historic club racers can pedal their cars extremely well. But I'm simply not interested in a Goodwood, Monaco or Silverstone grid where I get to race against a former F1 legend or last year's F3 champion, not to mention the risks with someone inexperienced in 1960s cars.

While I agree with Messrs Wiltshire and Taylor that going back to 'flat cap' days gone by is unrealistic, some further regulation through the FIA and/or MSA surely makes sense to ensure that it's the cars that matter and that what transpires on the track is fair, consistent with history and doesn't crowd out those of us who have largely ensured the continuation of this 'amazing movement' and that we all, competitors, owners and collectors, fans and loyal spectators alike, have come to enjoy.

PETER FENICHEL, DIRECTOR, VCM MOTORSPORT

YOUR RECENT ARTICLE ON MIKE Hawthorn brought back many memories. My old business partner Dudley Gahagan (ex-Dobson ERA R7B etc) knew him very well as his Farnham garage was nearby. Dudley occasionally was given a lift by Mike and was infuriated by his habit of driving very slowly when he had his mates on board who might have egged him on or criticised his driving.

A retired friend of mine was working on the outskirts of Farnham the day of Mike's crash and remembers the exhaust noise of his Jaguar and Rob Walker's Mercedes 300SL resonating very loudly in the workshop. Everyone rushed outside to see what was making that noise. It gradually receded into the distance and they all went back to work. Much later the dreadful news of Mike's death came through on the radio. As one of Farnham's most famous sons, Mike's loss was a great shock to all.

ANDY CHILD, ALDERSHOT



Hawthorn (right, speaking to Phil Hill) was always happy to talk to his fans – especially over a pint!

I GOT LEAVE FROM NATIONAL SERVICE TO go to the 1958 British Grand Prix at Silverstone and whilst in the paddock after practice we enjoyed a pint with Mike Hawthorn. The bar was a khaki marquee and parked alongside was our Ferrari driver's dark-green Jaguar XK120. Mike referred to all the drivers by their surnames, including '*mon ami mate*' Collins, but the man on pole was called Stirling.

I shall never forget sitting behind the wheel of an Army Leyland Hippo in Germany when I heard the tragic news of Mike Hawthorn's accident. The end of the original 1958 Works Team!

DON WELLER, HARPENDEN, HERTFORDSHIRE

YOUR JANUARY, 2019 ISSUE IMPLIES THE Interscope Kremer K4 was actually raced by Interscope in the 1982 IMSA season. I was a member of the 1982-83 Interscope IMSA crew and I can tell you that the Kremer K4 was never raced by Ted Field or Danny Ongais. The list of "challenges" we had to overcome just to get the car to make a complete lap was excessive. The K4 suffered from two problems: 1. Very poor design. 2. Even poorer fabrication and assembly! After a week of work on the car it was decided to put it back in the truck as it never turned a competitive lap and was unreliable. Instead we raced the Lola T600 GTP car and the Kremer K3 we had raced at Sebring.

John Fitzpatrick did successfully race his Kremer K4-01 but only after a complete redesign and rebuild by Glen Blakely. The K4- 02 as received by Interscope in 1982 was not a race-ready car. It was a very easy decision to go with the Lola.

REX SCHIMMER, FULTON, CALIFORNIA

LAST MONTH'S MAGAZINE IS MORE AKIN to the *Motor Sport* which I used to look forward to every month. I for one commend you on the changes. One could sense that the "blood" was again coursing through the veins of this issue.

MERRICK MARSHALL, VIA EMAIL

I HAVE READ THAT YOU HAVE BEEN congratulated on the new look of *Motor Sport* from a number of people and I would like to redress the balance and say that I am not very impressed. Do not be surprised if you lose some customers as a result of the direction the magazine is going.

JAMES THACKER

REMEMBERING TOO WELL THE DARK days of the "red cover" I approached my letter box with some trepidation.

Well done. You have provided a good update, with one exception. The cartoon representations are to me out of place, but they did at least reveal that Chris Evans has taken over as editor!

BRUCE GRANT-BRAHAM, WIMBORNE, DORSET.

I'll take that as a complement! Thank you to all readers who have written with their overwhelmingly positive thoughts on the new look. Ed

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Catch us if you can

THE MERCEDES-BENZ W10 is a svelte reworking of last year's car, still low rake and with an identical long wheelbase, but adapted to the new regs and with a substantially new power unit. The team's initial response to the new front wing regulation has been to use the full area permitted for the five elements across the full width, whereas most others have tapered the outboard ends in their attempts at retaining the 'outwash' aerodynamic philosophy that has been favoured since 2009. Front/rear suspension has been significantly altered in an effort to improve tyre usage.

ALL IMAGES: MOTORSPORT IMAGES

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Mercedes has won every world title during F1's hybrid era. Ahead of the 2019 season, **Mark Hughes** talks to key players from the reigning champion and its rivals

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The new cars have all appeared, an array of shiny hopes, some already dulled by the reality of a Barcelona winter and an unforgiving timing beam. In silent isolation in the garage, life support cables plugged in, they are fascinating technological jewels. Out on track they are monsters of raw performance and incredible balance.

But they are created and raced by people, the most intriguing ingredient of all. Creative, industrious, competitive, passionate, cunning people, of all shapes and sizes, each have their special roles to play and it's such a delicate dance to keep the whole thing spinning at the required pitch; only on the few occasions it goes wrong - such as the disastrous delayed start to the test programme for Williams - do we get a glimpse of that balancing act.

In looking ahead to the 2019 season, we have taken the key human elements of F1 success and expressed them as framed by key personnel, using the top four teams in turn to illustrate them.

Mercedes

Team manager Ron Meadows, chief strategist James Vowles and chief race engineer Andy Shovlin are a tight-knit pitlane unit at the core of extracting the maximum in-the-field performance from whatever car the Mercedes technical departments has provided. For almost two decades they've been at Brackley together living the intermittent promise but ultimate misery of the BAR and Honda years, through the unlikely glory of Brawn - having more than once had possible team oblivion staring them in the face - then onwards to the building of Mercedes. This marks their 18th season together.

Ron is the sanguine old hand, seen it all, quick with the Liverpudlian quip. James is part bright academic, part crazy biker, easily amused, deeply competitive. 'Shov' is professorial, articulate but very funny beneath the slightly shy exterior. All are emotionally intelligent, warm, likeable. It's a nice group of people, much more than just the sum of their professional abilities.

Their knowledge of and long experience with each other is very much part of the operational strength of Mercedes. Here's how they see it.

Andy Shovlin "Having gone through the tough times, like when Honda pulled out, is really good for galvanising the team. It helps you function as a group through different problems. It helps especially when you're under pressure making decisions."

James Vowles "The 2007s, '11s and '12s built us into who we are today. It didn't pull us apart but strengthened us. It's painful when you're not performing at the level you want to. Into the good years of 2014 onwards we always remained grounded because we remembered how bad it could be. You don't have such huge emotional swings between things going well and not so well. Because you remember when it was terrible."

Ron Meadows "The biggest struggle was 2007 - then Honda pulling out at the end of '08. It was mentally very tough. We lost almost half the team and that was very emotional as we were losing friends, laying some of them off and then going racing. We've always been strong as a group and there's never really been a blame culture. People just know what's expected of them and we've been fortunate that a good group has come together. As we've got more experienced we've made better decisions. From the offset it was never it must be you or him, or who has let us down. The stars just aligned."

AS "There are races we've won and you'd have thought that we'd finished 11th because of the amount we did wrong, what we need to do better, where we've tripped up - the near misses or the things that go wrong. You treat them the same as that's the only way you improve... It's a bit sad because, before the team was successful, you imagined that winning would be more enjoyable. But it becomes more of a satisfaction by which you measure yourself. The competition is so tough you just have to keep pushing."

AS "The early days of BAR had a very distinctive feel. Then Honda was different again. Brawn was obviously a unique period as it was a very small team that year. But this has been the biggest period of consistency of ownership and I think this is the first time we've really built a culture in the team where we've thought about our values, how do we want our people to behave? The sense of belonging to something is tangible."

RM "I think a lot of that comes from the Daimler board. You see so much of them and they are so passionate about this. I don't know who the Honda board were when we were racing as Honda. With BAR it would be a BAT executive. But for the last 10 years Dr Z [Daimler chairman Dieter Zetsche] has come along with all the guys and they enter the garage and they are just normal human beings that are really passionate about their team. They inspire you because they are so into it. They just get it."

"It was mentally very tough. We lost almost half the team"

JV "In the Honda and BAR days you weren't even sure if you had a job for next year, because that could all change and the sign on the door could change. Under the Mercedes branding the big thing has been the feeling of stability. We now have a stable culture that we work to."

AS "Part of the culture is that people can put their hand up when they haven't done

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a good job. If someone makes a mistake that could be brushed under the carpet, actually people are good at highlighting those issues because they know if they gloss over it, it will catch us out another day."

AS "People are comfortable here to say 'I could have done better'. Growing that culture is not something that happens by accident. You've got to work on it, people need to lead by example but it's a nice environment to work in. I don't think every other team has that environment where it's OK to fail. Obviously you don't want to keep failing but we realise we are fallible, we are under pressure, making split-second decisions."

AS "Wet qualifying or wet races are where knowing people really well and even the way people will say something you can tell in their voice whether they are confident or not. There are so many of those decisions on a knife edge - do you go inters, slicks, new info coming in. Simon [Cole] on weather forecasts, James looking at gaps in traffic, I might be watching the track and what it's doing. You're making a group decision and it's a really difficult thing to understand how we interact in those situations."

JV "On the intercom you'd hear there are about 50 decisions in a wet qualifying session, each one can have a disastrous impact if you get it wrong."

AS "That's where you really feel like you're having to perform. Like I'd imagine how a driver feels when he has to do a qualifying lap. In wet qualifying you feel like you're on the spot and you could fall off."

AS "When you've lived through so many experiences... We've now got 18 years racing together so you remember like that thing at Hockenheim last year, where we were thinking when the showers come we don't want to be on inters but we want to be on the newest slick tyres so as to keep the temperature. But there are races before where we've done the same thing and we are using those shared experiences. Like at Monaco '16, jumping from wets to slicks. James and I were talking about it at breakfast that morning saying 'do you reckon you can go from wets straight to slicks?' We'd already had the conversation - a bit conceptual - but then the race gets underway and it's not going the way we want it's something that's already in the back of our minds. A roll of the dice to see if we can get back in it."



Soul-mates for 18 years: from left, Shovlin, Vowles and Meadows

AS "The other thing is you have to like the people you work with. In this job you spend far more time with your colleagues than your family. It helps the sustainability if you like them."

JV "You share so much life with these guys. Last year I confided in these two far more than I did my family. Because these are the guys I spend all my time with."

RM "The flip side is if one of you is having a tough time or not being the best human being they'll point you straight. Straight away. Come on snap out of it, you could've done better there."

RM "Both Toto Wolff and Ross Brawn are great racers. Toto gets it now more than he did when it was new to him, and he's great company. Ross just knows everything about it. Before that bosses would come and go. We never had anyone long enough to know them properly."

AS "Different drivers and bosses bring different things. So it's a positive and part of the team's growth."

Merc routinely produces a devastatingly fast car, but one which often needs a lot of work to extract its full potential.

This group of bonded, annealed, level-headed, tough but relaxed professionals are at the core of how that extraction is so successful over the long, grinding fight of a season. This is just one of many such crucial groups. Throughout all levels and across all departments, there are other intricate and remarkable human bonds, each a critical part of the whole.

Mercedes has won five consecutive world titles during F1's hybrid era

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THE FERRARI SF90
(the name recognising 90 years of Scuderia Ferrari) continues with the influential themes established by Ferrari in the previous two seasons regarding sidepod shaping and radiator inlet layout. They have initially favoured sharply tapered-in elements at the outboard ends of the front wing, in contrast to Mercedes. Internal repackaging has allowed rear bodywork that features a spectacular undercut within the Coke bottle section, suggestive of powerful aerodynamic potential. It hit the Barcelona test track beautifully poised.

Ferrari

Twenty-five years ago Mattia Binotto was a part of that year's graduate intake at Ferrari, just another bright young engineer. Now he's made it to the top of the ladder, as the newly appointed team principal.

He'd been set to be promoted to this role by Sergio Marchionne, but the president's sudden passing last July put all that in jeopardy as the incumbent principal Maurizio Arrivabene was given a half-season of grace. These were conflicted times for the ambitious Binotto. He had been instrumental in convincing Marchionne of a change in management systems for the technical department over which he presided – which produced spectacular results in the form of the Merc-challenging SF70 and SF71 cars of the last two years.

In this way Binotto was able to extract the potential of the talent inside the factory, which had previously operated within a fearful culture. It contrasted sharply with the strict chain-of-command style employed by Arrivabene in running the race team. Binotto was – and is – certain that his own more open style would give the same boost in the field to that it had produced in the factory. Meet the new boss, absolutely not the same as the old boss.

This management of skilled and creative people is Binotto's greatest strength. The technical innovations on the Ferraris of the last couple of years didn't come from him, but the people he'd freed up to express themselves fully and to be less afraid of failure.

"He's always been a man manager, even when he was heading up smaller projects on the engine side," confirms Rob Smedley, who worked alongside him at Ferrari for many years as Felipe Massa's engineer. "He's bloody good at it, too. But whether that translates into a team that can avoid making the sort of mistakes that lost it the championship despite

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"Meet the new boss, absolutely not the same as the old boss"

having the best car last year - shades of 2008 - all depends. Will he be allowed to fully manage and have autonomy of the F1 team? If not, no. If he has senior management on his back, no. Jean Todt at the outset said, 'This is my department and I will run it.' But you need success to carry that through and even Jean, at one point, seemed set to be on the way out - and was only rescued by success.

"During my time there Stefano Domenicali never had proper autonomy from Luca di Montezemolo and so he wasn't properly empowered. If it's like that this time it will be the same, so whether Mattia has the strength to insist on that autonomy will determine how it's going to be."

Don't rule it out. Despite Binotto's quiet, self-effacing manner, he's plenty tough when required. He's also adept at inspiring - rather than try to force - a group of people to follow his lead. If his ultimate bosses Louis Camilleri and John Elkann are as smart as they seem, they will simply let Binotto be the new boss.

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THE RED BULL RB15 carries the team's familiar themes of short wheelbase/high rake. Key to making this work aerodynamically is the super-compact in-sweep (in plan view) of the rear bodywork, allowing the airflow down the bodysides to retain good speed as it exits the rear, exerting a strong pull on the flow exiting the diffuser even at low car speeds when the high rear ride height can otherwise lead the diffuser to stall. Like Mercedes, Red Bull has initially opted to use up the full permitted depth of front wing elements right across its width.

Red Bull

It's often claimed that the F1 regulations are so prescriptive they essentially define the car. But paradoxically that only makes the creative process even more important in making the difference between a fast car and an ostensibly similar-looking slow one. At the heart of every top F1 technical department is abstract creativity, regardless of how disciplined and tightly regulated the creation of the car might be. Just as an artist's brain is forever making links – often sub-conscious – between apparently unconnected things, so do the best creative engineers.

Red Bull's Adrian Newey remains F1's pre-eminent creative force, regardless of the fact that he feeds into the team's technical group that also comprises chief designer Rob Marshall, technical director Pierre Wache, chief of aero Dan Fallowes and chief engineer Paul Monaghan.

Last year Newey talked to us about how that creative process manifests in him. Some of it is in the genes, he believes. "I've been lucky in that my father had quite an analytical mind and my mother was quite artistic, and I seem to somehow to have inherited both traits.

"Sometimes you'll be driving in the car and miss the junction because you're dreaming away and on autopilot. It can be as simple as going to the loo for a pee, doing something mindless. A problem might have been bugging me for anywhere between five minutes and a month and suddenly a solution will pop up from nowhere. The subconscious brain is remarkable, silent processes that just keep churning away."

But part of what keeps those ideas flowing is downtime. Red Bull's technical department is structured around getting the best from Newey, freeing him from the grind as he sees fit. Wache explains how this works. "Adrian is the biggest asset of the team, especially as he is from a background of both aero and design. He has plenty of input but it is a big overview of, say, what philosophy of managing the airflow to have and whether there needs to be a change of concept. From there, the tools at our disposal and the tight regulations decide how the car will look.

"One big asset is that he is very open-minded. He picks up ideas that maybe haven't been picked up elsewhere and tries to develop them. He can sit back and think and he is very good at anticipating issues that when you are younger you don't see. He is so competitive. So yes, I am learning a lot from him."

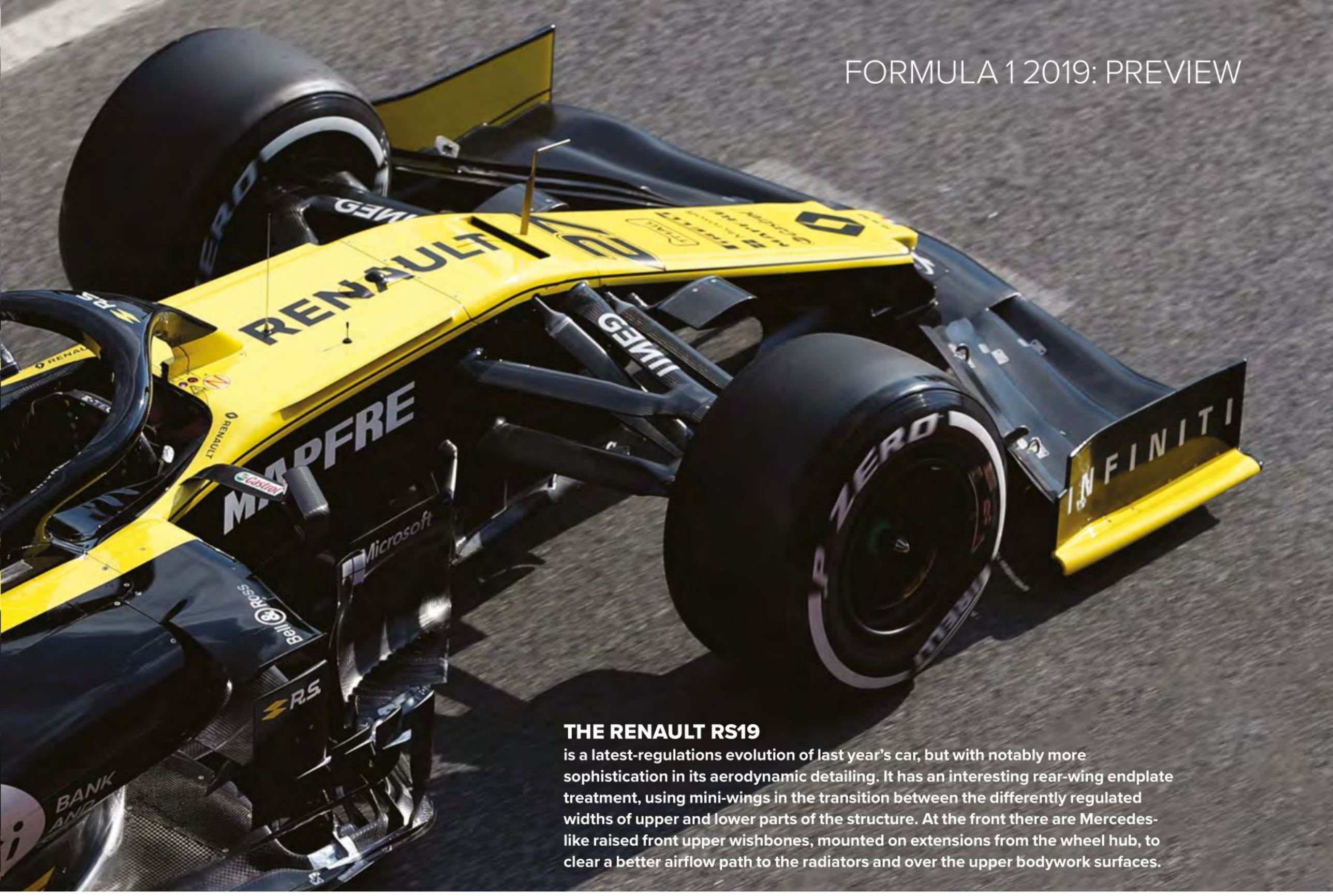


Renault

The driver is much more than just the guy who presses the pedals and turns the wheel, trying to do it better than all the others doing the same. He's also the embodiment of the team's hopes and ambitions, the guy that can spark a whole different vibe to the factory and garage. Not all of them get this, don't grasp what this extra dimension to their power can be. Some bring that inspiration simply through their on-track performances. But Daniel Ricciardo understands the full spectrum - and works it beautifully, but naturally. To see him stand in front of the Renault Enstone workforce at the launch of the new car was to understand this. Behind the clowning, grinning and silly quips, the 'I'm just one of you guys' informality of his interactions with absolutely anyone, he carries the innate certainty of his own special ability. All those fabricators, machinists, rapid prototyping operators and model makers know this guy is going to represent them in battle and they are going to want to help him.

Nico Hülkenberg, here two years already, and thus lacking any exciting novelty,

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THE RENAULT RS19
is a latest-regulations evolution of last year's car, but with notably more sophistication in its aerodynamic detailing. It has an interesting rear-wing endplate treatment, using mini-wings in the transition between the differently regulated widths of upper and lower parts of the structure. At the front there are Mercedes-like raised front upper wishbones, mounted on extensions from the wheel hub, to clear a better airflow path to the radiators and over the upper bodywork surfaces.

"The dream is getting the team back to winning"

followed him up on stage and said all the right things. He's well liked and a formidably fast driver. But as a naturally less exuberant character than Ricciardo, and without the authenticating sequence of grand prix victories behind him, the difference in response from the gathered crowd was noticeable; still respectful and supportive, but less wowed.

Ricciardo has had the same effect wherever he's been. But the arrival in his Red Bull patch of that force of nature Max Verstappen played its part in Daniel's switch to an ostensibly less competitive team. Yet there was absolutely nothing of surrender about him as he chatted pre-season.

Among the kaleidoscope of factors in his mind as he wrestled with the choice between Red Bull and Renault, had the aftermath of last year's Baku collision with Verstappen played a part? "That was part of it," he admits. "I didn't want to hold a grudge and move for that reason and I couldn't tell you how many pieces made up the puzzle but I guess that was one of them. We both got a talking to, putting it politely. In my eyes, the incident itself I felt like I was not really in the wrong. I think most people saw the double move [by Verstappen] and even before that there was a lot of contact and it went on too long. I guess the way it was handled at the time didn't sit too well with me. It was a little thing that bothered me, but wasn't the deal breaker. I understand handling the media – and I get that Red Bull is a big brand, too. But I felt that there was equal blame for what I felt wasn't an equal-blame incident." As a 29-year-old professional, maybe part of him felt belittled by that aftermath. Maybe that gave the whole idea of establishing his own environment, dictating his own terms, added appeal.

In the process, it's given Renault an inspirational superstar at perhaps an earlier stage in the team's evolution than it expected. "Once it was clear he might be available, what was I to do?" says team principal Cyril Abiteboul. "If I said 'oh we're not ready, so thank you, no,' how could I ask the people in the race bays to work harder, do the extra hours? It would suggest I didn't have faith in myself or in Renault."

"The dream is getting the team back to winning," says Ricciardo, the grin disappearing. "That's the big dream and definitely part of what inspired me. I'm trying to use Lewis as an example – what he did when he left McLaren for Mercedes. I'm well aware that Red Bull is probably going to be in front of us when we get to Melbourne. But we're on a different journey. The gap to the top three is pretty big and I don't want to settle for fourth forever, but since 2016 their trajectory has been awesome. Ideally we will close that gap, make inroads. That would be a successful year.

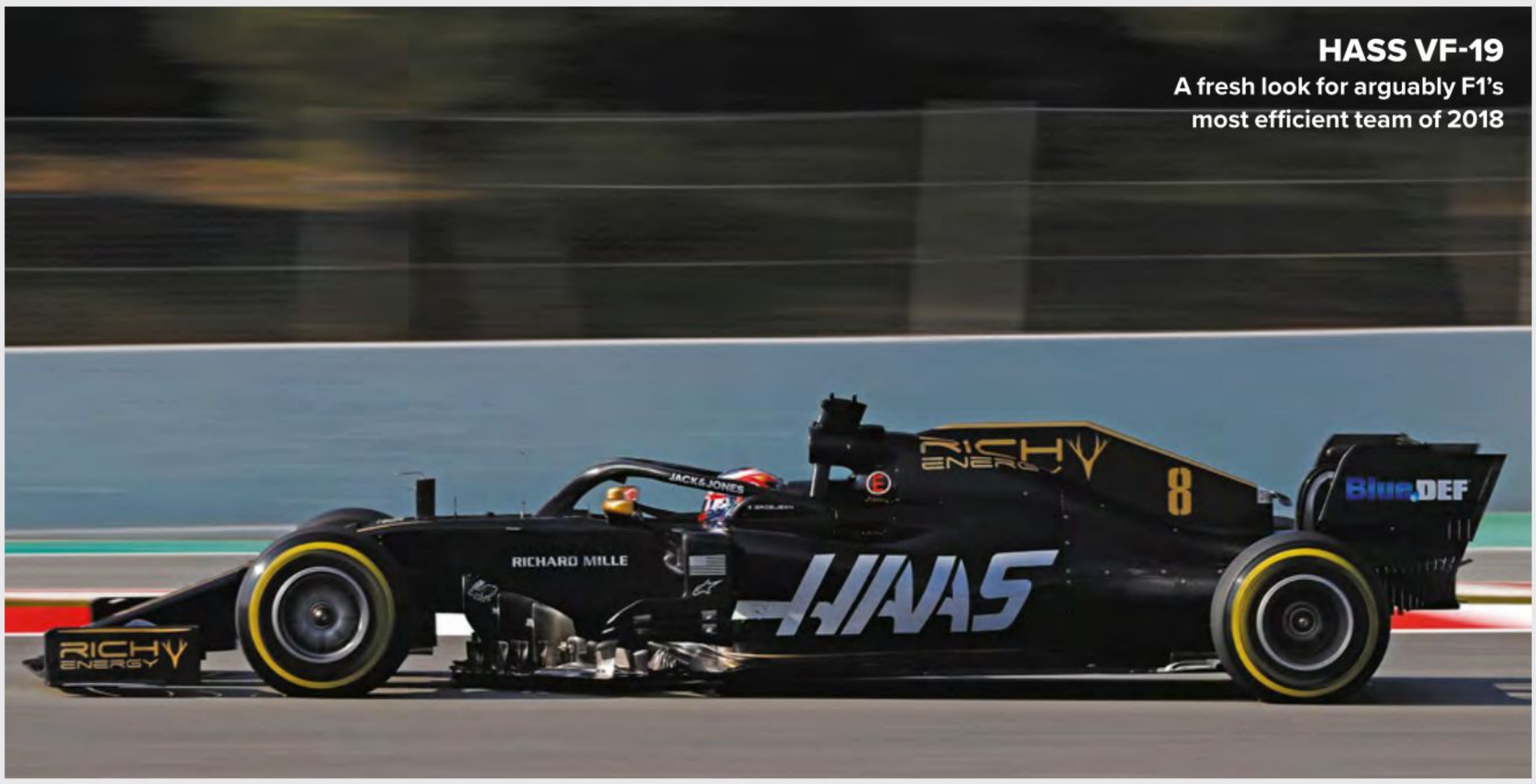
"I feel like I'm happy. I feel motivated, a new fresh motivation. Everyone I've talked to here feels the same. I'm excited to be here, to create something, and they're excited to have me."

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McLAREN MCL34
McLaren's recent aero flaws should now be addressed





HASS VF-19
A fresh look for arguably F1's most efficient team of 2018





TORO ROSSO STR14
Benefits from sharing Honda workload with Red Bull



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ALFA ROMEO C38
Rebranded Sauber has run well during winter tests



RACING POINT RP19
Suffix shared with '75 Royale Super Vee! Team secure – at last



WILLIAMS FW42
Late start to testing could compromise its campaign

The Rest

Renault's avowed 2019 target is to close the lap time deficit to the big three Mercedes/Ferrari/Red Bull while pulling away from the 'Class B' group behind. But that's far from a given. Renault's customer partner, for example, is **McLaren**. Not the force it once was, it retains formidable resource and is looking to bounce back from a deeply disappointing 2018 when an aerodynamic flaw was built into the car. It took half of last season for this to be identified but the hard points of the car's design did not really allow a correction to be implemented. An interim technical team pending the arrival – probably in Bahrain – of new technical director James Key has overseen the MCL34, a neat-looking car that should regain some competitive respectability. It's a team in a state of transition in terms of personnel – as joining Key will be the new racing director Andreas Seidl from Porsche, who will be effectively running the show from the Spanish Grand Prix onwards.

With heavy investment from the Fiat Chrysler group, Sauber has been fully rebranded as **Alfa Romeo**, with lots of co-operation from Scuderia Ferrari. The Alfa Romeo C38 is a highly original-looking device that, in the hands of veteran Kimi Räikkönen and almost-rookie Antonio Giovinazzi, has showed a promising turn of speed in testing. The team has a gifted technical group, a great wind tunnel and, in Frédéric Vasseur, a supremely able team boss.

Haas continues to operate its unique team model, with the help of Ferrari and Dallara, and last year produced probably the fastest car outside of the 'Big 3'. It's going to be tough to maintain such status given Renault's heavy investment – but it has surprised before.

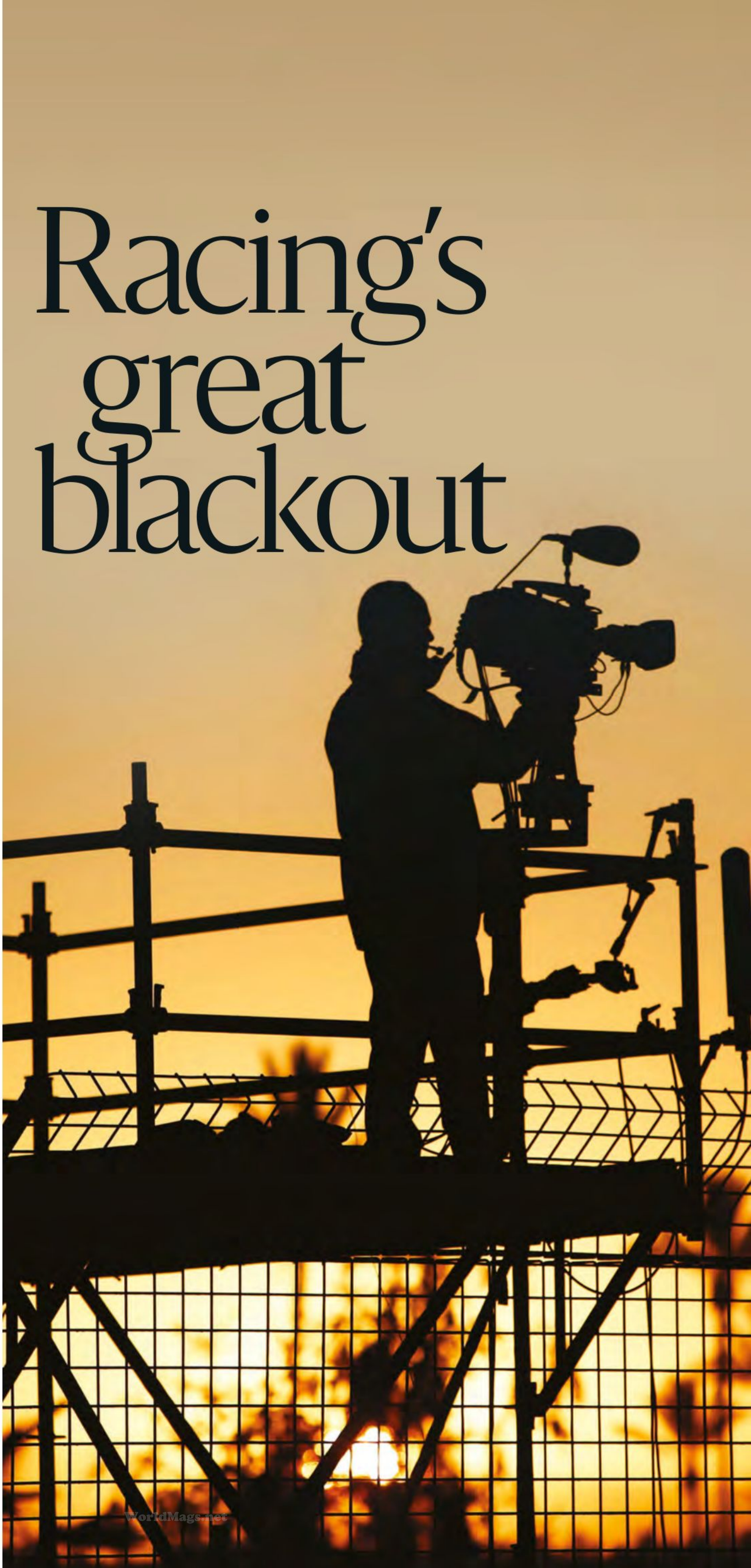
Racing Point (formerly Force India) no longer has to worry about where the next wing flap is coming from, given that it's now properly financed thanks to Lawrence Stroll. The Andy Green-led technical group has worked miracles for years on very little. What can it do once released from penury?

