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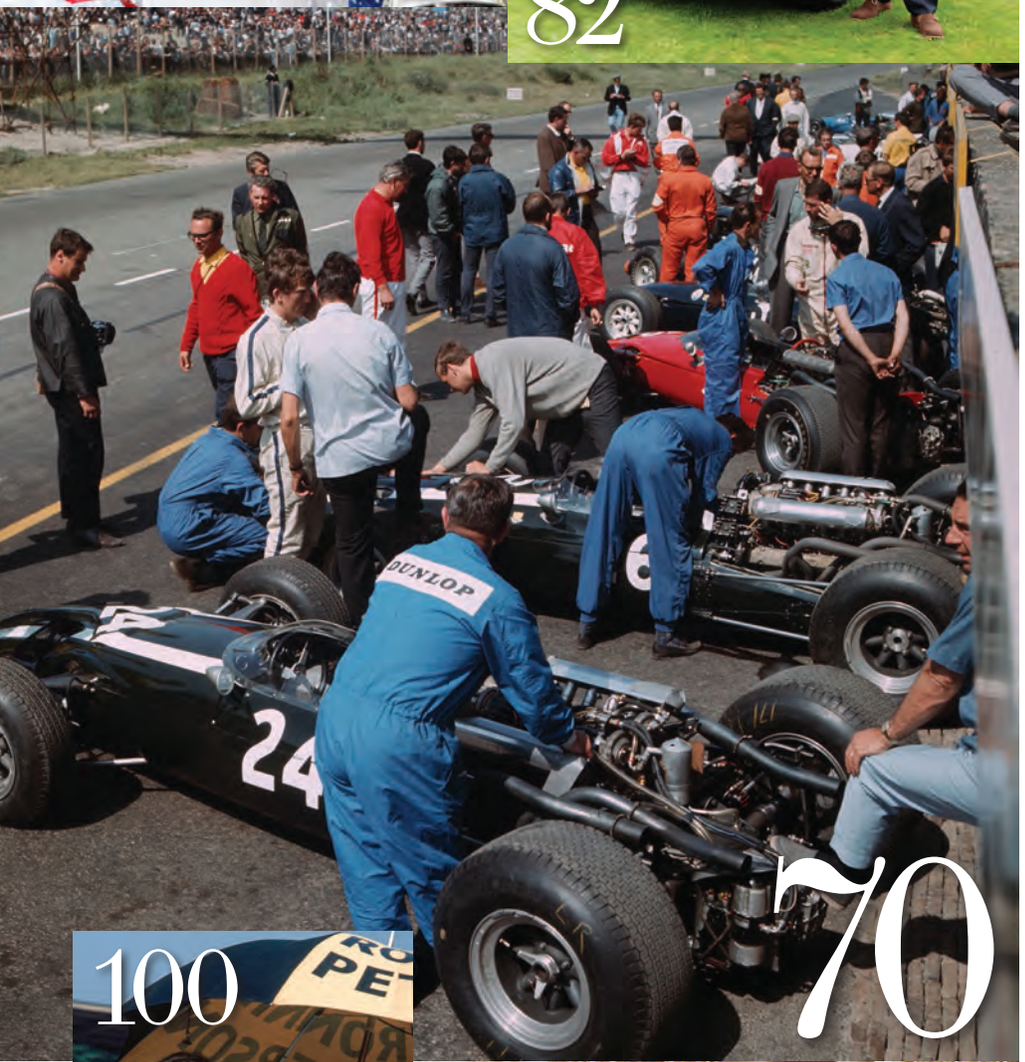


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DAMIEN SMITH
EDITOR

THE BLUSTERING WIND AND rain of Storm Abigail whipped around the six men as they mounted the impromptu podium in front of a bleak seascape. They huddled close on the three simple boxes dropped on the grass, then unfurled the Tricolore in silent memorial. The official Wales Rally GB podium would take place later, at the event's Deeside HQ, but this seemingly spontaneous moment at the end of the Brenig Power Stage was more poignant, and entirely in keeping with a branch of the sport that retains the unpretentious charm that has always defined it.

The result marked a Wales Rally GB hat trick for triple world champion Sébastien Ogier, but the Frenchman was understandably in no mood to celebrate in the wake of the atrocities carried out in Paris. Ogier, runner-up Kris Meeke, third placed Andreas Mikkelsen and their co-drivers pitched an emotional, dignified tribute quite perfectly.

On the other side of the world, another podium was also conducted with suitably muted celebrations. But the three drivers in Interlagos were somewhat less united. Whatever has played out behind closed doors between frosty team-mates Lewis Hamilton and Nico Rosberg, this triple world champion's studied avoidance in acknowledging the man who'd beaten him fair and square – for the second race in succession – did him little credit.

Still, Hamilton's complaint in the podium interview about the difficulty of overtaking in this era of Formula 1 on this superb circuit did have some justification. Others, most notably the brilliant Max Verstappen, had pulled off passes into the Senna Esses. But in identical cars with equal power and on matching Mercedes strategies, Hamilton was powerless in his quest to topple Rosberg. Judging by the response of *Motor Sport's* readers the following morning, his frustration was shared around the world.

From pages 29 to 41 in this issue, Grand Prix editor Mark Hughes offers a snapshot summary of Formula 1 right now – and it makes for uneasy reading.

The developing story about a proposed alternative power source for undernourished independent teams looks set to be of huge significance, if FIA president Jean Todt and Bernie Ecclestone – for once united in an uneasy alliance – can push this idea into reality against the wishes of Mercedes, Ferrari, Renault and Honda.

The huge cost of the sophisticated V6 hybrids for 'indie' teams is clearly a problem, but this is hardly news. It's odd that it's taken so long for Todt and his governing body to threaten action, long after the horse has bolted. Why didn't the FIA legislate on costs from the start? Stopping manufacturers spending what they want was always a tall order, but capping powertrain prices to prevent them from passing on that expense to customer teams might have saved some pain.

Now we could end up with a two-tier F1 (hardly unprecedented in Grand Prix racing) that will require serious technical tinkering to create anything close to a level playing field. 'Balance of performance', upon which the success of GT and prototype sports car racing is based, has always been a dirty concept in the supposedly superior stratosphere of F1. Not any more, it seems.

It's sad that the hybrid V6s are often made the scapegoat for F1's ills. They represent incredible technical advances, in keeping with Grand Prix racing's best traditions, but what should have been a positive era for motor racing's pinnacle is turning into a disaster because of poor governance. At a recent awards ceremony at the RAC in London, at which Williams Advanced Engineering was presented with the club's Simms Medal for technical innovation, the company's managing director Craig Wilson summed up the frustration succinctly.

"Engineering isn't promoted enough, and F1 hasn't helped by kicking hybrid technology to death," he said. "It's absolutely a missed opportunity.

"The hybrids [represent] very innovative and clever technology. Yes, it is very expensive – the powertrain is 30 per cent more efficient than the old



Frosty petulance in Brazil contrasted with a united, dignified stance at the Rally GB's conclusion, left

LAT & CITROEN RACING

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V8 engines and that comes at a cost. The FIA is now reacting, but that should have been the case from the beginning. We could do with Formula 1 getting its act together."

Elsewhere in this issue, we recall a time when F1 heralded a regulation change that could surely be described as universally popular. Doubling engine sizes from 1.5 to 3 litres in 1966 took Grand Prix racing on a route that everyone – bar Coventry Climax – wanted to follow. Fifty years on, the contrast to F1 today could not be starker.

❖

OUR STEVE McQueen cover story in last month's issue sparked quite a response, which was entirely predictable. On this evidence, new documentary *The Man & Le Mans* will surely prove a hit.

But *Motor Sport* was not the only magazine to look ahead to the new release by reflecting on the movie that inspired it. Our friends at French title *Grand Prix* also focused on McQueen, with an eerily similar approach to its cover (above)! And editor Pascal Dro contacted me with some excitement to tell me about his 'scoop' which will surely only add to the legend of the film.

For years, speculation has lingered that McQueen did indeed scratch the itch that was clearly bothering him, by actually driving in the 24 Hours during the 1970 edition. The trouble is, much like the Ed Hugus 'third driver' theories surrounding Ferrari's last Le Mans win in 1965, no one has reliably been able to corroborate the tale. But now a witness has come forward.

Willy Braillard, then 23, shared a Porsche 911 with Jean-Pierre Gaban at Le Mans in 1970... from a pit adjacent to that of Solar Productions' Porsche 908 camera car, which captured so much wonderful footage during the race in the hands of Jonathan Williams and Herbert Linge.

"Our pit was next to Solar's and we saw them at work, making frequent stops, changing reels and then rejoining," Braillard told Dro. "And then it began to rain. Jean-Pierre had said to me previously that he'd stay behind the wheel if conditions were treacherous, that we couldn't exceed 80 or 90kph at that point. The weather was awful.

"During all of this, Steve McQueen was coming and going – so much so that by late in the evening people weren't paying much attention to the fact he was there. And that's when I saw him don his helmet, climb into the Porsche and leave the pits. I'm absolutely certain it happened: I saw it with my own eyes. He must have spent almost half an hour out there before coming back in."

It would have been in character for McQueen to defy the insurers who'd baulked his real-life Le Mans ambitions. But if it happened as Braillard describes, he succeeded in hoodwinking more than a few suits in Hollywood. Ⓜ



SEE PAGE 68
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IN NEXT MONTH'S ISSUE

Memories of Porsche's 935, the ultimate racing 911...

ON SALE DECEMBER 28



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18-20 Rosemont Road,
London NW3 6NE, UK
www.motorsportmagazine.com

EDITORIAL
Telephone 020 7349 8484 **Fax** 020 7349 8494
E-mail editorial@motorsportmagazine.co.uk
Editor-in-Chief Nigel Roebuck
Editor Damien Smith
Deputy Editor Gordon Cruickshank
Features Editor Simon Arron
Grand Prix Editor Mark Hughes
Art Editor Damon Cogman
Online Editor Ed Foster
Digital Designer Zamir Walimohamed
Online Features Editor Alex Harmer
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US Editor Gordon Kirby
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Special Contributors Adam Cooper, Paul Fearnley, Richard Heseltine, Paul Lawrence, Doug Nye, Mat Oxley, Gary Watkins, Richard Williams
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SUBSCRIPTIONS
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THE MOTOR SPORT MONTH

IN PICTURES



CITROENRACING

NOVEMBER 12-15, 2015

Wales Rally GB

DEESIDE, UK

Kris Meeke's Citroën DS3 makes a splash as he and co-driver Paul Nagle head for second place in the campaign's final WRC round, the best finish for a Brit in the UK event for 15 years. He was sandwiched by VW Polo Rs, but Sébastien Ogier's eighth season victory and third world title were marked by solemn silence to remember victims of the Paris atrocities that weekend.


DMO 979




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THE MOTOR SPORT MONTH

IN PICTURES











NOVEMBER 13-15, 2015

Classic Motor Show

NEC, BIRMINGHAM

Motor Sport played a central role at the annual Classic Motor Show. Our Graham Hill tribute featured Lotus 49B, BRM P57 & P261 and Shadow DN1, while Damien Smith and Nigel Roebuck appeared on stage, above, to discuss Hill's career. 1970 Le Mans winner Richard Attwood was also present, left, to sign copies of Ian Wagstaff's acclaimed Porsche 917 book.

JEFF BLOXHAM/ GRD/ HILL STUDIOS

Thanks to Daryl Taylor, the owner of Berazzi Racing Wheels, for providing us with the Shadow, Clive Chapman for the Lotus and Hall & Hall for the BRMs



REDBULL

LAS VEGAS, USA, NOVEMBER 3
Tourist trap, building site... and venue for the final round of the 2015 Global Rallycross series. Red Bull Fiesta driver Sebastian Eriksson is pictured during practice. Former F1 racer Scott Speed finished third in the event to clinch the 2015 title.



LAT

TEXAS, USA, NOVEMBER 8
Brad Keselowski leads the NASCAR Sprint Cup field away from pole in front of a packed house at Texas Motor Speedway. The Ford driver would lead for 312 of the race's 334 laps, but was beaten to the flag by Chevrolet rival Jimmie Johnson.



DPPI

BURIRAM, THAILAND, NOVEMBER 1
Citroën stars Sébastien Loeb (front left) and Yvan Muller (front right) put on brave faces as team-mate José Maria Lopez celebrates his second consecutive title success in the World Touring Car Championship.



LAT

PUTRAJAYA, MALAYSIA, NOV 7
Electric chaos on the horizon as Sébastien Buemi and Loïc Duval lead away at the start of the second round of the Formula E Championship. Lucas di Grassi (Abt Audi) came through to win from Brit Sam Bird (Virgin) after problems afflicted several front-running drivers.

LONDON, UK, NOVEMBER 17
"Arise, Sir Patrick..." Former Williams technical director Head attended an investiture ceremony at Buckingham Palace in mid-November to become a Knight Bachelor of the British Empire. The Duke of Cambridge officiated.



NICK DUNGAN/ADRENALMEDIA.COM



PA IMAGES



THE MOTOR SPORT MONTH

IN PICTURES

SHANGHAI, CHINA, NOVEMBER 1
The Manthey Porsche 911 of Richard Lietz/Michael Christensen kicks up the dust at the start of the pit straight. The Austro-Danish duo finished 14th in the Shanghai 6 Hours, penultimate round of the WEC, to win the GTE Pro class.

BRIGHTON, UK, NOVEMBER 1
Survivors of the 119th London-Brighton Veteran Car Run amble towards the finish. Notable participants included 1975 Spanish GP winner Jochen Mass, F1 team mastermind Ross Brawn and Pink Floyd drummer Nick Mason.



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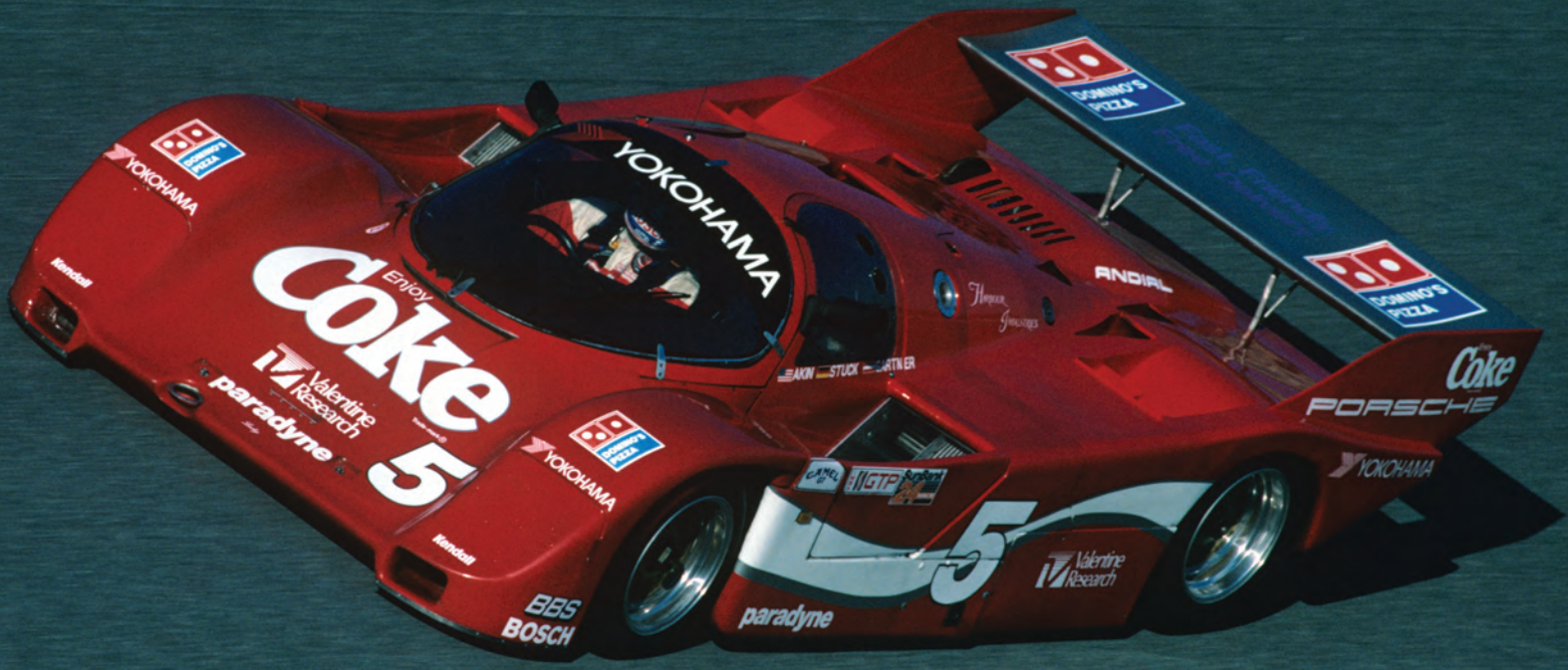
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REFLECTIONS *with*

>>EXCLUSIVE: A CANDID CONVERSATION WITH MARTIN WHITMARSH



Nigel Roebuck



FRESH WIND IN HIS SAILS

Former McLaren team principal Martin Whitmarsh is now CEO of Ben Ainslie Racing. He has maintained a dignified silence since he left Formula 1 at the start of 2014, but was happy to chat to Nigel Roebuck about the manner of his departure, plus other elements of his past, present and future.

LLOYD IMAGES

REFLECTIONS *with* Nigel Roebuck

"AFTER I LEFT McLAREN AT THE beginning of last year," said Martin Whitmarsh, "we decided to go travelling. When the first race – the Australian Grand Prix – came up, I said, 'Let's go somewhere where there's no TV.' So there we were, on an island in the middle of the Indian Ocean, both swearing we weren't going to watch the race – and then we caught each other out, watching the timing screen on the F1 app on our iPads!

"Actually, if anything, it hit my wife even harder than it did me. Debs had travelled with me, and she loved everything about racing – even going to Mokpo, for God's sake! She liked the paddock and the people, and she became a bit of a magnet for the drivers' wives and girlfriends – we'd tried to make McLaren hospitality a bit more welcoming than it had been…

"Although we used the app, we really tried not to watch the races – this was a new chapter in life, after all. But after pretending not to care, when it got to Spa… I mean, I *couldn't* not watch Spa!"

If Whitmarsh savoured that summer, eventually – inevitably – he began to think about what to do next. "Whatever you might think, being a full-time hedonist isn't all you might imagine. I think you do want the sense of making some minor impact on this planet of ours – particularly when you realise that your children might be making a bigger one than you…"

After the parting of the ways with McLaren, Martin didn't lack for offers from other top teams, but all were turned down. "After so long with McLaren, I couldn't see myself outside their garage in a different coloured shirt: I still loved McLaren, and I always will. When it comes to being a team principal again, I'm not saying 'never' – but it would have to be something extraordinary."

Intriguingly the only offer truly tempting to Whitmarsh was one that could have brought the magical name of Maserati back to Formula 1, but in the end that, too, was rejected.

"I've been very lucky," he said. "When you reach a point in your career that you can say, 'I've got enough money for the rest of my life', you're free. My expectations were low enough – and I was paid enough – that I reached that point 20 years ago. I have enough homes, I don't need a bigger boat, I don't need… stuff, to be honest. So many people can't get off the trajectory… they aspire to a million, then two, then five, then 50, and it never ends…"

After nearly 25 years with McLaren, Whitmarsh indeed faced a period of major readjustment, but he isn't one to brood about what might have been, and indeed felt some sense of liberation.

"For one thing, I saw more of my children than I had for years. When I came out of the semblance of education I had, the initial focus was, 'What do I like doing – and how can I make some money to buy a car, and chase girls?' That was as deep as I was! I think this generation has a much greater awareness of the world than we had.

"My daughter Harriet is an anthropologist. She specialises in large primates, so she was chasing around after them for a number of years – I got it that she was having a great time, and used to murmur that this was about the sixth gap year she'd had, but I didn't really get all these projects, with mountain gorillas in Rwanda or orangutans in Borneo or whatever. Now I do.

"There are all sorts of threats to these animals – poaching, destruction of habitat, and so on – and to see my daughter, living in Africa and Borneo, doing what she's doing, was pretty humbling.

"The thing about Formula 1 is that it consumes you – I'm proud of my two grown-up kids, who are much more socially conscious than I ever was. If I'm honest, they were neglected, because I was pretty selfish – I hadn't paid enough attention to what they were doing, and it was much more noble than anything I was doing.

"People who knew me understood I was passionate about McLaren and about racing, but it's important to keep life in perspective. Because your mug's on TV, in Formula 1 you become a Z-list celeb, don't you? You'd walk round London, and people would say, 'Hello, Martin', and at first I'd think, 'Who is that? I must know him – he knows my name…' There's an air of familiarity, and you're not used to it, but that's just how people are. Then increasingly they wanted a picture – the 'selfie' thing…

"I mean, it's lovely, but you can go one of two ways: you can start to think, 'You know what? I'm pretty special…' or you can think, 'This is kind of odd – I'll enjoy it, because generally they're very nice people', but if you lose sight of the oddness of it, and start to think it's deserved… I mean, there's plenty of endeavours, plenty of noble professions, where people put themselves on the line, doing things that really help humanity like going out with the RNLI or working in care homes.

"In London I used to get stopped about every 10 minutes – but six months out of Formula 1 it was about once every three hours, and now it might be once a day!"

❖

THREE YEARS AGO I HAD A LONG CHAT WITH WHITMARSH at the McLaren Technology Centre. "I'm very proud of being the fourth team principal of McLaren," he said then, "but it isn't actually going to define me. It's odd, I think, that Ron [Dennis] still needs that more than I need it.

"I'm pretty fatalistic. I love the job I do, but at some point – it could be tomorrow – perhaps the shareholders will tell me to go. I had a fantastic 10 years in aerospace, then came into this industry, and I've got no regrets."

As well as being team principal, Whitmarsh at the time was the CEO of the entire McLaren Group and deputy chairman of McLaren Automotive. For some years Dennis had been relatively in the shadows, but patently that did not sit well with him, and rumours persisted that his sights were set on regaining control of the company.

In January 2014 Dennis called a board meeting, and following a conversation with him immediately before it Whitmarsh informed him that he would not be attending. At that point Martin left the building, and never went back.

"To be honest, my departure was part rational and part emotional. I left because the business was going somewhere I wasn't going to enjoy. I'd had a fair amount of influence and, in terms of what the company stood for, I was able to align it with what I thought it should be. Now the way it was going to conduct its business wasn't how I wanted to do things, and I wasn't willing to work in that environment.

"I'm not saying it was wrong and I was right – just that it was going to be different from how I wanted it to be. I was in the fortunate position of not needing to accept that level of compromise, and I'm not good at it, anyway! My feeling at that instant was that it was the right time to walk away. I don't know if Ron was expecting me to go – but I think in his heart that was what he wanted.

"I had nearly 25 years at McLaren, and I had a fantastic time.

Was I planning to have more? Yes. But in my assessment I came out of it with my integrity intact – I always did what I thought was right, and I think I was straightforward, in terms of doing what I said I was going to do. I'm sure – I *know* – there are people who will say I was arrogant, and in some aspects they're probably right, but there you are…

"I'm not interested in settling scores, or anything like that. You see so many people get involved in feuds – and maybe some think they can derive pleasure from the victory in that, but invariably they're just eaten away by it. It's not a matter of liking or disliking Ron: I'm neutral – I'm not going to waste any time and energy on that.

"I don't think there's any point in being sad about decisions you take: I'm just not built like that, and anyway I sensed that there could be something else out there that I might want to do. We've got a finite amount of time, and I don't want to waste any of it on dwelling on negative stuff. Frankly, I'm busy enough with the things I want to do not to worry about it."

Viewed from the outside, the relationship between Whitmarsh and Dennis invariably appeared a tense one, and it surprised many of us that they worked together for so long.

"Well," Martin laughed, "when I first met Ron in 1988, I actually decided that I couldn't work with him! When I eventually joined McLaren, I said to him, 'I don't need a contract: if I'm going to do this, you're never going to bully me – I'm not going to put up with that. If you think I'm not doing a good enough job, pull me in and politely tell me, and I'll go and do something else. Ron's a street fighter, and I was a pain in the arse to him, because I was the only person who'd give it to him straight. I was well paid at McLaren, but I wasn't a big spender and never asked for a rise.

"I have to say that Ron is an extraordinary individual. I think his agenda changed with time, but when I first knew him his desire to win was so high it was fantastic.

"Looking back, I was very lucky in 1989 to join McLaren. At the time it was a business of about 100 people, with a turnover of £19m, and by the time I left it was a group with more than 3000 employees and a turnover of £660m. Hopefully I contributed to that, and at the very worst I didn't screw it up.

"I had some wonderfully high moments there. We won over 100 Grands Prix – more than 20 of them when I was team principal – and eight world championships. And along the way I met some extraordinary people… drivers, engineers and so on."

Something that gave Whitmarsh particular pleasure was seeing not only the business grow, but also the people within it. "Neil Oatley was already there when I arrived, but the majority of people came subsequently, and a lot of them hung around long enough to become technical directors or managing directors of the various businesses. It was hugely satisfying to watch them develop, to see the transition from bright, ambitious, graduate engineer to something much more significant: you don't get that if you're only there for a year or two.

"Whether people believe this or not, throughout it all I acted on my conviction of what I thought was right – both for the business and for Formula 1 as a whole. In acting like that, you don't always please everyone – you don't make friends with everyone – and in the end I chose to leave."



LAT

"I DON'T KNOW IF RON WAS EXPECTING ME TO GO, BUT I THINK THAT'S WHAT HE WANTED"



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MORE THAN MOST PEOPLE IN the business, Whitmarsh indeed gave thought to 'Formula 1 as a whole', and not surprisingly he played a central role in the sadly brief life of FOTA (Formula One Teams Association).

I can still remember some things that were said that heady morning in March 2009 when the newly formed organisation conducted its first press conference in Geneva. "FOTA," said Flavio Briatore, "is the best thing to happen in years in Formula 1. You're only going to improve your business if you're all on the same side – if you create competition, everybody tries to take advantage…"

Whitmarsh spoke about the importance of the calendar, from which America – following the end of the deal with Indianapolis – was then absent. "We can't turn our back on America," he said, "and maybe we need a completely different approach. We should go there strategically, rather than leave it in the hands of the promoter, and consider only who's going to give us the most money to turn up…"

Brave talk, if heresy to Bernie Ecclestone and CVC Capital Partners, but it felt right on an optimistic day, capped by a remark from Luca di Montezemolo: "What's certain is that the time for 'divide and conquer' to rule in F1 is over…"

If only. In no time at all, Ecclestone applied that very policy, which has unfailingly served him so well. When the occasion demands, Bernie can be very quick on the draw with a chequebook.

"At the time FOTA was set up," said Whitmarsh, "Luca di Montezemolo (Ferrari), Dietrich Mateschitz (Red Bull), Mansour Ojjeh (McLaren) and Dieter Zetsche (Mercedes) had a meeting in Stuttgart, and they all agreed that they would not individually jump…"

It didn't last long. From Ecclestone, Red Bull got a sweetener of $60m – and they jumped, after which Ferrari, normally the first to jump on these occasions, found an offer – this time $100m – irresistible.

"Basically," said Whitmarsh, "Red Bull broke FOTA – for money. After they had taken Bernie's offer, FOTA's unanimity was gone, and so was its power. At the time Bernie called me in, and said, 'Here's the

deal: it's got a 30 million premium for McLaren on it, on top of all the other stuff.' I said, 'I can't take it – I'm chairman of FOTA. I know others have jumped, but I think this is wrong. You guys do it if you want, but I don't want McLaren to do it…'

"Eventually, of course, everyone signed – including the teams that have now gone to the EU. McLaren was actually the ninth team to sign: as the others had done it, there was no longer any point in our not doing, particularly as there was still the 30 million premium.

"Perhaps it was unrealistic to believe FOTA would last, but briefly there was a togetherness about the teams that had seemed completely unattainable. McLaren and Ferrari, for example, had spent countless years snarling at each other. I remember the days at Monza when we'd helicopter in, then get in a van to go to the paddock – and the van would be kicked, scratched, spat at, whatever. When Gerhard [Berger] broke down in 1990, they chucked bricks at his car…

"That was how it used to be. When I took over at McLaren, and was being interviewed by Italian TV, instead of snarling about Ferrari, if they'd just won the race I'd give them credit, and if they hadn't done very well, I didn't put the boot in.

"The Italians are such warm people, and they responded to it – Stefano [Domenicali] is a friend of mine, and the fact is, I respect what the company is: it's the biggest brand in Formula 1. Of course I wanted to win, but I didn't need to be at war with Ferrari. At the time FOTA was formed, everyone seemed to be in that frame of mind…"

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WHITMARSH MAY NO LONGER WORK IN FORMULA 1, but still he keeps a close eye on it, and much of what is happening at the moment – notably the endless dissension about engines – makes him sad, if not surprised.

"What's gone really wrong is that they let the cost of the hybrid power unit run away: without a limit on cost that was always going to happen, and made it unaffordable to many of the teams. You have to give absolute credit to Mercedes, because they've consistently invested in their programme, and the others haven't done that to the same level, or had the same long-term vision. Mercedes deserves to be where it is, but it's not necessarily in the interests of Formula 1, and whatever you say about [Max] Mosley… I'm no fan of his, but he would probably have managed this differently."

Starting in 1995, McLaren enjoyed a long and successful relationship with Mercedes, but for a variety of reasons that began to change: at the end of 2009 Mercedes bought Brawn GP, and went into business for itself, and although McLaren continued to use its engines, now it was simply as a customer.

The break-up of the special relationship was cataclysmic for the company, which lost not only its 'engine partner', but also a partner in McLaren Automotive, the biggest customer in its electronics business – and its major shareholder, Mercedes having acquired 40 per cent back in 1999. "We did the rounds," said Whitmarsh, "and we had to find an alternative, a manufacturer who wanted to come into Formula 1. It was clear that was going to be difficult, thanks to the cost, particularly with a new power unit. Before reaching an agreement with Honda, we also talked to Toyota, Hyundai and VW Audi."

Mercedes has of course completely dominated the 'hybrid era' thus far, with Lewis Hamilton adding two further world championships to that won with McLaren in 2008.

"Lewis," said Whitmarsh, "is hugely talented, and underneath it all he's a nice guy. Certainly for the last two years he's got the job done,



Whitmarsh on Hamilton: "I find it sad that he's trying to be something he's not…"

but before that he often came off the rails, and I think if he has a weakness, it's that he wants to be something else: if he could be comfortable with being one of the greatest drivers in the world, he'd probably be a happier person.

"What I think about him, I suppose, is 'You're a motor racing superstar – just do that, because you're not a rap star or whatever.' I find it sad that he's trying to be something he's not, and it kind of detracts from the genius that he is.