Toro Rosso, as Red Bull's junior team, has shown variable form over the years but should benefit from greater integration with the parent team, now that both are powered by Honda.

Williams got off to a difficult start with the late completion of its FW42, the car with which Robert Kubica is making his comeback. He's faced tougher challenges than this, but...

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Racing's great blackout



IT'S A SCENE FAMILIAR TO GENERATIONS of Formula 1 fans: settling down to watch the live grand prix broadcast on any given Sunday. However, this year that will be reserved for those willing to pay for the privilege, as live race coverage disappears behind a paywall.

This season, fans without a Sky Sports subscription will be able to watch only one race in all its live glory - the British Grand Prix. Outside that they will have to make do with highlights shows on Channel 4.

The reason for the loss of live coverage inevitably revolves around big money contracts and, to many people involved in the sport, the net result of the restricted access is simple: fewer people will be watching. This has raised fears that the move behind a paywall could do lasting damage to the reputation of the sport and to other forms of motor racing as potential future competitors and viewers turn away from it.

At a time when motor sport of all types is struggling to attract new blood and fighting an increasingly cut-throat battle with other forms of entertainment, more barriers to audience and participation are poorly timed.

"I think fans will feel it," says veteran F1 commentator Ben Edwards, who has voiced the sport since he joined the BBC in the mid-1990s and will be part of C4's package for this coming year. "I can't see it as anything but a negative for the sport. When you're on free TV you have a very big potential audience and both the BBC and C4 were always very pleased with their viewing figures for both live F1 coverage and the highlights shows.

"It is fundamentally damaging to the sport [if] it's less accessible, and if something is less accessible then less people are talking about it and the less in the public eye it becomes. If F1 goes completely behind a paywall and becomes an elitist thing to watch, that would be very disappointing."

Live F1 is disappearing from British screens this year due to the broadcasting rights being sold exclusively to Sky by Bernie Ecclestone, just months before Liberty Media bought F1's commercial rights in late 2016. Some critics consider the TV deal as Ecclestone's last gift to the sport. He negotiated the agreement to hand the UK TV rights exclusively to Sky from 2019 right up until 2024. While not negotiated by

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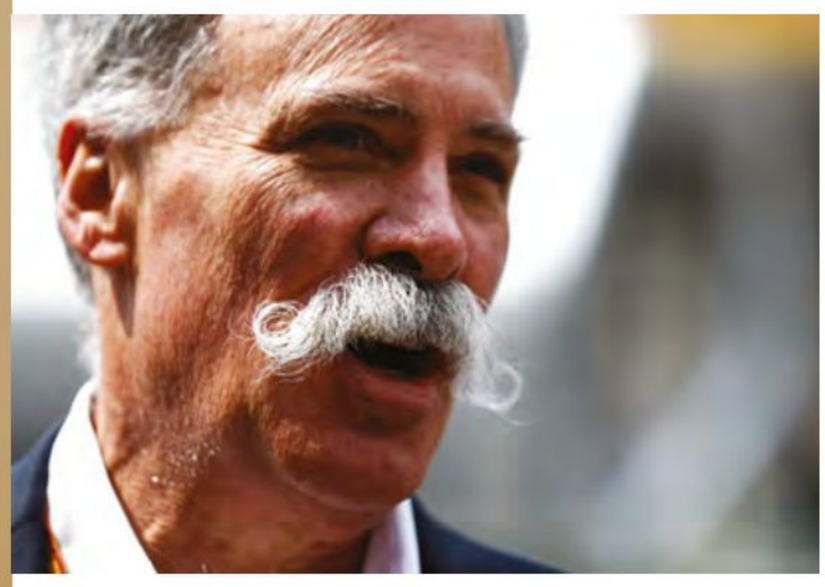
As live Formula 1 disappears behind a TV paywall in the UK, **Robert Ladbrook** investigates whether the sport is guilty of selling its soul for short-term gain



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Liberty, the five-year agreement will undoubtedly be a financial bonus for F1 in a commercial sense, with Sky forking out around £1.2billion for the exclusivity – equating to around £200m per season.

The deal is great for the sport's coffers in the short-term – after all both Liberty and the teams will benefit from TV revenue sharing across the grid. However, the reduction in viewing figures a move behind a paywall inevitably brings could do lasting damage over the longer term, with smaller audiences leading to less gravity to pull in big-money sponsors.



Liberty Media, headed up by Chase Carey, wants a mixture of free and pay-for coverage

Liberty is aware of the division between the easy cash of per-per-view rights versus the mass market benefits of free-to-air TV. Its commercial director Sean Bratches says: "FTA is critically important to us. My vision as it relates to media rights is a hybrid of FTA and pay. Our plan is to balance the two but have a prominent, over the year, free-to-air voice. That is important from a fans, sponsors and relevance standpoint.

"There is a cauldron of cash on the pay side and on the other side of the scale you have brand and reach. My view is a 70-30 model of FTA to pay, where you have a number of grands prix on FTA and then we can play and toil with the pay side to generate revenue that we can reinvest into the sport."

That "70-30 split" is essentially what the UK will have this year, but with that 30 percent being the crucial factor to look at. F1 will not disappear completely from FTA TV in this country this year, but it is perilously close to doing so. The new agreement only has the mandate for a single race to be shown live this year over a FTA broadcast, and with Sky owning the exclusive rights, it also has control of the secondary highlights packages that in this case amount to that other 30 per cent. For 2019, Sky has effectively sub-let those to be shown on Channel 4, after some extended bartering that includes C4 shows being made available to Sky customers, and vice versa.

The deal ensures that F1 retains FTA coverage for this year, but so far only extends to this year. If Sky chose to do so, those highlights could easily switch away from a mainstream broadcaster in the longer term – to perhaps Sky One or another subsidiary channel – removing F1 coverage from 'the big three' FTA broadcasters entirely.

The consequence of taking racing off free TV entirely are clear to see when you look at the experiences of other countries.

TAKE ITALY, FOR EXAMPLE. LAST year free coverage almost entirely disappeared for Italy, which is traditionally F1's second-largest global market. National station Rai has covered F1 since 1953, and often shown the entire season live. During 2017 it showed nine races live – mirroring the UK's previous deal. During 2018 Liberty sold the exclusive rights to Sky Italia, which put the vast majority of races behind a paywall and showed four live races and highlights via its FTA subsidiary, TV8. It was effectively like removing races from the BBC in the UK and putting them on a dramatically lesser-watched channel, such as Quest.

The average audience figures for races fell starkly – down from 4.6m to 2.92m, in year one alone. That's a stat that won't sit well with F1 mainstay Ferrari, as well as its monied sponsors. Plus, that figure is undoubtedly hiked by the one race Rai did air live – the Italian GP, which attracted a huge 5.5m domestic viewers.

Italy's situation is a dangerous indicator for the UK, should it follow suit. Mark Wilkin is a producer who worked for both the BBC and C4's F1 coverage, having started in the mid-1980s. He more recently worked for the Whisper Films company, which will produce this year's C4 highlights shows.

Wilkin says: "We can learn from what's happened in Italy and it's pretty clear from

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history in other territories that if FTA coverage goes, the audience for the subscription services rarely increases hugely in response. That means that main audience - the FTA one - simply stops watching the sport, and that's hugely damaging.

"Losing the grand audience, the families with kids and grandparents all watching, is dangerous. It's important for the drivers, to be superstars and be recognised and mobbed on the street and to transcend from the back pages of the papers to the front."

F1 fans can still take solace in the fact that every race this year will still receive FTA coverage of the highlights shows, which have fared relatively well in the viewing figures. According to figures from the Broadcasters' Audience Research Board (BARB), which is jointly owned by a host of broadcasters - including the BBC, C4 and Sky - C4's live races out-scored the highlights audiences, but not by as much as you'd think. Live races averaged a viewership of 2.65m in the UK, with highlights shows averaging 2.07m, lagging just 580,000 behind. The highlights of the Hungarian GP even topped C4's weekly viewing chart with 2.14m people tuning in. Had it not been for smash hits such as *The Great British Bake Off* or *Gogglebox*, races like the German, Spanish and Italian GPs would have also topped the ratings chart on their respective weeks.

Some argue that a residual love of the sport among British audiences will prevent the sort of fall in viewing figures experienced in Italy. However, the loss of live F1 coverage will still be felt keenly, according to Motorsport UK chairman David Richards.

"The key thing is that our viewing habits are changing," Richards says. "Kids are far more likely to watch sport on a mobile than sit in front of the TV for a few hours. Also, when did you last watch a recorded sporting activity? It comes down to the fact that we're conditioned by an immediacy of information the modern world provides us. We're not prepared to wait and, if something has happened, the chances are we already know about it as the information is everywhere and the event has lost its immediacy. Live TV for sport is absolutely essential and there's no way of getting around that."

Liberty's introduction of its F1 TV Pro streaming service is a case in point for it trying to take the sport to more audiences. F1 TV Pro was rolled out to around 60 countries last year, offering what Liberty describes as "Over The Top" coverage via its own subscription service. Liberty funded its development, which was beset by issues after a delayed launch in time for May's Spanish GP. Liberty head Chase Carey described the first year as "a beta test" ahead of a bigger and better service for 2019 onwards. While Sky's rights deal prevents its use in the UK - as it also does in Italy - it could well make an impact here in future. Regardless, it's another pay-per-view option.

F1 COULD ALSO LOOK AT THE variable plight or success of other sports behind a paywall for clues to the future.

For success, look at Premier League football. Essentially created as a pay-per-view business, it is now the most profitable football league in the world, and its fourth most-valuable sporting franchise - behind American Football (NFL), basketball (NBA) and baseball (MLB). It only enjoys highlights shows via FTA, with no live terrestrial coverage in the UK. Yet, it's so popular that fans can still follow it easily without even actually watching a game, such is the saturation of media coverage.

On the downside, take British cricket. Test matches disappeared entirely behind a paywall to Sky back in 2006 and the sport has endured a steady drop in audience since. Sky's final day Ashes coverage of just over 450,000 pales into comparison with the 8.2m C4's equivalent attracted back in 2005.

Cricket also provides stark evidence that fears about a lack of accessible TV coverage can hit a sport below the surface. Sport England has shown a link between a reduction in viewership and participation. A 2017 study titled Active People found there to have been a 32 per cent drop in the number of people aged over 16 participating in cricket since its move to pay-per-view. The decline has even forced the hand of the England & Wales Cricket Board, which was insistent that some of the rights to its new Twenty20 tournament be shown FTA, as will two test matches. The BBC picked up part of that deal, worth an estimated £1.1bn alongside Sky, with ECB chief Tom Harrison saying cricket "had no ambition to be the richest, most irrelevant sport in the country."

Could a total loss of FTA coverage threaten a similar decline in motor sport?

"The cricket analogy is not lost on me, and there's a lesson to be learned there," says Richards. "If cricket has experienced a drop in participation it could easily happen to other sports. Ultimately, the more a sport is seen and the more it is promoted, the more likely people are to take part in it. Liberty and F1's teams will be keenly aware of the need to stimulate activities at the lower end of the sport also, and Motorsport UK are always looking for new opportunities to do the same and promote the grassroots levels with internet campaigns and mobile content.

"The perception of F1 is also a double-edged sword. While it's great to have the sport seen and made available to a wider audience on TV, if somebody were to only perceive motor sport to be F1 then they will have a very blinkered approach to the sport as a whole. They will likely see it as something that is unattainable, very exclusive and something they could never take part in."

It's important to point out that Sky isn't the evil faction here. Arguably F1 is better catered for than ever before because of its coverage, and the resources and budget Sky has committed only reinforces its belief in F1 to be a world-class spectacle. Sky's dealings with C4 are purely on commercial and business grounds. Sky clearly wanted to do a deal with C4, but at the same time must also protect its own investment. Plus it's offering the F1 channel for just £10pm, but you still need the basic Sky package.

Richards has the last word: "For the enthusiasts, they will always watch F1 and will seek out the best coverage - and that is undoubtedly Sky's. The production is superb, but it does cater for the enthusiast.

"But you do have to wonder, where are the next generation of enthusiasts going to come from if they don't stumble across a grand prix while flicking through the TV channels? That's a concern to us all."

"Where are the next generation of fans going to come from if they don't find F1 on TV?"

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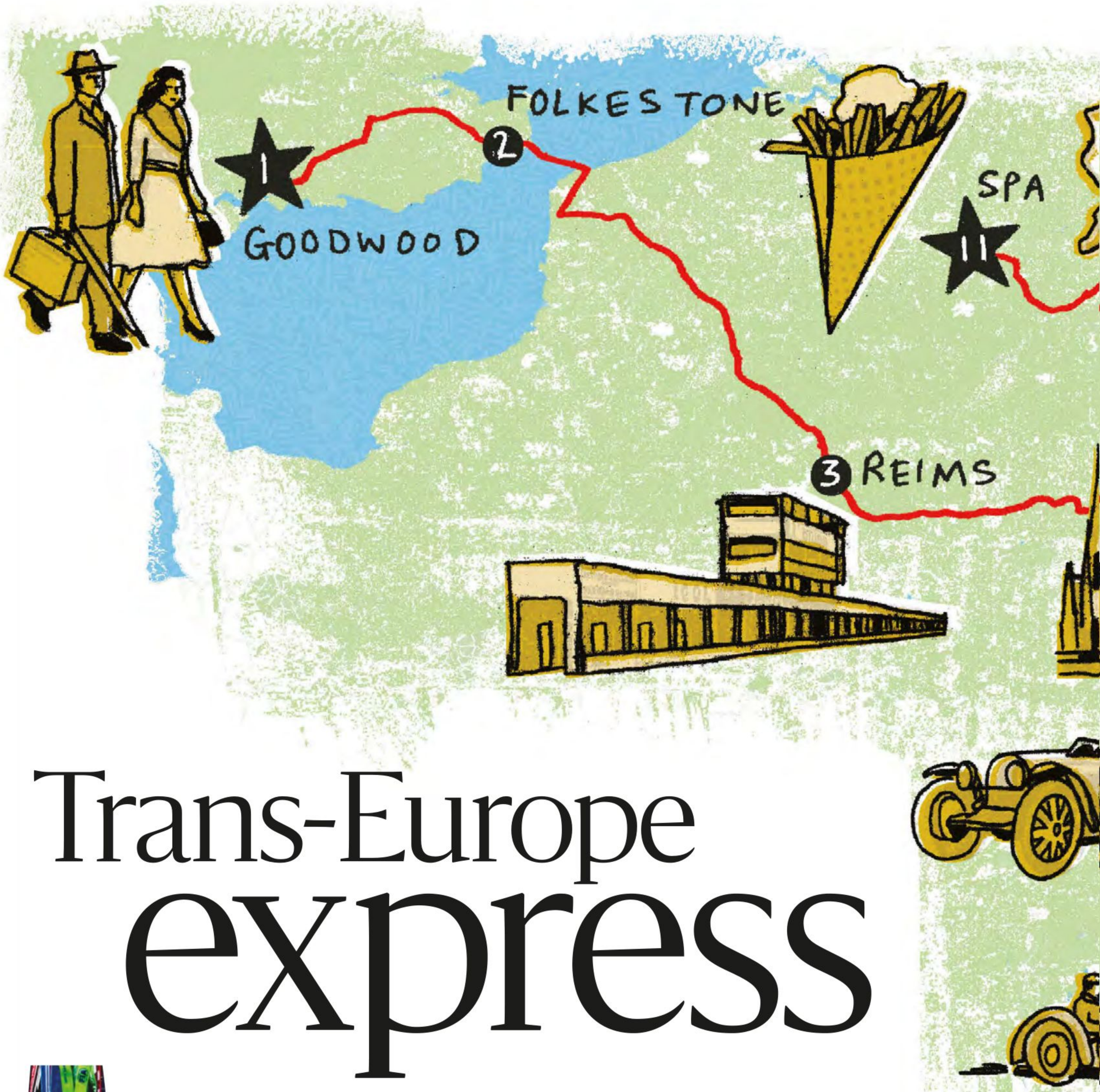
NO OTHER SPORT HAS AS RICH AND VARIED A HISTORY SPANNING SOME of the world's most exotic locations as motor racing. Whether it is competing in historic competitions or simply paying homage to a long-forgotten track, it offers rich pickings for the intrepid traveller who wants to combine some speed with sightseeing. To mark the start of the new racing season, here's *Motor Sport* guide to the best destinations and experiences for readers with petrol running through their veins - from epic hillclimbs to ice racing and endurance rallying. So, buckle up and dive in to our bumper adventure travel guide. See you out on the road.



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Trans-Europe express



Forget Jeremy Clarkson, the real Grand Tour is available to anyone with a car, a passion for motor sport history and bit of imagination. **Simon Arron** plots the ultimate road trip for the discerning enthusiast

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ILLUSTRATION BY KAVEL RAFFERTY

BUDGET AIRLINES AND ACCESSIBLE fares have made the world a much smaller place, but speed and efficiency aren't necessarily a substitute for the romance of the open road. Download a boarding pass to your smartphone and it feels like the start of a journey; load the car with a fortnight's apparel and it feels like the dawn of an adventure.

Our purpose here is to blend pleasure with pragmatism, so using the UK as a starting point we've plotted a (reasonably) logical route based around three events later this year, with croissants, mayonnaise-laced chips and plenty of automotive heritage along the way. The possibilities, of course, are almost limitless: Monza, Mantorp Park, Mont Verdun, Mondello, Montlhéry, modest Mallory... you could devise a fascinating itinerary by sticking to a single country, but what follows is hopefully food for thought.



DREW GIBSON/GOODWOOD

1

SEPTEMBER 13-15

GOODWOOD, SUSSEX, ENGLAND

To some the Goodwood Revival is as much a part of Britain's social sporting summer as Henley Regatta, or the Epsom Derby; to others it's a very fine race meeting with an element of pantomime. Whatever your view, there isn't much else quite like it - and it is an absolute cert that you will see some very elegant machinery being handled in the manner intended.

Yes, driving standards are variable, but - irrespective of category - the level at the front is always high, as reflected by the cars' exquisite body language. People complain that modern F1 cars are dull to watch; the stuff at Goodwood is always glorious. Single-day passes start at £59, weekend tickets cost £188 (*goodwood.com*). By comparison, the cheapest seat to watch a Category A (eg against one of the Manchester clubs) match at Arsenal costs £65.50.

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2 SEPTEMBER 16

FOLKESTONE/DOVER TO REIMS VIA BOULOGNE

(c 235 miles)

Le Shuttle's blunt rapidity is a marvellous thing, but there is arguably a greater sense of occasion if you catch a ferry and savour a leisurely P&O breakfast (table-service restaurant recommended) while watching lesser black-backed gulls drifting along outside the window. If you opt for the train, it's equally agreeable to savour a coffee and a croissant from a village patisserie after you land.



Although our planned destinations lie to the east, it is first worth heading in the opposite direction to Boulogne, to pick out what you can of the road circuit used in the early part of the 20th century. As Damien Smith wrote when visiting the site for the November 2004 issue of *Motor Sport*, "The war memorial in St Martin-Boulogne, a mile or so east of the main town, became the circuit's most familiar landmark. It signalled the apex of the track's first turn, a tight hairpin formed by a fork in the road. The heavy braking required to get into the corner made it popular with photographers and spectators – it could catch out even the best. It was here that a brakeless Malcolm Campbell asked too much of his supercharged Bugatti's gearbox in the Georges Boillot Cup race of 1928; approaching too fast, he rammed home second gear and retired on the spot. Tramlines added to the hairpin's difficulty, pulling tyres off the rims that dropped into them.

"The braking zone is now one-way, against the direction of the circuit, and the memorial sits at the end of a car park: it's physically impossible to re-enact those down-changes before turning in. But the buildings that line the streets, and the church and cemetery that loom in the background of so many photographs, all remain unchanged."

We also suggest popping into E Leclerc, Outreau, on the fringe of Boulogne (leave the N416 just before it becomes the A16 toll motorway) to stock up with provisions. French supermarkets have a much better range of almost everything, plus excellent, reasonably priced wines for evening use. During the afternoon, head south-east on the N42 through the Parc Naturel des Caps and take the southbound A26 to Reims - heart of the Champagne region and a large city with plentiful facilities for an overnight halt.



The Schlumpf brothers were textile magnates before starting their private classic car collection

SEPTEMBER 17

REIMS TO STRASBOURG ***(c 230 miles)***

Croissants and coffee are ever the perfect accompaniments to a leisurely start - and there's no sense in rushing. Reims has a wide range of museums - dedicated, among other things, to tapestries, military history and, at 84 Avenue Georges Clémenceau, cars and motorcycles (*musee-automobile-reims-champagne.com*) - but the most pressing matter of the day is slightly to the west.

Take the A344 and then pick up the N31 towards Soissons. About four miles from the city centre, to your right, you'll see La Garenne, a restaurant that was popular with bygone racers. Turn left at the roundabout beyond and you'll be on what cartographers prosaically call the D27, though to anybody with a soul it's the pit straight at Reims, one of the French Grand Prix's many former homes, with the old, partially preserved pit buildings and grandstands still adjacent (*amis-du-circuit-de-gueux.fr*).

3

Apologies for the culinary repetition, but it really is worth buying a fresh baguette en route and smothering it with cheese or paté, then taking lunch while perched atop the pit counter. As you nibble, search your mind's eye for a quartet of Ferrari D50s, Collins, Fangio, de Portago and Castellotti bobbing their way through fast, open countryside in 1956.

Recent developments to the N31 mean you can no longer drive a complete lap, but you can still tackle most of it. And while you are there, it is a virtual certainty that you'll be joined by others in UK-registered cars, whether modern or classic, or simply a Caterham Seven. The past, truly, is something to preserve - and not simply a foundation for new housing developments.

Exploration over, head east along the N31 and rejoin the A4 towards Strasbourg, home of the 1922 French GP - a triangular road circuit whose pit straight was on the D392 between Duttlenheim and Entzheim, just south-west of where the local airport now stands. Like Reims, Strasbourg has a rich seam of amenities for the itinerant.



Established in 1926 and last hosted a grand prix in 1966; racing ceased entirely at Reims in 1972

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ALAMY

4

SEPTEMBER 18

STRASBOURG TO MULHOUSE

(c 75 miles)

Head south-west from the city on the A35 for a fairly gentle run to one of Europe's most astonishing car collections, accumulated by Swiss brothers Fritz and Hans Schlumpf and on public display since July 1982 (*schlumpf-collection.com*). Take time to browse and have an early night ahead one of the trip's longer legs; Mulhouse isn't huge, but has ample accommodation.

5

SEPTEMBER 19

MULHOUSE TO MILAN, MONZA OR ARCORE

(c 250 miles)

Head south-east on the A35, thence A2 - and before crossing the Swiss border make sure you buy a vignette pass that entitles you to use national motorways (they're available from service stations). Allow about 4hrs 20min for the trip - and build in, perhaps, a refreshment stop at Lake Como. Milan is obviously convenient for Monza and possesses a host of cultural charms, but for a flavour of provincial Italy it's worth basing yourself in Arcore, which lies within an easy drive of the track. It has also been home to serial headline-maker Silvio Berlusconi and, of more interest in this context, the Gilera motorcycle factory. The company was founded here in 1909, but the factory sadly closed 84 years later.



MOTORSPORT IMAGES

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6

SEPTEMBER 20-22

MONZA, MONZA, MONZA

Fast approaching its centenary, Monza survives as a glorious anachronism. It isn't just the competition, but the ambience. Where else can you drive into a circuit and pass a working farm, complete with goats?

This year's Monza Historic is part of Peter Auto's portfolio (*peterauto.peter.fr/en/ticketing*, although sales had not started at the time of writing), with a selection of sports and saloon car races. It's a fairly long circuit, but three days should be enough to cover a stroll through the woods towards the Lesmos, a walk in the opposite direction to spectate from the inside of Parabolica or capitalise on one of the grandstands overlooking Ascari.

It's also an opportunity to explore the majestic royal park in which the circuit is located and try to ascend the long-abandoned banking. Turn right from the back of the paddock, then first left and continue, crossing the back straight via a footbridge, until you reach a gate that opens onto a disused section of track; turn left for the banked Curva Nord, right for the Curva Sud. Each has parallel capacity to inspire.

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Maranello is a must-visit place for the Ferrari fan, with its test track and museum

ALAMY

7 SEPTEMBER 23

ARCORE TO MARANELLO

(c 130 miles)

Monza has a reputation as home of the *tifosi*, but in truth Ferrari's homeland is far closer to Imola. Still, when in northern Italy...

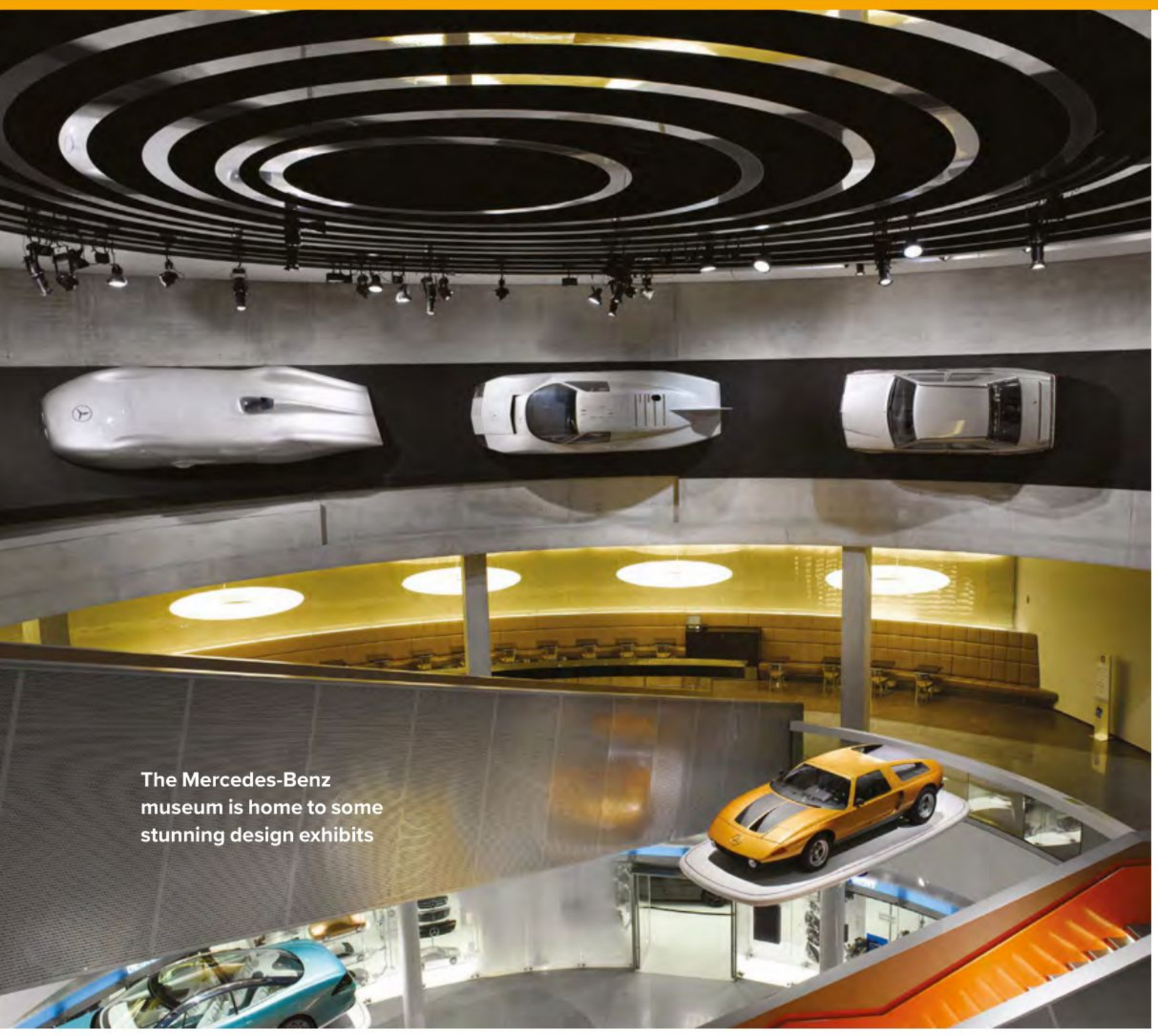
The trip to Maranello takes a couple of hours, in the unlikely event that the A1 is reasonably clear; head south-east from Milan, towards Bologna, then take the exit for Fiorano Modenese and follow the SP467B to Maranello.

F1 testing at Fiorano, Ferrari's private track, is severely restricted under grand prix racing's rules, but the company's GTs still use the track - and if sound alone were not enough to draw your attention to the fact, lines of people watching from local factory roofs offer an additional clue. Located on Via Abetone Inferiore, Ristorante Cavallino was a popular lunch spot for Enzo Ferrari and his drivers (*ristoranteilcavallino.it*) and is rich in memorabilia; to book a tour of the Ferrari museum, visit *musei.ferrari.com*.

8 SEPTEMBER 24

MARANELLO TO STUTTGART ***(c 420 miles)***

A day for watching the world go by as you leave Maranello and head past Modena and Trento before crossing the Austrian frontier and continue north-east on the E45 into southern Germany. The trip is likely to take seven hours, perhaps slightly longer, so you might not feel like a lap of the Mercedes Museum when you arrive, but if you do: *mercedes-benz.com*



The Mercedes-Benz museum is home to some stunning design exhibits

9 SEPTEMBER 25

STUTTGART TO NÜRBURG

(c 230 miles)

An early-morning tour of the Mercedes Museum is an option, but you might prefer to get back on the road, taking the A67 north - and diverting just south of Frankfurt. The A5 autobahn has a rest area named after Bernd Rosemeyer - complete with a memorial stone in honour of the great German (precise location: N 49° 58.392 E 008° 36.189), (64546 Mörfelden-Walldorf, Germany) who died while attempting a speed record on the Frankfurt-Darmstadt autobahn in January 1938. Then it's back to the northbound A67, towards Mainz, before picking up the A3 and A61, in the direction of Koblenz, and leaving the latter at J33 to make your way towards the Nürburgring. Set within the Hotel am Tiergarten, in Nürburg, the Pistenklause restaurant is packed with racing mementoes (*am-tiergarten.de*).

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The public can book single laps of the Nordschleife for as little as €25 each. Just don't crash, as there's a €600 recovery charge!

10 SEPTEMBER 26

NÜRBURG TO SPA

(c 70 miles)

Ordinarily, it is possible to purchase tickets to lap the Nordschleife in your road car... but there is a VLN endurance race scheduled for September 28. These meetings are usually contained within a single day, however, so you should still be able to sample a tourist lap or two before a gentle run along the B410, through Kelberg and Gerolstein and thence the northbound E42 towards Spa. Local rooms will be in demand, but a personal favourite - if you can get in - is the Père Boigelot in Basse-Bodeux, a decent hotel with an even better restaurant attached.

11 SEPTEMBER 27-29

SPA-FRANCORCHAMPS

Finish the trip as you started, with classic cars in a challenging location. The Spa 6 Hours (full details available nearer the time at *spasixhours.com*) features Cobras, Ford GT40s and suchlike. There will be ample opportunity to explore the many existing parts of the old road circuit (from Francorchamps, follow the N62 that runs more or less parallel to the circuit and join the old track close to Les Combes, before the run down to Burnenville). Food hedonists will be pleased to learn that there is a traditional *friterie* right beside the old Masta Kink - a situation that could only be improved, perhaps, by the passing presence of Brian Redman in a Porsche 908...

The annual Spa Six Hours event features great variety on its grid and is supported by some British clubs, like the HSCC and Masters

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Gears *versus* Gravity

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AUDI AG

At over 19 miles long, the Grössglockner was a feared climb as Hermann Paul Müller finds over the cobbles in his C/D Auto Union

Britain may claim to be the home of motor sport, but as **Gordon Cruickshank** explains, we never provided the hillclimbing spectacle continental fans enjoyed between the wars

HOW HIGH IS A MOUNTAIN? OUR definition - anything over 1000ft - pales into foothills compared with mainland Europe, and the same thing applies to hillclimbing. That doesn't make our 1000-yard dashes easy, but tell an Italian hillclimb champ that the record on our shortest hill (Barbon, Cumbria) stands at 20.08 seconds and he'll think you've left out the minutes. Swiss Alps, Italian Dolomites, French Massifs - all have played host to car challenges which in scale tower over ours, and once drew racing's greatest stars.

People have been pitting cars against gravity since Queen Victoria's time. La Turbie, now better known as a rally stage, was part of an event in 1897 while in 1898 a true hill-climb took place at Chanteloup-les-Vignes near Paris. Petersham Hill near Richmond-on-Thames held Britain's first uphill trial in June 1899 and of course Shelsley Walsh began in 1905. But these pioneer events set a style: cramped by laws forbidding racing on public roads, Britain would settle to short, steep sprints on private ground while other European nations were happy to close roads and would eventually even have grand prix cars extended on mountain slopes. The scenic spectacle we couldn't approach: the feared Grössglockner climb gained 4500ft in height - and that's a whole Ben Nevis-worth.

For a space between the wars hillclimbs carried similar weight to grands prix, and place names such as Klausen and La Turbie were coupled with the names of Caracciola, Nuvolari, Pintacuda, Lang and Stuck. Large crowds sat down on rocky hillsides to watch local heroes and star names attack roads which carved their way bend by tortuous bend up to cold and lonely summits - where they had to wait until everyone had run and they could motor down.

Maserati, Alfa Romeo's Scuderia Ferrari and later the works Auto Union and Mercedes teams treated hillclimbs as highly prestigious, even building special uphill variants of their



GETTY

Italy's Stelvio pass with its 45 hairpins hosted powered hillclimbing from 1925 – and still does

grand prix racers. But once war disrupted competition, hillclimbing and racing came to occupy increasingly separate worlds.

In early years endurance events such as the Prince Henry trials in Germany included daunting ascents, but hillclimbing really took off after WWI, often on roads which would themselves become legends - Italy's Stelvio Pass with its 46 hairpins, or Mont Ventoux, the 'Giant of Provence'. Over cobbled or unpaved roads with little protection from a fearsome drop, these were challenges of skill, bravery, and of memory too.

These events attracted all types of vehicle: in 1923 René Thomas took the course record at the Gaillon climb in the 10.5-litre V12 Delage which later broke the Land Speed Record, while through the 1920s Mercedes employed modified 1914 2-litre GP cars, Rudi Caracciola conquering the Semmering climb in 1926 and Adolf Rosenberger scoring FTD at Freiburg and Klausen. From 1921 on the Klausenrennen became seen as one of the great tests, the Nürburgring of hillclimbing: 13½ sinuous miles winding upward along a

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"*Motor Sport* called Klausen 'the greatest hillclimb in the world' "

mountainside, through multiple hairpins alternating with open stretches past Alpine farms, one of them a 2½-mile near-straight where cars came fearsomely close to top speed. Much of it was unsurfaced, with only stone pillars to fend a driver off tumbling disaster. In 1926 *Motor Sport* called it "the greatest hillclimb event in the world" with "almost the status of a grand prix", so Britain was aware of what was happening over the channel, although Europe's top runners had no incentive to ferry their beasts over here to tackle 1000 yards of Shelsley. But that was about to change.

In 1930 the AIACR (the FIA of the time) created a championship out of this demanding arena. Already the sport had its specialists – Hans Stuck in an Austro-Daimler for one, and British enthusiasts, excited to find that short, sharp Shelsely Walsh was part of the new series, were thrilled when the German *bergkönig* (king of the mountains) arrived with his 3½-litre machine and slashed the Worcestershire hill record. His terrific speed, we said, "made even hardened spectators sit up". Fastest sports car was "the famous Caracciola" in a Mercedes 38-250, a sign of the attention the Stuttgart firm under Alfred Neubauer was devoting to developing its SS and SSK models on hills as well as track. Incidentally, the round after Shelsley was Klausen, 24 times the length...

WITH AN INITIAL 10 varied rounds, the European Hillclimb Championship briefly seemed a parallel to grands prix, with many of the same cars contending. In Italy's lengthy Trieste-Opicina climb wiry Mantuan wizard Tazio Nuvolari brought newly-formed Scuderia Ferrari its debut victory, first of three in a row in Alfa's P2 GP car, but during that first year Stuck confirmed his mountain-king title, Caracciola heading the sports car class. Through 1931 the lighter SSKL brought 'Carratsch' a second cup, though Austro-Daimler pulled out of racing. But while the championship showed how many climbs there were in Europe, the number of events quickly dropped and the buzz around the title declined. Individual meets had more pull than points-scoring. In addition economic woes stopped Mercedes competing, leaving Caracciola as a semi-independent driving a Tipo B Alfa. Stuttgart would return with a higher aim in view,



Rudi Caracciola wrestles his 7-litre Mercedes SSK up the Klausen climb in 1930, winning the sports car award



Take the high road

Current climbs to watch, plus defunct ones to drive

France *St-Jean-du-Gard-Col de St-Pierre*

Date 13-14 April 2019 **Length** 3.1 miles **Average speed** 84mph **Entry** Sports-racers, single-seaters, road cars **Nearest town** Alès **Nearest airport** Montpellier, *www.asa-ales.fr*

Part of both French and European hillclimb championships, this climb starts with a series of hairpins opening into a faster section above a valley, with some alarming drops on the way to the Col de St Pierre finish. Contenders range from Osella-Judds to classic Simcas. Set in the beautiful Cevennes National Park, castles and ruins abound, while a historic train from Anduze to St Jean du Gard offers the perfect way to view the mountainous landscape. Then head north to Florac with its C12 château, or west to the dramatic Gorges du Tarn.

Czech Republic *Ecce Homo Šternberk*

Date 1-2 June 2019 **Length** 4.8 miles **Average speed** 104mph **Entry** Sports-racers, single-seaters, FIA Historics **Nearest town** Sternberk **Major airports** Vienna, Prague. *eccehomo.cz*

Gaining its name from a statue of Jesus on a nearby peak, the annual Ecce Homo climb winds through dramatic volcanic scenery in Moravia. Cars start in Sternberk town, through hairpins to fast, open reaches toward the finish. Even the quickest cars take over five minutes. EHCC and FIA Historic round. Fly in to Prague or Vienna and enjoy those grand capitals but don't miss Olomuoc, 10 miles away, destroyed in the Thirty Years War but rebuilt in baroque style and boasting the 115ft-high Holy Trinity Column.

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DAIMLER AG

alongside another German contender currently girding its silver loins...

All this meant privateers could enjoy their 15 minutes of uphill glory: in 1933 British-based American Whitney Straight took his 8C Maserati to Mont Ventoux, fitted twin rear wheels and in front of a huge crowd on this classic hill smashed Caracciola's Alfa Romeo record by an astonishing 40 seconds. "All those present," said *Motor Sport*, "were absolutely dumb-founded".

Italy had her star too, in wealthy amateur Mario Tadini – a mid-fielder on the track but an ace on a hill, master of the Stelvio and on his day able to beat Nuvolari. He was 1933 European hill champion, but that was the last of the EHC. Conflicting rules cut the season to four events. Nevertheless, hillclimbing remained a hugely popular spectacle, and new drama was warming up in the workshops.

In a silver blaze of excitement, in 1934 Mercedes revealed a grand prix car of astonishing sophistication built to the new 750kg formula; so did aspiring new marque Auto Union. Both would pit their staggeringly powerful machines against the hills: spectators were about to witness great things.

Klausen Pass, August 1934, the 10th International meeting. Shrouded in rain and gloom, drivers mutter under umbrellas in the makeshift paddock. Snow has thankfully turned to rain, but now there's a threat of flooding across the course and a rockslide has blocked the straight where cars should be at full throttle. Mercedes, Auto Union and Maserati works teams are here with their grand prix cars; Hans Ruesch, Tufanelli,

Italy *Trento-Bordino*

Date 6-7 July 2019 **Length** 10.6 miles **Average speed** 71.4mph **Entry** Sports-racers, single-seaters, historics **Nearest town** Trento **Nearest airport** Milan, Venice, *www.scuderiatrentina.it*

Longest active climb in Europe, up the shoulder of Monte Bordino through bends too bewildering to count. But the route slices through villages on the way, so grab a seat at a bar or restaurant with a view of cars flying past drains and doorsteps. But once you're there you're staying until it's over. Combined EHCC and FIA Historic round. Nearby Trento boasts medieval frescoes and Renaissance buildings among fabulous scenery. Lake Garda is an hour south, with historic Vicenza, Verona and Brescia easily reached.

France *d'Etretat Bénouville*

Date 25 August 2019 **Length** 1 mile **Average speed** 81mph **Entry** Sports, single-seaters, road cars, classics **Nearest town** Etretat **Ferry services** Caen, Le Havre, Dieppe, *www.asacotedalbatre.com*

European hillclimbing isn't all long mountain ascents. France has a healthy range of short British-style climbs. Popular with Brits, the friendly event at Etretat between Le Havre and Dieppe has classic cars mixing with F3 Dallaras above a pretty seaside town set between towering cliffs. With a rise of 164ft it's not so much a hillclimb as a canted sprint, but an excellent excuse for a Normandy excursion. Take the ferry to Caen, exploring ancient Bayeux and the D-day relics at Arromanches. Don't miss medieval Honfleur.

Switzerland *Ollon-Villars*

Ended in 1971 but was very popular with Brits including Patsy Burt, Innes Ireland, Jim Clark. Retro event due in 2020.

Switzerland *Klausen Pass, Glarus*

Classic climb and superb driving road, surprisingly unspoiled thanks to newer alternative route nearby.

France *La Turbie, Nice*

Legendary ascent, still a stage on Monte Carlo Rally and Tour de France, passing super-quaint Ezé with Riviera backdrop.

Italy *Mont Cenis, Susa*

First run in 1902. Take the Col du Mont Cenis route out of Italy and drive in the tyre tracks of Nazzaro, Campari and Varzi.

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"Mercedes prepared three special machines for 1939. The mountain business was that important"

Grössglockner 1939: Lang tries twin wheels on his W125 Mercedes but drops them for his winning ascent

Whitney Straight are in the unlimited class with Alfas and Maseratis. Penn Hughes and Hugh Hamilton are notable among the Brits, along with Eileen Ellison, who has camped alongside her Type 37A Bugatti.

No sign of the innovative 4WD Bugatti 53 that lifted René Dreyfus to a recent record at La Turbie, nor Alfas for Achille Varzi and Louis Chiron, despite a good year for the Scuderia. Everyone is watching the two German stars: Caracciola in his supercharged straight-eight W25 and Stuck, crammed up by his Auto Union's front axle to make room for fuel and the lengthy blown 4.4-litre V16 behind. As the weather improves the smaller classes set off, Bugattis and MGs scattering gravel on the unsurfaced course. Slowest of all, a Derby takes a laborious half an hour.

Finally the big moment: stones shower as Caracciola's thin tyres struggle to put down 354hp, the barking Mercedes slithering out of each gravelly hairpin, every stone pillar ready to snatch a wheel and flick him down the scree slope. Then the chance to hit top gear and nearly 160mph on the straight before the last curves. It's an awe-inspiring sight, and sound, excitedly captured by *Pathé News*: "Caracciola's car nearly flies off the handle as he rounds these bends!"

If anything Stuck's effort looks more impressive, fighting the engine's efforts to turn him round on every bend, huge four-spoke wheel whipping lock to lock as he balances power against inadequate grip. As you'd expect from the king of the hills it's masterly, but one bend brings a huge slide until, broadside, Stuck has no more lock left. Then the tall tyres bite, the car straightens and surges forward. But it's not enough: Caracciola has broken the record with 15min 22.2sec, Stuck 3sec behind. It's one of the great moments, and swamped by a huge wreath the cherubic German beams as he accepts his trophy. His hill average is under 60mph; months later he will touch 197mph in a streamlined version of the same model.

Though the EHC had gone, national series continued. In 1935 a dramatic new road was opened over Austria's towering Grössglockner Pass and within days it was the scene of a new hillclimb, requiring over 90 gearchanges. It proved a disappointing meet – it poured with rain and the German teams failed to show, leaving the field to Tadini's Alfa Romeo. Close

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DAIMLER AG

behind came a young Britisher called Richard Seaman in his black ERA. One month later on the 12km Freiburg climb ("regarded as a grand prix", said *Motor Sport*) he would score another second, to Stuck's 5-litre B-type Auto Union. That did not go unnoticed. Grössglockner did not host another climb until 1938, and by then Seaman would be in white Mercedes overalls.

THE NEXT TIME AUTO UNION competed would be notable too – for the wrong reasons. On Italy's Stelvio Pass Tadini cemented his reputation by ascending the zig-zag rise 17sec faster than the supernaturally talented Nuvolari in a similar Tipo B. Meanwhile, we reported that "the miserable Varzi" had "a tough job taking the long German car to the top. The Auto Union was hopeless on the hairpins, and he had to reverse on five of them. His discomfiture delighted the Italian spectators, who loudly proclaimed the virtues of the Alfas and Maseratis. So offensive did their demonstration become that the announcer appealed for sportsmanship."

By now German machinery had such a hold on this arm of the sport that the *Deutsche Bergmeisterschaft*, centred on prime climbs at Freiburg, Feldberg and Kesselberg, was pre-eminent, crowning home winners as *de facto* European champions. Stuck paid his famous visit to Shelsley with a short-chassis twin-wheeler, but 1936 brought a hillclimbing slump as events were cancelled; Mercedes struggled with its latest W25 and Bernd Rosemeyer snatched Caracciola's European drivers' title and took team-mate Stuck's mountain crown with victory at Freiburg.

With the new 3-litre grand prix formula of 1938 the big cars were redundant – but not in hillclimbing, which was effectively unlimited. Those long mountain tests still offered a perfect backdrop for the display of German might – now echoing to more sinister power. The Grössglockner would run again – as part of the German series. Austria had now been subsumed by the Hitler regime.

Perhaps learning from the Stelvio, Auto Union brought a short-chassis C-type 6.1-litre V16 hillclimb special, and on a shortened rain-soaked course run in two heats Stuck defeated the Mercedes W125s of Walther von Brauchitsch and Hermann Lang. Herr Seaman declined to compete due to the road state.

Stung, Mercedes prepared three special hillclimbers for the 1939 event, all with narrow front brakes and glycol cooling, their radiators rear-mounted for traction: one lowline 3-litre V12 154 (Lang had already won the Vienna Höhenstrasse climb in one) plus a pair of W125s enlarged to 5.66 litres. The mountain business was that important.

Even on this eve of war the entry was packed, and heavy rain did not stop 30,000 spectators lining the bends to the gloomy summit. After practice both Lang and von Brauchitsch chose the older straight-eights, ignoring the available twin wheels as being too wide, but it was Hermann Müller's Auto Union which triumphed in the first heat. Perhaps Stuck wasn't invincible. Now thunderstorms and fog took a hand, slashing visibility. In the awful conditions no-one could match Müller's best, but a multiple spin in heat two lost him 23 seconds, handing this last hillclimb crown of a great era to Mercedes and Hermann Lang. Stuck finished third.

After the war hillclimbing in Europe created new championships, sometimes contested over the fabled climbs of the 1930s, and new hillclimb aces. But while the grand prix world occasionally looked in – Porsche's 804 at Ollon-Villars in '62, Jim Clark's Indy Lotus 38 three years later – the two disciplines increasingly diverged.

You can still experience what whole glorious minutes of petrol-powered Alpinism looks and sounds like – with many venues dotted around Europe where today's inheritors of the tradition chase uphill glory. Just don't expect to see Vettel or Verstappen standing around on a chilly mountain top waiting for the downhill return. O



Whitney Straight flew the UK flag at European events, often using twin wheels on his Maserati

ALAMY

THE LONG AN

From the Himalayas to the Inca Trail via Peking and Paris, endurance rallying is hugely popular. **Simon de Burton** meets a self-confessed long distance addict and explains why you should saddle up

A POLL CARRIED OUT TOWARDS the end of last year on behalf of the Federation of British Historic Vehicle Clubs revealed that an impressive two million more people are now interested in classic cars than there were in 2016, when the figure stood at a still-healthy eight million.

It's a trend that's backed up by HERO, the Historic Endurance Rallying Organisation. According to its spokesman Craig Baker, HERO is seeing more and more participants in events ranging from its one-day 'Hero Challenge' (happening this month in Pershore, Worcestershire) to longer and more arduous competitions such as April's 10-day London-to-Lisbon, September's seven-day Icelandic Saga and, of course, the famous Le Jog (Land's End to John O'Groats) which will run its 25th edition in December.



"We've collated our own figures from 2018 and they show that we took entries from 242 drivers representing 22 nationalities and they covered 7200 miles across five countries while taking part in eight events," says Baker.

"There's no doubt that classic rallying has grown massively across the board, and we're encouraged to see quite a few younger people getting involved, too."

Baker says that many youngsters cut their teeth in endurance rallying as navigators, often in the passenger seats of cars owned and driven by their parents - but he believes they frequently go on to compete in cars of their own, despite the fact that buying something appropriate can be considerably more expensive today than it was a few years ago.

"Classic car values have clearly risen dramatically, but there are still plenty of entry-level vehicles out there that are eligible for our events - cars such as early 1980s Peugeot 205 GTis, for example, or VW Beetles and MGBs, all of which can be bought for sums in the low thousands."

According to Baker, many first-time endurance rally competitors are surprised by how challenging the events are.

GERARD BROWN

The Rally of the Incas runs across some testing South American terrain with a route around the Andes

"We took 242 drivers from
22 countries and covered
7200 miles"

D DUSTY ROAD



"The first one is always the most difficult – especially from the navigator's point of view, because he or she is under a lot of unfamiliar pressure to read the tulip diagram or road book accurately while having to watch the clock and give clear directions to the driver, often in the dark – but most people end up enjoying the mental challenge almost as much as the journey itself."

For people who are intimidated by the idea of plunging in at the deep end and signing up for a competitive event with absolutely no experience, HERO Events offers training days – and, says Baker, seasoned drivers and navigators are almost invariably keen to help novices through those first difficult outings.

"People do need to remember, however, that classic endurance rallying can be tough both on the competitors and the cars – so it's really important to prepare vehicles properly, and for those without the ability to do that themselves there are many professional rally preparation services available if an owner has the budget."

Indeed, it has to be emphasised that this is not exactly a cheap form of motor sport, with a standard entry for this year's Le Jog event costing up to £3700 and the London-to-Lisbon carrying a price tag of more than £9000.

Such figures pale into insignificance, however, compared with the expense of entering one of the truly epic events organised by the Endurance Rally Association, the original classic rally established in 1988 by the late and much-lamented Philip Young, who died in 2015 following a motorcycle accident in Burma.

In 1988, Young famously staged the first ever international rally for classic cars in the form of the Pirelli Classic Marathon, an event that attracted a slew of famous drivers and an audience of 6.2 million television viewers after being filmed by the BBC and aired as a documentary called *The Great Chase*.

The success of the event led Young to set up the ERA, which merged with HERO in August 2018 having orchestrated no fewer than 60 major international rallies running through 50 countries.

The most famous include the Monte Carlo Challenge, the London to Athens, Around the World in 80 Days (they really did) and, the best known of all, the Peking to Paris that was revived in 1997 in honour of the 90th anniversary of the original event. It was subsequently staged in 2007, 2010, 2013 and 2016 – with the seventh edition happening this year from June 2 – July 7.

But if you fancy taking part, you've already left it too late. Despite the £40,000 entry fee and additional costs for things such



The Spadini rally fleet boasts his Citroen and this Mk1 Jag, which he took on the Road to Mandalay

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as fuel (c £5000), shipping the car to China (c £4000), Chinese import bonds (one per cent of your car's value), insurance (around £2000), flights to Beijing and an advised emergency 'float' of some $10,000, entries closed at the start of the year with no fewer than 120 cars signed up. If you're still keen to give it a go, you'll have a slight wait to be able to, seeing as the next running is 2022, keeping with the event's triennial theme.

AMONG THIS YEAR'S ENTRY IS the 1973 Citroën DS20 of self-confessed endurance rally addict Daniel Spadini, a Geneva-based car enthusiast who runs his own watch and clock-making business and admits to arranging much of his life around planning incredible journeys in the DS or his rally-prepared 1950s Jaguar MkI.



It will be his second Peking to Paris and the latest in a string of similar long-distance events in which he has competed, including the Rally of the Incas, Around the World in 80 Days, the Road to Mandalay and last year's Himalayan Challenge.

"It all started for me one day in 1997," recalls Spadini.

"I was watching the television news in a bar in Bangalore and saw all these wonderful old cars that had been entered for the recreation of the Peking to Paris rally – something that I had never even heard of.

"Although I owned some classic cars, including my Series 1 Jaguar E-type in which I compete in events such as the Tour Auto and Le Mans Classic, I had nothing suitable in which to do one of these rallies – but my mind was made up. I was going to get a suitable car and take part."

He realised his ambition three years later when he arrived on the start line of the Around the World in 80 Days, the longest rally ever organised which both started and finished in London, by way of China, Canada, America, and North Africa.

The car he did it in was the Old English White Jaguar MkI.

"I found a mechanic to help me prepare the car, and that soon made me realise that I actually needed to have him with me on the rally. It was lucky he came because, in Italy on day two, the engine packed up due to a cracked block. We managed to get back to Geneva, find a replacement engine, install it and rejoin the event in Istanbul two days later.

"It must have seemed like a disaster at the time, but the rest of the rally was so amazing that I've forgotten all the mishaps and just remember the rest," says Spadini.

"Doing that event immediately made me want to do more like it, because it opened my eyes to the privilege of being away from normal life for several weeks – it allows you to truly disconnect."

Spadini has completed every one of the many long-distance rallies he has entered and believes that, although careful car preparation is important, taking a positive attitude in the event of setbacks is essential.

"Problems always arise, but the key lies in the way you deal with them, especially since support from the rally organisers is really quite limited. If you break down, the crew may spend half an hour trying to help you repair the fault, but after that they have to leave you."

Although the Jaguar has proved to be a faithful warhorse in which Spadini has travelled around the world, he believes the DS20 he acquired in 2016 to be better suited to endurance rallying, which is why he used it for the 2018 Himalayan Challenge and has selected it for the Peking to Paris.

"I did the Inca Trail in a friend's DS in 2015 and was so impressed that I bought mine almost as soon as I returned home," he says.

"It was built as a rally car in around 1975 by the late French racing driver Paul Condrillier and, although it attracted some strange looks from other competitors on the Himalayan Challenge, it proved to be a superb car for the event. It has plenty of power, it's strong and the suspension is incredible. Although it was designed at around the same time as the Jaguar, it was years ahead technically."

When Spadini arrives in Siberia during this year's Peking to Paris, however, he has every intention of abandoning the trusty Citroën in the town of Novosibirsk – albeit only temporarily.

"I will have to step out of the rally for a couple of days because my daughter Alexandra is getting married in Marrakech. So I'll fly there for the wedding and then fly back and carry on."

But having competed alongside her father in the 2013 Peking to Paris (during which Spadini marked her 25th birthday in Ulan Bator, Mongolia by producing a bottle of champagne from a secret compartment beneath the rear seat) she'll surely understand why he really must get back behind that wheel... O



Daniel Spadini's top tips

New to endurance rallies? Here's some good advice

1. **Don't try to win**. "Just enjoy the experience."
2. **Enter the rally – and then work out how you'll actually do it.** "If you wait for the right moment, you'll wait for ever."
3. **Choose the right person to sit beside you.** "A month in a car with someone you don't get along with will feel very long..."
4. **Take the car of your dreams**. "Regardless of what the experts may say."
5. **Whenever you stop, make the most of it**. "Explore the area, don't just drive through. You may never get the chance to see it again."
6. **Be prepared**. "Seek as much advice as possible from people with experience."

heroevents.eu, endurorally.com



Spadini celebrated his daughter's birthday on 2013 Peking to Paris

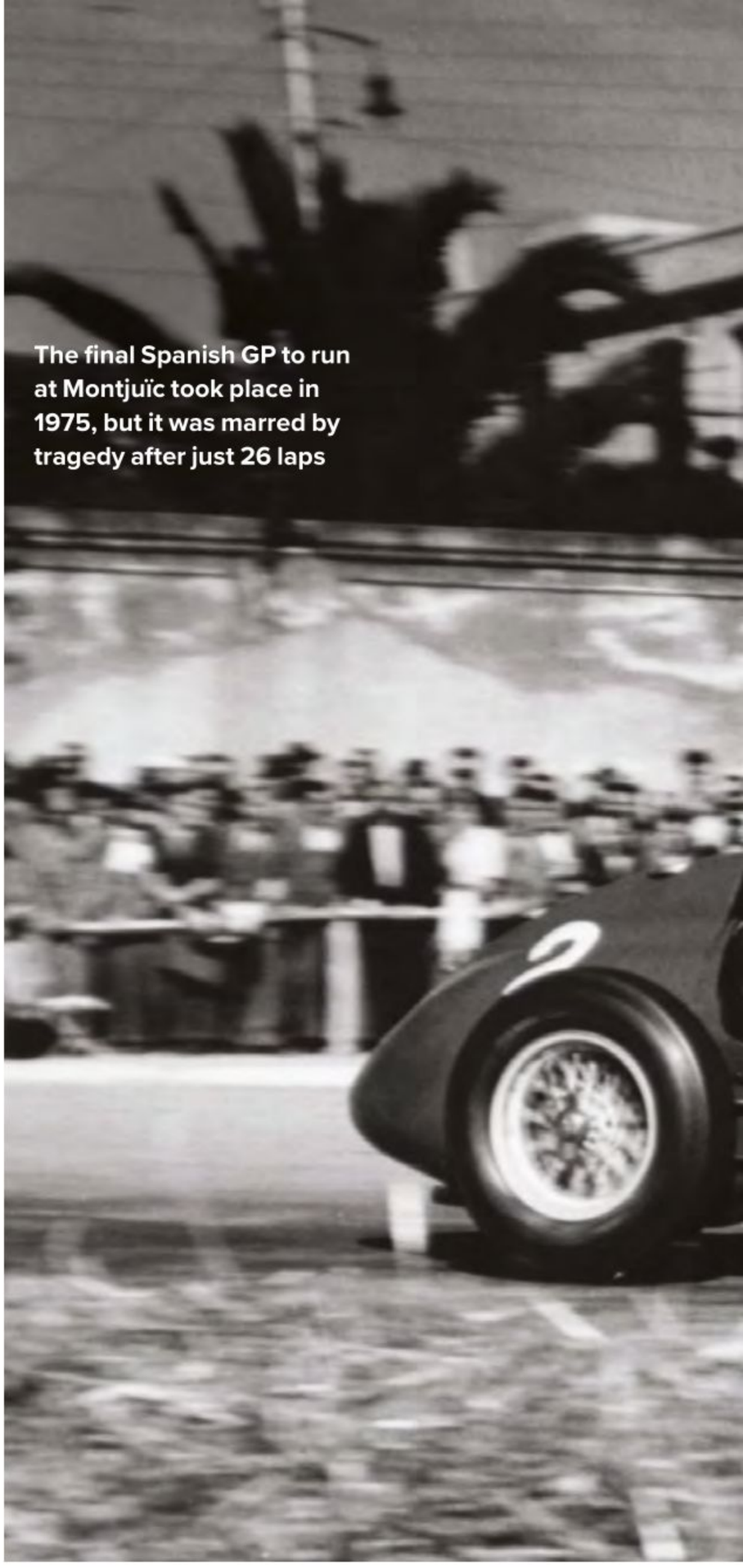
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CITY BREAKS

Barcelona



The Catalonian capital holds a unique place in motor sport history. **Simon Arron** tracks the heritage beyond just the Spanish Grand Prix



The final Spanish GP to run at Montjuïc took place in 1975, but it was marred by tragedy after just 26 laps

WHEN FERNANDO Alonso lodged in Oxford, early in his Formula 1 career with Renault, he noted that there were three particular things wrong with Britain: "You eat too early, you go to bed too early and you get up too early..."

Barcelona might not be his patch - the twice world champion hails from Oviedo, 550 miles to the west - but its fusion of culture, heritage and cuisine is a vibrant showcase for his preferred lifestyle.

The Catalan capital is unique in motor racing terms, for no other city has hosted world championship grands prix at three separate locations, and a rich seam of attractions (including the local football club, the European Museum of Modern Art and Gaudi's architectural handiwork) means a weekend is unlikely to be sufficient to savour the full repertoire of its charms, particularly if you base your visit around a motor race.

Ever-present on the F1 calendar since 1991, when Nigel Mansell and Ayrton Senna all but rubbed wheels at 190mph on the main straight, the Circuit de Barcelona-Catalunya is less than half an hour from the city.

The Spanish Grand Prix was always one of Europe's quieter races in the pre-Alonso era - and, barring an improbable turnaround, Carlos Sainz's recruitment by McLaren is unlikely to trigger a sell-out. A three-day general admission ticket costs €140 (about £120) and restaurants in the city and its suburbs tend to be reasonably priced.

It's just best not to turn up before 9pm...

EVENTS

The Spanish Grand Prix (May 10-12) is likely to be the main draw for *Motor Sport*'s core audience, but alternative attractions include Peter Auto's Espíritu de Montjuïc historic race meeting (April 5-7), the World Rallycross Championship (April 27-28) and MotoGP (June 14-16). With Spanish riders occupying more than one third of the grid, the whole nation being entranced by anything with two wheels and weekend tickets starting at €59 (£50), the latter will draw a full house.



The Spanish GP at Circuit de Catalunya has been a Formula 1 calendar staple

The F1 weekend includes supporting double-headers for Formula 2, of which this will be the third round, and the new-look FIA F3 Championship - the very first race appearance of what is essentially a rebranding of the superseded GP3 Series. The Porsche Supercup is also on the bill.

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"The track is still intact, if overgrown. But it's possible to get close"

First run last season, the Espíritu de Montjuïc meeting pays homage to the city-centre parkland circuit that hosted the Spanish GP four times between 1969 and 1975 - and was also scene of a 24-hour motorcycle enduro, that ran until 1986.

Peter Auto's event is only for cars and features a mixture of sports racers, GTs and saloons from the 1950s through to 2000 (and slightly beyond), plus the Porsche 911 2.0 Cup and, perhaps the highlight, a Group C retrospective. Details of all meetings - and tickets - are on www.circuitcat.com/en.

OTHER DISTRACTIONS

Barcelona is also home to both Pedralbes (the Spanish GP's home in 1951 and 1954) and Montjuïc (1969, 1971, 1973 and 1975). Located to the west, with its main straight along what was the Avenida del Generalísimo Francisco Franco (now the Avinguda Diagonal), Pedralbes was a street circuit that was decommissioned as a result of safety fears arising from the 1955 Le Mans disaster.

Situated in a hilltop park, a short walk from the Plaça d'España, the Montjuïc circuit can easily be traced and remains largely as it was, one mini roundabout notwithstanding, despite not having been used for many years (other than during a 75th anniversary demonstration event in 2007). It was lost to F1 after 1975, when concerns about the security of barrier installations led to world champion Emerson Fittipaldi withdrawing from the meeting after three slow practice laps. The race was stopped after 29 of the 75 scheduled laps because Rolf Stommelen's Hill lost its rear wing, vaulted the barriers and killed several bystanders.

Barcelona's competitive past stretches farther afield, too. About 15 miles from the city, in the mountains, is the Circuito de Venta Cabrera - the 'Spanish Spa', a six-mile road circuit used circa 1969-'70. Along the coast road, 25 miles south-west of the city, is the Autódromo Sitges-Terramar, a banked oval that hosted the 1923 Spanish GP. The circuit was used occasionally in the 1930s and, briefly, in the 1950s. It is still largely intact, if overgrown, and privately owned. In theory it's out of bounds, but it is possible to get close... Back in the metropolis, €8 (£7) secures admission to the Retro Auto Moto Museo (www.ramm.com.es), three floors of heritage cars and motorcycles at Carrer de Sant Pere Mes Alt 41 in the old town.

GENERAL TRAVEL ADVICE



Budget airlines fly direct from the UK to Barcelona's principal airport (EasyJet, recommended) and also nearby Girona (Ryanair, although you might prefer to walk the whole way), while there are also numerous options with mainstream carriers.

The city centre has obvious attractions – and a rich choice of hotels – though price hikes are inevitable at F1 o'clock. You'll find cheaper, closer lodgings in Granollers and Mataró, but that involves evening cab fares to the city if you want to get the most from your trip.

Las Ramblas is Barcelona's populist heartbeat, but surrounding eateries are invariably packed; El Trabuc (www.eltrabuc.com) in Granollers is five minutes by car from the circuit and has a reputation for fine food (at an average cost of about £40 per head), but isn't terribly suitable for vegetarians.

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CITY BREAKS

Monaco

Motor racing's most famous principality boasts more than just a single, opulent, grand prix, as **Simon Arron** explains



IT IS PERCEIVED AS THE BEST OF venues... but also the worst of venues. It is a fabulous place to drive a Formula 1 car, but utterly hopeless should you actually want to race. It generates the slowest average lap speeds of the grand prix campaign, yet from trackside you could mistake it for the fastest, such is the extent to which proximity amplifies the sense of speed.

Welcome to a world of paradoxes.

Monaco's skyline might have changed hugely since its grand prix was initiated in 1929 by local businessman Antony Noghès, after whom the circuit's final corner is named, but the racetrack has evolved only subtly. There have been gentle tweaks and additions, occasionally facilitated by reclaiming a few gallons of the adjacent Mediterranean, but many of the key elements would be familiar to William Grover Williams, inaugural winner at the helm of his Bugatti T35B.

Part of Monaco's mystique is built upon monochrome images of drivers enjoying post-race parties in local hotels and bars, but that was then. Nowadays, many competitors live in the principality and are able to slope away to their own beds of an evening, shielded from public gaze or telephoto lens. And besides, some of the most celebrated watering holes are but distant memories. Perhaps the most famous was Le Chatham – aka Rosie's bar – on the Avenue d'Ostende (just before the left-hander at Massenet), a popular haunt with drivers in the 1960s. Sadly, it pulled its last *pression* about 20 years ago and has since been bulldozed to make way for a hospital entrance.

Two corners up the road, just beyond the exit from Casino Square, Le Tip-Top was another popular haunt for racing folk and a bar of the same name exists still... but don't expect to spy Lewis Hamilton or Sebastian Vettel therein.