"I used to say to Lewis, 'Jenson [Button] is cool, because he's so natural – he's just himself, not trying to be anything else.' It's so easy to underestimate Jenson: he's an extraordinary talent, but he manages to compartmentalise it, and when he gets out of the car, he's a normal bloke. In my opinion, he doesn't get enough credit."

Prior to his abrupt departure, Martin was also instrumental in persuading Fernando Alonso to return to McLaren. The two had a meeting at Suzuka in 2013.

"Fernando is the most complete driver in the world. OK, in 2007 it went wrong for various reasons, but he's matured a lot – and he's the best, no question. You get drivers who don't get the results that the car deserves, drivers who do get those results – and then a very few who get *better* results, more points, than the car deserves: year in, year out, Fernando did that with Ferrari, and it's in his DNA. He's a phenomenally bright, talented, ruthless, racing driver."

Given the dreadful season Alonso and Button have endured with the Honda-powered McLaren, many have been surprised that Fernando has largely kept a lid on his frustrations in 2015.

"Well, I'm quite surprised, too! As I say, though, he's matured, hasn't



he? The most entertaining things he's done this year have been on the radio! I'm just glad he hasn't flipped out and gone – for McLaren that would have been catastrophic…"

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AFTER A YEAR OR SO AWAY FROM IT, WHITMARSH REALISED that he was indeed missing Formula 1. McLaren, after all, was only the second employer he had ever had.

One of the experiences that led Martin to racing, strangely, was that previously, in the course of a successful career with British Aerospace, he had experienced a war – not first-hand, but the *effect* of a war – for he was involved with military aircraft at the time of the Falklands war in 1982.

"The armed forces were not equipped for a conflict in the South Atlantic – in fact, it was very fortunate that we didn't have a strong opponent, because we'd have lost! What we had was a modest collection of aircraft carriers, and an even more modest collection of Sea Harriers to go with them. Suddenly we needed to take RAF Harriers out there, and operate them – they were not prepared for maritime use, but British Aerospace had to respond to that war.

"What I found inspiring was that, because of the imperative of war, we did things within a five- or six-week period that would normally take five or six years of procurement and committee and bureaucracy and decision-making and sign-off and approval...

"It was a very exciting time for a young man, as I was then, in terms of cutting through it all and getting things done, and at the end of it I was one of many who said, 'As an industry we have to learn from this.'





With Button ("who doesn't get enough credit") and friend Domenicali, above

LAT

Not only did we do a good job, in that we met the requirements, but we also did it in an incredibly short period of time – and we did it cheaper! It was win-win-win…

"What it showed was what we *could* do, as an industrial sector, so this surely was an opportunity to reappraise MoD procurement processes – we can save the tax-payer a *fortune* doing it like this! Initially, there was talk of setting up working groups, and I wanted to be involved in that – but of course it never happened, because another war didn't come along, and the osmosis of the system consumed all that impetus.

"It might sound over-dramatic to say this, but one of the things I found appealing about motor racing was that it's like going to war, in the sense that it's all about time frames because there's an imperative for action: the entire organisation is aligned with the end goal, which is to do everything you can to win – that's what you do in wars, and also in motor racing.

"It's a tremendously addictive feeling, and although I always used to say, 'I don't want Formula 1 to define me', when you come out of it, for all you seek to convince yourself that you don't care about it, and you're not going to watch it, you *do* miss it. Of course there are some aspects of it – including some of the people – that you don't miss at all, but you really do miss this focus, this imperative of action.

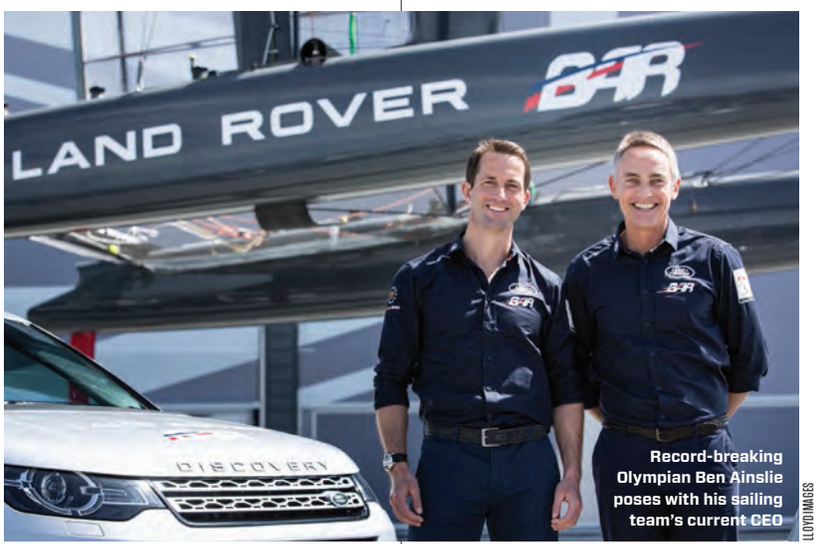
"The problem is that if you've been in racing, it's difficult to replace it. Even when it goes badly wrong, and you're standing in a garage at midnight, with the broken bits in your hand, and tomorrow there's qualifying or the race, you can't commission a working group to go and look at the integrity of the suspension. You don't need to walk round

the garage, saying 'It's important we fix this tonight' – they all know.

"So being at the sharp end, whether in the factory or the pits, is addictive. After doing it for a few years, for me the test was that – after a winter of busting everyone's balls to get the new car ready for January – you'd go off to Jerez or somewhere, and on the first morning, as you pulled into the paddock you'd hear a Formula 1 car being fired up, and you'd feel that tingle going up and down your spine…

"Before a race, I'd always leave the grid with five or six minutes to go – not least because I've got enough engineering imagination to know that, at a standing start, if you break a driveshaft you turn left or right, depending on which one breaks. Unless they really need to be there, why people – whether they're engineers or luvvies – want to stand alongside a Formula 1 car at a standing start, I really don't know!

"I used to walk away, with my heart beating at about 180rpm. You'd have these conversations with yourself… you've done this loads of times before, you can't be on the pitwall at the start – you're standing in the garage, and you can hear the radio, but you can do nothing now until you run across to the pitwall halfway through the first lap. I came to the conclusion that if ever, at that point of the weekend, I found myself calm, then it was time to go…"



Record-breaking Olympian Ben Ainslie poses with his sailing team's current CEO

LLOYDIMAGES

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HOW, THEN, TO REPLACE THE narcotic of Formula 1? As Whitmarsh said, he didn't believe the answer lay in simply signing on the dotted line for another team. After his relaxed summer in 2014, he was ready for a new challenge, but from where he didn't know.

"A few people contacted me, and said, 'This Ben Ainslie America's Cup thing is really exciting – it would be right up your street…' Again, the old arrogance: I thought, 'Well, if anyone's interested, I'm not that difficult to find, but I'm not going chasing anything…'

"I'd met Ben a couple of times at races, and been impressed by his humility and intelligence, but I didn't spend that much time with him. At the Grands Prix I hope I was always polite, but my head was in racing mode.

"What happened was that the shareholders there believed that the team needed someone to manage it, and I got calls from Adrian [Newey] and David [Richards], saying, 'You've got to do this…' Ben then came to my house, and after a short time I just said, 'OK.' He was a bit reticent about getting into the whole numbers thing, so in the end I said, 'Look, I'll make it easy for you: I want to do this. There's no negotiation – I just want to do it.'

"I was getting a bit stir crazy, to be honest – I may have everything I need, and I don't need to work, but as I said, being a professional hedonist is not all it's cracked up to be! Originally I agreed to do it part-time, and I don't actually have a contract. I hope I can help: I've brought a few Formula 1 people in, some of them from McLaren, and we're getting more technical…"

Whitmarsh has an apartment in Portsmouth, close to the HQ of Ben Ainslie Racing, of which he is the CEO, and when he gave me a tour of 'the race shop' he looked and sounded just as in the McLaren days: "These things do 60mph, you know… have you ever seen a carbon fibre wing *that* size before?" They are indeed remarkable devices – one hesitates to call them 'boats' – and I'll admit I was spellbound.

"When we had the races here in Portsmouth in July, the second day was stormed off, unfortunately, but on the first day there were 120,000 people watching!

"As the boats came out I followed them out to the race course – and I felt the old tingle of going racing, and that's important to me. It feeds some of what I need as a person – and the only other way I can get it is to be back in Formula 1. There are some incredibly bright and creative people here, and some extraordinary athletes of sailors… the paddock, if you like, is a big boatyard, but there's the same sense of camaraderie, technicians, mechanics, sailors rather than drivers, and I love it."

> "THERE ARE SOME INCREDIBLY BRIGHT PEOPLE HERE. THE PADDOCK IS A BIG BOATYARD"

I wondered how much Newey was involved in the project, and Whitmarsh said not as much as he would ideally like. "I was thinking that if Red Bull didn't get an engine deal for next year, maybe I'd have him a bit more, but unfortunately that's sorted now! Adrian's conscious of my desire to increase his contribution – he wants to be involved, and he is committed to it. Considering the aerodynamics of these boats – what we call 'the platform aerodynamics' – he's not going to be able to give us weeks of his time, but as an inspiration to the team working on the concept, he's certainly having an effect."

My impression of Martin in his new environment was of a man very much at peace with himself, and he said that was indeed how he felt. "Occasionally I think to myself, 'Look back over the last year, and remember the moments you really enjoyed…' It can be walking the dog on the beach, sitting in pubs or bistros, being relaxed with my wife and mates… the things that give me the greatest pleasure don't cost much money.

"That's just how I'm made, and I'm very fortunate. Life's pretty bloody short, and I want to keep on enjoying it…"

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F1 FRONTLINE *with*



Mark Hughes

>>2017 RULES LOSING THEIR WAY >>HAMILTON'S TITLE, ROSBERG'S CHARGE

STAR EARNS HIS STRIPES

Lewis Hamilton celebrates a hard-earned victory at the United States Grand Prix in Austin, the win ensuring the Englishman claimed a third F1 world championship. A late mistake by team-mate Nico Rosberg allowed Hamilton through to become the first Briton to claim back-to-back titles

F1 FRONTLINE *with* Mark Hughes



Lewis Hamilton spent most of the race at Interlagos in DRS range of Nico Rosberg, but passing was impossible LAT

SOME APPARENTLY UNCONNECTED developments unfolded during the Brazilian Grand Prix weekend, joining up to paint a very coherent picture.

In the ongoing discussions between the teams and the FIA about the 2017 technical regulations, the latter indicated that it intended to favour the Red Bull proposal of the wide front wing rather than the alternative narrow wing proposal. The narrow wing format, it was felt, would not give the targeted lap time reduction of five seconds. At this point, Mercedes' Toto Wolff expressed concerns about whether the tyre constructions would be able to withstand the downforce loads such a car would generate.

On Sunday a Brazilian Grand Prix unfolded around Interlagos – traditionally one of the great overtaking tracks – in which there was precious little passing. Lewis Hamilton spent much of the race sitting within the DRS zone of team-mate Nico Rosberg yet was unable to make a single serious stab at a passing move. It had been a similar story in Mexico. "Unless you have a big advantage to the guy in front, you get to within a second and you just lose downforce and there's no way you can get any closer," he complained. "You get within that tenth of a second, but within it you can't get close enough… Something's got to change, you know. But the big bosses make the decisions and whether or not they make the right ones for many years, who knows."

Sebastian Vettel chimed in. "What we need to follow another car closer in the corners is more mechanical grip… I think we need better tyres to allow us to go quicker. I think the solution is very simple. Unfortunately the sport is very political with different interests from different people. But since the responsible people can't agree on anything the people who are literally paying for that are sitting in the grandstands."

STRAIGHT *talk*

Those writing the 2017 rules are heading in the wrong direction



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These 2017 cars that will be five seconds per lap faster are not likely to facilitate more overtaking. Braking distances will be slashed, there will be less room to get them two-abreast (for they are set to be two metres wide rather than 1.8) and though the tyres will be fatter, the aerodynamic sensitivity to the wake of the following car is going to be enhanced, given the wide, powerful front wing.

Post-race the Sky TV group of drivers – Martin Brundle, Damon Hill, Johnny Herbert and a guesting Bruno Senna – were gathered. They were in full unity that the 2017 proposal was absolutely 100 per cent wrong. Senna recalled that when he drove skirted, ground-effect Formula Renault 3.5 cars, "you could sit right on the gearbox of the car ahead even through the fast corners; it was brilliant. As soon as they took the skirts off, that disappeared."

So, why are drivers not part of the consultative process? Why are the teams – which always have competing agendas – partly making the rules? Why are we getting so fixated about how fast the cars are lapping when surely the quality of the racing is a far more important consideration? Why does there seem to be a lack of recognition that one detracts from the other?

Bernie Ecclestone commented a few races ago that the regulations need to be ripped up. He was referring more to the commercial agreements and the engine formula. Each of those are crucially relevant, but no more so than the aero configurations of the cars – for this largely determines the quality of the racing. These are not yet cast in stone for 2017, but the process is heading in a direction that even from this distance can be seen to be counter-productive. It's not just the rules that need to be ripped up, but the rule-making process.

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Another source of

internal combustion

A new drama is brewing in F1 over a lower-cost alternative to expensive hybrid engines. But will it boil over into a crisis?



THERE IS A FIGHT FOR CONTROL OF F1 playing out, with Bernie Ecclestone having at least partly enlisted FIA president Jean Todt's support in reducing the hold the engine manufacturers have. The instrument with which they are doing this is the threat of an independently supplied engine of a different specification that could be legislated in to run alongside the existing 1.6-litre V6 hybrids on an equivalency formula basis from 2017. It would be significantly cheaper and regulated to be as competitive as it is needed to be.

This latest development in a long-running saga was triggered when Ferrari recently used its controversial power of veto over the proposal to put a ceiling on the prices the power unit manufacturers charge to customers. Ferrari, Mercedes and Renault charge between £13-17 million (€18-24 million) to Williams, Force India, Sauber, Red Bull, Manor and the like for a supply of the hybrid 1.6-litre V6s that were regulated in by the FIA from 2014. This compares to around £7 million (€10 million) for the preceding frozen-spec naturally aspirated V8s with kinetic energy recovery systems (KERS). The smaller teams, already hurting from the iniquitous pay-outs, have been hurting more in the hybrid era. Furthermore, the prospect of losing Red Bull from the category because it could not secure an engine partner was real enough to set alarm bells ringing with both Ecclestone and Todt. In fact, the Red Bull engine crisis and Ferrari playing its veto card have together cemented the commercial rights holder and the FIA president – not always the closest of allies – into alignment on suggesting this controversial 'client engine'.

The motivations of each are slightly different – Todt simply wants the hybrids to be sold to the independents at a more affordable price for the sustainability of the sport, Ecclestone wants to curtail the political power of the manufacturers that comes with supplying horsepower to the whole grid – but Todt has signified the seriousness of his intent. On Friday November 13 the FIA website contained an official invitation for expressions of interest in tenders for the alternative F1 engine. This was before the F1 Commission had even voted on whether there should be an alternative engine – and the implicit message in that was that the FIA would be prepared to override the normal process of regulation change by imposing a solution based on its responsibility for the category's sustainability. For the consensus-based Todt it was a very Mosley-style challenge. It certainly changed the previously complacent attitude of Ferrari and Mercedes about the idea.

The basis of the client engine has been proposed as an uprated version of the existing Indycar 2.2-litre, twin turbo V6 (though other formats have been suggested, including a normally aspirated V8). The idea is that the FIA would invite tenders from independent engine companies (such as Ilmor and Cosworth) to act as single supplier for a spec customer engine from 2017. But a lot of water must pass under the bridge before that becomes a reality.