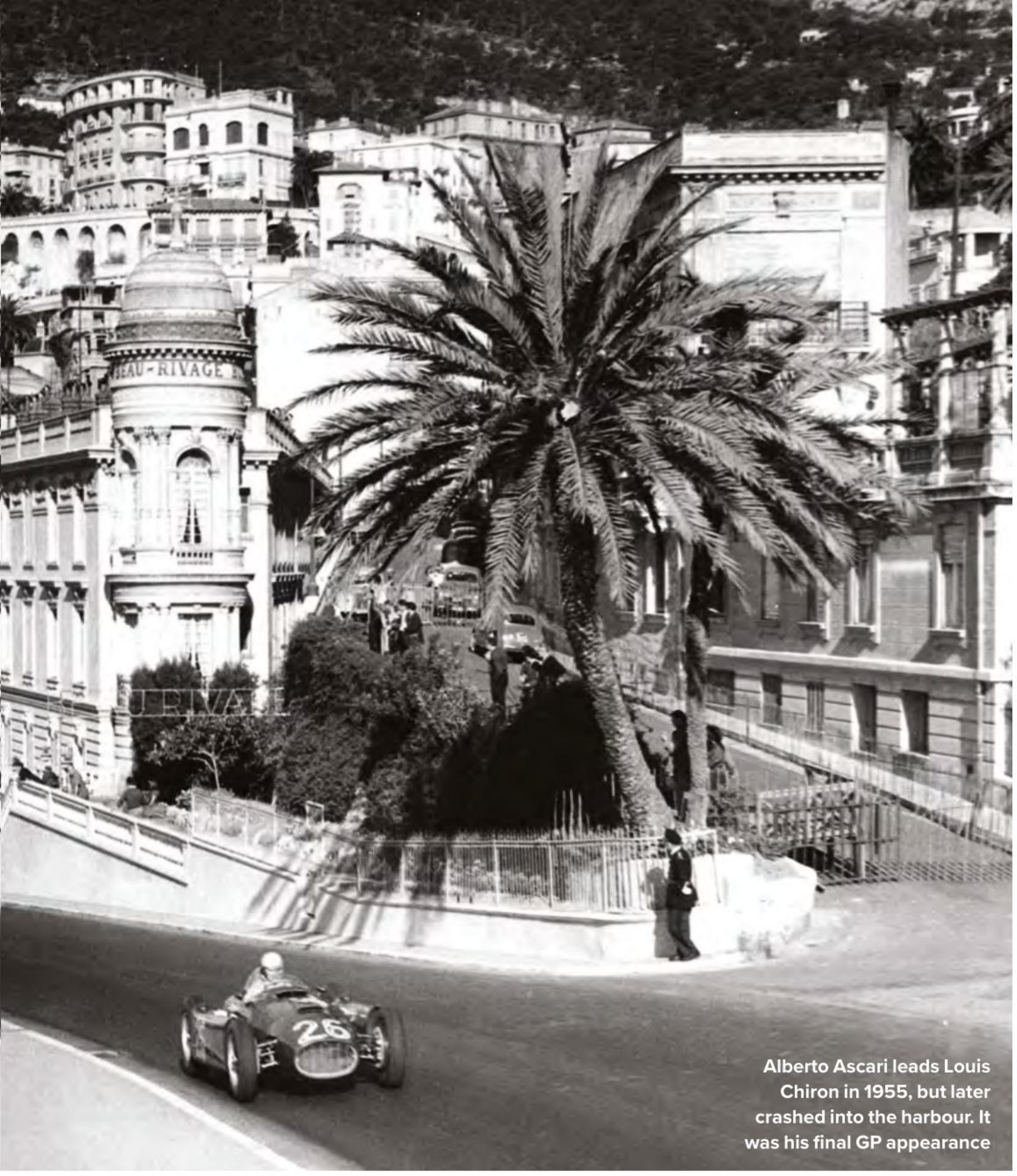
Contemporary Formula 1 is an obvious highlight, even if it's rarely the most dramatic of races

EVENTS

The Monaco Grand Prix was second of seven events on the inaugural world championship schedule in 1950, then disappeared from the calendar until 1955 (although there was a non-championship sports car race in 1952). It has since maintained a constant presence – an ever more glorious anachronism along some of the elaborate new facilities that have sprung up since the millennium's dawn.

Uniquely, the meeting stretches over four days (May 23-26). F1 practice begins on Thursday, with the first F2 race and other supporting categories (Formula Renault, Porsche Supercup) in action on Friday morning and then a more familiar practice/qualifying schedule from Saturday. Is the extended timetable a chance for local businesses to earn a few extra euros from captive tourists... or simply a more relaxed approach that allows visitors more time to

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Alberto Ascari leads Louis Chiron in 1955, but later crashed into the harbour. It was his final GP appearance

"Monaco's mystique is built on images of drivers partying in bars"

appreciate their surroundings? There are elements of truth to both, but - as will become clear - a weekend in Monaco doesn't have to be ridiculously expensive if you plan carefully.

Nor is F1 the only reason to visit. The Monte Carlo Rally (and its historic counterpart) have been and gone for 2019, but return early next year - and the biennial GP Historique de Monaco will take place in May 2020. The alternative this year, then, is the Monaco Formula E ePrix (May 11, on a sawn-off version of the grand prix track), for which tickets cost €30 (£26). By way of contrast, cheapest admission on grand prix Sunday is €100 to access the rock garden in front of the palace, from where you can enjoy a wide-angle, but distant, view of the track. Discounts are available if you purchase a ticket for more than one day

OTHER DISTRACTIONS

There isn't a great deal of room to celebrate automotive heritage in Monte Carlo - having reclaimed bits of the sea, the local authorities are now hijacking the sky, building road tunnels whose sole purpose seems to be as a platform for yet more tower blocks.

It is possible to drive laps of the circuit outside racing hours, though you won't be able to do so terribly quickly, as traffic rarely extends beyond second gear (and thus renders Lamborghinis or Ferraris utterly pointless, other than for creating a nice echo in the tunnel). Hire cars really aren't necessary, as local rail services (or else simply walking, if you're staying close to the track) are more efficient. If you must, you could eschew the traditional suppliers in favour of Nice-based Rent A Classic Car (www.rentaclassiccar.com), whose inventory includes such as Jaguar E-type, Porsche 356 and Citroën DS cabriolet

To appreciate some static classics, €8 (£7) is all it takes to view the car collection started by the late Prince Rainier and since taken over by his son Prince Albert. It is located on Les Terrasses de Fontvieille, just next door to Monte Carlo.

If you take the cheaper option of staying in Nice (recommended), you might want to retrace the layout of the street circuit that ran along the Promenade des Anglais and into the city via the Jardin Albert 1er; one year on from his Monaco GP victory, Louis Chiron (Bugatti) won here in 1932.

GENERAL TRAVEL ADVICE



You'll need to book very early to avoid being stung by even the cheapest of airlines, so as a pleasant alternative, consider the train: yes, it takes longer, but there are worse ways to spend a day than wafting through France. Early reservation is key to getting the best Eurostar prices from London St Pancras (eurostar.com), but a standard return to Nice could be as low as £120.

For accommodation and food, you'll find more choice – and better value – in Nice; there are many hotels within easy walking distance of both the station and the charming old town.

For those with time, cruises with Paramount (paramountcruises.com) start from £2499 and include 10 nights. Fly from the UK to Rome and then sail via Sorrento, Florence and Pisa before taking in the Monaco Grand Prix en route to your final destination in Barcelona.

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Daytona International Speedway celebrates its 60th anniversary this year

CITY BREAKS

Daytona

America's motor racing mecca is well worth a holiday, says **James Mills**

ITS HEADLINE EVENTS HAVE BEEN AND gone for 2019, but the Rolex 24 and Daytona 500 will be back next year - twin spears that symbolise the dawn of each fresh American racing campaign (although NASCAR, of course, seldom ever sleeps).

This is the 60th anniversary of the Daytona International Speedway, which serves as a splendid hub for a road trip.

Within just a few miles of the DIS you'll find Daytona Beach, home of the part-sand, part-asphalt racetrack (as featured in *Motor Sport*, March 2019) that preceded the modern-day oval. Its approximate location is pinpointed by the North Turn bar and grille, a treasure trove of bygone memorabilia (as well as a pleasant spot to take lunch, racingsnorthturn.com).

And the adjacent strip of sand, of course, holds a place not only in stock car history but also in the domain of speed records. It was on Daytona Beach in March 1927 that Henry Segrave became the first man to beat the 200mph barrier, being recorded at 203.79 in his 1000hp Sunbeam. It is possible today to trail such pioneers, but there is a 10mph limit - strictly enforced, as *Motor Sport* discovered a few years ago when clocked at 17mph...

For more memorabilia, try the Cruisin' Café, on South Atlantic Avenue (cruisincafe.com). It's packed with souvenirs and the seating booths are fashioned from the rear ends of racing cars. Every table is dedicated to a Daytona 500 winner... and anyone who manages to finish one of its signature burgers gets their name on the Cruisin' Cup.

EVENTS

Having the Daytona 500 as opening round of the NASCAR season is a bit like starting the NFL season with the Super Bowl - but such are local traditions. Grandstand seats typically start at about $100 (£75) (daytonainternationalspeedway.com).

The Rolex 24, opening round of the IMSA SportsCar Championship, draws a decent crowd, though TV images betray the truth; cleverly decorated grandstand seats give the impression that the arena is packed, even when there is hardly a soul in the stands.

There is still an opportunity to catch NASCAR at Daytona this season - the Coke Zero 400 on July 6 - and other events include the Daytona 200 motorcycle race (March 16) and November's sumptuous Classic 24, which brings together everything from Lola T70s to sports-prototypes from the current millennium (classic24hour.com).

OTHER DISTRACTIONS

Options within easy reach include Volusia Speedway Park, a half-mile dirt oval in Barberville (vspracing.com), and Bubba Raceway Park, a slightly shorter clay oval in Ocala (bubbaracewaypark.com). The Don Garlits Museum of Drag Racing (garlits.com) honours one of America's all-time greats. And for live drag racing action, check out Orlando Speed World Dragway (raceosw.com). Daytona is also used by NASCAR legend Richard Petty's Driving Experience (drivepetty.com). High-speed passenger rides cost from $139 (£106), or you can take a stint at the wheel from $449 (£342).

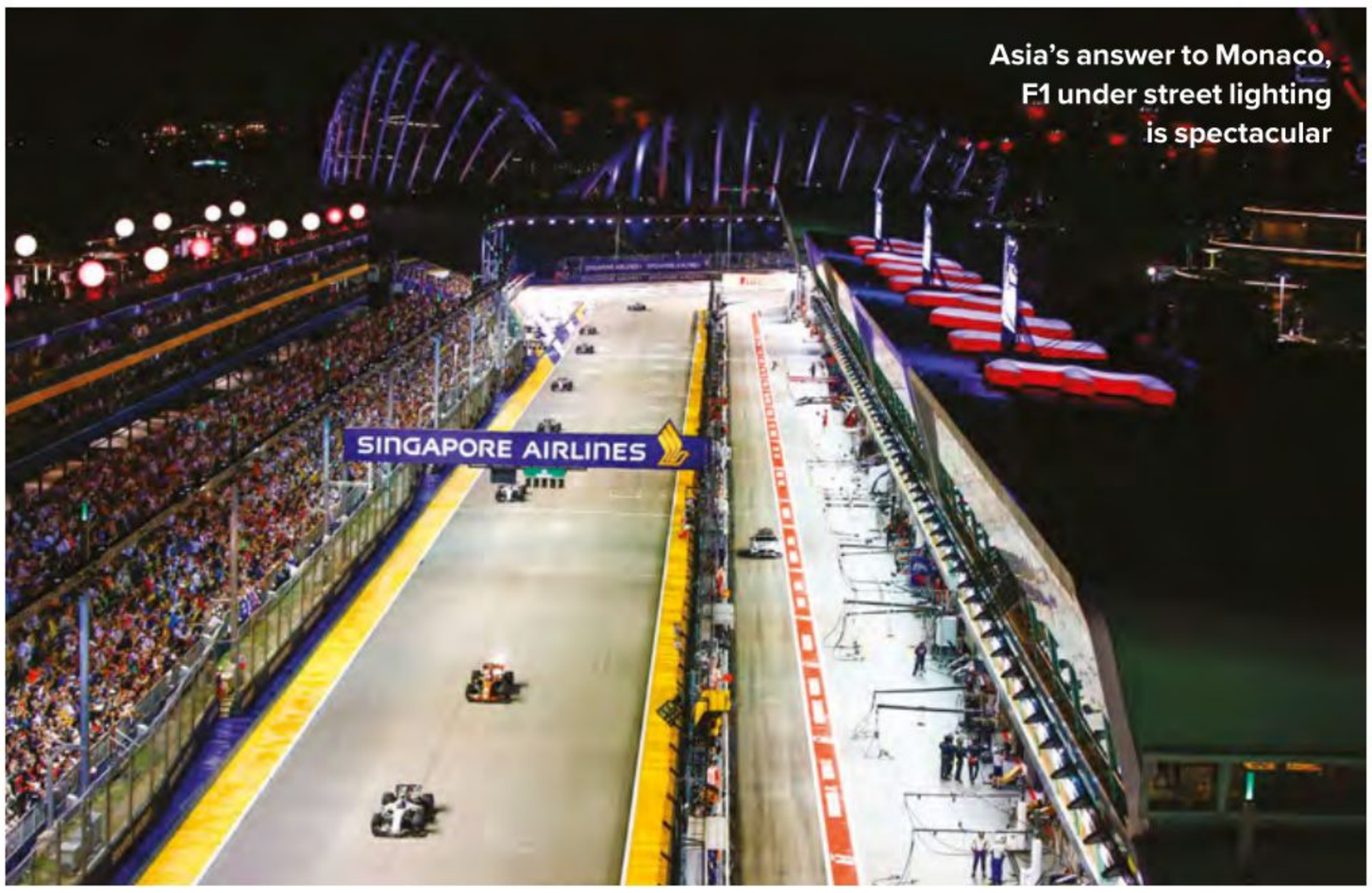
GENERAL TRAVEL ADVICE



Orlando airport is about 70 miles from DIS – and well served by flights from UK airports. With Florida's speed limits being similar to those in Europe (except on Daytona Beach), it's an hour's drive. Driving up from Miami is feasible, but you'll be on the road for about four...

If you choose not to hire an RV, there are boundless hotels within easy reach of the circuit. Those within earshot tend to sell out most quickly – but it takes only 10 minutes to drive to the shoreline, where you'll find everything from plush to practical – the Maldives and Blackpool rolled into one.

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Asia's answer to Monaco, F1 under street lighting is spectacular

CITY BREAKS

Singapore

One of the newer F1 locations shows the best of the Far East, says **Simon Arron**

FORMULA 1 RACES IN RECENT years have come and gone in Turkey, Korea, Valencia, Indianapolis and India, while Malaysia petered out after 2017. So the Marina Bay circuit in Singapore has been something of a shining beacon in a shifting landscape.

When F1 first visited in 2008, the event broke new ground as the first floodlit world championship grand prix. And for all the plush hospitality and pricey grandstand seats, the audience with cheaper tickets was able to get unusually close: track, concrete perimeter wall topped by debris fence, a metre or two of space for marshals and/or photographers, then paying public...

EVENTS

Pick from a choice of one. Marina Bay has been pressed into service only as home of the modern Singapore GP - and this year's event takes place from September 20-22, illuminated by almost 110,000 metres of cabling and more than three million Watts. There has in the past been a handsome array of supporting categories, including Masters Historic F1, but at the time of writing no timetable had been finalised. Event information and ticket details are available from www.singaporegp.sg; a three-day, all-zones general admission ticket starts from S$398 (£225), though cheaper options are available if you're happy to limit your wandering. There's also live music, featuring - among others - Muse and Fatboy Slim.

OTHER DISTRACTIONS

Traditionally, drivers have remained on European time when in Singapore, because that tallies with a running schedule that commences in the late afternoon and runs deep into the evening.

If you don't mind long days, convert to Singaporean time and explore. Oppressive humidity might deter many long walks, but that's easily overcome through use of excellent local transport.

There are the obvious tourist traps - like ordering a Singapore Sling at the Raffles Hotel, where the drink was first mixed early in the 20th century. It won't be the cheapest round you ever buy, but it's probably worth doing at least once for bragging rights.

Prior to Marina Bay, there was a street track - the Thomson Road Circuit - to the north. It hosted its first Singapore GP - for cars and motorcycles - in September 1961. It then ran annual events (known as the Malaysian GP from 1962-65, Singapore again thereafter), latterly to F2/Formula Libre regulations, until 1973, when Swiss Mini driver Joe Huber was killed in one of the support races. Safety considerations were cited for the event's cancellation in 1974 and Vern Schuppan (March 722) remained the last Singapore GP winner until Fernando Alonso in 2008. The route of the original three-mile track is still largely traceable and you can find out more about those pioneering events via the National Archives of Singapore (www.nas.gov.sg).

Singapore Zoo is highly recommended. Many pens are designed without mesh, but with cleverly structured ditches so you can eyeball lions or tigers in safety.

GENERAL TRAVEL ADVICE



Mainstream carriers such as Singapore and BA run direct flights from the UK, while there are attractively priced stopovers (£400-450 if you book early) with such as Emirates. Hotels are plentiful – but those in the circuit's immediate vicinity tend to be a) reserved years in advance by the teams and b) have a price that reflects the advantage of their location. Use travel comparison sites for options on or around Orchard Road, the main shopping area. Note that quoted prices are likely to be subject to local taxes, added when you settle your bill.

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Racing's classic appeal



Few forms of motor sport open as many doors as historic racing. **Robert Ladbrook** looks at how to get started, and why it's so popular



Flaming Jaguar at Spa-Francorchamps, but equally you can race there in your Mini or MG B if you pick the right series

FANCY GETTING ON THE GRID yourself? Historic motor racing has been one of the sport's biggest growth areas across the past two decades, with events throughout the UK and Europe but it can sometimes be an intimidating place to get started in.

However, there are some key strengths to this form of motor sport that have remained true, regardless of the level of competition you're aiming at.

Motor Sport caught up with some of the leading names from within historic motor racing to find out some of the benefits of this, unique, form of competition.

VARIETY IS KING

For anybody fresh into historic motor racing, one of the first things they'll notice is that almost any given grid is made up of machinery or all shapes, sizes, colours, capacities, countries and marques.

"Historic racing cars have identities, you're not just looking at the same shape in different colours, like you do with a lot of modern categories," says Alan Jones, competitions secretary of the Historic Sports Car Club – the UK's largest classic racing organiser.

"With historic grids you're looking at the shapes and forms, the model and the different engines and you have a depth most other parts of the sport can't match. Many cars also have interesting histories, whether that involves who built them, who raced them or what they competed in. You don't get that with modern cars.

"There's also often an emotional connection between the cars and their drivers. If you have a particular passion for the sport, being able to drive cars associated with the heroes of the past or your personal heroes – such as a Lotus Cortina similar to one Jim Clark raced – it's very special. If you have a versatile car, like a Lotus Elan or MG B, it opens the door to so many different events, and many are very prestigious – such as the Silverstone Classic, Spa Six Hours,

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Hockenheim Historic or things like the Monaco Historique and Le Mans Classic at the higher end. You can pick and choose where you want to race around the UK and Europe, depending on your budget."

IT CAN BE AFFORDABLE

The Historic Racing Drivers' Club is one of the UK's newer organisers, and opts to run only series instead of championships, with the thinking being that the lower-pressure environment encourages more relaxed and welcoming racing.

"A lot of drivers who come and race with us get connected to their cars via the classic clichés like 'My dad used to take me to school in one of these' or 'My parents once had one of these and I loved it" says HRDC head Julius Thurgood. "Historic racing tends to be an emotive thing.

"I always suggest for newcomers to buy a car, instead of build one, purely because they will usually get it for less than it would cost to build from scratch in many cases, and at that point it's very unlikely to lose any money, making it more of an investment. Plus, it also saves the hassle.

"If you do your research, it's quite easy to buy a proven, reliable car with a strong history that will take a lot of the stress out of getting started in the sport and allow you to just enjoy the racing.

Some to consider

Four of the most accessible UK series

Swinging Sixties *(CSCC)*

The Classic Sports Car Club has been one of the big success stories of club racing, running only series instead of championships. Swinging Sixties is one of its most popular offerings, catering for 1950s and '60s sports, GT and production cars. Races are 40-minutes with a pitstop, allowing drivers to share. This is its 16th year.

Roadsports *(HSCC)*



A runaway success, Roadsports is now a series split in two to allow an even greater variety of cars. It has grids for production or GT cars from 1947-1969 (Historic Roadsports) plus its '70s Roadsports variant. Cars must remain road-legal and you even get extra championship points for driving your car to rounds.

Gentlemen Drivers *(Masters)*

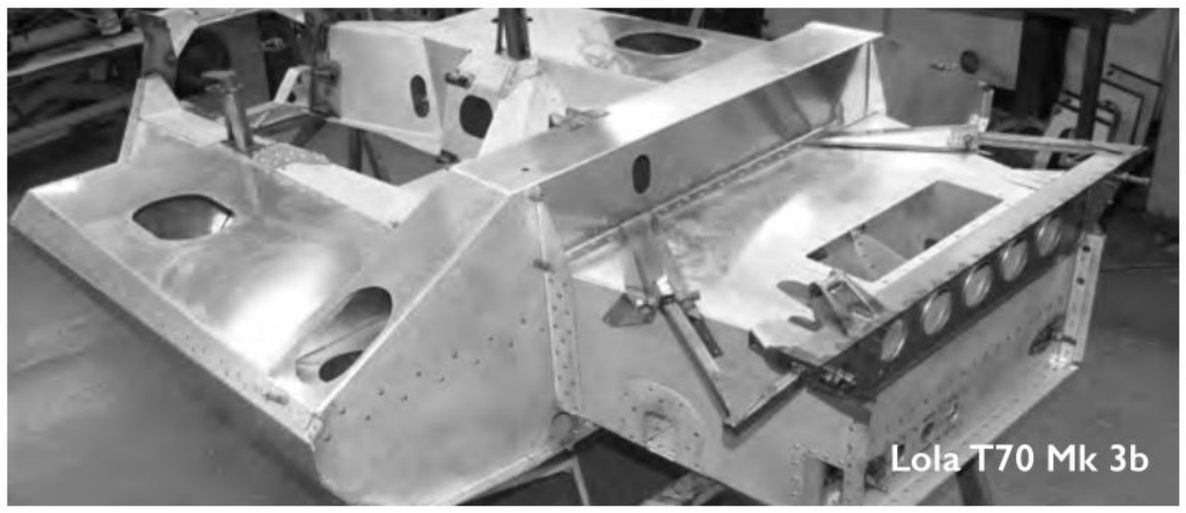
While aiming at the higher end of the market with many rounds held around Europe, Masters still offers some accessible options. Its Gentlemen Drivers class offers mini-endurance races for pre-1966 GT cars. Cars range from high-ticket Ferrari, Aston Martin and Porsches down to more available MGs, Fords and Austins.

HRDC Allstars *(HRDC)*

For Pre-66 GT and Touring Cars the Allstars offers great variety and a low-pressure series-only format. Races are often 30-minute sprints with meetings typically lasting just a single day. Rounds are usually run alongside the HRDC Coys Trophy, allowing drivers the chance to enter a second race should they wish.

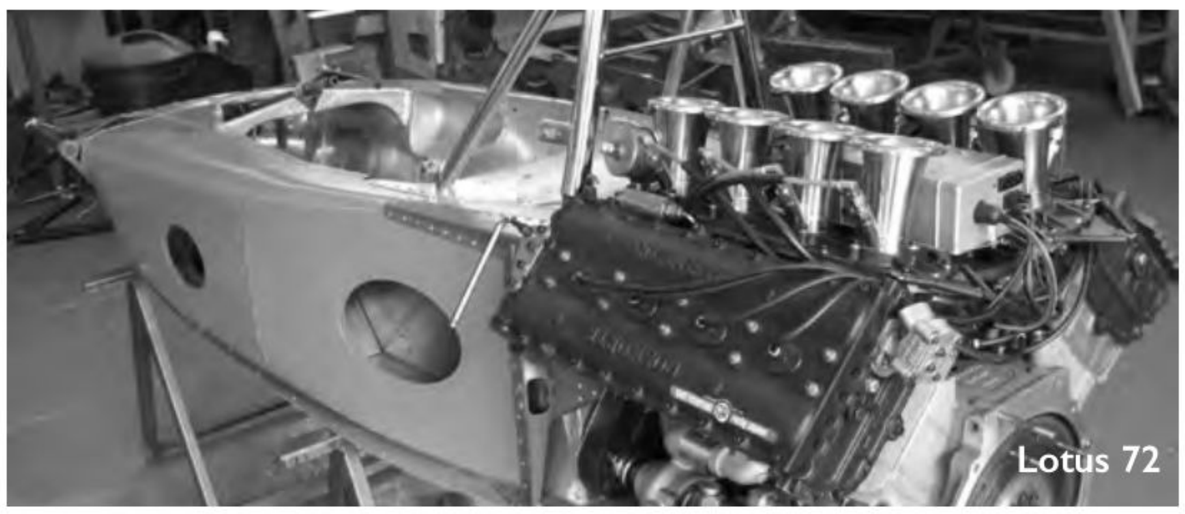
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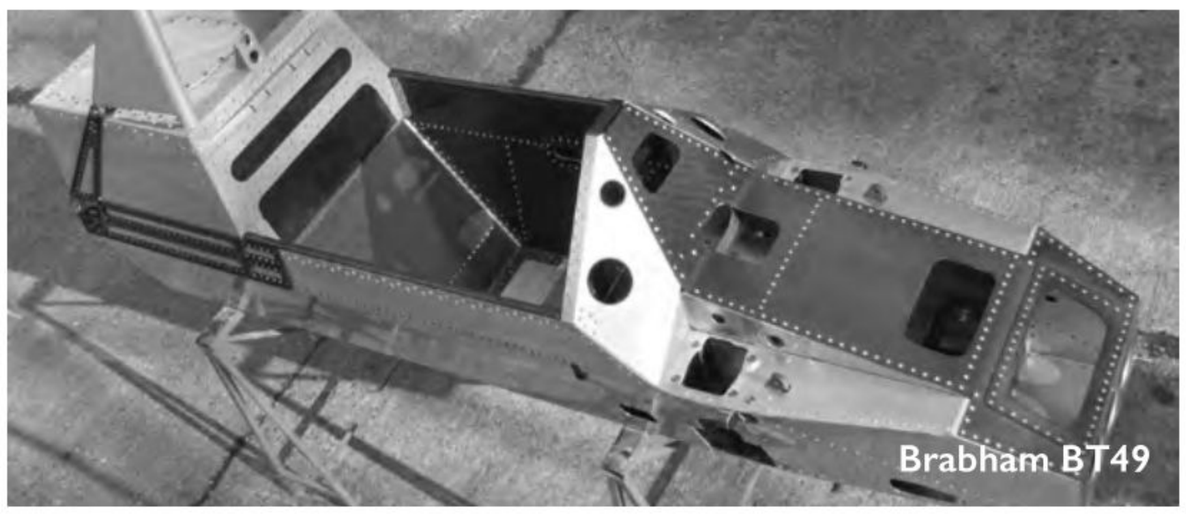


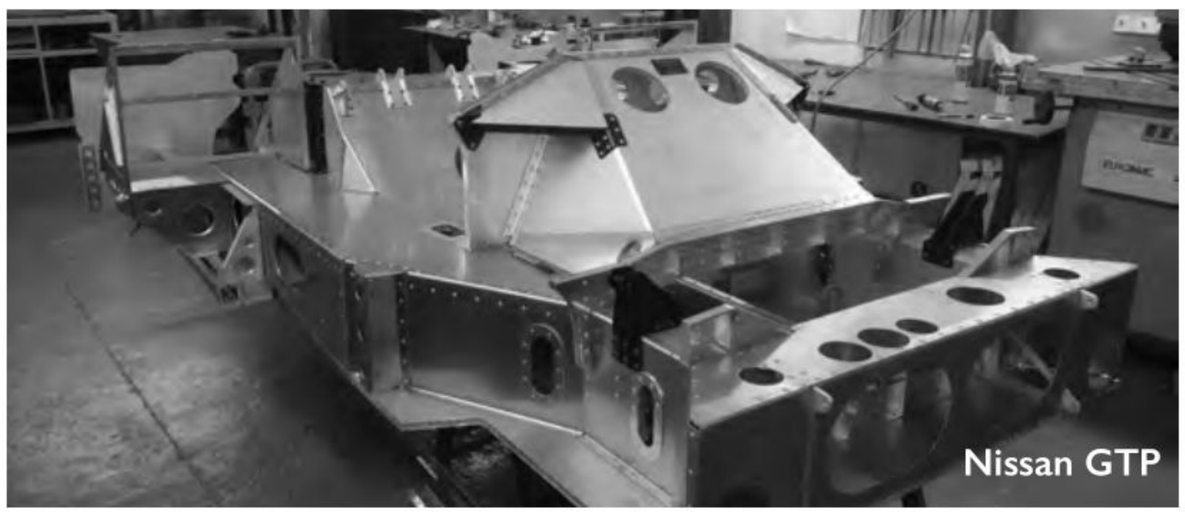


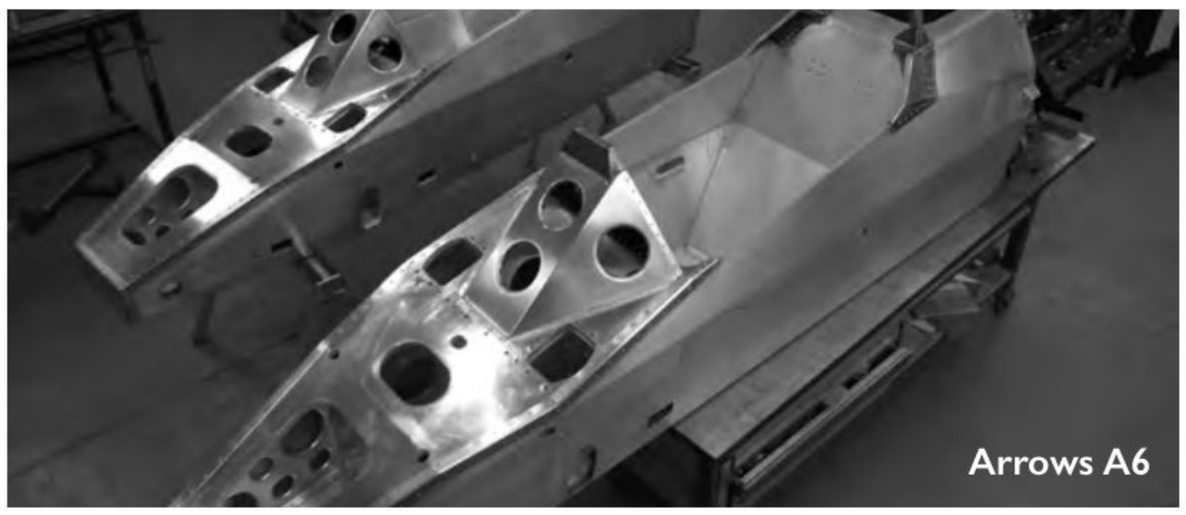




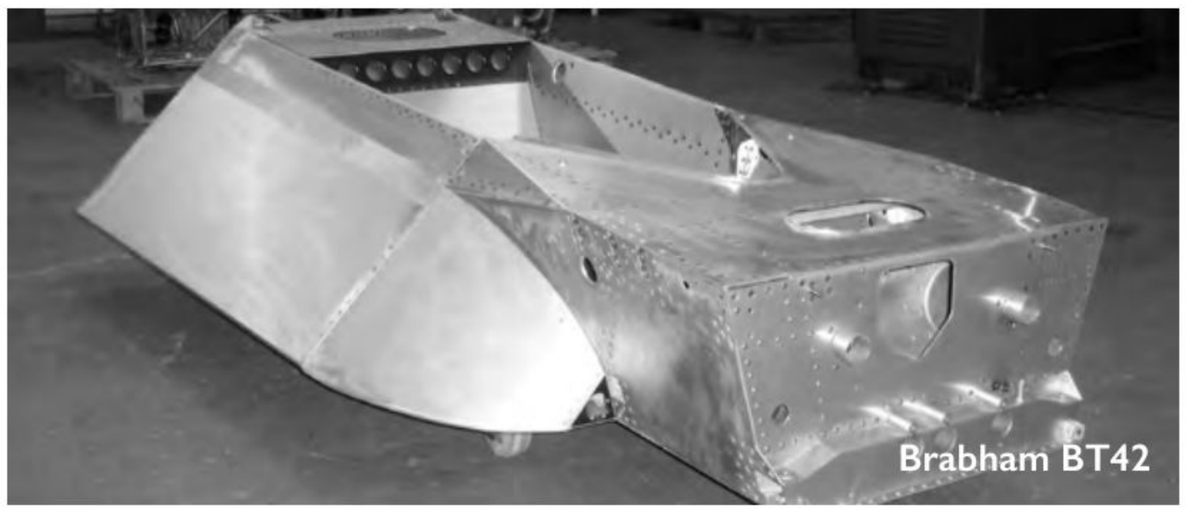












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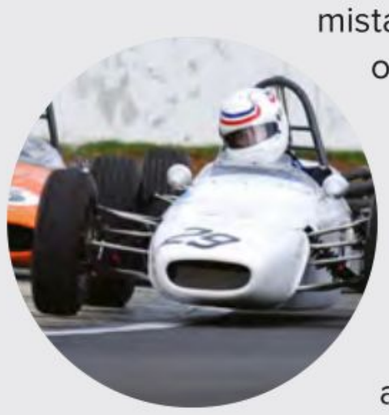


DRIVER Simon Hadfield

Veteran has raced at the top, and bottom, of historics

Simon Hadfield has raced at the very highest levels in historic motor sport, and also competed in contemporary Formula 3 in the 1980s as well as engineering modern Formula 1 cars. He now runs his own race team and preparation company.