TECHNICAL

Technically it would not be the work of a moment to upgrade the 700bhp Indycar engine to a 950bhp Mercedes-beater, but it could be done. "This was conceived as a tough, durable engine, one that can run for 2500 miles between rebuilds, running flat-out on ovals," says one ex-Indycar engineer. "The cylinder pressures that would result in upping the boost to what would be needed for the F1 engine – in the order of 30-35 per cent – would be well within the constraints of the design. But it would be desirable to leave the rev limit at 12,000rpm, otherwise the valve gear would need to be modified and that would add expense." So while keeping the revs at the Indycar limit of 12,000rpm but with extra boost, running on F1 fuel rather than ethanol – and the possible addition of some KERS electrical boost – it's perfectly feasible that this could be a powerful, durable and much cheaper F1 engine. Recovering heat energy – the point of distinction that marks out the current F1 hybrids – would not be practical with this engine within the cost constraints. That would have implications upon the whole concept of the combustion chambers, exhausts and turbos. No, to fulfil the brief of a cheap engine that was competitive with the expensive 1.6 hybrids would mean the extra power over the Indycar base unit would come mainly from boost and fuel and, possibly, KERS.

But if there was a will to make it even more powerful – to regulate the current engines out of existence – it could be done, albeit at greater expense, by increasing the rev limit of the 2.2. How the FIA would go about the 'equivalency' and whether it tried to put an equivalent fuel flow on the client engine would also play a part in its competitiveness. But the point is, it could be made as competitive with the current hybrids as the FIA deemed it desirable to be. Its 37.5 per cent extra capacity and the engineering margins built into it to minimise Indycar rebuilds ensures that.

Such an engine would use more fuel than the current power unit – probably by as much as 30 per cent – and as such would require totally different monocoques to incorporate the greater fuel tank size and different engine packaging. But with the chassis regs set to change radically for 2017 anyway, that could be incorporated into them.

COMMERCIAL

Budgets of around £100-150 million were used by each engine manufacturer to create their current hybrids. They charge somewhere between £13-17 million (€18-24 million) per season to supply a two-car team.

Ilmor spent around £5 million in creating the much simpler current Indycar engine. The supply price for a two-car Indycar team for the season is around £1 million. There is plenty of headroom therefore for a good development budget to upgrade the Indycar motor to F1 specification. The addition of KERS would likely add a further £1 million or so to the budget.

The target price for the client engine is likely to be set somewhere in the region of £4-7 million (€6-10 million). How many teams would use it? Initially it could be as few as three: Red Bull, Toro Rosso and Force India, all of which are on record as approving of the idea. Manor? It would surely be very tempting for such a commercially knife-edge operation to slash its engine costs, but its contract with Mercedes could preclude that. Sauber has a multi-year agreement with Ferrari, Williams with Mercedes. The others – Ferrari, Mercedes, Renault (currently Lotus), McLaren-Honda – are all works entries with their own hybrids. But the idea would be to encourage in new entrants on the back of the much-reduced engine cost. Currently there are 10 teams, next season 11 (though the new Haas team is closely aligned with Ferrari and would not jeopardise that position); Ecclestone says he'd like to see 13 for 2017. So at least three teams, potentially up to six (if Manor is included), would be almost sure to run it were it available. That's the outline of a perfectly feasible business model.

The development costs would need to be amortised up front for the independent supplier, so the price would likely need to be higher initially than subsequently. (This was supposed to happen with the hybrids, but hasn't so far).

It is not a coincidence that one of those most enthusiastic about the Indycar-based client engine concept is Red Bull's Christian Horner. Working for Red Bull as an engine consultant is Mario Illien, of Ilmor – the manufacturer of the Chevrolet-badged Indycar engine. You can see the probable links in the chain between Bernie, wanting a competitive championship to promote, Red Bull suddenly stymied from championship contention by not having a competitive hybrid engine – and Red Bull's engine specialist coming up with a suggestion.

"I think this talk about an alternative engine would go away if Red Bull got a competitive engine supply," says the typically forthright Niki Lauda – and he's not alone in that view in the paddock. However, it's about more than just that. That may have been the starting point, but the differing objectives of Red Bull, Ecclestone and Todt strongly align on this issue.

Ecclestone wants to reduce the manufacturers' hold on power, Red Bull wishes to be in control of its own destiny and as for Todt: "I am a big supporter still of the hybrid engines and they are a great opportunity for the manufacturers. But they are too expensive for the private teams. My preference would be the hybrid engine prices are reduced to €12 million – we think this is reasonable. But if not, we are looking at this proposal… By regulation the FIA cannot have any influence on revenues but it is the FIA's responsibility to keep alive the teams that are participating and attract newcomers… Also it's very annoying that some teams are struggling to get an engine for next year. That should not happen."

POLITICAL

Here's where it could get much trickier. Getting an equivalency formula through the F1 strategy group would be relatively simple in that Todt and Ecclestone together can more than out-vote any opposition. The next hurdle would normally be the F1 Commission. But the implicit message of the apparently premature posting on the FIA site of the tender invitation was that any 'wrong' vote here could be overridden.

To get a change made through the F1 Commission would require a 69.2 per cent majority (18 votes from 26) vote in favour. Ferrari may conceivably try to use its veto again at his point but in Mexico Todt clearly laid out the battle lines for that possibility. "Power is something very interesting. [With the veto] we are talking about sporting power, but you have people with power at a higher level… The veto is like having a gun in your pocket. You need to be very careful how you use it… [To invoke] the historic veto right, it has to be demonstrated that it is against their specific interests. If they are trying to suggest that one engine for independent teams is against their interests… I'm happy to debate that."

Only once cleared by the F1 Commission would the idea go to the World Motorsport Council to be enshrined as regulation. How the commission is comprised under current governance is in the panel below.

F1 COMMISSION

To make a change would require a 69.2 per cent majority (18 votes from 26) vote in favour (but could still be subject to the Ferrari veto). Only then could it go to the World Motorsport Council to be enshrined as regulation. Under current governance the commission is comprised as follows.

TEAMS	12 votes*
RACE PROMOTERS	8
SPONSORS	2
ENGINE MANUFACTURER *(currently Renault)*	1
TYRE COMPANY *(currently Pirelli)*	1
FIA	1
FOM	1
TOTAL VOTES	**26**
VOTES NEEDED TO CARRY A CHANGE	**18**

* There are only 10 teams but they carry 12 votes. The majority vote among the 10 gets the remaining two 'floating' votes. If there is an equal split between the 10, the chairman (Bernie Ecclestone) casts a deciding vote.

Here's the way *Motor Sport* envisages those votes would be cast

	FOR CLIENT ENGINE	AGAINST CLIENT ENGINE
TEAMS		Ferrari
		Mercedes
		Renault
		McLaren
		Williams
		Sauber
		Manor
		+2 'floating' votes
	Red Bull	
	Toro Rosso	
	Force India	
	3 votes	9 votes
RACE PROMOTERS	8 votes	
SPONSORS	Rolex	Philip Morris
ENGINE COMPANY		Renault
TYRE COMPANY	Pirelli	
FIA	FIA	
FOM	FOM	
	12 votes	2 votes
TOTAL VOTES	**15**	**11**

The race promoters traditionally vote in alignment with Bernie, as does Rolex and Pirelli. Philip Morris votes with Ferrari. The current engine manufacturers would be against the client engine. The above votes would represent a 57.7 per cent vote in favour of change – not enough to carry it. Three more 'yes' votes would be needed. As such, the independents Williams, Sauber and Manor will be under pressure from Ecclestone to change their current 'no' stance.

So why would independents Williams, Sauber and Manor not be voting for the client engine anyway?

"Williams is always in support of any cost-control measures in Formula 1, and we respect the work that the FIA are doing in that regard," says Claire Williams. "But we also have always come out in support of the current power unit that we have; it's hugely relevant to the auto industry of today and in F1. This needs to be a technically innovative championship."

"It's correct to say the [hybrid] engines have been one of the major cost increase drivers from 2013-14," says Sauber's Monisha Kaltenborn. "But I don't think it's right to have two different engines… We have the hybrid engine now whether we like it or not. So we have to find a solution within that. Maybe something like the customers get the engine at a specified price, like in the resource restriction agreement – that's the price. So if [an engine manufacturer] wants to spend 100 million it's their problem. Because they'd do that anyway – Ferrari doesn't need to sell engines to Sauber in order to do that if it wants… Our prime target is the price of the engine. In the bigger picture from the sport we won't look that good if we back away from a technology that is relevant in the market today. People go out there and buy cars and they want to look at efficiency and the green impact. F1 is there to represent the high-end technologies."

"The horse has bolted," says John Booth, Manor's outgoing team principal. "There should have been a price restriction written into the hybrid regulations. As for an alternative engine, my immediate thoughts are – put yourself in Merc's position. They have worked to a set of regulations. They didn't make the regs. They've spent God knows how much money. I'm sure they are still losing money on the customer engines. The idea that someone can come along and buy an engine for £7 million and the performance is equalised? If I were Merc I'd stick two fingers up and walk away." (Which might be precisely what Ecclestone would like them to do…)

"It's demeaning everything Mercedes has done on the technical front," continues Booth. "None of us agree with the cost of the engines the way it's turned out. But it's from a regulation driven by the FIA in the first place." But if push came to the shove of voting? "A lot of teams have multi-year deals with manufacturers. We'd have to consult with our partners initially and take a balanced view after that."

That last sentence is the crucial one in this whole F1 Commission issue and explains the march Manor, Williams and Sauber are having to step to; they are almost certainly not in a position contractually to vote against their engine suppliers. But they want cheap engines.

There is a strong anti-competition element to both the Ferrari veto and to customer teams being beholden to vote with their engine suppliers – something that the European Union might find unlawful, should it look into it. That's the real significance of the Force India/Sauber European Union complaint. Although ostensibly the complaint is about income distribution and the regulation-making process, the EU can use the specifics of the complaint as just a step-off point in a wider investigation. "It's up to the EU to decide if they want to pick this up or not," says Kaltenborn. "They are not limited by what we have



written. In their system they can take up anything they want to. But we have limited our complaint to the make-up of the strategy group and the income distribution formula."

That is the light in which you should see the FIA's revelation that Ferrari used its veto to vote down the price reduction of the hybrids. It flagged-up (to the EU) the Scuderia's right of veto, made very public an example of what had always been a discreet and private process. Together with the implied message that the F1 Commission would be over-ruled if need be, it warned Ferrari that it did not necessarily have the power it assumed it had.

WHO WINS?

"This is sporting competition, not asset protection," said Ecclestone recently in a not very veiled criticism of Ferrari. Forget for a moment the hypocrisy of that and Ecclestone's part in having made this situation possible in the first place (it was he who cut the income distribution and historical payments deals); think instead of why he's saying what he's saying now and note the fact that he's serious enough about trying to reduce the manufacturers' control of F1 that he's prepared to go against his long-term ally – and F1's most powerful brand – Ferrari.

It's all quite delicately poised and everyone is being very careful about how they handle their weapons. Jean Todt and Mercedes, on opposing sides of this discussion, are trying to follow the path of diplomacy, but with each not fully knowing how their respective partners, Ecclestone and Ferrari, might choose to play it.

"I think it is very important to understand the financial constraints of some of the smaller teams and we remain committed to cost reductions," says Mercedes' Toto Wolff. "It's not like the big teams are stubborn and saying, 'well, we don't want to hear anything of that.' This is a platform that functions with all of us. We are not just saying we don't care what happens behind us or aside of us. I think Ferrari [using the veto on the price] is because it was having imposed on it ways that are very difficult to cope with for a commercially oriented entity. I can understand Ferrari's standpoint and I can also understand it's a very controversial and difficult situation for some of the smaller teams, and of course how it's being brought forward, it doesn't look very neat – but there is a much more to it than just a sheer veto and saying no."

> "SOME TEAMS ARE STRUGGLING TO GET AN ENGINE FOR NEXT YEAR. THAT SHOULD NOT HAPPEN"

It could be that F1 will never see these adapted Indycar engines – that it won't need to, that a way can be found for the existing power units to be sold to independents at a significant reduction in price. That would be Todt's preference and he has a way of sailing through treacherous political waters and coming out the other side unscathed. But it may not be what either Ferrari or Ecclestone is prepared to settle for.

Ferrari, as a now public company, may feel itself unable to supply engines at what it claims is an uneconomic price. Further, it may react aggressively if it feels its historic right of veto is being threatened. As such it could conceivably dare the sport to go against it.

Ecclestone, advised by his old partner Max Mosley, is at least as much interested in neutralising the car companies' power over F1 as he is in reducing the price of the hybrids. A competitive, independently supplied power unit, available to anyone at a fraction of the price of factory engines, would be the perfect instrument with which to do that.

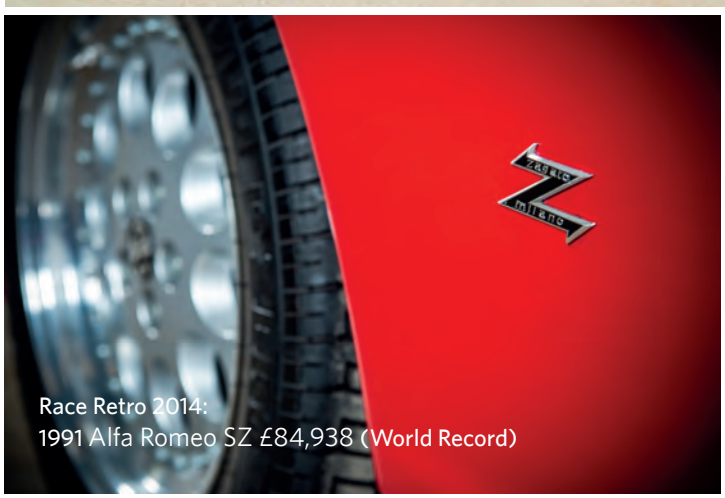
Watching how this all plays out is likely to be fascinating – and slightly scary.

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GRAND PRIX NOTEBOOK

USA, MEXICO & BRAZIL

Rd 16 AUSTIN, OCT 25 2015

1	LEWIS HAMILTON	Mercedes W06	1hr 50min 52.703sec
2	NICO ROSBERG	Mercedes W06	1hr 50min 55.553sec
3	SEBASTIAN VETTEL	Ferrari SF15-T	1hr 50min 56.084sec

FASTEST LAP NICO ROSBERG Mercedes W06 1min 40.666sec
RACE DISTANCE 56 laps, 191.634 miles
POLE POSITION NICO ROSBERG Mercedes W06 1min 56.824sec

Rd 17 HERMANOS RODRIGUEZ, NOV 1 2015

1	NICO ROSBERG	Mercedes W06	1hr 42min 35.038sec
2	LEWIS HAMILTON	Mercedes W06	1hr 42min 36.992sec
3	VALTTERI BOTTAS	Williams FW37	1hr 42min 49.630sec

FASTEST LAP NICO ROSBERG Mercedes W06 1min 20.521sec
RACE DISTANCE 71 laps, 189.738 miles
POLE POSITION NICO ROSBERG Mercedes W06 1min 19.480sec

Rd 18 INTERLAGOS, NOV 15 2015

1	NICO ROSBERG	Mercedes W06	1hr 31min 09.090sec
2	LEWIS HAMILTON	Mercedes W06	1hr 31min 16.846sec
3	SEBASTIAN VETTEL	Ferrari SF15-T	1hr 31min 23.334sec

FASTEST LAP LEWIS HAMILTON Mercedes W06 1min 14.832sec
RACE DISTANCE 71 laps, 190.083 miles
POLE POSITION NICO ROSBERG Mercedes W06 1min 11.282sec

"IT'S COMPETITION AND IN COMPETITION THAT'S HOW IT IS," answered Lewis Hamilton when asked about sporting etiquette. "You always get one who is more aggressive than the other – whether it's football, tennis or here. I don't know the answer or the psychology behind it, but it's to do with fierce competitiveness."

There was a fierceness to how Hamilton dealt with his team-mate Nico Rosberg – and the final crumbling barrier to his second consecutive title – at the first corner in Austin. It was a more extreme version of what he'd dished out at Suzuka, actually banging wheels this time to move him aside. In that moment relations between the pair – always on the verge of niggly discord – took a turn for the worse. Embodied in Rosberg's return throw of the second-place cap was anger at what he saw as just one more example of Hamilton's unreasonableness, and at himself. For putting himself in that position, perhaps, and for subsequently blowing a chance of beating him to the race win regardless.

"I know what it is to be in Nico's position," sympathised Niki Lauda post-race in Austin. "All he could do was delay the inevitable by beating Lewis here. Many years ago I did the same to my team-mate Prost at Zandvoort. It was only a question of when he took the title, not if, but I was able to delay him for a further race by beating him. You want to be able to say 'take that guy'. Nico had got himself into a position to do that, then screwed it up. So I think he was also angry at himself, not just Lewis."

"I've seen their relationship move from OK to not OK and back many times," says Toto Wolff, "and to be honest I don't really care – so long as it does not harm the team." Banging wheels as Hamilton had done came perilously close to harming the team. It was the sort of thing Rosberg had been publicly censured for at Spa last year. But in the celebratory aftermath of Hamilton clinching his third world title, it just didn't feel appropriate to Wolff to be too critical – and so he saved it for a later day.

But the dynamics on–track and off-track between the two Mercedes drivers coloured these races. They were made all the more interesting given that Rosberg – who had been able to score just one pole all season before Japan – had by the end of this sequence of races taken five of them in a row. And post-Austin, he seemed to carry a new resolve with him on race day too – as if that anger had brought something to his game previously missing.

Or was there a more technical explanation? The five consecutive Rosberg poles coincided with the new post-Monza regulation on minimum tyre pressures. Was there something about the lower grip this enforced upon the cars? Was that enough to switch things in Rosberg's favour? "There is nothing we see in the data that supports that," said Wolff in Brazil. "No, it's not that," said Rosberg. So what was it? "I don't honestly know."



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USA

Rosberg made it three consecutive poles here. Had Hamilton – with the title now just a formality – lost a little focus? "It's just work hard, play hard," he said



ALL IMAGES LAT



on the Thursday before the race. "I've struck a really nice balance. At some points I think, 'This is on the limit', and then I get in the car and drive the way I do. I don't know if it's a James Hunt thing or what…" After clinching the title, he went into more detail. "Up until last year I didn't really drink a lot. That's changed a lot this year. If you knew how much I consumed… I'll definitely be having a drink tonight. The next couple of months is party time. I've got my mum's 60th coming up, I've got friends' events coming up, I've got more races to win, we've got the team end-of-year party, we've got [Mercedes event] Stars and Cars, jeez…"

The controversial Turn One incident came as Rosberg and Hamilton turned in there side-by-side, Hamilton on the inside. Just as in Turn Two at Suzuka, he lent on Rosberg more than he needed to – and Rosberg accommodated him. It concluded with banging front wheels and Rosberg clambering out on the asphalt run-off beyond the exit kerb – losing him a further three places. He'd grabbed one of them back before the end of the lap but that still left the two Red Bulls between the Mercs.

They were all on inters in these early laps, though this was the driest the track had been all weekend up until this point, Austin suffering flooding on Friday and Saturday that actually threatened the whole event. On the intermediate tyres the Red Bulls were the fastest cars on track. Daniil Kvyat got ahead of Hamilton to lead for a few yards but eventually it was Daniel Ricciardo who was able to make the move stick. Had the track remained wet it would likely have been a Red Bull one-two. But it didn't. The track dried, Rosberg got himself back into the lead – having got by Hamilton at the stops – and pulled out a big lead while Hamilton took time to find a way by Ricciardo.

But a safety car wiped away Rosberg's advantage, and came at a time that dovetailed beautifully with when Ferrari had brought in Sebastian Vettel. He now needed one less stop than the Mercs and looked set for victory. But he was denied by a virtual safety car to clear debris from a clash between Nico Hülkenberg's Force India and Ricciardo. This allowed the Mercs their stops for free, getting them back out still one-two, Rosberg ahead. If the positions remained this way Rosberg would delay Hamilton's title for another race. Instead, shortly after the restart Rosberg went wide as he got on the power out of Turn 18 – and Hamilton swooped past, the victory and the title his. The first-ever British consecutive world title winner. Rosberg did not share his joy.

MEXICO

There had been conversations between Hamilton and Wolff in the seven days between these races – but no public censure, other than the boss insisting his driver had been "too hard" at Turn One in Austin. Rosberg was privately fuming as F1 arrived in Mexico City for the first time since 1992. After securing his fourth consecutive pole, he was resolved that he was not coming out of Turn One in second place. Team members were privately concerned that a coming together between their two cars was almost inevitable. With Hamilton's title already secured Rosberg had nothing to lose this time by refusing to back down. Maybe Hamilton had understood this and decided not to force the issue, maybe it was simply that there wasn't room – but Rosberg went unchallenged into Turn One, Hamilton dutifully tucked in behind.

The Mercedes advantage was enormous around this track – which was relatively unchanged since the 1990s, save for the loss of the great Peraltada corner at the end of the lap, in its place an infield section through a baseball stadium with towering grandstands that the hugely enthusiastic fans packed to the roofs. Rosberg and Hamilton pulled out a big gap over Kvyat's Red Bull. Hamilton would occasionally close up on the leader but Rosberg always had a response. Soon Hamilton was complaining that it was impossible to pass, that he couldn't get close enough on the final turn to make a run down the pit straight and the DRS zone. The team left him out for an extra two laps after Rosberg's tyre change to see if he had greater pace. He didn't, and remained behind his team-mate after they'd both stopped.

Mercedes then set about pulling out more than 25 seconds over Kvyat in order that it could make precautionary second stops without losing position. With that gap established, Rosberg was brought in. Hamilton was supposed to come in on the next lap but didn't. He wanted to go to the end on this set – thereby hoping to 'steal' what had been Rosberg's race from the start. The team insisted, Hamilton duly came in a lap late and insisted in turn that it had been the wrong call. This time post-race it was Hamilton's turn to be grumpy as his team-mate celebrated. Kvyat was denied a podium by a late-race safety car restart that left him literally powerless to hold off the more powerful Williams-Mercedes of Valtteri Bottas.

"You should ask Toto about what they have to do to keep Nico happy," said the second-place finisher afterwards, somewhat uncharitably.

BRAZIL

Five consecutive Rosberg poles, even if it was only by 0.08sec this time. Hamilton had arrived at Interlagos fending off questions about an early-hours road car scrape in Monaco. As they raced up to the Senna Esses for the first time, Rosberg on the inside, Hamilton veered aggressively towards the sister Mercedes. Rosberg stayed just where he was, and Hamilton swerved back out of the move. There was no repeat of Austin and Rosberg prevailed for the second consecutive race.

Hamilton was again complaining about the impossibility of passing as he sat in Rosberg's DRS zone for 10 laps in the second stint of what was going to be a two-stop race without ever being quite able to launch a passing attempt.



Mexico's return to the F1 calendar was well received, particularly by the locals who packed the large stands



Hamilton was convinced he was faster, if only he could get by. Rosberg, simply looking after his tyres and doing just enough to stay in front, felt otherwise. In races before the Austin incident Hamilton might have thrown a marginal move down Rosberg's inside in this situation. But the dynamics had changed.

Sebastian Vettel was the only one keeping the Mercs vaguely in sight and when Ferrari switched him to a three-stop strategy it allowed Mercedes to do the same. Which rather foiled Hamilton's plan of trying to beat Rosberg by staying out for a longer middle stint of a two-stop race. Would that have worked? "It looks from the data and from the tyres that came off their cars at the second stops that it would not have done, no," answered Wolff. "It looks like that would have put Lewis 10 seconds or so further back."

"Of course he had trouble passing," said Rosberg. "I was faster."

"Contrary to what Nico said, there was a stage where I was all over him," countered Hamilton, irritably. At this, Rosberg's expression remained serene.

"These are two people who have known each other since kids," says Wolff. "They used to go on holiday together as teenagers. They know each other very well. They know how the other is and it goes in phases how they are with each other. It's part of my job to keep them both happy." M



TURNS 10 & 11, MEXICO

Trackside view

"Echoes of the past are everywhere around this narrow, old-school track. As it's about to be re-christened for a new era it's damp from an earlier shower but sun has broken through, making the fresh, smooth, gripless Tarmac look silver in the backlight – and the cars fishtail by, sun-glint, speed-blur, a flash of green sidewalls: intermediates.

Through the esses formed by Turns 10 and 11, a Ferrari is silhouetted – Kimi Räikkönen using the car's super throttle-adjustable attitude: liftoff/step out, power on/step in and he twitches his way through like that in this early exploratory stage, just getting a feel for the (lack of) grip and the track's rhythm, faltering baby steps in a new tango. Second time through and his slides are more joined up, drifting all four wheels as he powers out of 11.

Now Sebastian Vettel and he's keeping the car straight for longer between the S, doing his turn-in all at once, a more geometric approach. This overwhelms those rear tyres very early and the resultant oversteer slides are bigger than Kimi's who nibbles more on the wheel.

Max Verstappen looks more at home than anyone else, with aggressive input, punchy power



oversteer, treating it like a kart – old-school driving to match the track. The flaring revs of a wailing Mercedes heralds Felipe Massa's several-handed wrestle with a wayward Williams, a stark contrast to the beautifully throttle-controlled attitude of Daniel Ricciardo's Red Bull, which is being held on the edge of traction by a delicate right foot."

MAP DATA: GOOGLE, 2015



Lorenzo leads Márquez en route to clinching the title at the end of a contentious MotoGP season

MARK WERNHAM/BRIDGESTONE

MAT OXLEY

MOTOGP'S BAD BLOOD

BITTER RIVALRY AND SEETHING HATRED ARE nothing new in motorcycle racing. In the 1950s some riders had a nasty habit of spitting at their goggled opponents during races. In the 1960s Phil Read famously told rival and team-mate Bill Ivy that he would ignore team orders, as they awaited the start at the deadly Brno street circuit. In the 1970s some fiendish racers liked to sabotage their opponents by summoning hookers to their hotel rooms in the early hours of race day. In the 1980s Wayne Rainey and Kevin Schwantz admitted they "hated each other like school kids". In the 1990s Schwantz was so desperate to destabilise John Kocinski he offered $10,000 to anyone in the paddock who would sleep with JK's girlfriend.

The 2015 MotoGP season won't be forgotten for a long time, for both wrong and right reasons. During the first 14 races the advantage swung this way and that between Yamaha team-mates Valentino Rossi and Jorge Lorenzo. The racing was usually edge-of-the-seat stuff. Rossi was the king of circumstances, always ready to adapt when conditions went awry. Lorenzo was the prince of speed, unbeatable when everything went his way.

By the time they flew to Australia for the first of the three flyaway races preceding the season finale in Valencia, Rossi held a narrowing points advantage. Phillip Island hosted one of the all-time great races: Rossi, Lorenzo, Marc Márquez and Andrea Iannone fighting a genuinely scary brawl at the fastest MotoGP track of them all.

And then everything changed. Rossi accused Márquez of helping Lorenzo, even though the reigning champion had overtaken his fellow Spaniard on the final lap. A few days later the nine times world champion renewed his attack during the pre-event media conference at Sepang. We all know what happened next. Márquez was enraged by Rossi's comments, so he set about showing his former hero what he could really do to spoil his race.

Rossi lost his cool, just like Zinedine Zidane in the 2006 World Cup final. He had reasons, but he paid the price for running Márquez wide and causing him to crash.

Rossi wasn't the only one to lose his cool. At Valencia series promoter Dorna cancelled the pre-event conference and Yamaha canned a party to celebrate the firm's 60th anniversary. All was panic. No effort was made to bring the riders together to reduce the tension.

Márquez had been after Rossi for more than a few weeks. The pair's collisions in Argentina and Assen had damaged the youngster's hopes of a historic title hat-trick. "Valentino is really smart and taught us something," he said after the Assen clash. "We must learn from it..."

In other words, Márquez was coming to get him. Rossi started the final race seven points in front of Lorenzo but eight rows behind, the penalty for his Sepang indiscretion. The only way Lorenzo was going to lose the title was if Márquez and/or Honda team-mate Dani Pedrosa beat him.

They didn't. Lorenzo led from start to finish, chased all the way by Márquez, while Pedrosa caught them too late to have his say. A few laps more and the story might have been different.

So, was Márquez riding shotgun for Lorenzo? Those who suggest the race was a dirty fix point out that Márquez never launched a single attack on the leader; and he didn't.

Rossi was so disgusted with the outcome he refused to attend the prize-giving. "When I knew I had to start from the back I knew already the championship was over. I'm sure Márquez wanted to finish his work and protect Lorenzo," said the 36-year-old who lost the title by five points. "I'm not desperate [about losing the title] because I played the championship in the best way, but I'm sad for this finish. I was ready to lose to Jorge who is always very fast on track, but this way it's not fair."

Inevitably, most fans agree with Rossi. But not everyone in racing believes Márquez held Lorenzo's hand. They point out that Valencia is MotoGP's worst track for overtaking and they highlight the fact that every one of Lorenzo's seven 2015 victories were start-to-finish performances. In other words, once he is in front, using his breathtakingly smooth and devastatingly fast cornering lines, he is difficult, if not impossible, to overtake.

Yamaha's YZR-M1 improved significantly in 2015. After two years chasing Honda's RC213V, it was the better bike. Márquez's results bear this out. In 2014 he won a record 13 races and failed to finish once. In 2015 he won five races and crashed out of six. He never looked the same last season because the RCV was too skittish, so he couldn't pivot it around the front tyre in corners. Whenever he did try to ride it loose, as he had done so heroically throughout 2015, he ended up in the gravel.

Fellow RCV rider Cal Crutchlow didn't side with conspiracy theorists. "I know the Honda's weak and strong points," said the Briton. "At Valencia the bike didn't have the traction to let him set up a pass into the next corner."

And then there was Márquez's rumoured £200,000 win bonus, which would surely have strengthened his resolve. In fact Márquez admitted he was cautious – he didn't want to crash again or to wipe out Lorenzo.