"The cars are the big attraction with historic racing, as modern motor racing leaves me cold," says Hadfield. "To make it in modern racing you have to be incredibly wealthy at the top level and your machinery is outdated after a year, and where's the fun in that?



"Of course, there's a lot of money at the top of historic motor sport, too, but it's still a lot more accessible. I quickly realised I would never make it in modern racing because I didn't have the money, yet my historic career has taken me to amazing places and amazing events.

"I'd tell anybody looking to get started to go out and buy a historic Formula Ford 1600 (*above*), which won't cost you a million quid, and you and your dad or your friend can turn up with a van and a trailer and do a very competent job. Get the car set up by someone in the know and you can be competitive everywhere.

"With a lot of modern racing, whoever gets to turn one first wins. That doesn't happen in historics because the cars lend themselves to mistakes. They're not reliant on aerodynamics, or automatic gearboxes. If you can drive a historic FFord well, you can drive anything well – modern or historic. It teaches you car control and pure racecraft.

"Historic racing is changing too. When I started I was the youngest person in it, but now we have a new generation of younger drivers coming in, and that gives the sport longevity.

"Historic motor racing gives you a feeling like no other form of the sport. I've had some amazing moments and one that really sticks out was when I tested the ex-Ronnie Peterson Ferrari 312PB at Donington Park. I rolled out of the pit lane and just though 'Wow, Ronnie sat here. Ronnie won races in this. It doesn't get better than this.'

"The cars also offer good sustainability. With a lot of modern series you can pay a lot for a car, and it can be obsolete in a year or two and lose a load of value. For example, if you buy something like an MG B – which I still believe to be one of the most affordable and accessible historic cars going – it does the job, is easy to run and I know people who have run them for 20 years and they're still competitive, mostly because the regulations rarely change.

"Sure, the top level of historic racing can be hugely expensive with things like Goodwood and the Le Mans Classic, with star cars and star names, but that's not really what historic motor racing is about in my mind. This side of the sport doesn't have to cost a fortune."

Jones agrees on the grounds of cost limiting, adding that club competition in the UK can be very good value.

"We get a mixture of entries running the car with a team, which obviously costs more, or running the cars themselves, which is more cost-effective," he adds. "The paddock is very open, with drivers often happy to be up to their elbows in axle grease and chat about their cars as they become a source of pride, whatever the level they're raced at.

"You'll also find that most of the popular cars are very sustainable because many spare parts are reproduced new, so it removes the expensive rarity factor. If you go for the mass-market cars, so to speak, the costs aren't much different to running a modern vehicle."

THE SKILLS IT TEACHES

"The fact the cars handle so differently makes them a different challenge for racers as they put the driver element back into the competition," enthuses Jones on this subject. "A few of our HSCC members have dabbled in modern racing and a few have progressed well in it, but they usually always come back to the historic classes because of the feeling the cars give you.

"With modern racing much of it is about hitting the right window in qualifying with

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the tyres in perfect state, and often where you've qualified is where you'll be for most of your weekend. Historic racing is very different in that you can start at the back and finish anywhere, and have some real battles along the way, which I think is probably the biggest draw."

The HRDC happened on to something of a historic racing sensation when it created its Academy series in 2014. It used Austin A30/35 saloons with limited modifications and can be credited with bringing a large number of new drivers into historic racing. The formula even hosted a celebrity race during the 2017 Silverstone Classic.

Thurgood says: "The Academy is our way of bringing new drivers through and it got elevated because the cars were so accessible. I designed them to be a car that you have to learn to drive. They have no limited-slip differential which means you have to judge the wheelspin and they only have 75bhp, so they can't get you into too much trouble. They are also easy to maintain and build and the Austin just epitomises the historic genre and the sense of fun and competition. We got up to 80 cars at one point."

WHERE TO START

For drivers looking to go historic racing on a budget, there are a number of cost-effective options that will allow you to get behind the wheel of a classic without reaching too deep into your pocket.

"Classic Clubmans is perhaps our lowest-cost series," says Jones about the HSCC's current portfolio of championships. "The cars have been in owners' hands for many years and they all use common engines, like the Ford Kent X-Flow. They look like a modified Caterham, but because they run slicks and wings, they can lap as quickly as a two-litre classic F3 car, but cost far less.

"Roadsports has also been a huge success, because we keep the regulations tight. The cars are production-based and use a road tyre. With that series you're buying into a piece of history, and they are cars that usually you can drive on the road, too."



R&J Simpson has experience of rebuilding historic racing cars such as Brabham 49s and McLaren M23s

PREPARER R&J Simpson

Experienced historic car rebuild and restoration

Bob Simpson has built his business on building and restoring historic racing cars via his R&J Simpson Engineering Ltd company.

"I have been manufacturing, preparing and engineering racing cars since the early 1970s. From my beginnings at Motor Racing Stables at Brands Hatch, to stints with Brabham and Tyrrell, I have always had my hands dirty building racing cars.



Building a historic race car and a modern one are like chalk and cheese. I come home from work with swarf in my hair, covered in epoxy glue, hands cut to pieces and ears ringing from backing rivets whilst lying in a chassis headfirst.

Even though parts of the job are automated with computers, like laser cutting and CNC machining, you still have to get hands-on cutting, bending, welding and riveting. There's also usually limited information to work from, as the original drawings have been lost. Often the materials used in period are not as robust as we have today, so hopefully when a car leaves us it will be able to withstand more than just one season out on the track.

If I was going to have to choose a specific type of car that I enjoy working with the most it would probably be single-seaters (Formula 1, 2, 3) from the 1970s. It's important to enjoy what you do, especially when working with historic cars.

I wouldn't really put 'historic car' and 'easy to run' in the same sentence! Working with historic cars can be challenging, especially at the top end... you still need knowledge of how the car works and what impacts its performance. However, you can usually get away with having less people involved to run it. We used to take only three or four people testing F1 cars in the '70s including the team boss and driver!

It is good to see these cars out there with people enjoying them. Some of the chassis and parts we see are not in great condition, so it gives me peace of mind from a safety standpoint that when parts leave us they are stronger, more robust and safer than original."

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Our dream summer



We challenged ourselves to create a money, time and distance no object car calendar for 2019. Here's what we came up with...

WE'VE PICKED AN ECLECTIC AND EXCITING mix of motor sport events for 2019 from sports car racing epics to the finest concours competitions on the planet. Whether you're looking to travel across Britain for close racing or to venture across the Atlantic for the dirtiest stock car showdown in the States, this calendar should have something for you.

APRIL 20-22

British GT and British F3 Championships

Oulton Park is the finest circuit in the UK for spectators, with sweeping views over the nearby hills and few areas that are blocked off to the public. You could feasibly watch the action of the British GT Championship from nearly every corner on the circuit over the weekend, and the Easter weekend is the perfect time to do so. British GT is the highest echelon of domestic sports car racing, featuring GT3 and GT4 supercars from the likes of Aston Martin, Mercedes and Lamborghini while BRDC British F3 is where you could witness the next big prospect, where the likes of Billy Monger, Jamie Chadwick and McLaren's new F1 recruit Lando Norris have battled.

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MARCH 13-16

Sebring 12 Hours/ 1000 Miles

This old World War Two airbase with a long and famous motor sport history hosts four days of incredible racing with the 1000 Miles of Sebring, part of the World Endurance Championship 'superseason'. Watch the drivers take on the 3.74-mile track that comprises two long straights and ends on the long bumpy right-hander - one of the most unique and difficult corners in motor sport. The meeting features rounds for the Michelin Pilot Challenge for GT4 and TCR-spec cars and the LMP3 IMSA Prototype Challenge. It's brilliant value, and while Toyota remains the marque to beat, the DPi division features intense competition between its various teams. And there are eight manufacturers vying for supremacy between Lexus, Acura, Mercedes, Audi, Lamborghini and others in the GTD/ GT3 entry list. Watch it online if you can - but so much better if you can make it in person.

MAY 3-5

Donington Historic Festival

Donington's esses and chicanery make for one of the best historic racing festivals in the UK, with everything from pre-war sports cars to front-engined grand prix racing machines taking to the circuit. If you attend the whole weekend, you'll be spoilt by a packed schedule every day as Donington puts cars on track whenever there's a free moment. A brand-new series for 2-litre cars from 1961-71 – the Sportscar 2000 – adds to the entertainment, and we're equally excited for the Nuvolari and Ascari Trophy Races for pre-61 grand prix cars that pay homage to the best racers of the time. A haven for touring car fans, Donington also hosts pre-1991 historic touring cars – there are few events that offer more variety.

JUNE 1-2

American SpeedFest

Brands Hatch plays host to the British round of the NASCAR Euro Series where Jacques Villeneuve is expected to race in his debut NWES season. SpeedFest is always a fantastic weekend, featuring everything Americana on and off the track. The NASCAR Euro Series will be supported by Legends, F500, Bernie's V8s, Super Silhouettes, pickup truck racing and even demonstrations from Cup Series-spec stock cars. Off track, expect hot dog eating competitions, stunt shows and more than 1000 classic and vintage American cars on display.

JUNE 22-23

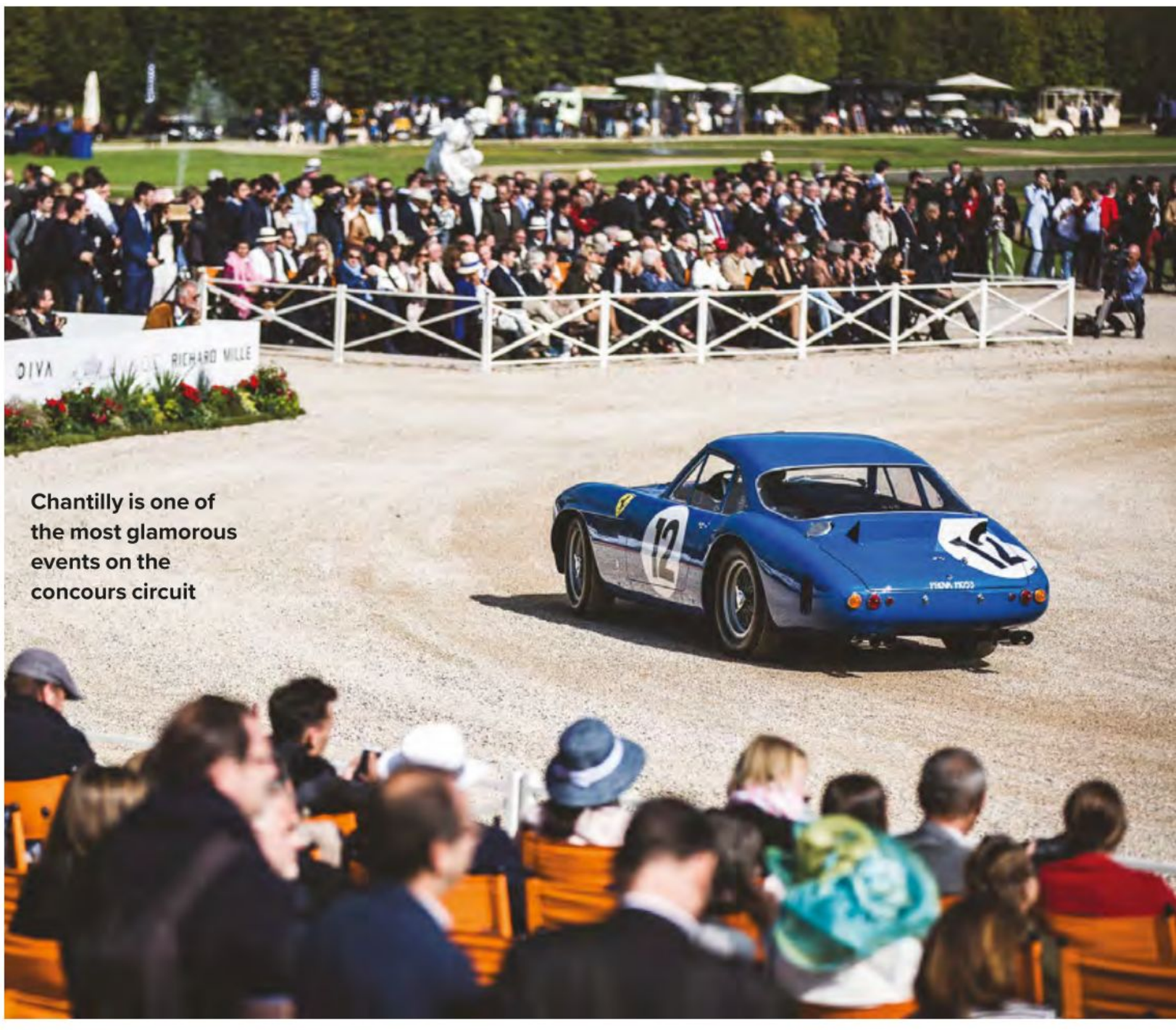
Heveningham Hall Concours

This is a concours event without the stiff upper lip, and although it takes place on the wonderful grounds of 18th Century Heveningham Hall – a Georgian mansion in Suffolk – it's family friendly and accessible to all. Expect Formula 1 machines, endurance legends and the latest supercars with entertainment supplied by the neighbouring country fair. Aerobatics and other attractions for all ages meld with the concours for a brilliant weekend to welcome in the British summer. And proceeds and profits from the concours go into a charitable trust, funding local healthcare, schools and even a scholarship at the Royal College of Art for students of intelligent mobility.

JUNE 30

Chantilly Arts & Elegance

Alternating with the Le Mans Classic, this incredible event takes place in the French countryside within the Le Nôtre gardens of Château Chantilly, just north of Paris. The event has 15 concours classes, with the Best in Class award carefully considered by a team of judges. The winner of each class then goes through to the final judging stage for the overall Concours d'Elegance award. Those entered into the concours will also take part in one of the most spectacular rallies in the world, with supercars and classic cars rolling through French forests and past historic monuments. There is a dress code, but then as this is taking place at one of the most incredible chateaux in France, style takes precedence over all.



MOTORSPORT IMAGES

MATHIEU BONNEVIE

Chantilly is one of the most glamorous events on the concours circuit

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JULY 4-7

Goodwood Festival of Speed

This is a motor racing party like no other, celebrating the past, present and future of our sport. Yes, esports and electric motor sport will play a big role in this year's festival while the usual incredible mix of historic racing and pre-war machines will tear up the hill. Nick Heidfeld's record of 41.6sec, set in the McLaren MP4/13 Formula 1 car in 1999, will be up for grabs, and the three fastest cars up the hill will be displayed outside Goodwood House for fans to see up close. As usual, the FoS will pay tribute to the greats of motor sport and this year's theme: 'Speed Kings – Motorsport's Record Breakers' will evoke memories of racing pioneers and inspire the hundred-thousand-strong crowd which attends.

JULY 28-29

Silverstone Classic

The Silverstone Classic makes historic motor sport accessible to everyone, with the widest range of historic racing in the UK with parades, celebrations, and off-track action providing even more entertainment for children and adults. This year's event celebrates the Mini on the Friday with a parade for the marque's diamond jubilee. Bentley's centenary will be celebrated with a race on Saturday evening dedicated to Britain's first Le Mans 24 Hours-winning manufacturer. More than 30 Bentleys are expected in the Centenary Trophy, joined by other pre-war cars including Alfas, Astons, MGs and more. Silverstone Classic is proof that historic racing is thriving.

AUGUST 2

Eldora Dirt Derby

This event has become a favourite of stock car fans as it takes all the fanfare from NASCAR's flagship events and puts it on a short dirt track – where the best racing often takes place – in Ohio, NASCAR's only race on dirt. The circuit is owned by three-time NASCAR Cup Series champion Tony Stewart, who resurrected the historic oval and hosted his first Truck Series race in 2013. Now the Dirt Derby attracts drivers from the top-tier NASCAR Cup Series, with furious competition for one of the greatest prizes in American racing – but one of the lesser known contests outside of the NASCAR fraternity. The racing's always sideways, close and captivating.



ROLEX/TOM O'NEAL

On the Pebble Beach ramp where concours winners receive their awards

AUGUST 13-15

Pebble Beach Concours d'Elegance

This is America's celebration of racing royalty where the most beautiful cars in the world converge on the Pebble Beach Golf Links, with the Pacific Ocean serving as the incredible background. Every car owner wants a concours accolade on their CV, but this one is the ultimate. Cars are judged on their style, technical merit and provenance, with historic accuracy rewarded above all. Bentley's 100 years will be celebrated as will the exquisite coachwork of Zagato. Separate concours classes have been created for the Bugatti Type 59 and Touring as well as Historic Hot Rods that brought racing to the streets of America as the Second World War ended. Furthermore, concept cars will be unveiled by major manufacturers. Last year, the Ford GT Heritage Edition, Bentley Mulsanne WO Edition and Hennessey Venom F5 were just a handful of incredible automobiles shown off to Pebble Beach spectators.

SEPTEMBER 5-8

Salon Privé

Blenheim Palace shows that the UK can compete with the likes of Chantilly and Pebble Beach when it comes to style and elegance. This event welcomes manufacturers from all over the world, so expect Lamborghinis mixing with Lagondas and the like on the well-groomed grounds. Blenheim Palace is a World Heritage Site and, while the hypercars, supercars and priceless classic cars may catch your eye, it's the incredible backdrop of this unique palace that draws people in. The Concours d'Elegance will be judged by a panel of experts. It turns out that prestigious historic car events are right on our doorstep, with Salon Privé offering one of the most exclusive and elegant events in the UK.



MAX EAREY

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Travel back in time at Goodwood circuit for a unique racing experience

DREW GIBSON/GOODWOOD

SEPTEMBER 13-15

Goodwood Revival

Perhaps you're not enthralled by the hybrid-engined, efficient and clean version of motor sport that we're being offered now - that's where the Goodwood Revival comes in. This three-day festival harks back to the heyday of British motor racing, with everybody donning period dress to witness the finest historic racing in the world. Friday has the one-hour Kinrara Trophy, with some of the most expensive vehicles taking to the track in anger as the sun sets; Saturday welcomes motorcycles in the Barry Sheene Memorial Trophy bike race and Spitfires in a spectacular air display, and Sunday has the Royal Automobile Club TT Celebration - always a captivating contest. While it may at times seem like a sedate gathering for gentlemen sporting the sharpest tweed, the racing is as fast and furious as it gets.



RED BULL

OCTOBER 3-6

Wales Rally GB

There is no spectacle like a round of the World Rally Championship, and we're very fortunate to have our own in the British Isles. It's a surreal feeling hiking up one of the many hills of mid-Wales with the sound of WRC cars echoing through the valleys, exhausts spitting and gravel scattering off the beaten track. The 2019 WRC season has proved to be as competitive as ever, with Citroën, Ford, Hyundai and Toyota leaving nothing on the table. But Sébastien Ogier remains the man to beat having won five of the last six Rally GB events. Of course, the action isn't reserved for the top-tier of WRC machines as a steady stream of cars will tear through the stages of Wales from the Junior WRC and WRC2 classes. The action is relentless in any WRC round, but the challenges of Wales Rally GB make this round unmissable.

OCTOBER 8-13

Estoril classics week

Set on the Portuguese coast where the James Bond novels were penned by Ian Fleming, Estoril Classics Week combines concours with a range of historic racing events around the Cascais region. It's a place brimming with motor sport history, where Ayrton Senna would spend time after grands prix and, of course, where he took his first Formula 1 World Championship victory. Historic F1 cars take to the track for the event as do touring cars and historic grand tourers, while the surrounding hills are alive with the roar of rally cars such as Lancias and Alfa Romeos. Estoril in October is the ideal destination for those chasing some sun, motor sport and a beach break.

OCTOBER 25-27

Australian MotoGP

Phillip Island is famous for its penguins down under but further abroad it's known as one of the most incredible motor sport venues in the world. Close to Melbourne on the south coast of Australia, Phillip Island boasts amazing scenery and has hosted every Australian MotoGP round since 1997; it's no wonder that Australia has produced such motorcycle racing legends as Wayne Gardner, Casey Stoner and Mick Doohan when they have such brilliant home turf to practice on. Admire the stunning seaside scenery and stay for the greatest two-wheel competition where the likes of Marc Márquez and Valentino Rossi will do battle for supremacy this season.

NOVEMBER 8-10

NEC Classic Motor Show

This is the biggest classic car show in the UK, taking place in the sprawling halls of the NEC. More than 3000 classic and vintage cars will be present, with dealers and car clubs celebrating more than 100 years of motor sport and car culture. Last year's event was the world's biggest gathering of classic vehicle clubs – more than 300 – so you'll feel at home whether you're passionate about Alfa Romeos or Zündapps. There's also a huge autojumble for those restoring their pride and joy, and it's ideal for a spot of window shopping too. And Silverstone Auctions will be offering high-profile classic cars at its sale in the NEC. Book soon – 71,000 people turned up at last year's show.

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MAY/JUNE	31/2	Sonoma Speed Festival	Sonoma Raceway
JUNE	8/9	Masters Historic Race Weekend	Donington Park
JUNE	28/30	Grand Prix de France Historique	Magny Cours
JULY	12/14	Sommet des Legendes	Circuit Mont Tremblant
JULY	12/14	Formula 1 Rolex British Grand Prix*	Silverstone
JULY	18/21	The WeatherTech International Challenge with Brian Redman	Road America
JULY	26/28	Silverstone Classic	Silverstone
AUGUST	9/11	AvD Oldtimer Grand Prix	Nurburgring
AUGUST	10/11	Monterey Pre-Reunion	WeatherTech Raceway Laguna Seca
AUGUST	15/18	Rolex Monterey Motorsports Reunion	WeatherTech Raceway Laguna Seca
SEPTEMBER	6/8	Historic Grand Prix	Zandvoort
SEPTEMBER	27/29	Spa Six Hours	Spa
NOVEMBER	1/3	Formula 1 United States Grand Prix*	Circuit of the Americas
NOVEMBER	13/17	HSR Classic 24 Hour**	Daytona International Speedway
DECEMBER	5/8	Sebring Historics**	Sebring International Raceway

8 COUNTRIES
18 VENUES
7 RACE SERIES







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ON ICE





A winter racing extravaganza was reborn in the Alps this year. We asked **Keijo Keke Platzer** - the Austrian editor of *Rally More* – to pack his hat and gloves and report on what happened

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ICING



Porsche is behind the revival of ice racing in Austrian mountains and brought along famous bewinged 550 Spyder

ALEX PENFOLD

THE FRONT GARDENS OF Goodwood House in Sussex are replaced by a frozen Alpine airfield. Instead of Tarmac and gravel, there is a hard ice layer and the hay bales that line the track during the Festival of Speed have morphed into large drifts of white snow. But one thing remains the same: the roar of engines as drivers battle to control their cars in tricky conditions and compete.

Welcome to the Ice GP, a unique and very cold celebration of hot metal, which took place in January in Zell am See, a mountain village of 9500 residents about an hour's drive south of Salzburg. The resort nestles among Austria's highest mountains and received more tourists this winter than it has for years. At first, things appear normal: skiers bustle around the streets, trudging towards the gondolas. The morning sun shines through the ridge of the mountains and the thermometer shows minus 11 degrees Celsius.

But the situation is not quite normal. In the background you do not hear the typical buzz of snow cannons, instead it is the roar of engines. Also moving around the narrow streets are Porsche 911 GT3s, a DTM-spec Audi RS5 or insanely expensive classics

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Fans line the snow banks that mark out the mile-long circuit. Entrance is just £20, and comes with the chance to rub shoulders with the star drivers

such as a 1938 Alfa Romeo 8C 2900 or the lightweight Porsche 356 from Abarth – cars typically seen only in the summer, or else in museums.

The visitors are not the usual ski crowd either: "That is a six-cylinder boxer," I heard one say as a distant engine fired up.

The event focuses on a circuit, almost a third of a mile long, built on ice, fenced in by snow and floodlight poles. For professionals and amateurs who compete in five classes in a mass start, or else offset against each other.

The stars come with bonnets, gloves and long underpants: grand prix star Mark Webber, Le Mans 24 Hours winners Marc Lieb, Neel Jani and André Lotterer, WRC2 champion Jan Kopecký, Pikes Peak record holder Romain Dumas and Walter Röhrl, who announced via the loudspeaker that: "This is not any [Audi] S1 that I'm driving, but a 1985 Sport quattro from the Rally Monte Carlo." You don't get much better than Röhrl in a Group B monster. In the snow...

The event is the brainchild of Ferdinand A Porsche, named after his great-grandfather, the design genius behind the Stuttgart giant. So how did it come about? "One and a half years ago we stood in front of a 550 Spyder with a spiked tyre detached on the wall behind it. We asked ourselves why there were no more ice races?" The 'we' is Porsche and his university colleague Vinzenz Greger. The two are business partners and own a company, the Mid-20s, which organises track days for Porsche drivers.



DANIEL FESSL

Dressed for the occasion: Wolfgang Porsche, father of event co-organiser Ferdinand

"The Ice Race is the first time that we have had spectators, not just participants," Porsche says. "It wasn't hard to convince people to come here. Because it's such a fun thing that no one had on the radar. [Sports car racer] Richard Lietz and Hans Stuck were the first people we asked. Both thought it was good. And if two Le Mans aces say that's a great idea, then it can't be so wrong."

The idea of an ice race in Zell am See is not new. From 1937 on, horses raced here, then motorcycles and later cars drove over a snow-cleared circuit on the frozen lake.



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Porsche came to the lake with factory cars in the 1950s, driven by big names like Huschke von Hanstein. The ancestors of Ferdi Porsche and Vinzenz Greger also took part in the race.

"There used to be thousands of spectators and a lot of *rambazamba* [an Austrian term, similar to hullabaloo]," says Porsche.

Heavy snow caused occasional cancellations, but the event continued to run regularly until 1973, when Swedish speedway star Börje Sjöbom (Jawa) set a new lap record at 31.5sec, 71mph.

A tragic accident in 1974 brought a long-term end to racing, however. During pre-event preparations, two employees from the municipal building yard crashed through the ice in a Unimog. They were in the process of clearing the snow for the race. One saved himself by jumping clear, but his colleague drowned in deadly cold water.

The race lay dormant for the next 45 years, until it was resurrected by Porsche. Since 2001, the Zell am See airfield and the surrounding land have been owned by the Porsche family. And in fact the Pinzgau, as the region around Zell am See is called, is Porsche land. This is where the clan prefers to invest and spend their leisure time. The head of the family, Wolfgang, Ferdi's father, is the chairman of the supervisory board and the face of the brand. Most of the time the Austrian resides in Zell. The family home is above a road tunnel on the southern shore of the lake, at the Schüttgut. Ferdinand Porsche discovered the mountain pasture there during a test drive, and during World War II the family retreated there. After the war, the first Porsche sports cars were assembled on the farm.

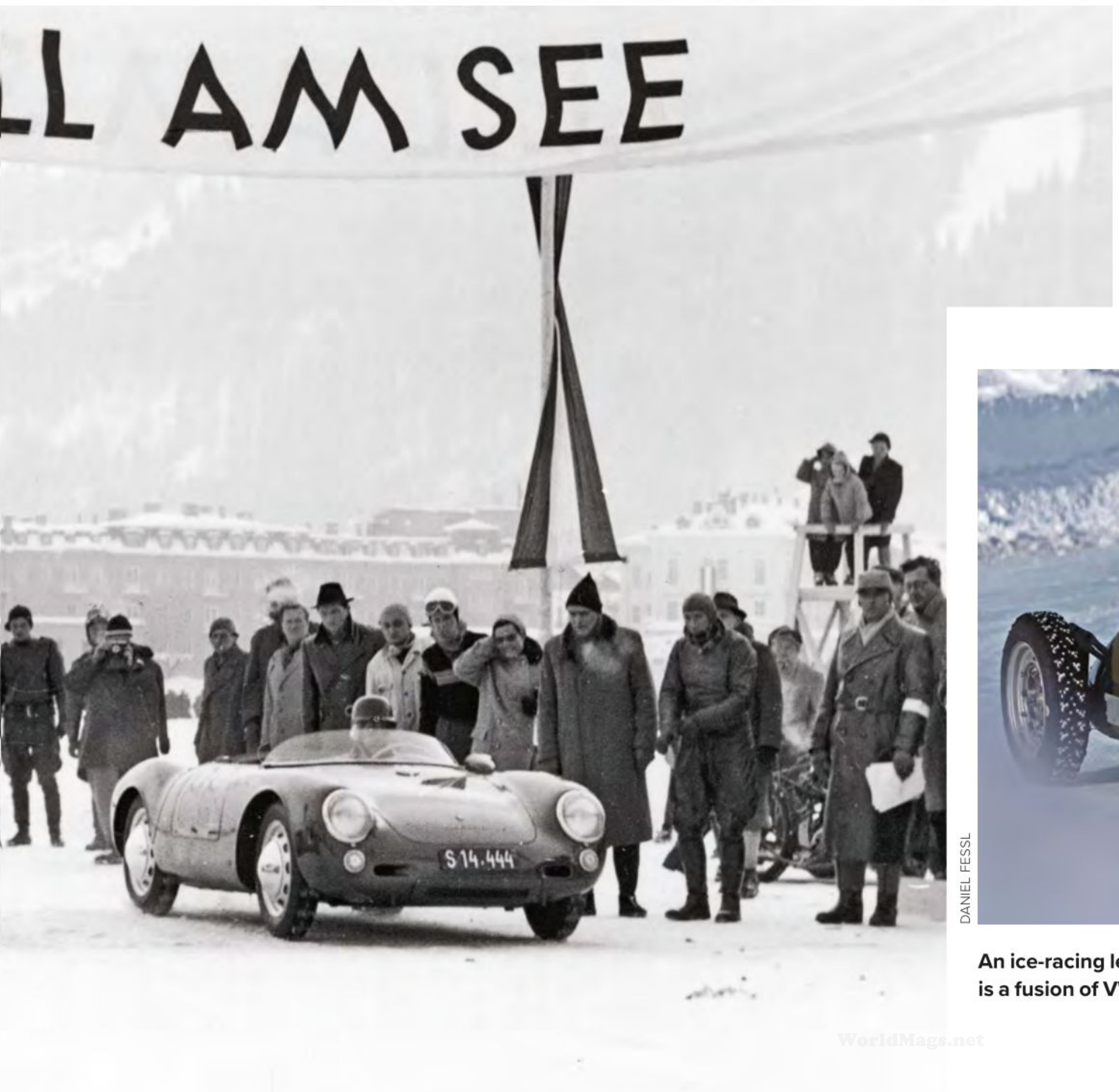
Ferdi knows how to put Porsche's philosophy into practice: "We wanted to have old and new in the ice race. If you take a look around, you'll see old combustion engines and electric cars - that's a perfect fit for Porsche."

The oldest car in the race was an Austro-Daimler ADR 6 Torpedo from 1929, the youngest a brand-new VW Polo GTI R5 - there are 90 years of motor sport history and development between the two.

For an entrance fee of just £20, fans can go anywhere. Greger and Porsche decided not to have large VIP areas. So heroes like Walter Röhrl were close to the people. And, wherever the rally legend appeared during the event, there was always a crowd of people around him. Yet he was unaffected by the attention and signed autographs as he was looking forward to driving: "It's always fun to be able to get into the past like this. You immediately feel 30 years younger," he said.

Audi factory driver Daniel Abt had fun in his first-generation Formula E car: "It goes really well on snow, we should race on it," he said. "Stupid questions about the battery and the cold raised a tired smile, though: "So far I've only seen combustion engines that won't start!"

> "For £20, fans can go anywhere. Heroes like Walter Röhrl were close to the people"





DANIEL FESSL

An ice-racing legend in Zell, the *Fetzenflieger* is a fusion of VW parts with a Porsche engine

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Mark Webber swapped his old Porsche 919 LMP1 for a dainty 356, which kept him entertained

"I only have just under 60bhp, so it's difficult to cause too much excitement, but I loved it"

Abt made an attempt at traditional *skijoring*, in which a skier is pulled by his car. Professionals even let the skier stabilise the rear end and help to turn it at the right time by shifting their weight. Freestyle ski racer Benedikt Mayr was towed by Abt along the course, and he knew what was important for the technique: "I have to make sure that the rope is pulling tight," he said. But he did once give Abt, who was at the wheel pulling him, a fright: "Suddenly I didn't see *Bene* in the rear-view mirror anymore," said Abt. "Then I thought to myself: 'Ohhhh s**t!"

After a few practice laps, Mayr even performed tricks on the ice. "In the end, I could even have driven the other way around," added Abt.