Whatever the truth, the atmosphere in MotoGP is more poisonous than ever. Rossi, Márquez and Lorenzo now have several months to cool down, or alternatively to let their wounds fester some more. Much of the media is relishing the 2016 battle, but this isn't boxing, this is 220mph motorcycle racing. Bad things can happen when emotions run too hot. M



"Once Lorenzo is in front, using his breathtakingly smooth and devastatingly fast cornering lines, he is difficult, if not impossible, to overtake"

THE MOTORCYCLE NOMINEES

VALENTINO ROSSI
Winner of nine world championships. Close friend of Marc Márquez...
Jeremy McWilliams, former MotoGP racer: *There are other great riders, but not great characters. That's what typifies Valentino. We love him because he's not fading away.*

MIKE HAILWOOD
'Mike The Bike' won eight 500cc and 350cc championships, 14 TTs – and the 1972 European F2 Championship.
Mat Oxley: *He was a complete natural. Famously technophobic, but he could ride anything. He came back after 11 years of not competing in high-level 'bike racing and then won a TT in 1978. A hell of a nice guy, too.*

WAYNE RAINEY
Super-smooth American who won three consecutive 500cc world titles.
McWilliams: *We never saw the best of him. He was unbelievable at the time and a big influence on my career.*
Oxley: *He said he had an out-of-body experience – I think Senna is the only other guy I've heard of talk about that. He said he was watching himself going around, sideways, and laughing.*

MICK DOOHAN
Hard-charging Australian, winner of five back-to-back 500cc championships.
McWilliams: *He etched himself on anybody he raced against. He was a really hard character and not particularly nice on the track. A bit like Marquez and other really top riders.*
Oxley: *Came close to having his leg amputated, then came back weeks after having the thing taken apart and missed the 1992 world title by four points. I can't imagine how anyone can do that.*

KENNY ROBERTS
The first American to win the 500cc world championship. Knee-down technique changed riding forever.
Oxley: *Having said Rossi and Hailwood are on another level, Kenny would come really close to that. He won three world championships off the bat having never been to Europe before! He wasn't even a full factory rider in that first year.*

TO CAST YOUR VOTE GO TO



The doors are open to the 2016 *Motor Sport* Hall of Fame – and it's up to you to decide which great figures from the past and present pass through them to join our exclusive club for racing heroes

For the first time, we are asking readers to determine who should join the 29 current members of the Hall of Fame, which was founded in 2010. At a ceremony next year (date and venue to be announced) there will be five awards representing F1, sports car racing, motorcycling, rallying and US motor sport. Voting began with F1 and *Motor Sport*'s podcast team followed up with sports car and rally stars before moving on to the fourth of our five categories: motorcycle racers. Log on to our website to decide which of the adjacent names will enter the Hall of Fame from the world of two wheels, joining past inductees Giacomo Agostini, John Surtees and John McGuinness. We'll be selecting and releasing the nominations for the remaining category soon.

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JOEY DUNLOP
The most successful Isle of Man TT rider, with 26 victories.
Simon Arron: *He didn't have the outgoing personality of a Rossi, but he was a fantastic cult hero.*
Oxley: *Fifty thousand turned up for his funeral, that's all you need to know.*

EDDIE LAWSON
The thinking man's racer. Smoothness usually masked his speed.
Oxley: *Lawson was the first man to win back-to-back 500cc world titles on different makes of bike. He won three titles with Yamaha, then had a falling out with team boss Giacomo Agostini and signed with Honda. His 1989 title on Honda's evil-handling NSR500 was one of the greatest feats of bike racing.*

BARRY SHEENE
British crowd-pleaser who won back-to-back world titles.
Oxley: *I have huge respect for Barry, but think he'd be in the lower reaches of the nominees. He got his arse kicked by Kenny [Roberts] for two years, but did come back from that.*

KEVIN SCHWANTZ
Rainey's great adversary. One world title, 25 GP wins and 50 podiums.
Oxley: *One of the few who could ride 500cc two-strokes to the absolute limit.*

GEOFF DUKE
Grand Prix and Isle of Man TT winner, dominant in the early 1950s.
Arron: *Won six world titles and would have taken a seventh if he hadn't been striking for more pay for the privateers.*

FREDDIE SPENCER
The only rider to win the 250cc and 500cc championship in the same year.
Arron: *Then never won another GP.*
McWilliams: *Strange, that – to be so dominant over one year…*

CASEY STONER
Seven years in MotoGP, won two titles and then retired at the age of 27.
Oxley: *One of the things that destroyed everyone else was his ability to go out and be right on the limit at the first corner. Stoner had no interest in opening supermarkets or anything, he just wanted to race and then go home.*
McWilliams: *And fish!*
Oxley: *Yes, that's exactly what he did.*



Perfection for Porsche

Aero upgrades and more hybrid punch were too much for Audi | BY GARY WATKINS

PORSCHE TURNED THE WORLD Endurance Championship order on its head to claim the manufacturers' title, and go to the series finale in Bahrain in pole position to take the drivers' crown as well. A new high-downforce version of the 919 Hybrid gave it an advantage over rival Audi from the start of the second leg of the series at the Nürburgring in August and it quite simply dominated.

Audi had triumphed in the Silverstone series opener in April on a day that its R18 e-tron quattro was superior on a circuit that demands high downforce levels. Its lead trio of André Lotterer, Marcel Fassler and Benoît Tréluyer were on top again in a much closer race at Spa, which suggested that Audi would be back in the hunt on the Formula 1 circuits that make up the bulk of the WEC season after it was vanquished by Porsche in the Le Mans 24 Hours.

DOUBLE KNOCK-OUT

That turned out not to be the case. The revised 919, with what is known internally as 'kit 5' aerodynamics, removed Audi's key advantage and turned it into a disadvantage. From the 'Ring on, Audi was behind in the aero stakes at the same time as it was losing out in hybrid punch. The R18 e-tron quattro competed in the four-megajoule energy-retrieval class in 2015, whereas Porsche had moved up to the highest 8MJ division with the second-generation 919 Hybrid. Now Audi was behind twice over.

■ **Porsche's 2015 manufacturers' crown was its first at world championship level since the 1984 edition of the original WEC. The factory and privateer Brun squads also took the teams' title in 1985 and '86 respectively.**

TITLES FOR THE TAKING

Porsche was always going to be in the pound seats after the WEC's long summer break, and it knew it. Alex Hitzinger, the marque's LMP1 technical director, has revealed that he brought together the in-house Porsche squad the week after its historic 17th Le Mans victory. His message was that the WEC titles were there for the taking.

"I knew at that stage what aero performance we would have for the second half of the season," reveals Hitzinger. "We had a little meeting on the Tuesday after the race with the whole team, and I said there was no reason why we could not win every race over the rest of the season. I said that we just had to keep pushing."

Le Mans was Porsche's priority for 2015, which explains its early-season compromised aero set-up that was akin to its package for the unique demands of the Circuit de la Sarthe. That left it short of downforce for Silverstone, a race that Hitzinger admits Porsche "sacrificed" for its Le Mans aspirations.

AUDI'S NASTY SURPRISE

The latest aero wasn't ready in time for a two-day test at the Nürburgring in July at which Porsche and Audi joined Toyota. That explains why Audi, running the so-called low-drag configuration it had first raced at Spa, was shell-shocked after it was blitzed by Porsche on home ground at the 'Ring, one of the venues where it would have expected to mix it with Porsche based on the evidence of the first two races.

"Our strength was that we had good aero, but now they have that too," explained Lotterer after finishing a distant third behind the two 919s in Germany. "That's the big difference between now and the first two races. We are racing against an 8MJ car and can't compensate for that."

To compound the bad news, Lotterer and co finished a lap down on the winning Porsche of Mark Webber, Timo Bernhard and Brendon Hartley.

PORSCHE ON A RUN

Audi finished second, and on the same lap as the winning Webber Porsche, next time out at the Circuit of the Americas in Austin, but the final results sheets masked another dominant performance from the 919. The Porsches would have finished one-two but for a late electrical

problem – related to its 12-volt power supply rather than its complex energy-retrieval systems – for Neel Jani, Romain Dumas and Marc Lieb. And the eventual winners would have been a lap clear had not the winning car been penalised a minute for a pitlane infraction at a confused pitstop after Webber overshot his mark.

Porsche took the lead in the drivers' standings with another one-two, led by Webber and co, at Fuji in October, a race than ran on a wet track for much of its duration. Audi was back in the game, the result more down to the levelling conditions than an aero upgrade for the R18 aimed at reducing the downforce deficit to the Porsche. But it ultimately fell short once again.

A third one-two for Porsche at Shanghai, another race held in mixed conditions, secured Porsche the manufacturers' crown and allowed Webber, Bernhard and Hartley to take a 12-point lead for the drivers' title. Now the destiny of the drivers' title was out of Audi's hands: it headed to the season finale in Bahrain on November 21 in the knowledge that a one-two result would not guarantee it the title.

BETTER IN ALL AREAS

The Porsche was now the perfect package for the six-hour races. The 919 could double-stint its tyres when necessary, such as at the 'Ring, a practice that lost it time in year one of the programme in 2014.

Porsche also stole a march on Audi in the pits. A refinement of its refuelling system reduced the time required to fill its tank. Twice the system was stripped by WEC scrutineers – and twice declared legal – before Audi reacted in time for the Fuji race in October.

There was another key area in which Porsche turned the tables on Audi. It was the tactical equal of its rival, if not superior to it. Audi made calls on tyres at both Fuji and Shanghai that lost it any chance of winning those races: Lotterer was given slicks too early in Japan and its decision to single-stint in both the wet and the dry when Porsche didn't dropped it from contention in China.

Porsche was the complete package in 2015. Not bad for a competition department that had been put together from nothing at the outset of its return to the pinnacle of sports car racing.

— OBITUARY —

Ann Wisdom Riley

International rally navigator Ann Riley, better know as Ann Wisdom, died in October aged 81. As co-driver to Pat Moss she was part of a hugely successful pairing that met through a mutual love of show jumping. By 1956 they were contesting international rallies in MGAs, leading to a fourth overall on the 1958 RAC and Liège-Rome-Liège rallies, making them European Ladies Champions, something they repeated in 1960. They won the Liège-Rome-Liège in 1960 in a works Healey 3000 and the following year finished second in the RAC Rally. In 1962 they won the Tulip Rally in a Mini; the same year Wisdom married rally driver Peter Riley, who survives her, and retired from rallying.

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IMS

GORDON KIRBY

THE SWEET SCENT OF SUCCESS

THE 2015 CAMPAIGN HAS BEEN GOOD FOR Chip Ganassi's race teams. Scott Dixon scooped the Indycar title away from Juan Pablo Montoya and Penske at the final race of the season, recording Ganassi's 100th Indycar victory and 11th championship, while his United SportsCar team won the Rolex 24 Hours at Daytona for a record sixth time and are now flat out testing the new Ford GT Le Mans car in preparation for its race debut at Daytona in January. And Jamie McMurray and Kyle Larson have been running well in NASCAR, if not winning races.

Ganassi was particularly delighted with Dixon's unexpected success. To steal the championship from the clutches of Roger Penske and Montoya, who spent nine years with Ganassi in CART and NASCAR, was doubly satisfying.

"This championship was a little sweeter than others for reasons that I'm sure are obvious to everybody on the inside, if not the outside," Chip says. "For one it was the last race and we came from behind to beat Montoya, not only with Scott but with [Charlie] Kimball and [Tony] Kanaan who were there in third and fourth. Everybody did what they had to do to make this championship a reality. All the pieces came together."

The Indy 500 was Chip's biggest disappointment of the year. "That was a huge heartbreak," he says. "We just weren't prepared for the situation at the end. Scott took pole and led a bunch of laps. We had a really fast car and it just overheated at the end, so we couldn't do what we had been doing."

At 35, Dixon has been with Ganassi for 15 years – most of his professional career. He has now won four IndyCar championships while Ganassi's team has won six of the past eight.

Dixon has emerged as the top Indycar driver of the modern era. He's won 38 races and is ranked fifth on the list of all-time winners behind AJ Foyt, Mario Andretti, Michael Andretti and Al Unser Sr.

"Scott is amazing as he just seems to get better with age," Ganassi says. "You couldn't have a better team leader. You couldn't have a better guy on the track, or off the track."

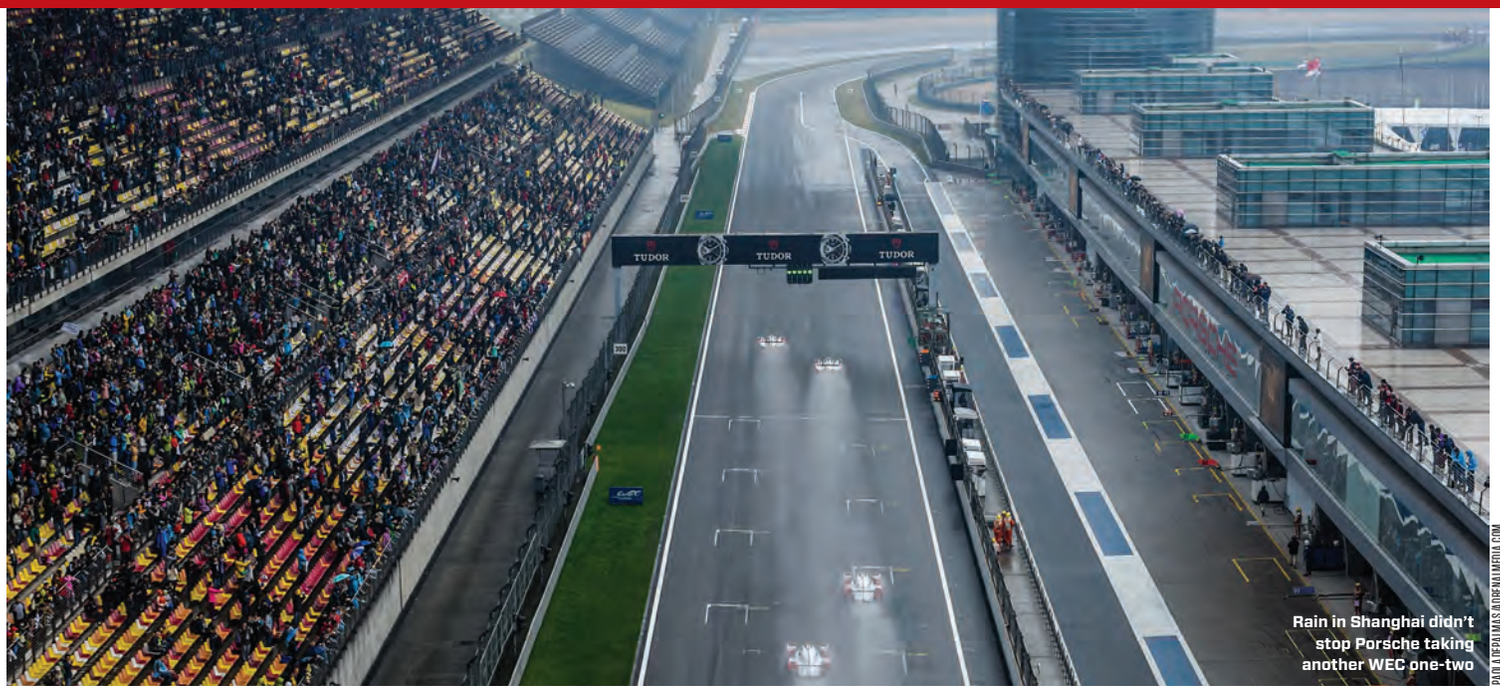
What are the primary challenges Chip sees for Indycar racing? "I'd like to see a strengthening and stabilising of the management team to help develop the business," he says. "I think that's important. It's not all negative about Indycar like it used to be. There are a lot of positives. We're coming up to the 100th Indianapolis 500. That's going to be big. We're looking forward to it."

Ganassi attends more than 50 races every year in Indycar, NASCAR and sports cars. Other than Penske, few team owners are as busy. Chip is very excited with his team's new Ford GT programme, which he will run in partnership with Multimatic. His team will run two cars in both America and the World Endurance Championship, including Le Mans.

"I've been to Le Mans as a driver, so I have some idea of what it's all about," Ganassi says. "But I'm really looking forward to going back there as an owner in a partnership with Ford. It's a little bit of a challenge to go into the GT Le Mans category. It's a very competitive class with multiple manufacturers. We have a lot to learn but we're certainly up for the challenge."