Other star drivers had less fun. René Rast also drives for Audi, and took a run in his DTM car. The 2017 DTM champion was at one point in sixth gear, yet travelling at only 10mph and still couldn't get the power to the ground. "We even had extra tyre spikes, which were made by hand," he said. Due to the shape of the RS5 DTM's wheel arches, the spikes were designed not to foul the car's arches, but were too short properly to bite into the ice. "Daniel drove around the bend



Audi RS5 DTM struggled to put the power down in 2017 champ Rast's hands on unsuitable spikes

with one hand and his finger in his nose," added Rast. "And I almost slipped into Walter Röhrl's car!"

Mark Webber, who has been in Austria regularly since his Red Bull days, grinned in the sun. The Australian was allowed to drive a classic red Porsche 356: "I only have just under 60bhp, so it's difficult to cause too much excitement, but I loved it."

But what would happen if he crashed the million-dollar baby? "We better not talk about that." Instead, Webber was left randomly wondering about David Hasselhoff's popularity in the Alpine republic as the US actor/singer suddenly appeared in the audience, causing a surprise commotion. 'The Hoff' was in the area for a concert and was stuck because of a roadblock. But this time he wasn't the main attraction - the true stars were the racing cars.

One example was the original Porsche *Fetzenflieger*, which one-armed Otto Mathé used to annoy the factory teams in the 1950s. He fashioned the car himself from VW parts and a Porsche engine. At the ice race in Zell in 1956, Mathé covered the four kilometres in just 157 seconds, a record-breaking time. In order to be able to change the spark plugs on both sides more quickly if necessary, he left the side panels open. However, he had to cover them somehow and often fitted a linen cover.

It became a regular occurrence that the flammable cover caught fire and the shreds (in German: *fetzen*) flew away along the run, contributing to the car's historic nickname. Stories of it are still told today. Maybe the same will soon apply to the GP Ice Race - to be continued next year, when Ferdinand Porsche puts out the call again.

ALEX PENFOLD

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Opening the season

Race Retro is one of the early calendar highlights, and this year was no exception

WITH MORE THAN 24,000 visitors on February 22-24, this year's Race Retro was verifiably rammed.

Gleaming examples of turbocharged Formula 1 cars, celebrating 40 years since the first turbo-powered F1 win (Jean-Pierre Jabouille at the 1979 French Grand Prix), sat proudly in the main hall of Stoneleigh Park. Nelson Piquet's 1986 title-winning Williams-Honda FW11, a prime example of the era when boost was turned up to 11 and dynos were incapable of measuring full power, was also on display alongside turbo hardware from such as Benetton and Alfa Romeo.

And on the Live Stage, John Watson sat and reflected on that very era in which - with a naturally aspirated Cosworth! - he won the 1981 British Grand Prix; the 'Rally Professor' Rauno Aaltonen mused on the injustice of the Minis' disqualification from the 1966 Monte Carlo Rally and demise of Group B; and John Fitzpatrick described his incredible and wide-ranging career for the awed crowd.

The Live Stage was the perfect platform for sporting heroes to inspire and captivate the thousands of people who attended.

Rally pioneer Rosemary Smith, Russell Brookes, F1 engineer Frank Dernie, BTCC stalwart Anthony Reid and Tony Jardine also starred on stage, with the audience getting question and answer sessions.

Memorabilia from Mike Hawthorn's life and career sat in gleaming glass cases as onlookers caught a rare glimpse of these pieces of history. And thousands of those punters briefly stopped at the *Motor Sport* stand, to chat with our team, pick up a copy or take out a subscription. In the Pride of the Paddock competition - a concours of sorts - visitors voted that Ian Medcalf's Fiat 500 Special Saloon deserved first prize, with Justin Benson's Ferrari 250 SWB replica as runner-up. On two wheels, the Retro and Café Racer Pride of Ownership was taken by Dave Morgan's 1976 Honda CB836.

Historic and grass-roots racing was also represented with various club stands.

Outside there was the familiar scent of petrol, chatter of flywheels and whine of turbos as rally cars lined up for the Live Stage. This year, two new stages welcomed more than 120 cars - including the mad Ariel Nomad driven by Will Corry, David Wright's Ford Focus WRC, Paul Howarth's Subaru Impreza '99 WRC and Rauno Aaltonen in his Monte Carlo Rally-winning Mini Cooper. Jimmy McRae put the icing on the cake, driving son Colin's Subaru Impreza.

A few lucky spectators also got the chance to sit in the passenger seat while HERO Events taught more than 150 people how to drive and navigate off-road; 'Arrive and Drive' gave many more the chance to try their favourite classic car.

Silverstone Auctions' sale drew many spectators, with a 1964 road-rally Porsche 356C fetching nearly £70,000, one of 12 right-hand-drive 1956 BMW 502 V8s taking £27,600 and a 1972 Ferrari Dino 246GT in brilliant blue changing hands for £270,000.

Race Retro provided a weekend of spectacular action on the Live Rally Stage, captivating conversation on the Live Stage with the *Motor Sport* editorial team and presenter Gemma Scott, and the perfect homage to motor sport's incredible past thanks to the thousands of visitors.





Formula 1's original turbocharged era was on show, with some monsters of the sport being displayed, and being admired by visitors of all ages, right

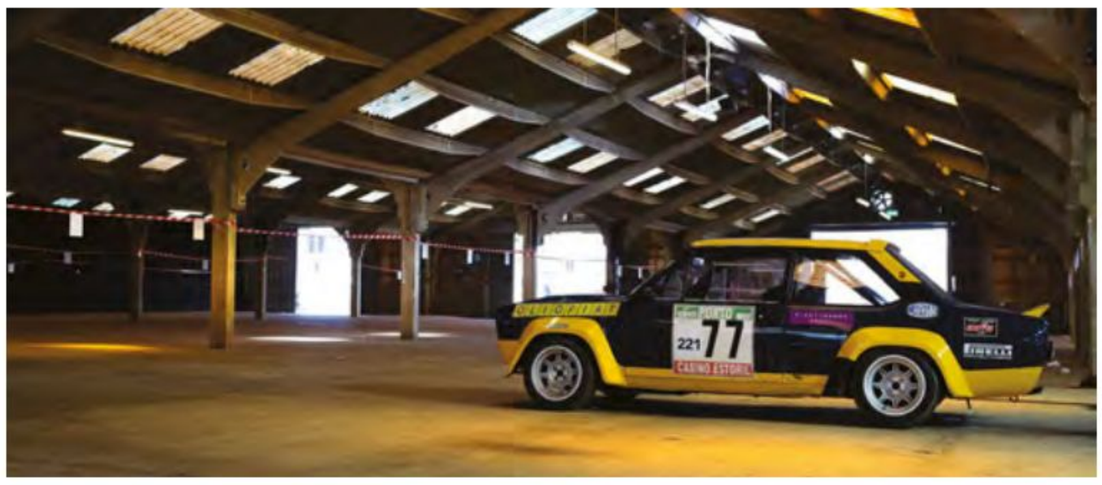




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The Live Rally Stage was a big draw, with epic machinery. Here Arron Newby sends dirt flying







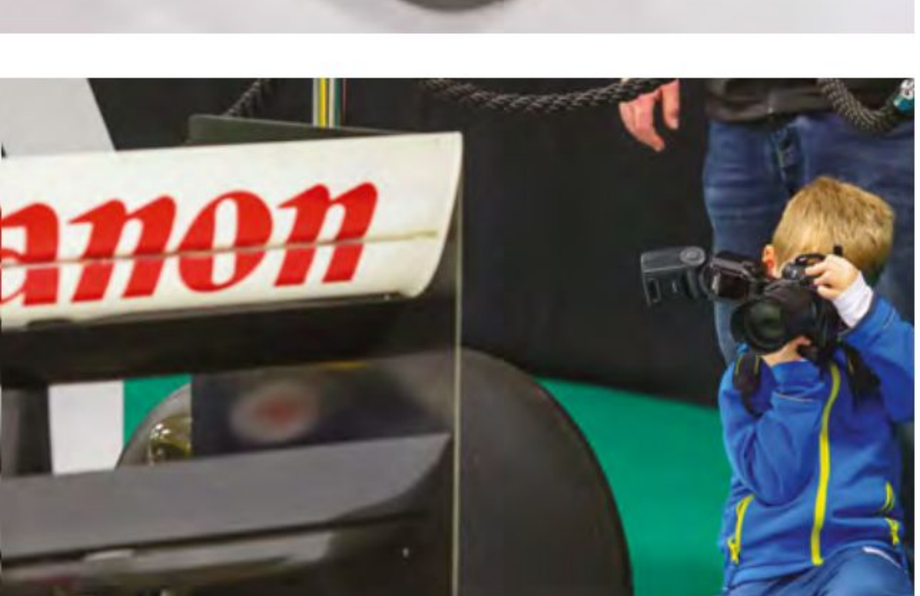
Iconic Porsche and Audi Le Mans racers stand proud, while Rauno Aaltonen was reunited with his Monte-winning Mini, below





Motor Sport's Simon Arron grills F1 legend John Watson on the live stage, above.





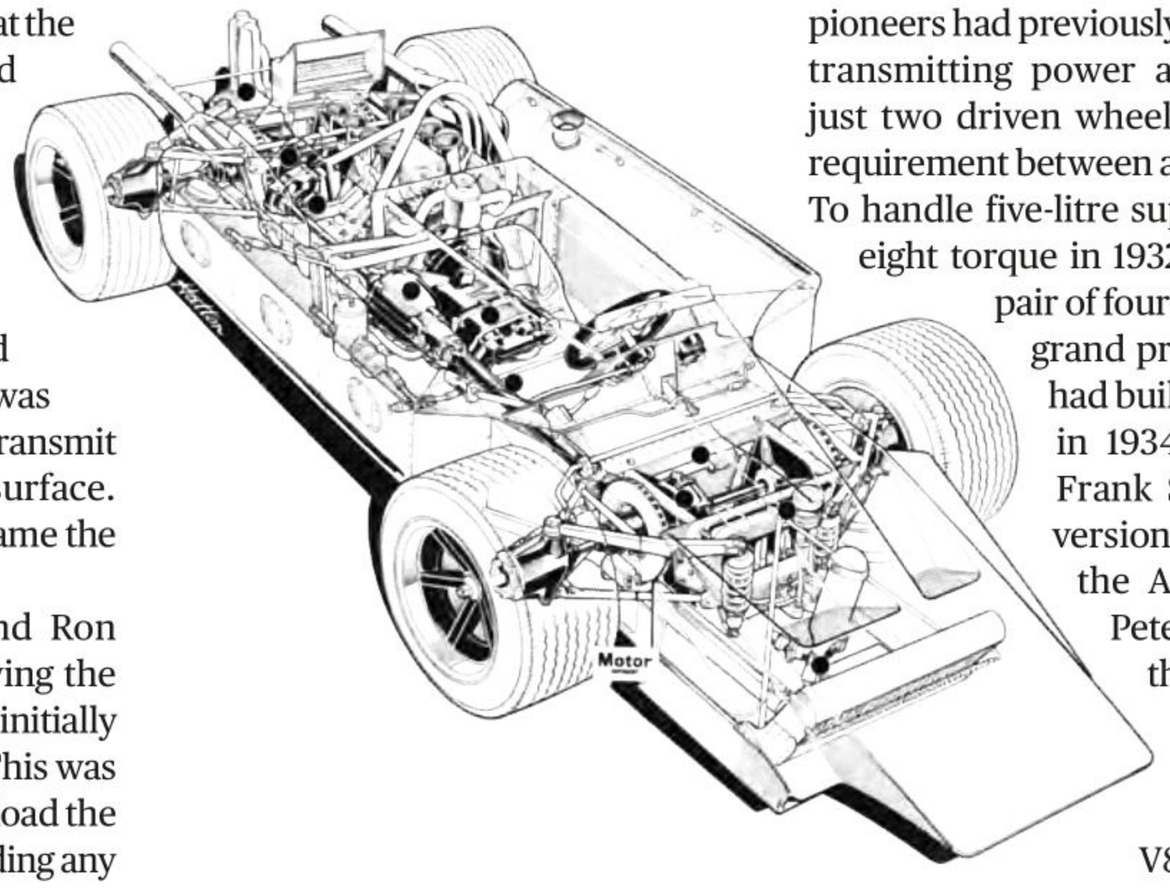


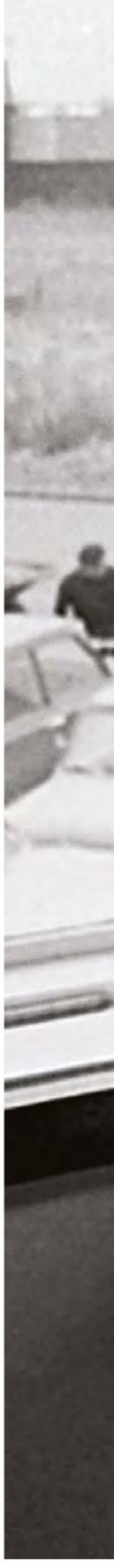
Fire up the Quattro

During the 1960s, Formula 1 experienced a power surge that called for some fresh thinking. **Doug Nye** tracks how Cosworth developed a revolutionary four-wheel-drive grand prix racer that was destined never to come to light.

LIKE MOST PROJECTS THAT GAIN traction within Formula 1, it seemed a very good idea at the time. Through 1967 we had seen the new breed of 3-litre F1 racing engines begin to hit their stride. As they did so it became visibly apparent from trackside - never mind from the driver's viewpoint - that the power and torque of new-generation F1 engines was outstripping the chassis' ability to transmit such performance to the track surface. Wheelspin and a lack of traction became the condition demanding a cure.

Into 1968, Mauro Forghieri and Ron Tauranac of Brabham tied in following the Chaparral-inspired route of applying initially tiny strutted aerofoils to their cars. This was to generate downforce which would load the racing tyres' road contact without adding any great static weight to be accelerated, braked and reacted in cornering. But there was an alternative route, which several optimistic pioneers had previously explored. Instead of transmitting power and torque through just two driven wheels, why not split the requirement between a racing car's all four? To handle five-litre supercharged straight-eight torque in 1932 Bugatti had built a pair of four-wheel-drive Type 53 grand prix cars. Harry Miller had built 4WD Indy Cars and in 1934 American entrant Frank Scully's five-litre V8 version was shipped across the Atlantic for US pilot Peter de Paolo to drive in the Tripoli Grand Prix, finishing eighth, and in the AVUSRennen in Berlin, where the V8 threw a rod.





MOTORSPORT IMAGES

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"In his two years with 'Cosbodge & Duckfudge', Herd took Duckworth's elegant six-spoke wheel design for the 4WD car to grace his F1 March 701s"



Keith Duckworth (1933-2005) founded Cosworth alongside Mike Costin in 1958

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COSWORTH'S 4WD CONCEPT

Cosworth's nascent 4WD F1 design featured a host of innovative engineering concepts, even if not all of them worked as intended. Here's a look under the skin of the machine, with some input from Peter Connew – of Connew Grand Prix fame – from our 'I wish I'd Designed' series of features from the early 2000s

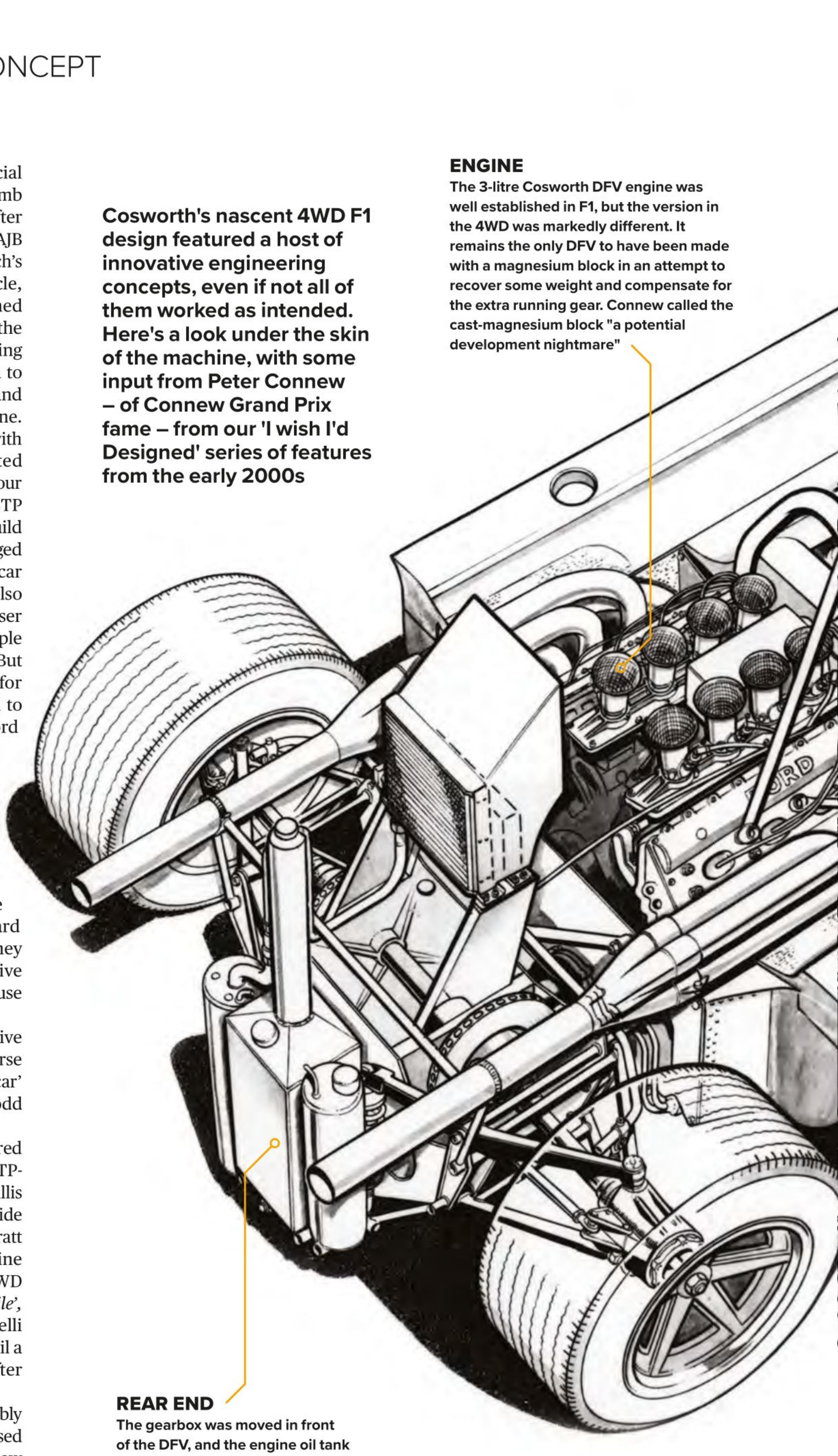
Robert Waddy's twin-engined special '*Fuzzi*' was a Brooklands-built 4WD hillclimb favourite just before World War 2, and after it such wonders as Archie Butterworth's AJB special pre-dated Harry Ferguson Research's really serious Project 99 research vehicle, which emerged as the last front-engined grand prix car (so far) in 1961, winning the Oulton Park Gold Cup driven by Stirling Moss. The much-loved 'Fergie' went on to compete in the Tasman Championship and on the British and European hillclimb scene. It was also taken to Indianapolis where, with Jack Fairman driving, it demonstrated impressively sustained pace through the four banked turns. Andy Granatelli of STP promptly commissioned Ferguson to build him a 4WD car to accept his supercharged Novi V8 engine for the 1964 '500'. The car was (and remains) colossal, but it was also quite quick. However, driver Bobby Unser blamelessly became involved in a multiple collision and retired after only two laps. But he returned in the STP-Novi-Ferguson for the 1965 race, and while it again failed to finish at least it was the fastest non-Ford V8-engined qualifier - eighth overall.

MEANWHILE, BRM had constructed its own Ferguson-transmission P67 4WD F1 test car in 1964, and after some intensive testing - mainly with Richard Attwood and Richie Ginther driving - they concluded that conventional rear-drive made a better F1 prospect. Largely because it was BRM, nobody believed it...

Ferguson Research's four-wheel-drive technology then appeared in such diverse products as the 1966-71 Jensen FF 'supercar' and the Home Office's 1968 batch of 20-odd 4WD Ford Zodiac Mark 4 police cars.

For Indy 1967 Granatelli then sponsored engineer Ken Wallis in building the STP-Paxton Turbocar for that year's '500'. Wallis slung the driver's cockpit along the right side of a box-section backbone chassis and a Pratt & Whitney ST6B-62 gas turbine engine along the left, powering a Ferguson 4WD system. 'Silent Sam', or *'The Whooshmobile'*, promptly dominated the race in Parnelli Jones's hands, and looked set to win until a two-bit transmission bearing let go after some 492 miles...

Colin Chapman of Lotus, always insatiably hungry for innovation, was deeply impressed by the Turbocar's Indy showing, and knew he and his people could do better still. The result was the 4WD Lotus-Pratt & Whitney



ENGINE
The 3-litre Cosworth DFV engine was well established in F1, but the version in the 4WD was markedly different. It remains the only DFV to have been made with a magnesium block in an attempt to recover some weight and compensate for the extra running gear. Connew called the cast-magnesium block "a potential development nightmare"

REAR END
The gearbox was moved in front of the DFV, and the engine oil tank formed the rear. The rear also supported a small rear wing when Cosworth experimented with aero

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AERODYNAMICS

The 4WD's bodywork was fashioned from sheet aluminium. Connew: "Herd's background was in applied mathematics and aerodynamics, so I'm sure it was more considered than most designs of the day. It never struck me as a slippery shape, more as an efficient body designed to be produced very quickly It's clear the car was built as a one-off"

FRONT END

The front end used some very different technology. Connew: "The front bulkhead was double-skinned, effectively forming a box in which the front differential was housed. On paper, it was a purist's dream: same suspension geometry front and rear; same tyre sizes front and rear; a 50:50 weight split. The problem was imbalanced traction through the front wheels. This was probably due to the limited-slip action of the front differential. Today's technology would have helped. An LSD using a modern viscous coupling can be tuned to give a very predictable shearing performance. They have been developed and perfected to the point where a wide range of control is possible. This car was helped when the differential was altered so it didn't work on the throttle overrun"

DRIVETRAIN

Knowing that transmitting the drive around the car would be a challenge, Cosworth mounted the DFV backwards, so the clutch was immediately behind the driver. This let the engine drive the rear via a short driveshaft and then send up to 430bhp to the front axle via a collection of differentials and driveshafts, which were fed down the chassis by the driver's right-hand side



ALAMY

The Cosworth's unusual off-centre chassis design made room for the forward propshaft

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Costin, pictured, did much of the development work himself, but stars like Jackie Stewart also tried the 4WD beast

ALAMY

"It looked as if four-wheel drive was coming in, and that would be a complete breakthrough"

56 for Indy '68 - sponsored by Granatelli and STP. The wedge-shaped Lotuses proved very quick, though poor Mike Spence lost his life in one during practice. Joe Leonard qualified his STP-Lotus on pole position, with Graham Hill's second fastest, and Art Pollard's 11th. On raceday, Graham's Type 56 lost a wheel and crashed, Leonard led - *'Whooshmobile'*-style - until lap 191 of the 200. The green flag had just come out to end a caution period, and under acceleration both the Leonard and Pollard Lotus 56s snapped their fuel-pump drive-shafts. But still the message was clear - four-wheel drive looked very advantageous at four-turn Indy... but would the technology transfer to top-tier road racing?

Through the latter half of 1968 into 1969, Lotus, Matra and McLaren all invested heavily in designing and building a new generation of 4WD F1 cars. These were bright people, with vast experience, and high ambitions, and they were joined by one of the brightest of them all - Keith Duckworth of Cosworth Engineering, designer/creator of what was proving to be the epochal Cosworth-Ford DFV V8 F1 engine.

Now he determined to build a car of his own, to be DFV-powered - and it was going to use an advanced 4WD system derived from Ferguson experience, but created in-house at Cosworth Engineering. The company had come a long way since its creation in 1958 by then-Lotus engineer Mike Costin, and Lotus gearbox specialist Duckworth. They remained on good terms with their former Team Lotus colleagues - though the early thanks they received was to be nicknamed 'Cosbodge & Duckfudge Limited'.

THEIR WONDROUS DFV V8 engine of course won upon its racing debut in the 1967 Dutch Grand Prix, powering Jim Clark's brand -new Lotus 49. Duckworth would recall: "Mike and I were quite keen on cars (as well as engines...) and I soon appreciated that the important thing in racing is all about the proper use of... the tyre... Number one priority." Everything else followed from that critical necessity. "With the DFV we had produced more power than the chassis of the day could cope with. It looked to me as if four-wheel drive must soon be coming in, and that would be a complete breakthrough." He determined to play completely fair with his DFV customers even if Cosworth built its own car, and rather than "mess about" with an initial two-wheel-drive design, he thought that an immediate 4WD project would enable them to at least start equal whenever they would start actually racing...

He needed a designer, and at the 1967 Italian GP had "a quiet word" with Robin Herd of McLaren - who in three years had established himself as an outstanding new design talent. Yet despite his F1 designs of the McLaren M2B to M7-series, and his CanAm Championship-dominating M6A, Herd was still on "35 quid a week", and Duckworth offered decidedly more for him to join Cosworth and to create for them a four-wheel-drive F1 car. Duckworth made a formal offer on October 27, 1967, which he accepted, and into that winter of '67-68 a 4WD car design concept was quickly agreed.

Herd designed and detailed most of it, from its broad aluminium-skinned tub to its 4WD transmission layout, while Duckworth designed the central gearbox and its torque-split differential unit which distributed

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power to front and rear final drives. Mike Hall, ex-Lotus and BRM, drew the gearbox and casing in collaboration with Alistair Lyle. Duckworth hoped to persuade Jim Clark, no less, to leave Lotus and drive this frontier-technology Cosworth car, but on April 7, 1968 poor Clark was killed at Hockenheim... and many hopes for the project died with him.

Still, two tubs were constructed, one an exploratory exercise, the other a running prototype for testing. It was powered by the only magnesium-block DFV V8 built, saving a little weight to compensate "...for all the extra 4WD gubbins..." But according to Lyle, "the thick-wall main shells expanded more in magnesium than the aluminium, resulting in a loss of vital oil pressure. The car was actually down to the weight limit, but the low-tech diffs available made the handling too uncertain to give the driver enough confidence to go really quickly."

Mike Costin, a capable driver, tested the Cosworth at Silverstone early in 1969. A vague plan existed for Jimmy's former Lotus No2 Trevor Taylor to drive it in the forthcoming British GP - but that didn't happen...

Costin was bitterly disappointed by the car's behaviour: "...down the straight it would gradually try to go off one way, I'd wind on more and more lock to stop that, and suddenly it would dive the other way, but I couldn't get lock off fast enough to catch it!" Duckworth concluded such wandering was due to unequal tyre diameters, stagger as it would become known, amplified through the limited-slip systems. Costin found it wearingly heavy and demanding to drive. Taylor and Jackie Stewart also test drove, and readily concurred. Limited-slip rates were adjusted which achieved some improvement - but minor.

Duckworth: "Meanwhile, wings were solving most of the traction problems which had shaped our four-wheel-drive thinking in the first place. The car felt happiest when we biased more torque to the rear wheels, and less to the steerable front wheels - because that end's behaviour was the biggest problem for the drivers. No way would I use only about 20 per cent torque on the front wheels and 80 per cent on the back, because then we'd just be lugging around all this extra weight and complexity for too little return. When we fitted even just a small rear wing, we found sufficient downforce to eliminate wheelspin - so there was no longer much advantage at all from driving the front wheels."

In fact, he came to believe he had let the project continue for too long, and regretted having started it at all... having been seduced by what was, as Herd recalled: "a technically elegant piece of design". Having invested around £130,000 - a very sizeable sum for the time - the plug was pulled.

The F1 4WD Cosworth was never raced. The complete test car was sold to enthusiast-collector Tom Wheatcroft for what became his now late-lamented Donington Collection, while the so-called pilot-build sister passed to Tom's Australian counterpart Peter Briggs's York Motor Museum. Herd and Cosworth parted amicably, and early 1969 he joined Max Mosley, Alan Rees and Graham Coaker in creating March Engineering. In addition to the broad-spectrum technical experience he had gained in his two years with 'Cosbodge & Duckfudge', Herd took Duckworth's elegant six-spoke wheel design for the 4WD car to grace his 1970 F1 March 701s.

There's usually a silver lining...

> "On the straight it would try to go one way, then dive the other"



Front diff was sandwiched between twin bulkheads but gave unpredictable handling

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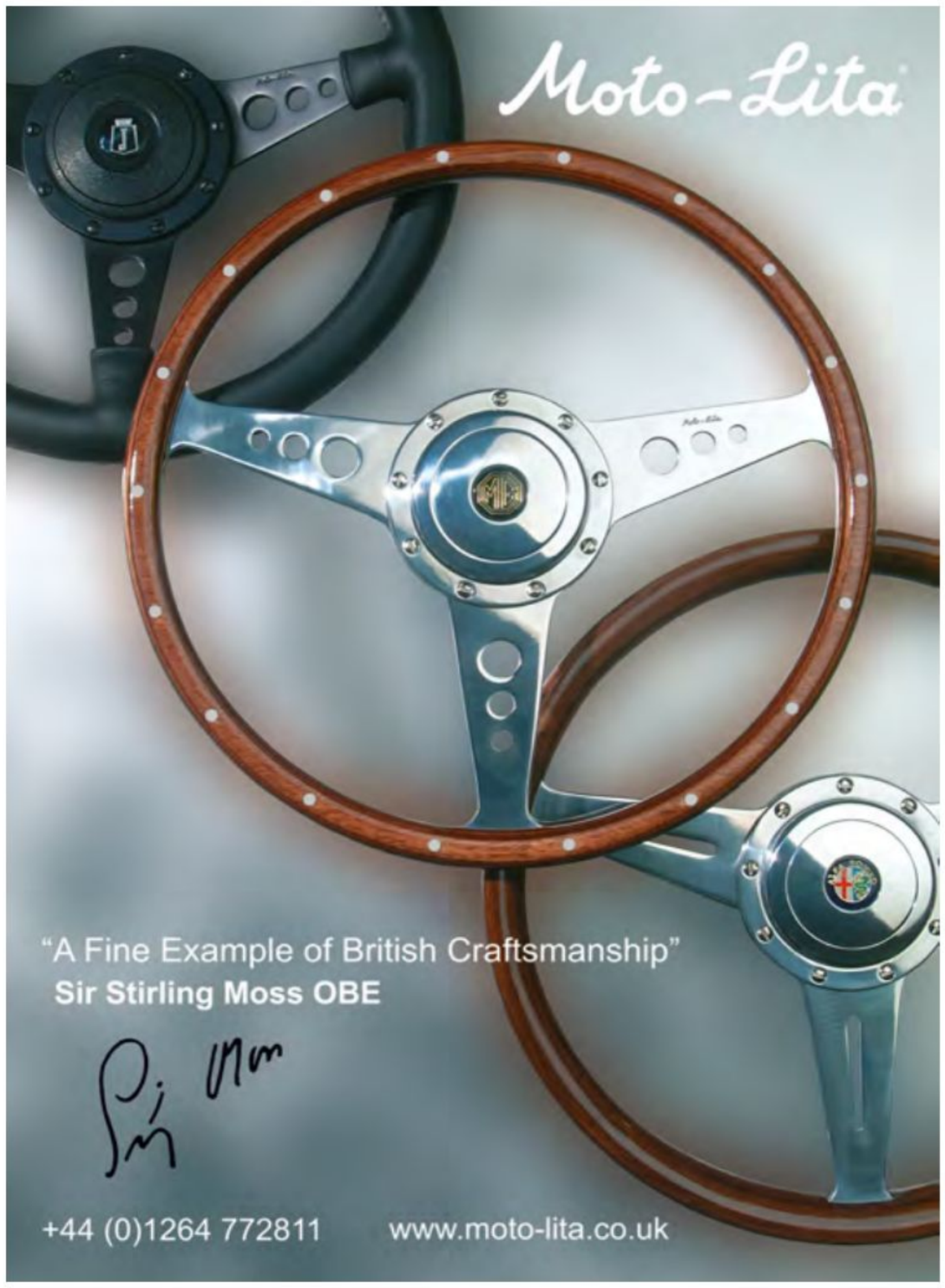
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PART TWO

THE ALAN HENRY TAPES

Ron Dennis

Motor Sport recently received a cache of cassette-tape interviews from the family of the late, great journalist Alan Henry. This month we're in McLaren's Woking factory, in October 1995 – before work began on the McLaren Technology Centre – as Alan sits down with team chief Ron Dennis, to discuss poor form...

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McLaren's recent Formula 1 struggles have been well documented. The team hasn't won a grand prix since Brazil 2012, nor scored so much as a podium finish since the following race, Australia 2013. It's a drought that makes what happened more than 20 years ago seem small, yet such was McLaren's reputation that two successive winless seasons seemed a huge deal at the time.