And the state of the racing business?

"It's been better and it's been worse," he says. "We live in a constantly evolving environment. Fans have a lot of choices and sponsors have a lot of options. These are all challenges we face as the business evolves and we need to approach these things with an open mind and a strong will."



Rain in Shanghai didn't stop Porsche taking another WEC one-two

PAOLA DEPALMAS/ADRENALMEDIA.COM

OLIVER JARVIS

WELL DONE PORSCHE… BUT AUDI WILL BE BACK

THERE ARE ONLY 1700KM BETWEEN THE Shanghai Audi International Circuit and Fuji International Speedway, and yet in many respects they're worlds apart. While there has been incredible progress in terms of increased knowledge and understanding of motor sport since I first raced in China in 2006, it is still very much in its infancy. This couldn't be highlighted more by the fact that we visit China on the back of the race in Fuji where there are some of the most enthusiastic, knowledgeable and crazy fans in the world. I'm glad to say that unlike my debut race in China (A1 GP in Beijing), where the majority of spectators were army personnel who had been ordered to attend and fill the grandstands, the spectators in Shanghai were genuine fans who showed enthusiasm for the sport as well as knowledge and understanding.

It was my first time driving the circuit and based on what I had seen from previous races, and listening to other drivers, I didn't have high expectations, but I was pleasantly surprised and I actually really enjoyed it. Despite one of the wettest track walks I've ever done, all of the practice sessions were held in the dry and it was clear to see that the Porsches were extremely strong, especially in the long runs. However arriving at the track on Sunday morning all that practice had become pretty much worthless as rain appeared during the night and continued to fall.



For the second race in a row I took the start in less than ideal conditions. It's always interesting when all the testing has been dry and you have to drive the track in the wet for the first time in the race. Heading into the first corner on lap one is a complete unknown. It's a great feeling driving the first few laps, getting a feel for the track conditions and the grip level and realising you have a car capable of fighting for the win.

As was the case in Fuji, both Audi R18 e-tron quattros were extremely competitive when the track was at its wettest and this was evident by the fact that at mid-distance, both our cars had taken turns at the front. Unfortunately – again as in Fuji – when the track started to dry, and in particular when it was in the in-between phase, the Porsches were very quick. Despite the Porsches' advantage there was still hope of a double podium for Audi as the No18 Porsche spun and struggled to restart, which put it back in fourth place. In the end, its pace and the fact its final stop was considerably shorter due to it being out of sequence with the Audis meant it was able to jump both cars for a Porsche one-two.

Porsche also has an advantage in that they are able to run several laps longer than the Audis due to their extra fuel capacity. This can mean they have one stop fewer to make (depending on the track), but the other advantage that has been overlooked is that they are always able to react on the strategic calls we make at Audi. In Shanghai we took a gamble on the No8 car and put 'inters' on at a time when the track was potentially still too wet but had started to dry. It's the sort of brave call that can make all the difference against your rivals. However with Porsche pitting significantly later they are able to make calls based on our decisions and are therefore always in a position to play it safe. Personally I would like to see all three manufacturers able to run the same number of laps, and therefore go head to head in the strategic stakes.

Regardless, you can't deny that Porsche have done an incredible job and fully deserve the manufacturers' title that they secured in Shanghai, so congratulations to them.

By the time you read this Porsche are likely to have added the drivers world title as they head into the final race with a 12-point advantage. Our 'sister' car still had a chance and whoever were crowned World Champions will fully deserve it. Most importantly it has been an incredible year for sports cars as a whole and you can guarantee Audi will be focused on getting the titles back in 2016.

Porsche 917

Archive and Works Catalogue 1968-1975

Walter Näher

Yet another book about the 917? Yes. Just another book about the 917? No. First published a few years ago in the creator's native German, Näher's definitive tome is finally available in English.

No rivet is left unturned, but that's scarcely surprising as the author worked on the car in period. That has allowed him access to an extraordinary wealth of source material, including blueprints that underline the skimpy framework beneath the 917's voluptuous skin, data sheets, photographs of cars being built and as much technical detail as will ever have been available inside the factory.

Despite the book's heft – it must weigh almost as much as a Porsche V12 – the text is highly digestible, much of it being delivered in short, bite-sized chunks. It will certainly appeal to chassis number aficionados, but not to them alone.

Much of the action photography is exquisite, although some is plain startling – not least a series of images showing what little is left of the first long-tail 917 after Kurt Ahrens had aquaplaned from VW's test track. Apparently, the contemporary factory test report read very simply, "The handling of the long tail with the new body was not satisfactory..."

Perfectly true, but only a sliver of the full tale. This is produced every bit as beautifully as it is illustrated and it's hard to know how best to describe it. 'Thorough' is far too weak a word. **SA**

Published by Delius Klasing
ISBN 978-3768838375, £85



Grand Prix Ford

Ford, Cosworth and the DFV

Graham Robson

The 1980 Spanish Grand Prix said everything about the Ford Cosworth DFV. It might have been classified a non-championship race, but all 22 cars that started had a DFV behind the driver. Thirteen years after the engine made its debut, that is quite a statement about its longevity and effectiveness.

Graham Robson's history of the DFV could not be more comprehensive. It is as detailed as it is photographically glorious and will be the key reference for anyone needing a large dose of DFV, but a bit of additional thought with the reader in mind would have helped.

Telling a story that covers a significant period is best done chronologically, so Robson's choice of listing every DFV-powered F1 car alphabetically is a tad annoying as you lose sight of how motor sport developed alongside the engine.

That aside, it is hard to imagine a more complete work on the most influential engine in the history of racing. **OO**

Published by Veloce
ISBN: 978-1-845846-24-4, £65





Madness On Wheels

Edited by John L Matthews

Group B was, and still is, the most extreme version of rallying ever seen. For a few short years, 500bhp monsters bucked and snorted their way through forests, deserts and towns, inches from outstretched arms and dangling legs. Legendary rally weapons were born and heroic drivers created images and stories that now seem the polar opposite to the sanitised version of rallying we now have.

The *Madness on Wheels* documentary that first appeared in 2012 carried astonishing accounts from rallying royalty such as Ari Vatanen, Michele Mouton, Jean Todt and many others, cut together with unbelievable footage of the sport at it's dizzying best.

This gripping and extensively researched book is the transcript of interviews held with drivers, team managers, journalists and spectators who recount personal experiences of the Group B era.

Incredibly, the authors were able to track down not only someone who was hit by Joaquim Santos in his RS200 on that fateful day in Portugal when he went into the crowd, killing three spectators and injuring many others, but also Santos's co-driver, Miguel D'Olivieri. Their thoughts and recollections of that event are spine-chilling and worth the purchase price alone.

This isn't a conventional approach to telling a motor sport story, but by reading these great interviews in full, we get a unique insight into a time when rallying was indeed madness, and danger lurked round every blind bend. **DC**

Published by Bigger Picture Films
ISBN: 978-0-9932401-1-9, £19.99



Ferrari 250GT SWB

Autobiography of 2119GT

Doug Nye

I wonder why we use the English term 'short wheelbase' and not what the prototype was styled – Passo Corto? I guess Ferrari 250PC lacks that ring.

Next in Porter's Great Cars range, this is a forensic dissection of the life of one of the most famous of these sports cars, a car that augments its innate desirable qualities with race success and famous drivers and caps it all with a legendary motor sport figure as its current custodian. This is one of the two Rob Walker cars, both TT winners for Stirling Moss, which wore that enthusiastic entrant's blue livery with white nose stripe, and it now belongs to Formula 1 technical and strategy guru Ross Brawn.

The level of detail in this large, heavy volume is immense, as Nye gives a chapter to each of the car's front-line races (only eight in Walker's period, but it won six), as well as giving us profiles of 'the cast' – Walker, Mike Parkes, Jack Sears, Tommy Sopwith etc – who were close to the car early on. Every aspect surrounding 2119GT gets this detailed attention, backed by lavish photography, period programmes and adverts to enliven the pages. As you'd expect, Nye's deep knowledge of Ferraris – especially this one which he drove often – serves up a comprehensive story of how these gorgeous vehicles were developed from the first 250GTs, along with the variations between road and race examples, but Brawn's insight into both design and ownership of this wonderful car is a unique bonus. **GC**

Published by Porter Press
ISBN 978-1-907085-23-9 £60



Two Summers

The Mercedes-Benz W196 R Racing Car

Robert Ackerson

Robert Ackerson's race-by-race story of Mercedes-Benz's two-year foray into Formula 1 during 1954-55 leans heavily on contemporary magazine reports – including *Motor Sport* – and there are some gems to be unearthed if you can see beyond the rather cluttered presentation. Denis Jenkinson's description of the open-wheel W196 as "a rather gormless single-seater of vast width" being one and Karl Kling's revelation that his anxiety during the 1954 German Grand Prix was caused by noticing "a sharp taste of petrol" on the fourth lap. Imagine how Lewis would react to that.

There is much to enjoy in the text, but the beauty of this book is in the glorious pictures, despite some haphazard captions. The Daimler Archive is the main source of some wonderful images that shine a light on a remarkable car, plus the men who conceived and drove it. **OO**

Published by Veloce
ISBN 978-1-845847-51-7 £75

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West Coast road racing specials could feature at Silverstone, Brands Hatch and Spa in 2016

DENNIS GRAY

Californian invasion

West Coast Specials set for Trans-Atlantic challenge | BY PAUL LAWRENCE

A GROUP OF AMERICAN RACING sports cars from the late 1940s and early 1950s could be in action in Europe next summer in a new trans-Atlantic challenge. The plan is to bring up to 10 American cars, including Californian road racing specials, to Europe to race against cars from the period at venues such as Silverstone, Brands Hatch and Spa. The 1948-1955 Trans-Atlantic Sports Racing Car Challenge is the brainchild of Californian Rob Manson, who owns several period cars and regularly commutes to the UK to race a Mallock Clubmans car.

"Just seeing the cars outside the USA for the first time would be fun for spectators, plus they are fast, slippery, and make a fun noise, especially the V8 flatheads," he said.

The road racing specials were part of the larger post-war California hot-rod movement, gaining power and speed from stock engines. As many as 40 of these unique cars, such as the 1949 Baldwin Mercury Special, the 1953 Tatum GMC Special, the 1949 Parkinson Jaguar Special and the 1952 Streets Manning V8 Special have survived and are raced regularly in US West Coast events.

However, very few have been seen outside California, though Ernie Nagamatsu's Ol' Yeller II has raced at Goodwood, and other relevant cars are being invited to make the trip to Europe. If all goes to plan, the European cars will be invited to race in North America in a return challenge in 2017.

Donington additions

AN EX-GILLES VILLENEUVE 1980 Ferrari 312T5 and the ex-Mario Andretti Martini Racing Team Lotus 80 from 1979 are new headline exhibits at the Donington Park Grand Prix Collection.

Several significant additions to the collection include the rare ex-Frank Williams Racing De Tomaso 505, raced in 1970 by Piers Courage, Brian Redman and Tim Schenken. New in Hall Five are a 1954 Jaguar D-Type and the rare 1963 British Racing Partnership 1.5-litre F1 car of Innes Ireland.

"It's a real privilege to have a car driven by Villeneuve on display here," said Collection Manager Garry Rankin.



LAT



LAT

Healey returns to Le Mans

MORE THAN 40 YEARS AFTER THE company's final assault on the Le Mans 24 Hours, the rare Austin Healey SR will return to the French track in 2016 in the hands of Belgian owner Paul Grant.

Donald Healey conceived the SR to put his company back into the racing spotlight and it was built in a degree of secrecy. The car used a 2-litre Coventry Climax engine and was driven by Andrew Hedges and Clive Baker in the 1968 24-hour race. It retired with clutch problems and a year later was put out by head-gasket failure.

Grant has owned the spare chassis for many years, but has seldom raced it as it was fitted with an Oldsmobile engine. Now he has installed the correct Coventry Climax engine for the Le Mans Classic in July.

"The car is perfect and it will be the first time that the SR has been to Le Mans since 1969," said Grant.

Dates for the diary

MORE DATES FOR MAJOR EVENTS in 2016 have been announced, topped by the Silverstone Classic, which will run on July 29-31.

The schedule will include FIA Masters Historic F1, Pre-1966 GT and Super Touring races as well as a special Can-Am celebration race to mark 50

years of the sports car category. The 2015 event drew more than 100,000 visitors and tickets for next year are now on sale.

The annual Cholmondeley Pageant of Power, the speed event in the grounds of the Cheshire castle, will run on June 10-12. Meanwhile, the 'Flywheel' event at the former RAF Bicester will be repeated over the weekend of July 2-3.

Kop Hill boosts coffers

THE ANNUAL KOP HILL CLIMB revival raised £70,000 for charity during the 2015 edition when it ran on the hill near Princes Risborough in September.

The non-competitive event has now raised more than £300,000 in seven years as it celebrates the history of a hillclimb that originally ran from 1910 to 1925, when an injury to a spectator curtailed the event and led to a ban on competitive events on the public road.

A record crowd of 16,500 attended in 2015, and the date for next season has been confirmed as September 17-18.

'A' Series expansion

HRDC RACE PROMOTER JULIUS Thurgood plans to run more races next season for his 'A' Series Challenge after a successful end-of-season trial race at Donington Park. The category is open to all pre-1966 cars, both saloons and sports, using the BMC engine.

Thurgood will add the 'A' Series Challenge to his existing package of races for pre-1966 sports, saloons and GT cars. This year, the new HRDC Academy for Austin A35s has grown rapidly and now has 34 cars complete or being built.

Clark Rally takes a break

THE ROGER ALBERT CLARK RALLY, scheduled for November 28-29, was cancelled due to lack of entries.

Rally manager Colin Heppenstall says that the event will now be rested and will not return before 2017 with a heavily revised format. The rally has run for the past 12 years and aims to re-create the RAC Rallies of the 1960s and 1970s.

"This was a very difficult decision to make and we considered all options to try and keep the event running," he said. "However this is a break and not the end of the Roger Albert Clark Rally."



JEFF BLOXHAM

■ **Charles Settrington, the son of Lord March, has moved a step closer to being able to race at the family's Goodwood circuit. Settrington, 21, started racing with the Historic Racing Drivers' Club earlier this season and acquired another licence upgrading signature at Donington Park in early November at the wheel of an Austin A40.**

■ **The Legend Boucles of Bastogny, the biggest historic rally in Europe, will have a fresh format for 2016. For the first time, the competitive action will be held over two full days, with asphalt tests on Saturday and gravel tests on Sunday (February 20-21). It will be the first time an event in Belgium has focused on gravel stages**



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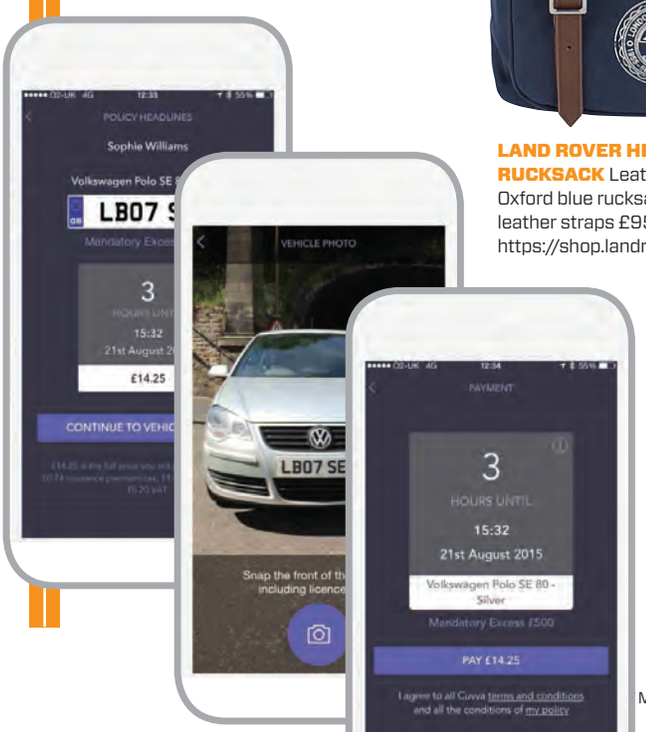
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STAR LOT @ BONHAMS

1953 AUSTIN-HEALEY 100/100S COUPÉ
{ London, December 6 }

This 100 Coupé was commissioned by Donald Healey himself to test the concept before putting it into production. Austin-Healey carried on making convertibles, but Donald owned the car for over 10 years. It was in constant development – when the competition programme began, Healey had all the 100S internals installed. This is a unique piece of Austin-Healey history – estimate on application

UNDER THE HAMMER

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

British Car Auctions

@ BLACKBUSHE OCTOBER 30

Every year, *Car Dealer* magazine runs a rally for 'bangers' costing £750 or less. Afterwards, all the cars are sold and the proceeds given to automotive industry charity BEN. Including the rally sponsorship, the 37 vehicles raised £35,000.