For context, the worst season in Dennis-era McLaren had been the first, 1981, when John Watson notched up a solitary victory in the British Grand Prix. The team scored a sprinkling of wins over the next two seasons, then won three straight world titles with Niki Lauda and Alain Prost from 1984-1986. There was a brief hiatus as Williams-Honda mopped up in 1987 (when Prost triumphed on three occasions)... but then McLaren landed a Honda deal all its own, with Ayrton Senna a pivotal cog. Only in 1992, the final year of that alliance, did McLaren-Honda fail to secure an F1 world title double - and it still came away with five wins. Even in 1993, when McLaren spent one season as a Cosworth customer, Senna managed to conjure five grand prix victories against the might of Williams-Renault - a season that some still regard as his finest.

After Senna's departure, McLaren had a winless year with Peugeot - and then for 1995 switched to Mercedes, initially with Nigel Mansell partnering Mika Häkkinen... or he would have done had the chassis been wide enough to accommodate him. In the end, he appeared only twice in a modified version before walking away from F1 for good.

Häkkinen and Mark Blundell plugged on with the difficult MP4/10 chassis, which was usually capable of challenging only for a spot in the lower reaches of the top six (although Häkkinen did manage a couple of second places). The campaign reached its nadir during the early stages of the European GP at the Nürburgring on October 1, when both drivers slid down the field on a greasy track and were passed by Andrea Montermini's Pacific - customarily the least competitive chassis in the field. Blundell was also overhauled by Montermini's slower team-mate, Jean-Denis Delétraz.

Later that week, Alan Henry headed to Woking for a chat with McLaren boss Dennis.

"My opinion is that this challenge is greater than it has ever been"



Mark Blundell suffered in his McLaren, only managing 10th in the championship

Listen to Ron Dennis talk to Alan at *motorsport magazine.com*

SPONSORSHIP STRIFE

Alan Henry I have heard from a source I regard as 'satisfactory' that there is a possibility you could lose your Marlboro sponsorship at the end of next year, if McLaren cannot convince Philip Morris it has the ability to make the team a competitive proposition once again. Benetton and Williams are circling like piranhas...

Ron Dennis I think perceptions of this nature are completely understandable. If you are sponsored by a range of prestige companies who lead in their field, they obviously invest in companies that have similar objectives. We are more than aware of the necessity to achieve maximum exposure for investors - and that is best done by leading races. However, there have been times during this company's history when it has failed to perform and, following those periods, there have been changes made to restore the team's competitiveness. I consider that I have a clear understanding of what it takes to win in grand prix racing.

My personal opinion about this challenge is that, if anything, it's greater than it has ever been. That's not because of pressures that are coming from third parties, but because of the pressures I'm putting on myself with a view to achieving that. Change for change's sake is foolhardy and you must be sure that if you alter things you do so to make things better, and not for cosmetic reasons to satisfy those who stand on the outside of the company with opinions that aren't based on fact.

Part of my job is to give our sponsors a clear understanding of what we're doing, why we're doing it, what our strategy is and how we're addressing the problems as we see them. That process of communication is ongoing. If they subsequently choose to redirect their investments, it would be as a result of either my failure to convey our strategy to their satisfaction, or my failure to lead the company back to success. That I completely accept. It's my responsibility, it's not a responsibility that makes me at all uncomfortable. It's why I'm here and I'm committed to it. Other perceptions, such as those of Mercedes-Benz, are entirely different. They have an even greater desire to succeed, because of the direct relationship between their company and the performance of the car. Given the facts, they understand what we're trying to achieve and how we're trying to achieve it. Like McLaren, Mercedes would have liked more success in terms of results,

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In the shadow of Bruce: Ron Dennis was a man under pressure during the 1995 season, as the team slumped down the pecking order

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but when we fail - publicly fail - it's the result of trying to take bigger steps than the opposition, because that's the only way to catch up during a season. The car has come on leaps and bounds from where we started, but other people have done a better job.

We got caught out in the Portuguese GP at Estoril, where we took a massive chance on introducing a complex set of changes and one element of that package was incorrectly designed. It came about because of the pace at which we're conducting our development and we paid the price. But that doesn't mean we're going to behave like chickens with our heads cut off; we know where we're going and we know how we're going to achieve it.

AH When you say 'incorrectly designed', d'you mean manufactured or designed?

RD Designed. It did not achieve the desired geometry and was therefore incorrect. But suspension kinematics is a complex subject and it's not just a question of an individual making a simple mistake - it's more complex than that and the responsibility falls on several shoulders - including mine, because it's me that's been pushing everybody to bring developments through the system, faster perhaps than was practically possible. I'm as guilty as anybody, but I had a desire to improve, to be in a more competitive situation in the races in the latter part of the season. I'm not going to make any excuses. I'll take the pain of getting it wrong, I believe you have to take steps.

AH From a purely historic point of view, with the greatest possible respect, you are actually wrong about McLaren's dips in form. Since you took over, McLaren has never had a drought anywhere close to the past couple years.

RD I was referring back to the Team McLaren days, rather than McLaren International...

AH Understood.

RD Your tape is running and it's very hard to try to convey to you the reasons why, but I know our car hasn't done a particularly good job this year or last, but there are other factors in play.

AH Changing engines hasn't helped.

RD I want to stress that in no way is that observation relevant to the last year. We started with our eyes open, with an engine that first ran in January, first raced in March and was then developed in parallel to an intensive test and race programme. The achievements of everybody in that part of the programme have been considerable. I can't get into the detail of the developments, but it's almost super-human in terms of what has been done.



Nigel Mansell was meant to make his glorious comeback with McLaren, but couldn't fit in the car properly

THE TAPE TRAIL

It was an email from the blue. I'd met Nick Henry many years previously, when he was a teenager accompanied by his dad Alan in the Silverstone paddock, and he felt the moment for reacquaintance was ripe.

Specifically, he had come across boxes of interview tapes in his late father's old office and wondered whether they might be of interest to *Motor Sport*. Just a touch...



We finally met for breakfast at The Milk Shed, near Bicester, and a bag of jumbled cassettes indicated greater potential than we could have dared to anticipate: Jenks & Senna, Ron Dennis, Dan Gurney... it was a veritable treasure trove of voices from a bygone age.

The tapes represent valuable parts of a lifetime's work and we will bring more of them to the page over the coming months.
Simon Arron

AH Can I quote something that you said to me last year: 'This is now a question of blind faith. I never say it, but I think there's a high degree of "trust me" about the way McLaren operates. Don't worry, there is pain before the pleasure but it will come right. I believe you can power through these problems, you just have to stick together. In the meantime some people might choose to leave the company. I hope not. I'll do anything for anyone in the company so long as there's a fairness and balance to it.'

RD I would absolutely sign up to that statement right now.

AH To people outside, those who don't know you, you have an image of being aloof, but d'you think the truth of the matter is that you are perhaps too soft?

RD [pauses]: Hmmm...

AH You've been incredibly loyal to a lot of people.

RD You'd better turn the tape off...

MERCEDES EXPECTATION

AH [Resuming several minutes later]:

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Mercedes-Benz is not just a fairweather friend, is it, satisfied to be in the top four or five?

RD After the European GP, which of course was less than spectacular for us, with two drivers struggling on cold, slick tyres in the early stages of the race, there was a meeting between myself, representing McLaren-Mercedes, Roger Penske, representing Mercedes' Indy involvement, and Hans-Werner Aufrecht, representing the DTM. This was a previously scheduled meeting to discuss the overall strategy and results of Mercedes-Benz's motor sport programmes. Roger had his embarrassment at Indianapolis [both cars failing to qualify], I had our embarrassment at the Nürburgring and other times we haven't achieved this year, Herr Aufrecht had the satisfaction of having achieved but was being challenged in respect of the series' integrity. Nobody was sitting there with a smug grin; we were having a business-like discussion about the negative aspects of these programmes. The overwhelming purpose was Mercedes' desire to convey to all of us the commitment the firm has to this motor sport strategy.

AH With a three-pronged approach?

RD Yes, this is not an involvement based on the enthusiasm of specific individuals within the organisation. It is a *clear* motor sport strategy underpinned by sound marketing philosophies. And while each of the teams had reason to feel uncomfortable, the simple fact was that Mercedes communicated to all of us its unswerving commitment to achieving its goals. The questions were more designed to understand how they could contribute more to the objective of achieving success.

When I left that meeting I felt that whatever position we found ourselves in, the one partner that would be solidly beside us would be Mercedes.

That's also how I feel about Philip Morris and some of the other companies – there's an unswerving commitment. Yes, Walter Thoma [president of Philip Morris Europe] is tough, he pushes and demands and needs to understand, but he's never been a rug-puller and I don't anticipate that he will ever be. If our performance does not justify the level of commercial support that we receive from any of our sponsors, then the process of withdrawal would not be sneaky, behind our backs, it would be face to face.

AH I don't think I was suggesting...

RD No, no – I'm not talking to you, I'm talking to the world. It would be a face-to-face, professional approach, but I do not believe – rightly or wrongly – that we are in that position. We know exactly what Philip Morris's objectives are, we know what we need to do and they know we're committed to doing it.

AH Let me get this absolutely straight in my mind. Are you dismissing any possibility that they might pull out?

RD Yes. They trust me, believe in the company and will give us the time to effect a return to competitiveness.

AH I did speak to somebody there who said that they were concerned and that there were technical issues that needed to be addressed.

RD I don't think there's anything I've said that is inconsistent with that.

AH So you feel the strength and depth of your relationship will overcome short-term hiccoughs?

RD Absolutely, absolutely.

AH One more question. Having spent £16.50 yesterday on Nigel Mansell's autobiography, I sat up until 1am reading it. I was struck by the crudity with which he criticised McLaren in a sort of cumbersome, bludgeoning way. Any reaction?

RD I feel disappointed by his comments. That disappointment doesn't come from whether or not his views contain elements of truth, or are accurate, it comes because I think Nigel has many, many weaknesses, some of which I learned first-hand. I just think it's sad that he should put myself, McLaren and other companies for which he's driven into a position where they have to make a choice, either to highlight his weaknesses or let the moment pass. I believe it is better to be bigger and more professional than he has obviously chosen to be and just let him have his say. As I've said before, the problem with autobiographies is that they inevitably present one side of the argument in a way that favours the individual and colours some elements of the truth.

"D'you think I'd have pleasure in exposing Senna's weaknesses?"

AH Have you given your own autobiography or biography any thought?

RD Assuming the individual has had a relatively colourful life, I think a good, well-written autobiography hurts so many people that it doesn't justify its existence. I mean, d'you think I'd have any pleasure in exposing Ayrton Senna's weaknesses, or sharing with the world moments when drivers have lost control emotionally, or times when people have made massive mistakes or calculations that, sometimes, jeopardised drivers' lives?

HOW THINGS PLAYED OUT

Post-script: After a relationship with McLaren dating back to 1974, Marlboro split from the team at the end of 1996 in order to focus on a relationship with Ferrari. Ron Dennis secured alternative tobacco sponsorship from West and won the opening race of the 1997 campaign, with David Coulthard in Australia, before securing back-to-back championship titles with Mika Häkkinen at the decade's end.

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Hercules Propellers

A Spitfire soars overhead, V12 Merlin engine throbbing – a triumph of British design and engineering. Yes, *mostly*... **Gordon Cruickshank** explores a missing link in our aviation heritage

PHOTOGRAPHER **LYNDON McNEIL**

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"That guy Whittle spoiled things for propeller makers!"

Though designed digitally, propellers are finished by hand and then lacquered

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HERCULES PROPELLERS



In a corner of Gloucestershire 20th-century technology is being harnessed to keep 80-year-old machinery alive, but the only wheels involved are retractable. Here a young company has quickly made a mark in the aviation world, making propellers.

MASTER CRAFTSMEN

Yes, propellers. I could argue that propellers have occasionally been the motive force for motor cars – in the 1920s Marcel Leyat persuaded a couple of suckers to buy his Helica designs. Or I could plead a return to the 1930s when *Motor Sport* reviewed aeroplanes. There's another car link too, but we'll get to that. Instead let's revert to the simple proposal that if you like cars you, like us, more than likely admire aeroplanes too and have gawped with the rest of us as Spitfires and Mustangs bank and soar over Goodwood, Bicester or Sywell.

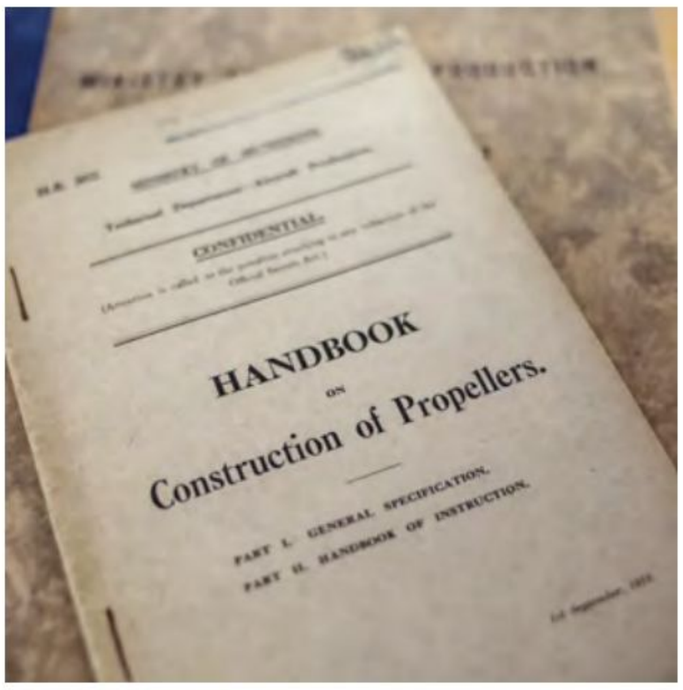
But did you know that all those Spitfires are hauled along by German propellers? Given that the famous plane is such a proud symbol of Britishness, that seems less than appropriate. There has been no homegrown maker since Supermarine's days who can supply airscrews for the restored airframes taking flight, but in a steep valley near Stroud there's a man who aims to change that. His name is Rupert Wasey, and we were so impressed by his craft that we decided he fitted right in with the craftsmen we've been visiting in these features.

When we arrive at the Canal Iron Works he's not making airscrews, he's making snowflakes. Huge ones. Out of plywood. "A friend needed some for a party and our laser cutter is just the job," he explains in a room crowded with propellers, hanging up or leaning against the walls, from new and shiny to old and battered bearing 'NOT FOR FLIGHT' labels. A wiry figure in jumper and flat cap, Rupert is an aviation engineer and aerodynamicist who built his own Flitzer biplane but felt the prop wasn't right. So he set to learning the science – his office has racks of books on prop design from 1918 on – and developed his own CAD to CNC software. "It means we can make bespoke props, fine-tuned to individual aircraft, cheaper than before," he explains, hefting a glossy white twin-blader in his arms.

"We input the figures – wingspan, drag, revs, torque etc – and the software does the number-crunching."

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Left: Even the design books are beautiful to behold. Above, Rupert Vasey with Spitfire hub and, right, with blade. Above right: period handbooks showing prop construction, and part-formed blank. Below: damaged Spitfire blade ready to be turned into pens.





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He set up nine years ago, "and we've made 738 propellers so far. A lot of small electric ones lately – it's easy to modify a design to suit each motor."

We move from his office, screens on the desk showing digital prop designs, old aircraft pictures on the wall, to the machining room with racks of raw timber. "We use mostly beech and sapele," Rupert says. "WWI planes used Honduras mahogany which you're not allowed anymore but I've managed to buy a lot of church pews made of it." They laminate wood veneers on site – and here's a car link. Laminates meant for Spitfire blades employ super-tough 'Hydulignum', developed by an aircraft firm called Hordern-Richmond. That was started by Freddy, Duke of Richmond, grandfather of the present Duke. And today's Formula 1 cars use similar 'densified wood' for their skid planks.

Blanks of the right size go into the machine behind us, a cross between a CNC miller and a lathe. "My dad and I designed and built that," says Rupert. On this, CNC programmer Zeb turns CAD data into a basic propeller. In the well of the device a cutter chunters back and forth shaving away wood in strips to create a rough stepped form. Next, a strip of very tough 'Hercuthane' (they claim it's bulletproof, and they tested it – with real bullets) is glued in to form the leading edges before the cutter goes over the whole piece again producing the final smooth shape. After this it's back to hand work.

"It's half technology and half old-fashioned skills," Rupert says as we get to the finishing shop. Once George has done post-machining sanding it's Darren's turn. He holds up a small two-bladed propeller, checking the surface by eye and touch before applying coat after coat of lacquer. It also goes to a beam balance where its balance is checked in four axes. "Dad and I made that too!" says Rupert brightly, leaning on his Royal Enfield 500 dirt-tracker.

Hercules also refurbishes props – even rain and insects gradually etch away the surface – and replicates them for historic aircraft, transferring dimensions from a damaged one into the CAD system. They can shape and fit brass and copper leading edges for older aircraft, and they have a gallery of one-off specials including designing and making the unique contra-rotating units for the replica Bugatti aeroplane.

But back to the big one. Rupert takes us to a machining room where a hefty metal object like a diver's helmet sits on a bench. It's the variable-pitch hub for a Spitfire prop; maintenance and refurb is Rupert's next goal on the way to fabricating the whole thing. He's had a valuable bit of luck: "The firm who took over Hordern-Richmond emptied some drawers and found propeller drawings. They Googled prop makers, found we were nearby and brought them over. Turned out to be the original ink master drawings for the Mk7 Spitfire prop." He unrolls some of these, pencil notes visible over the careful inking. "And Dowty-Rotol [makers of Spitfire and Hurricane props in WWII] have good archives and are very helpful. The originals were built in Gloucestershire so it's pleasing if we can continue that."

Could his software improve on 1940s knowledge? "Perhaps, but they'll still be made exactly to original pattern. Spitfire owners want authenticity."

ORIGINAL SPITFIRE BLADES, almost the height of a man, rest on the bench with measurements all over them. Remarkably they were screwed into place, inner ends the size of buckets bearing a deep spiral groove machined into the wood. Now Rupert is analysing the shape, material and covering – and he's also recycling old and damaged Spit blades. He's begun making pens from them, complete with machined wooden case and marketed under that Hordern-Richmond name. "I asked the Duke – he's quite happy."

Hercules does also make complete flying aircraft – about 9in long. Laser-cut from thin plywood, they're glider kits of Spits, and surprisingly Swift and Hunter jets, despite Rupert's comment "That guy Whittle spoiled things for propeller makers..."

One last thing: why is it called Canal Works? "See that footpath?," says Rupert pointing outside. "That was the canal. And they used to make iron boats here. If they reopen the canal, I fancy making one."

I wouldn't put it past him.

MASTER CRAFTSMEN



Most Spitfire propellers are made in Germany, something Hercules Propellers are changing

THE ESSENTIALS

- **Name** Hercules Propellers Ltd
- **Specialisation** aircraft propellers
- **Established** 2010
- **Number of employees** 5
- **Premises** Stroud
- **hercprops.com, hordernrichmond.com**

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The fifth Elva Courier ever built is being offered for private sale

High-speed Courier

After a British car that delivers? This example does so in spades and is a bargain to boot, says **Simon de Burton**

WHEN SUSSEX engineer Frank Nichols set out to build a range of low-cost sports racing cars, he decided to name his newly minted marque Elva as a derivation of the French "elle va" - she goes. And this example certainly does...

Current owner Paul Andrew, a former golf professional and enthusiastic amateur racer, bought the beautifully presented Courier a couple of years ago from Australian Ian Macdonald, with whom the car had demonstrated almost supernatural reliability by taking part in more than 100 races without registering a single retirement.

The fifth Courier built, it was acquired by Andrew in partnership with friend and novice racer Mike Holbrook, who died last year having succumbed to cancer - hence the reason for the car's sale.

As a tribute to Holbrook's co-ownership, however, Andrew's son, Tom, raced the Elva in the Equipe GTS and Equipe pre-63 events at Silverstone last year, putting it on pole for both events ahead of numerous larger and more powerful Jaguar E-types, big Healeys and TVRs.

It really does live up to the giant-killing reputation that was established by Elva almost from the first days of production, when early models achieved hillclimb

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Moulds for the fibreglass bodywork are included in the sale, making repairs much easier

records at Prescott and Bodiam in the hands of Robbie-Mackenzie Low, while top drivers such as Archie Scott Brown and Carl Haas, Elva's mid-west US agent, campaigned later cars with notable success.

The last front-engined Elva sports racer was the MkIV – which racked up outright or class wins in races such as the Sebring 12 Hours – after which Nichols turned to building the single-seater FJ100 Formula Junior car and then a rear-engined version, with an 1100cc MkVI taking second place at the Boxing Day Brands Hatch meeting of 1961 after being beaten only by Graham Hill's three-litre Ferrari.

Nichols introduced the Courier as Elva's road car offering in 1958, but the model soon proved successful on track with future star Mark Donohue cutting his teeth in one with wins in SCCA production championship events in 1960 and '61.

Andrew says whoever buys his Courier "needs only to add petrol" in order to start realising the car's competitive potential. Offered in immaculate condition, it runs a tuned MGA 1600 engine with steel three-bearing crankshaft, forged alloy pistons, twin one-and-three-quarter inch SU carbs and a close-ratio MGA gearbox, driven through an AP Racing paddle clutch to an LSD axle.

Also significant is the fact that the car is not only being offered with a comprehensive spares package (including an extra set of wheels), but also with a complete set of body moulds that will enable the various glass-fibre panels to be replicated quickly and accurately in the event of damage.

What's stopping you?

In fact, what's stopping *me*?



1959 ELVA COURIER. £35,000
On offer privately from Paul Andrew on 07770 315531 or by e mail: *paul@paulandrewgroup.co.uk*

In the market for British and unusual?

Home-grown classics exist away from the mainstream marques



1956 ALLARD PALM BEACH MK2. £98,995. Allard company prototype, shown at the Earls Court Motor Show in '56, and one of only six such cars built. *adwautomotive.co.uk*



1967 ALVIS TF21 FHC. £54,950. Imposing sports coupé with 3.0-litre straight six. Very original, with factory-fitted optional five-speed ZF gearbox. *classic-car-london.com*



1968 BRISTOL 410. £49,000. Distinctively styled, as ever with Bristol, and powered by a Chrysler V8 engine. Cabin has recently been refurbished. *sljhackett.co.uk*



1971 JENSEN FF MK2. £149,950. Used regularly on European tours. Extensive rebuild completed in 2004. Red leather interior; chrome Rostyle rims. *paleclassics.co.uk*

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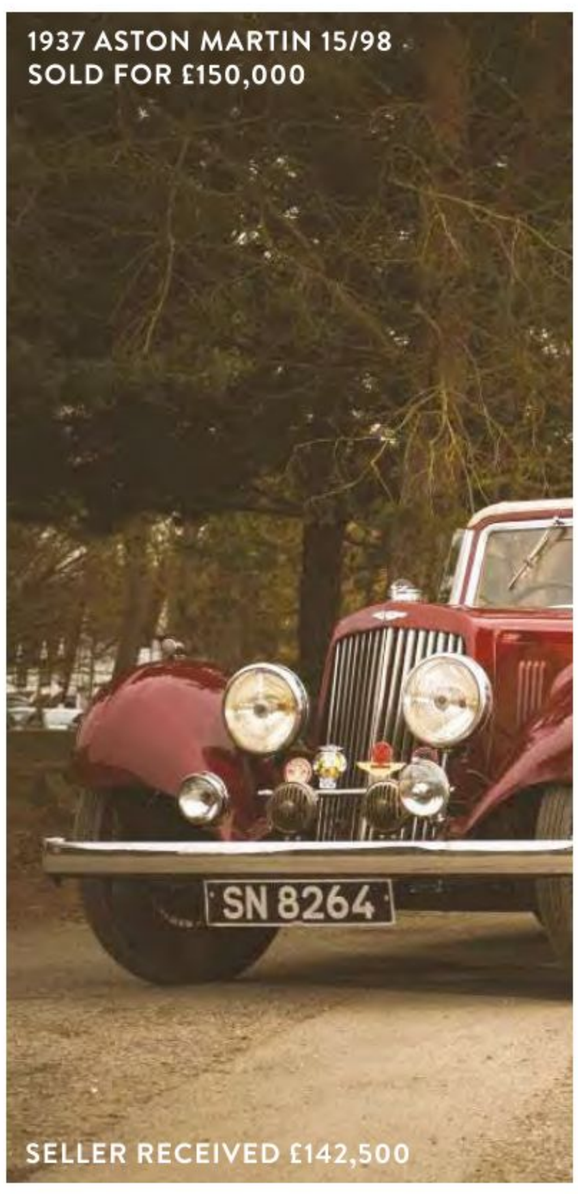




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Built up at Terry Drury Racing by the company founder's sons, this GT40 is expected to sell for more than £1m

AUCTION HERO

A car that time forgot

In 1968 Terry Drury ordered a Ford GT40 chassis that wouldn't see the light of day for 50 years. **Simon de Burton** explains

The name of Terry Drury will need no introduction to fans of 1960s GT and saloon car racing - a highly accomplished driver, he was also one of the Ford development engineers behind the GT40.

Even after he had officially left the company, the Blue Oval continued to call on Drury's engineering genius, notably in the early 1970s when he created the celebrated 'Supervan', a once-humble Mk1 Transit for which he crafted a tubular spaceframe fitted with a five-litre, 435bhp V8.

Flared arches and 15-inch wheels clad in Firestone race tyres put the power on the ground, while brakes from a Can-Am race car ensured the Supervan stopped as well as it went.

Drury's appreciation of serious cubic inches had earlier led to him building one of the so-called 'Fraud Cortinas' for saloon car racer Terry Sanger, a flamboyantly modified machine also powered by a Ford V8 and allegedly clocked at more than 160mph... in 1966.

That was around the time that Drury himself was racing GT40s, first with chassis 1005 and then, for the 1968 season, chassis 1073 that he spun and crashed during the Monza 1000Kms.

Uncertain that the car could be repaired in time to contest the Targa Florio very soon afterwards, Drury used his contacts at Ford to obtain a new chassis but ended up rebuilding 1073 in time for the Sicilian event - meaning the replacement was surplus to requirements and was shelved in a barn at Drury's Essex home for more than 35 years while business interests took him away from motor sport and into property development.

"It is arguably a brand-new GT40 with genuine period parts"

Having returned to the racing car world in the early 2000s, Drury decided to dust off the long-stored chassis and commence the slow process of piecing together what could be described as a 'continuation' GT40 using genuine parts sourced over the years through his Ford connections.

Sadly, however, Drury died in November 2017 before the project could be finished - but his sons Jack and Steven took it over with the aim of finishing the build.

By the end of last year that had been achieved, resulting in the essentially new GT40 pictured here, complete with rare, original front and rear magnesium uprights, a Gurney Weslake four-bolt engine, ZF-1 gearbox and flared wheel arches in the style of the 1968 Le Mans cars.

"It is, arguably, a brand-new GT40 built with a genuine Abbey Panels chassis and all period parts," says Tim Schofield of Bonhams, which will sell the car at its Goodwood Members' Meeting sale, when it is expected to realise more than £1m.

As this issue of *Motor Sport* went to press, Drury's sons were preparing to start the car's engine for the first time in order to bring this remarkable piece of racing history to life.

On sale at Bonhams, Goodwood Members' Meeting sale on April 7

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LEGO FORMULA ONE CAR. SOLD FOR €95,300. ARTCURIAL.
Artcurial's 'Racing, Flying and Yachting' themed auction held in the closing hours of Salon Retromobile included this remarkable life-sized model of a Renault F1 car built entirely from Lego bricks. The entire proceeds from the sale of the oddity will be donated to the international childrens' charity UNICEF.



1972 MV AGUSTA 750S. SOLD FOR €96,300. ARTCURIAL, PARIS.
Top seller from a collection of 90 MV Agustas built up by an enthusiast family (*see Speedshop, issue 1121*). Originally belonged to Arturo Merzario, one of four drivers who pulled Niki Lauda from his burning Ferrari after his crash.



1928 BENTLEY 6½-LITRE. SOLD FOR €1,150,000. BONHAMS, PARIS.
Bentley's centenary year was a fitting time to sell this Weymann-bodied 'Big Six'. Believed to have covered a mere 42,000 miles in its 90-year life, the car is among the most correct of its type, even down to the fabric coachwork.



1975 GEORGE BARRIS 'SNAKEPIT'. SOLD FOR £50,625. H&H.
Built by George Barris, the king of custom car makers for the television and movie industry, the remarkable 'Snake Pit' boasts six Ford V8 engines, 12 Holley carburettors, two gearboxes and 48 exhausts. It cost $100,000 to build.

Auction stations...

Retromobile sales set initial trends in the classic car market across the world

THE NEW EUROPEAN CLASSIC auction season began with a vengeance last month as buyers from around the world converged on Paris and Salon Retromobile to view and bid for more than 450 cars during sales held by Artcurial, Bonhams and RM Sotheby's.

Fielding 244, 280 and 183 lots respectively (including some significant offerings of motorcycles and automobilia in the case of Bonhams and Artcurial) the three houses raised more than €80m between them, with 'official' Retromobile auctioneer Artcurial taking the lion's share with a €42m sale.

RM Sotheby's, meanwhile, managed its best-ever Paris result, selling all but 20 of the lots offered, leaving Bonhams as the underdog with a €12m total from an auction in which more than 40 out of 140 vehicles didn't sell. The most severe casualties were five diverse cars that all had estimates around or approaching the €1.5m mark – a BMW 507, Alfa Romeo 6C, Bugatti Type 43, Ferrari 250GT and RUF Porsche CTR2.

A glance at that list indicates either that estimates were too high or that there's a lack of rationale in the current market. We suspect the latter, suggesting 2019 could be an interesting year in the 'rooms'...

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1985 BMW ALPINA B7. SOLD FOR €97,750. RM SOTHEBY'S, PARIS.
Attracting much interest at this RM Sotheby's sale were cars from the 'Youngtimer' collection of mint condition classics from the 1980s and '90s. This superb Alpina B7 boasted variable turbo boost with up to 300bhp.



1970 HEUER MONACO. SOLD FOR €27,300. MONACO LEGENDS, MONACO
Immortalised when Steve McQueen wore one in the 1971 film *Le Mans*, the early Heuer Monaco is highly collectable. This one was extra desirable thanks to being in 'new, old stock' condition, with unworn bracelet and box.



MAX GIRARDO

"I'm often told that new buyers want modern cars, but pre-war starred"

The results from both the Arizona sale and the Paris sale are finally in. The general consensus is that the Arizona sales set the tone for the US market. Whilst on the other side of the pond, the Paris sales are just as important indicators for the European market.

On paper, the results from Arizona were very good. With over $100m of cars changing hands at the three auctions — RM Sotheby's, Gooding & Co and Bonhams — I don't think that we can say it was a negative result. In 2018, the turnover was $110m, so I would say we have some stable results. Sell-through rates were identical from this year to last; but interestingly, the average value of each car sold was slightly down.

Speaking to the auction houses, it was pointed out to me that the pre-war cars were the ones that, in the end, performed the best at the sales and had steady results, especially compared to the Gullwings or Ferrari Daytonas.

My takeaway from Arizona is that cars are selling, and as long as the vendors are realistic on price – and auction houses work hard to adjust pricing – there are buyers out there.

In Paris the combined sales totals of the three auctions houses — RM Sotheby's, Artcurial and Bonhams — was over €80m this year. But sell-through rates were slightly lower than the previous year, probably due to the selection of cars offered.

Just like on the other side of the Atlanic, there was plenty of talk about the number of pre-war cars and whether the generational shift in collectors would have an impact on their sales. How many times have I heard people tell me that the new buyers want more modern cars? Maybe they do, but just like in Arizona, it was the pre-war cars that were the steady performers at the Paris auctions.

As opposed to Arizona, it's worth noting that there was a vibrant atmosphere at the Rétromobile show.

Having looked at the results on both sides of the pond, it is clear that if there is something not quite right with a car, be it a non-original engine or body, then it is unlikely to find a new home. Whilst the good cars are definitely finding homes, the sellers of the more normal cars, such as Gullwings and Daytonas (if you can call those cars 'normal'), will have to be more realistic with their expectations if they want to see their car sold at auction.

As I have said, buy the best and you will never regret it.

Max Girardo is the founder of classic car specialist Girardo & Co. Before that he spent 20 years in the classic car auction world, where he was the managing director and head auctioneer at RM Sotheby's

Max's top picks at this month's Amelia Island



1965 SHELBY 427 COMPETITION COBRA, $3-4M I love this car! I sold it once before at RM Sotheby's. It's very special, with a great look and plenty of power, and I would definitely have it.



1955 ABARTH 207 A. Est $400-500,000 The first time I saw an Abarth 207 I was fascinated by the profile. They don't come up very often. It dares to be different and features a great design.



1996 NISSAN 300ZX TWIN TURBO $30-40,000 Whilst I didn't have a poster of it on my bedroom wall, my father actually owned a 300ZX (in Primrose Yellow). Please, register me to bid.

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Buying guide

Alfa Romeo Giulia TI Super

Not the most famous Italian tin-top, but arguably the original

THE ALFA ROMEO GIULIA TI Super might never have enjoyed the cachet – nor the on-track success – of later homologation specials built by the Italian manufacturer, but it was the first Alfa touring car fine-tuned for international motorsport by the in-house Autodelta competitions department. And that makes it the forebear of everything from the 1600 GTA through the GTV6 on to the high-tech 155 TI DTM and beyond.

The TI Super was one of the first projects undertaken by ex-Ferrari Formula 1 designer Carlo Chiti's Autodelta organisation after it was incorporated into Alfa in 1963. It breathed on the four-box saloon Giulia TI to create the TI Super, a more powerful and lighter racing special aimed at what was then called the European Touring Car Challenge (generally known as the ETC).

The engine specification was borrowed from the existing Giulietta Sprint Speciale coupé. The 45 DCOE twin-choke Weber carburettors raised the power output from the standard TI's shade more than 100bhp to something in the region of 130bhp. The TI Supers were rated at 127bhp, but race versions of the time had closer to 140 horses.

The better part of 100 kilos were taken out. There were lighter door panels, a new front grille with two fewer headlights, revised bumpers, plexiglass rear windows (and no front-quarter lights) and magnesium alloy wheels that had been first seen on the Giulia TZ coupé. That all contributed to the 910kg homologation minimum.

There were changes inside, too. The column-mounted gearshift that allowed the Giulia saloon to be marketed as a six-seater with a bench at the front made way for a conventional floor-mounted stick between racing-style bucket seats. The usual interior fixtures and fittings – including the ashtray – all disappeared for weight reduction.

The car was launched at Monza in April 1963, but the 500 examples required for the ETC's Group 2 rules (total production of TI Supers hit 501) weren't completed until the following May. That allowed the car to compete in the ETC. A TI Super entered

ALFA ROMEO GIULIA TI SUPER

- **Price new** 2.4m lira (£1400est)
- **Price now** £20-30,000 (recreation), £60-70,000 (original)
- **Engine** 1600cc, in-line four
- **Power** 130-155bhp
- **Rivals** Ford Lotus Cortina, Lancia Flavia Sport Zagato
- **Verdict** A poor man's Lotus Cortina

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The Giulia TI Super benefited from weight-saving know-how to turn it into a winner

under the Jolly Club banner with future Formula 1 racer Andrea de Adamich on the driving roster claimed a third in class at the Brands Hatch 6 Hours in June, a precursor to a one-two-three result at Monza at the end of the year. Grand prix winner Giancarlo Baghetti claimed outright victory aboard a Jolly Club-entered car in the 650km race.

Back at Monza for the '65 series opener, the TI Super dominated the four-hour race for cars entered in divisions 2 and 3 (the multi-class ETC mixed and matched its various categories in its early years). De Adamich and Sandro Arcioni took the laurels, with other Giulias in second, third and sixth.

That would be the final victory for the TI Super in the ETC, and there was an obvious explanation - the Lotus Cortina, Ford's own touring car special. Alan Mann Racing dominated the up-to-1600cc class with the Cortina over the remainder of the season on the way to the division 2 title with Sir John Whitmore driving.

"The Supers were rated at 127bhp, but most race cars had closer to 140 horses"

Alfa couldn't beat the Lotus Cortina with the Giulia, but it could with the next tin-top to emerge from Autodelta's workshops, now relocated to Milan. The race version of the 1600 GT, the lightweight GTA, put the marque back on top. De Adamich won the 1600 class in the ETC with the aluminium-panelled car in each of the next two seasons.

The Giulia TI Super wasn't exactly a trailblazer, but it was a signal of intent from Alfa Romeo of its touring car aspirations.

Market view

Niche classic remains difficult to value

As interest in historic motor sport continues to grow, so too does the market interest in vehicles that allow owners to compete in its ranks. The Alfa Romeo Giulia TI Super was one of the original four-door sports saloons, and despite 501 examples being produced, it has been estimated that only around 50 now survive.

With so few examples still on the road it is no surprise that there are limited opportunities to assess values from publicly available data. In December 2014, a 1963 Giulia TI Super was listed for sale at £34,500 and was followed by a 1964 car at €55,000 (£40,000 at the time) in 2016.

Running alongside these have been a few auction entries: chassis number 595469 sold in December 2016 for £40,250. Another car, chassis 595241, failed to sell with a guide of £80,000 - £120,000 in May 2017.

The TI Super is a popular vehicle with a passionate following, but is somewhat of a niche vehicle. Perhaps a greater sale price could have been achieved for the December 2015 seller via specialist dealers, it was a good buy and we could see values increasing to nearer the £60,000 soon.

Robert Johnson,
Classic and Sports Finance

TARGET DEAL
Giulia TI Super - £40,000 - £60,000

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ONE CURRENTLY FOR SALE

Alfa Romeo Giulia TI Super

On the forecourt

True originals can be very hard to find, but this exact recreation, with correct engine, is on the market

This recreation TI Super, built up around a 1600 shell, has been a race car in Scandinavia for 30 years – and reputedly with some success. It is being offered by Nikolaj Mortensen at Ziggy Racing in Denmark for €23,000 (£20,250).

The left-hand-drive car has a zero-miles TI Super engine built by leading Danish Alfa specialist Stelvio Automobili and a close-ratio synchro gearbox that "would cost a fortune", according to Mortensen. It comes with brand-new local historic papers and an expired FIA HTP passport.

"The engine was getting a bit tired," says Mortensen, who briefly raced the car himself. "Everything on it has been rebuilt or replaced, except for the crankshaft, which is an original TI Super component. It was in good condition, so it has only been polished rather than being reground."

Alfa Romeos may not have the most glowing of reliability records, but Mortensen claims that TI Supers are pretty much unburstable. "These cars never break and they are much cheaper to maintain and run than the equivalent, like a Ford Lotus Cortina," Mortensen says. "A TI Super is never going to be quicker than a Cortina because ultimately it's a heavier car and it also has less power. But a good driver in an Alfa can definitely still get in among them."

For anybody wondering about the heritage of the Ziggy Racing name, it stems from team driver Christian Hope, who is head of the Danish Café Ziggy chain.

Ziggy Racing, Nyholms Alle 4D 2TVMF, 2610 Roedovre, Denmark
ziggyracing.com



ONE UNDER RESTORATION

Alfa Romeo Giulia TI Super

In the workshop

Peter Smart has breathed new life into this racing Giulia after importing the bodyshell from Cyprus

Classic Alfa specialist Peter Smart reckons he's "always fancied racing a Giulia TI Super", but the chance to build a replica came by accident. "I didn't go looking for this car," he says. "It came to me more than anything and it made sense to race it because it is a relatively easy base on which to build."

This early '70s car, originally a Super with 40mm downdraught Webers rather than the TI's 45s, was imported from Cyprus four years ago where it had spent its entire life. The right-hand-drive shell, which came without an engine, had already been largely stripped. It's been a side project at Peter Smart Classic Alfas for the past couple of years.

"The shell was in good shape, but we took it back to bare metal," says Smart. "Every nut and bolt is more or less new."

Smart has built up an engine with Cosworth pistons and Carrillo conrods, which he is hoping will have about 155bhp.

The car now has a Giulia 1300 gearbox for its shorter fifth gear and is fitted with a limited-slip differential. That's a non-period modification allowed for the Historic Racing Drivers' Club's TC63 series. Smart intends to compete in this series rather than in the Historic Sports Car Club, because more overt specials such as the Lotus Cortina aren't eligible.

One part remains on the to-do list, however: Smart has yet to source an original lightweight TI Super grille. "I've made one, which people have said looks good," he says. "But it's not quite the exact grille with which I want to finish off the car."

Peter Smart Classic Alfas, Milton Abbas, Dorset. Tel: 01258 268130
thamesmotorcompany.co.uk

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One of the three cars made.
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Restored with a 2.0L BDG engine. Original Hewland FT200 gearbox. FIA eligible racer. Eligible to CER races.



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Buying guide

Jaguar E-type

Born in the Sixties, thriving today

THE GREATEST BRITISH SPORTS car of its era? The greatest sports car, period? There are plenty of voices in both of those camps when it comes to the Jaguar E-type. Even Enzo Ferrari was reputed to have claimed that it was the "most beautiful car ever made".

No matter where you sit, the Jaguar E-type undoubtedly stopped the show on its Geneva launch in March 1961. Aerodynamicist Malcolm Sayer's sleek lines around a bang-up-to-date chassis grabbed the headlines, and it boasted figures to match its looks: there was a 0-60mph time of just seven seconds and the promise of 150mph performance from its 3.8-litre straight six, all at a down-to-earth price.

The technology at the heart of the E-type was steeped in Jaguar's successful racing programme with the D-type of the second half of the 1950s. Like the three-time Le Mans 24 Hours winner, the new road-going sports car had disc brakes at each corner (inboard at the rear), packaged into a steel monocoque chassis with a subframe carrying the engine underneath that outrageously long bonnet, but now the rear featured a sophisticated independent suspension system.

JAGUAR E-TYPE 3.8 SERIES 1

- **Price new** £2097 (rdstr), £2196 (FHC)
- **Price now** £40-240,000
- **Engine** 3.8-litre, 12-valve, in-line six-cylinder
- **Power** 265bhp
- **0-60mph** 6.9sec **Top speed** 150mph
- **Rivals** Jensen C-V8, Aston Martin DB4
- **Verdict** The archetypal British sports car, an icon of the 1960s

But the Jaguar wasn't quite the real deal when deliveries of the first fixed-head coupés and open two-seaters began. The new model had been rushed into production, and it wasn't just the external bonnet catches on the very early cars that suggested the car lacked development. Early E-types were prone to overheating, were under-braked and struggled to accommodate a six-footer.

The bonnet latches were quickly tidied up and a dished footwell introduced to increase cabin space. The E-type remained a work in progress for much of the life of what is now known as the Series 1 car.

A torquier 4.2-litre six arrived in 1964, though the unmolested look that had wowed the Geneva crowds three years before remained through to '68 and the introduction of a revised E-type. The only external difference on the bigger-engined cars was the badging: it now read 'E-type Jaguar 4.2'

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Nothing else boasts a driver's view like the view down an E-type's streamlined bonnet

rather than simply 'Jaguar'. There were plusher seats, and a more comfortable driving experience, and the Moss gearbox gave way to an all-synchro transmission.

A 2+2 version of the FHC came on stream in 1966; it was also the first to be offered as an automatic. There was then a short run of Series 'one and a half' cars with the original bumper style, but no headlight cowling thanks to US laws.

Covered headlights, 'flat floors' and external bonnet latches are now regarded as badges of honour by E-type owners. It is the earliest, rarest cars that, for all their foibles, are the most desirable today.

A larger 'mouth' for improved cooling, wrap-around bumpers to satisfy US rules and new tail lights on the Series 2 somehow dumbed down the lines of the car; the cabin was redesigned, too, and power steering and air-conditioning (LHD only) options offered.

It matters not to the purists of today that the brakes were upgraded and the cooling issues addressed once and for all. For them, the final version of the car is hardly an E-type at all. Powered by a 5.3-litre V12, the Series 3 of 1971 had a wider track and flared wheelarches. The FHC body was dropped and even the 2+2 had been phased out by the end of the car's life in 1974.

"For all their foibles, the earliest cars are the most desirable today"

It was a very different motor car to the E-type that had been launched at the start of a decade with which it has become synonymous. And certainly not the most beautiful car ever made.

Market view

Reasons to be careful in your model choice

The Jaguar E-type needs no introduction. However, the creation of the Jaguar Classic programme is an interesting development. This allows individuals to buy an E-type restored by the original manufacturer to as-new condition.

Hence a three-tier E-type market has begun to evolve. Early matching-number cars in poor condition, the building block on which the restorations projects can be based, have had increased demand. Next are restored early vehicles and the third is the more 'useable' examples.

Pricing is mostly led by the 500 Series 1 'flat floor' vehicles; one restored by XK Engineering sold in 2016 for £253,500. This January, a 1967 4.2 Roadster restoration project sold for £53,000. In 2018, a LHD 1972 V12 FHC restored 20 years before sold for £34,100, or almost £220,000 less than the 'flat floor' above. This suggests it is possible to pick up an older restoration for nearer to half of the newly restored price, often with minimal mileage since completion and surely a good value buy.

The market is voting against LHD and LHD to RHD conversions, which can thus offer a comparatively reasonable entry-point into E-type ownership.

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Series 3 V12 FHC £35 - £45,000

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ONE CURRENTLY FOR SALE

Jaguar E-type

On the forecourt

Lovingly restored to its original factory specification, this very early 3.8 flat-floor coupé ticks all the right boxes

One of the earliest E-types to roll out of the Browns Lane factory, this Series 1 is one of only 150 right-hand drive 'flat-floor' cars. And it's more or less indistinguishable from the Jaguar it was when it rolled off the production line as the 80th car built, in December 1961.

The car, offered by E-type UK in Kent, was restored back to its original glory by two well-known members of the Jaguar Enthusiasts' Club in 1994, having undergone a first major rebuild — including new paintwork — a dozen or so years before. The husband and wife team, who undertook much of the work themselves, finished the car in 'opalescent silver grey' with a factory red interior, a colour combination which dramatically sets off the curvaceous lines of Malcolm Sayer's timeless masterpiece.

The rebuild included a bare-metal respray and new inner sills, boot floor and door skins, while the weighty bonnet was re-fitted to ensure perfect opening and closing. The normal sympathetic upgrades, such as more powerful front brakes and electric cooling fan, were incorporated into the restoration and the car now has an aluminium radiator and header tank for reduced weight and better cooling.

This E-type comes with a huge history file including details of many events and rallies the car has attended plus every MOT certificate dating back to 1970. The car has just 67,000 miles on the clock and the price is by application.

E-type UK, Ashes Lane, Hadlow, Kent.
Tel: 01732 852 762. ***etypeuk.com***



ONE PREVIOUSLY RESTORED

Jaguar E-type

In the workshop

Sourced from the USA and sympathetically reworked by Moss Jaguar, this early roadster is ripe for continental touring

This 1964 Series 1 roadster was sourced by Moss Jaguar in California for a customer wanting to fulfil his E-type dreams. A 30-month restoration at the Hertfordshire specialist has resulted in a period-accurate car with sympathetic upgrades.

"We try to build as much reliability into our cars as possible," says company founder Angus Moss, who has been restoring E-types for more than 40 years. "But we always talk through the pitfalls of classic car ownership with the customer and ask them if they can hold a spanner."

The car, now Gun Metal Grey and RHD, has upgraded braking and cooling systems to make it a user-friendly tourer.

"We put bigger calipers on the front and move the fronts to the rear and fit a CoolCat fan," explains Moss. "But whatever modifications we make, we will never cut the body: it is important that the car can be put back to original specification. This one has now got the 4.2 transmission with synchro on all four gears, but the owner has still got the original 'box."

The interior was re-trimmed in the correct Vaumol leather and incorporates the earlier charismatic aluminium dash panel. The sealed beam headlights behind the evocative cowls — "they were useless", offers Moss — have been replaced by halogens, another unseen upgrade.

"It is pretty much a standard car, because that is what the owner wanted," says Moss. "He drives it a lot and knows he can rely on it — he's taking it to France this summer."

Moss Jaguar Ltd, Letchworth Garden City, Hertfordshire.
Tel: 01462 623448. ***mossjaguar.com***

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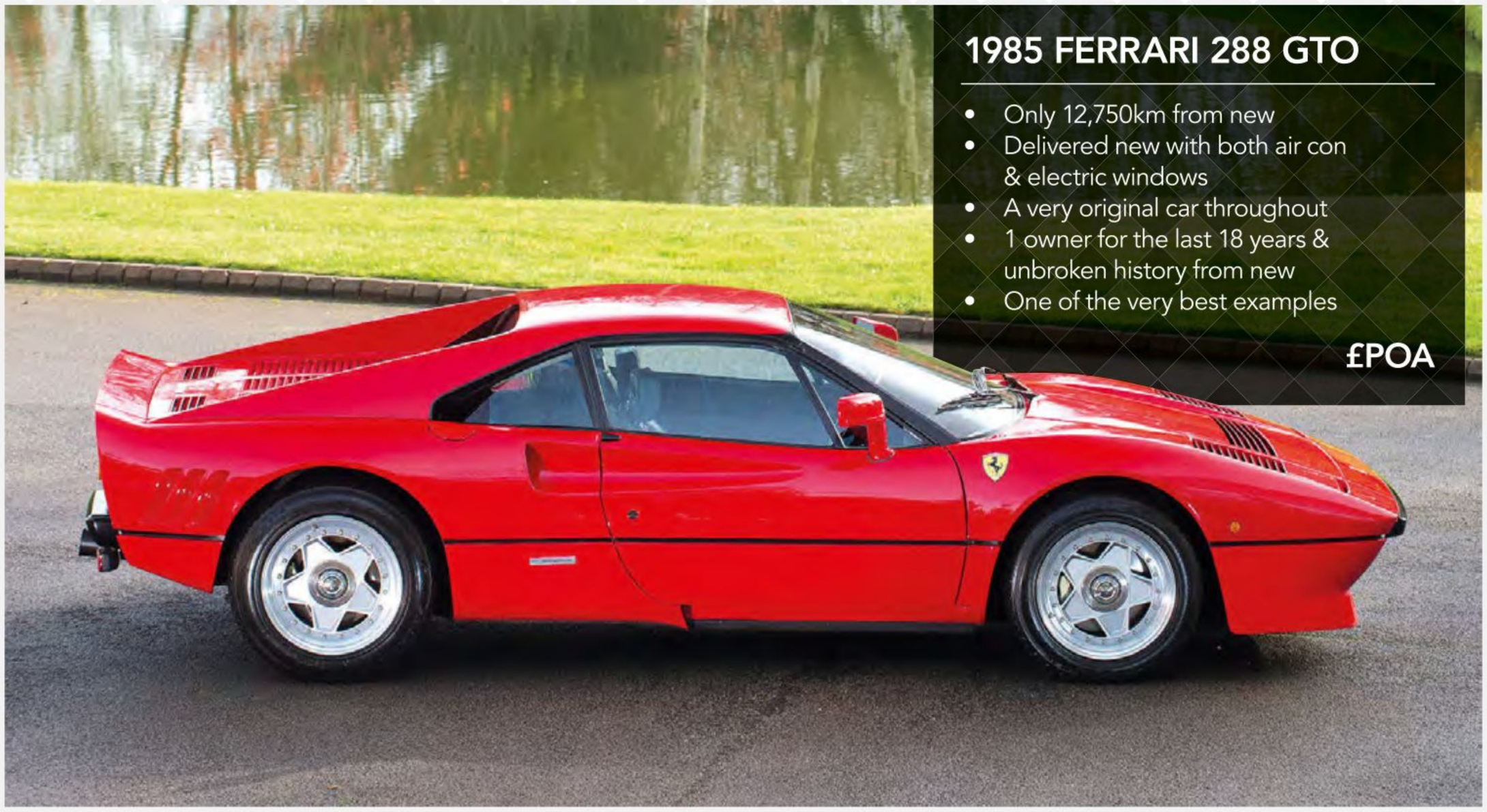
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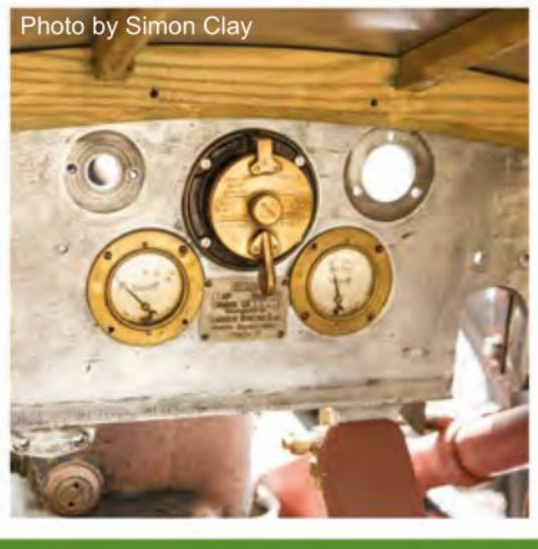


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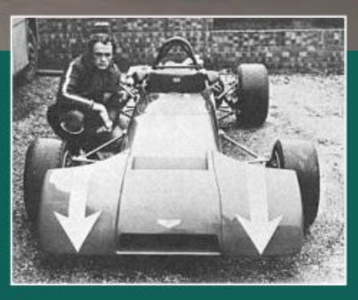
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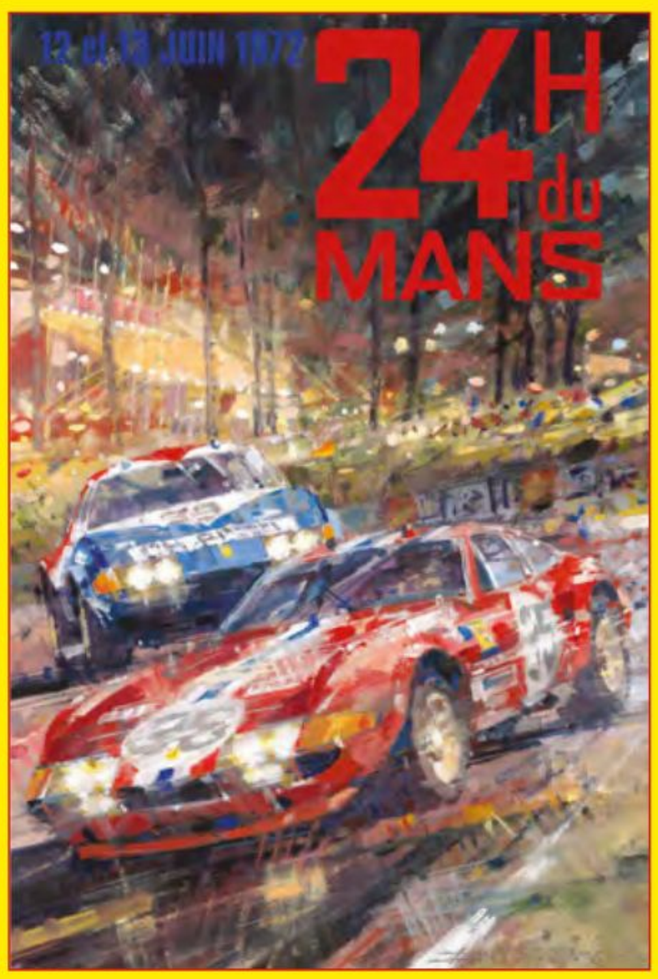
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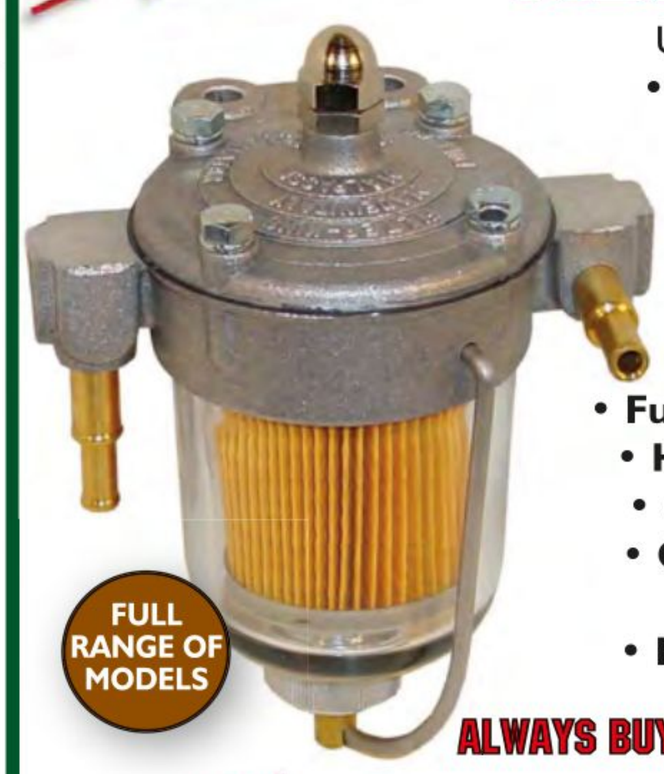
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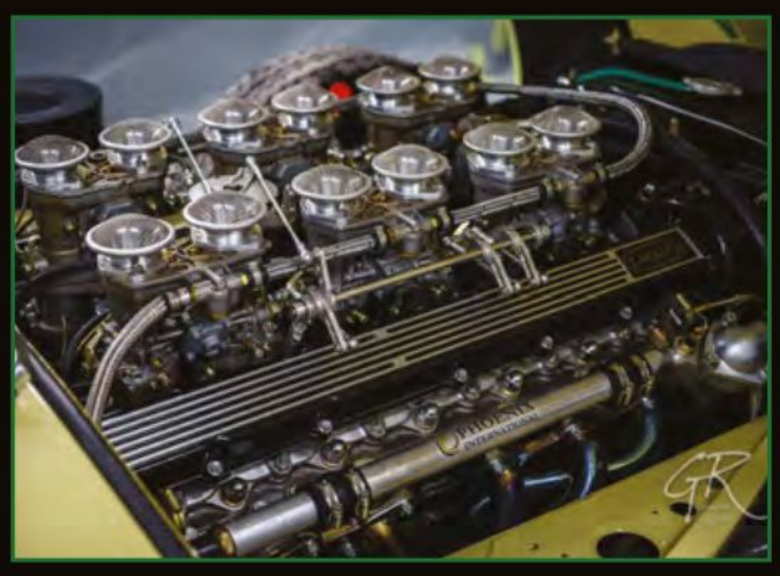
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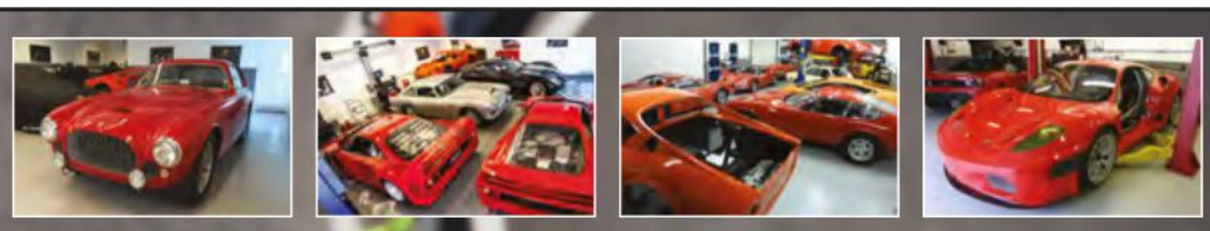
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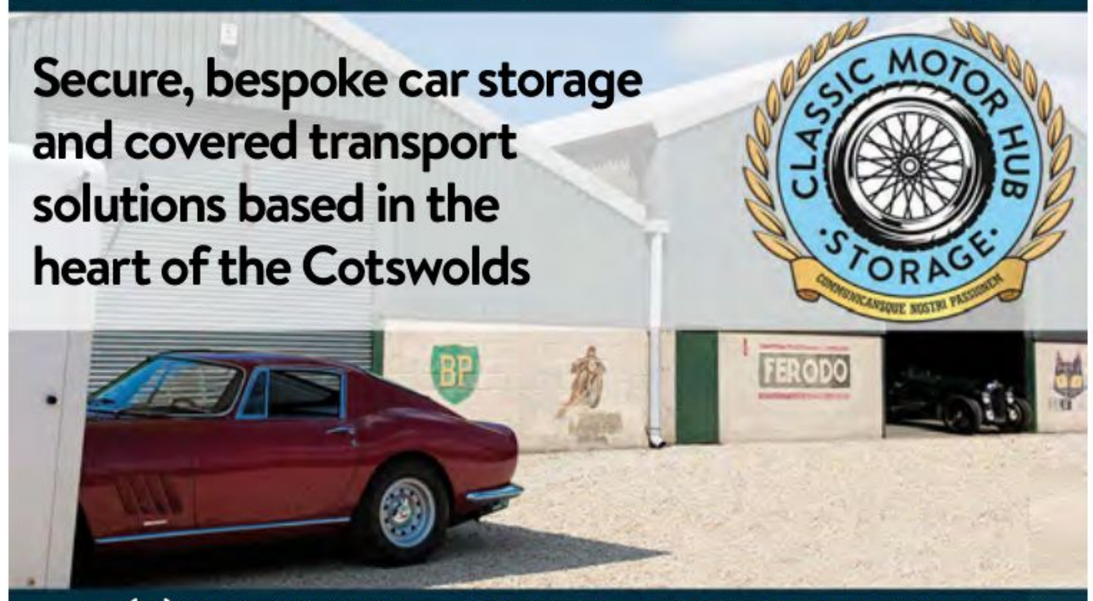
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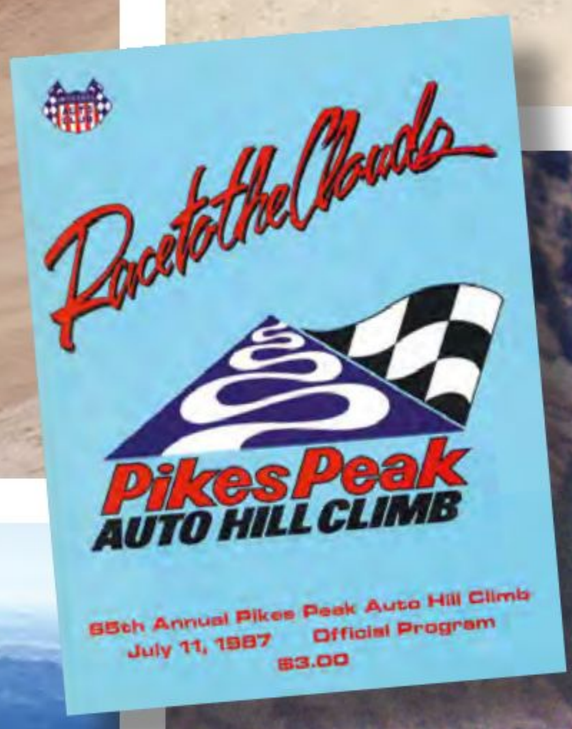
Pikes Peak attracts a plethora of bizarre specials, such as the mad twin-engined 640bhp VW Golf, driven by Jochi Klient, below. Right: the drama of Pikes Peak captured in this scenic shot







Left: Walter Röhrl's winning Audi quattro. Above: Rod Millen's twin-turbo Mazda RX7





Many rally legends have tackled the climb. Here Ari Vatanen wrestles his Peugeot 205 T16 to second place, behind Röhrl's Audi. Left: who says Pikes Peak is all dust? Stunninly green landscape highlights the challenging track ascending

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The Peak of its powers

The modern version of Pikes Peak might be a sanitised, all-asphalt affair, but it always used to be the dusty, dangerous and thrilling race to the sky. **Jeff Allison,** an Amercan reader who describes himself as a 'fly on the wall' of various racing events, captured much of the action during his 1987 visit to the world-famous hillclimb



While Vatanen had to settle for second in 1987 (above), his 1988 run in the 405 T16 GR shattered the Pikes Peak record at the time, with his drive immortalised in the *Climb Dance* film of 1990, still available on YouTube

SEND US YOUR IMAGES

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

PARTING SHOT





APRIL 3, 1965
OULTON PARK, UK

The Spring Trophy was once a high-profile, non-championship race at Oulton Park and catered for Formula 2 cars in 1965. Jackie Stewart's Tyrrell-tended Cooper T75-BRM leads Graham Hill's John Coombs-entered Brabham BT16-BRM out of Deer Leap in the fight for second, before Hill's engine expired. It left Stewart trailing eventual winner Denny Hulme (works Brabham BT16-Honda) by about 20 seconds.

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1969 Aston Martin DB6 Saloon

1969 Aston Martin DB6 Vantage finished in Dubonnet Rosso with pale beige hide interior. An original factory Vantage owned by lady member of AMOC and used at numerous club events. Fitted from new with the 5 speed ZF gearbox. At some point in the distant past, the wheel arches have been subtly flared in line with the DB6 MkII which adds to the beauty of this fine motor car which will be arriving shortly. **£P.O.A.**



1997 Ferrari Maranello

1997 Ferrari Maranello finished in Grigio Titanio with contrasting Burgundy hide interior. This is an exceptional example, the coachwork is completely unblemished and the sumptuous Burgandy interior shows no signs of wear. Only 31,000 miles and maintained correctly by Ferrari main dealers and Ferrari specialists.Very sensibly priced for one in this exceptional condition at **£125,000**



1964 Jaguar E type

1964 Jaguar E type 3.8 series one Roadster finished in original Carmen Red with original black hide interior and black mohair soft top. One of the very best early E types we have had the pleasure of marketing and the attention to the detail of this restoration is exemplary. Only 3600 miles since the restoration, the car performs extremely well and is ready for immediate use. Realistically priced for one in this condition at **£159,950**



1954 Aston Martin DB2/4 Coupe

1954 Aston Martin DB2/4 finished in Midnight Blue with contrasting grey hide interior. In the same ownership for the last 20 years, maintained and improved by specialists Four Ashes Garage with what would appear to be little regard to cost. The methodically kept car file contains invoices totalling £49,850 since 2003. Rather than being a fully restored car, it remains very original with an attractive patina. **£P.O.A.**

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THE 8



Fuel economy and CO_2 results for the BMW 8 Series Coupé range: mpg (l/100 km): Combined 26.2 (10.8) to 40.4 (7.0) CO_2 emissions: 224 – 160 g/km.

Figures are for comparison purposes and may not reflect real life driving results which depend on a number of factors including the accessories fitted (post registration), variations in weather, driving styles and vehicle load. All figures were determined according to a new test (WLTP). The CO_2 figures were translated back to the outgoing test (NEDC) and will be used to calculate vehicle tax on first registration. Only compare fuel consumption and CO_2 figures with other cars tested to the same technical procedure.

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