Classic Car Auctions

@ LEAMINGTON SPA DECEMBER 5

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Estimate: £28,000-32,000

1954 Mercedes-Benz 170SV
In original condition, never restored
Estimate: £18,000-20,000

1948 Triumph Roadster 1800
New timber installed in 1975
Estimate: £17,000-20,000



1964 Volvo 1800S
Estimate: £8000-10,000

1976 Rover P6 3500S
Manual V8, in Seventies avocado green
Estimate: £6000-7000

AUTOMOBILIA
SOLD AT RM SOTHEBY'S



Acme traffic regulator *Estimate: $30,000-40,000*

Bonhams

@ LONDON DECEMBER 6



1962 Ferrari 250GT Series II cabriolet
Coachwork by Pininfarina
Estimate: $1.5-1.8 million

1955 Mercedes-Benz 300SL
Estimate: £1-1.3 million (see page 96)

1934 Invicta 4.5-litre S-Type
Originally owned by an Indian prince
Estimate: £500,000-600,000

1955 Frazer Nash Le Mans coupé
Estimate: £380,000-420,000

1964 Sunbeam Tiger Le Mans coupé
Estimate: £300,000-400,000



1959 Austin-Healey 3000 Mkl
'SMO 746' – one of three built for the 1959 and '60 rally seasons. Driven by Jack Sears, Pat Moss and John Gott. Subsequently converted to Modsport spec by Gott
Estimate: £140,000-200,000



1952 Connaught A-Type
F2 car. Never used in period; extensive historic pedigree
Estimate: £70,000-100,000



1938 Frazer Nash-BMW 328 roadster
Estimate: £550,000-650,000

RM Sotheby's

@NEW YORK DECEMBER 10

1956 Ferrari 290 MM
Finished fourth overall in the 1956 Mille Miglia (Fangio). See December 2015 issue of *Motor Sport* for a full feature
Estimate: $28 million



1962 Aston Martin DB4GT Zagato
14th of 19 built. Raced successfully in Australia in 1962
Estimate: $15-17 million

1933 Pierce-Arrow Silver Arrow
The 1933 Chicago World's Fair show car. One of five built – just three survive
Estimate: $2.5-3 million

1938 Bugatti Type 57C Atalante
Displayed at the 1939 New York World's Fair. Last Atalante produced; one of only 12 aluminium-bodied examples
Estimate: $2.2-2.5 million



1955 Mercedes-Benz 300SL
First of four factory-prepared 300SLs. Second overall in the 1955 Tour de France (Stirling Moss). The rarest 300SL ever offered
Estimate: $5-7 million

1954 Pegaso Z-102 3.2 Berlinetta
The finest surviving example. Shown at the 1954 San Remo concours
Estimate: $800,000 - 1 million

1964 Porsche 356 C 1600 SC
Janis Joplin's 'history of the universe' car – her daily driver. Displayed for the past 20 years at the Rock and Roll Hall of Fame
Estimate: $400,000-600,000

1953 Ferrari 250 Europa coupé
Displayed at the 1954 World Motor Sports Show in New York. One-off Vignale design
Estimate: $3.8-4.5 million



AUCTION CALENDAR

DECEMBER

1 COYS
London, UK

5 CCA
Leamington Spa, UK

6 BONHAMS
London, UK

9 H&H
Droitwich Spa, UK

10 BONHAMS
Hendon, UK

10 RM SOTHEBY'S
New York, USA

15 BARONS
Esher, UK

16 BONHAMS
London, UK

JANUARY

16 COYS
Birmingham, UK

16 COYS
Maastricht, Netherlands

23-31 BARRETT-JACKSON
Scottsdale, USA

27-31 RUSSO AND STEELE
Scottsdale, USA

28 BONHAMS
Scottsdale, USA

28-29 RM SOTHEBY'S
Phoenix, USA

29/30 GOODING & COMPANY
Scottsdale, USA

FEBRUARY

3 RM SOTHEBY'S
Paris, France

4 BONHAMS
Paris, France

5 ARTCURIAL
Paris, France

13 COYS
London, UK

22 SHANNONS
Melbourne, Australia

23 BARONS
Esher, UK

27 SILVERSTONE AUCTIONS
Coventry, UK



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DREAM GARAGE

ALFA ROMEO GIULIETTA SPIDER

OH, TO BE A GLAMOROUS CINEMA HERO, tanned and handsome, traversing the Alps in an open sports car... What matter if Edward Fox *is* playing a paid murderer, this scene in the 1973 film *Day of the Jackal* is a seductive one, and all the more so as his mount is Alfa Romeo's impossibly cute Giulietta Spider. Even if you don't have an urgent assassination on your schedule, the dainty Alfa is transport that will delight. Though not as widely recognised as its descendant the Duetto (also boosted by a movie appearance), the tiny two-seater is to some the better-balanced design, and certainly rarer today.

While Bertone landed the contract for the saloon and coupé versions of Alfa's new post-war compact range, Pininfarina had some compensation in shaping the topless version. Revealed in 1955 and intended initially as a USA-only offering, its compact charm quickly saw it become a sales success across Europe, too. Powered by the same 1290cc four-cylinder twin-cam and sharing the saloon's running gear (double wishbones up front, simple but well-located solid axle astern), the Spider displayed a free-revving eagerness that offset its modest horsepower – just 70bhp to begin with, rising with spec changes. But it's not what you've got, it's the way that you use it, and with more than 14,000 built the public clearly thought they'd got it right.

This one was born in 1959 and spent her early life in Germany, but in the 1990s came to Britain where she was treated to a bare-metal restoration and painted red. She was originally the same sky blue as the Jackal's car – after he performs an implausibly immaculate roadside respray... Then engine and gearbox were rebuilt by well-known Alfa specialist Bob Dove before the car joined a British collection. Now it needs a new home. Early Spiders in this condition are hard to find, says Fraser Williams of vendor Graeme Hunt Ltd, who reckons that for open-air driving pleasure in this period they are hard to rival this side of a Lancia Aurelia B24 Convertible – and those are now reaching a quarter of a million.

"Giulietta Spiders are wonderfully elegant," says Fraser, "and we feel that they are extraordinarily undervalued at the moment."

With so much in the way of parts and expertise available one of these little gems should not be costly to run, either, but take note: "These are likely to become far more expensive in the foreseeable future," says Fraser. "One to watch, we think." Well, if you miss your chance you can always watch the one in the film.

FACTFILE

YEAR 1959
ENGINE 4-cyl, 1290cc, 70bhp
TRANSMISSION four-speed
SUSPENSION front: wishbones, rear: solid axle
TOP SPEED 97mph
PRICE £54,750


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Volkswagen's troubles might not just be limited to its diesel cars

More scandal for VW

If you thought it couldn't get worse, think again | BY ANDREW FRANKEL

I WAS NOT ANTICIPATING THE need to write much more about the Volkswagen emissions scandal this month. Sure, there would have been further developments, further revelations in fact, that would by now be helping to quantify the size of the task ahead before VW can rebuild its reputation. But a brand new and completely different scandal altogether? That, I must confess, I did not see coming.

But it arrived all the same. This might sound similar or at least related to the so-called 'emissions' scandal, but it is not, in anything other than the loosest sense.

So, and at the risk of telling at least some of you what you already know (and accepting the occupational hazard that the story may have moved on some distance between me writing and you reading this), allow me to briefly explain. Volkswagen has admitted that some 800,000 of its cars were issued with figures "set too low during the CO_2 certification process". 'False' would be a more honest way to describe the numbers. And because CO_2 and mpg are inextricably interlinked, it also means the fuel consumption claimed for every one of those cars is lower – as in better – than it should have been.

"If this scandal spreads like the last, VW might come to regard its present difficulties with diesel as a minor inconvenience"

Why should this matter when everyone now knows the official figures are a joke and that no car gets anywhere near them in any case? The reason is that while the certification process is absurd, the very fact every car undergoes the same stupid procedure does at least mean that while the numbers generated have very little relevance on their own, they are at least directly and reliably comparable to those generated by other cars. And it follows that if, whether through innocent omission or simply cheating, one car company gains an unfair competitive advantage over another because its fuel consumption and CO_2 figures are better than they should be, those other companies may take a decidedly dim view of this, particularly as the offending party is the largest car company in the world.

But that's just part of the problem. What about all those governments that raise revenue through either company car tax or vehicle excise duty based on the CO_2 outputs? They are out of pocket too, and it doesn't take a genius to realise that they'll go after VW rather than the customer who's been entirely innocently paying less tax than he or she should. The bill for that alone could be phenomenal, and that's presuming it really is 'only' 800,000 cars that are affected. Remember that when the original NOx scandal blew up, initial reports suggested that fewer than 500,000 cars were affected, all in the US – that figure is now 11 million, and includes cars from every corner of the planet. And, while I'm here, what about those customers who bought Volkswagens on the basis of claimed fuel consumption that simply wasn't true? What kind of restitution should they be allowed for the extra fuel costs incurred?

The other significant revelation of this new issue is that, according to VW "most of the affected cars have diesel engines". Or, to put it another way, some of them don't. So, and for the first time, petrol-powered VW motors have been implicated. This is important, for while in Europe diesel cars have historically outsold those powered by petrol, in the other major markets like the US, China and Japan, diesel is a minority interest at best. If this scandal spreads like the last, Volkswagen might come to regard its present difficulties with diesel as a minor inconvenience.

For now, however, and regardless of what you might have read or seen on television, there is not enough strong evidence to credibly suggest VW sales have been badly hit by the scandal. Yes, its UK sales in October were down by nearly 10 per cent – a fact leapt upon by any number of hacks sniffing a story – while conveniently ignoring the fact that those of Ford and Vauxhall were down by even more. However if VW is shown to have been significantly falsifying its CO_2 outputs and if its cars seem to be about to get quite a lot more expensive to run, that may well hit

sales. Ultimately and however they might protest in public, privately most customers care far more about what comes out of their wallets than their tailpipes.

Where will it end? Until the size of the issue is quantified, it seems pointless to speculate. But to me at least these most recent revelations paint a rather different complexion on the whole affair. Until now I have been prepared to accept that it was at least possible that, as has been suggested, as few as 10 rogue engineers were responsible for the emissions fix and that those further up the executive ladder really were in the dark – although whether they should have known is a different matter.

But this is starting to look different and rightly or wrongly like the actions of a company grown too big for its boots, acting as if the rules by which everyone else must abide somehow do not apply to it. A month ago I regarded all talk of the breaking up of the VW empire as fanciful. I still don't think it's going to happen, but I no longer discount it altogether.

Landie's soft-top

LAND ROVER HAS UNVEILED ITS boldest car yet and set foot in one of the least populated corners of the market. A convertible SUV may seem no smaller or more plausible an automotive oxymoron than a supercar MPV, but that is exactly what the new Range Rover Evoque Convertible is: a four-wheel-drive Land Rover with a wading depth of half a metre and a fully convertible soft-top that will raise or lower in 18 seconds at speeds of up to 30mph.

Unsurprisingly more than a little work was required to ensure the car retained adequate structural rigidity after ripping such a large hole in its structure, which is why, despite the massive amount of metal that's been lost, the overall weight of the convertible exceeds that of the SUV upon which it's based by a vast 270kg. By my calculations, this will make the base-spec Evoque convertible weigh just a fraction less than two tonnes, or more than the long-wheelbase Jaguar XJ limo powered by a 542bhp, supercharged 5-litre V8 engine made by the same company.

The Evoque will be sold with both 2-litre diesel and petrol engines and only with four-wheel drive, a curious choice as front-drive Evoques are as old as the Evoque itself, no owner would seem likely to use the convertible off road, and the weight saving would amount to over 100kg. That said, Land Rover is aiming the car at the premium end of the market, the cheapest model costing over £47,000, or just £4000 less than its sister Jaguar asks for an F-type with a 340bhp, supercharged V6 engine.

■ In other JLR-related news, a Sunday newspaper has claimed the company is launching a drive to cut its costs by £4.5 billion, partly on the back of falling sales in China. The savings are said to be targeted at the supply chain, reduced recruitment and rationalising model ranges so more cars can be made on a smaller number of platforms. R&D spending is not believed to be affected.

■ The rate at which car sales are falling in Russia is increasing towards freefall. Those who thought the 29 per cent fall in September bad enough will be shocked by the 39 per cent fall in October alone. Perhaps counter-intuitively however, none of the fall is attributable to customers losing confidence in Volkswagen: while VW sales are down, its market share has actually risen.

Even faster Audis

AUDI HAS ANNOUNCED A NEW 'performance' version of the already hardly slow RS6 estate and RS7 Sportback. Thanks to new electronics, a higher rev limit and additional turbo boost pressure, the output of their shared 4-litre twin-turbo V8 engine is raised by 44bhp to a better than adequate 597bhp, backed by a wall of torque 553lb ft high. As a result the





capacious five-seat estate RS6 will reach 62mph in 3.7sec and 124mph in a truly breathtaking 12.1sec. To put this in perspective the high performance 'S' version of the new turbocharged 911 reviewed elsewhere on these pages needs 4.3sec and 13.7sec to do no more. Even when loaded with expensive Sport Plus and PDK options, Porsche's latest is still no match for the Audi estate. It should be remembered too that while Bentley uses the same engine in its Continental range, the most powerful available from Crewe offers just 521bhp.

The new RS6 and RS7 Performance models are on sale now for delivery in February, priced at £86,000 and £91,600 respectively. M





Land Rover's latest offering, the Range Rover Evoque Convertible, is a big – and heavy – softie

PORSCHE 911 CARRERA S COUPE

The latest variation on a familiar theme is very impressive, but lacks excitement | BY ANDREW FRANKEL



THERE IS NO CAR MORE often unfairly pre-judged than a new 911. This should not come as a surprise, for Porsche has been playing with the design of its seminal sports car for almost as long as it has been around. The only consistent thread I can find to link those generations of 911 known to me when they were new cars is that each one was going to be the 911 that finally broke the spell. Until, of course, it did nothing of the sort.

I remember well the introduction in 1989 of the 964 generation with its ugly big bumpers, power steering, anti-lock brakes, vaguely coherent interior and, oh the shock of it, four-wheel drive. It was, we thought a 911 too far, too modern, too not like a 911. So when the 993 series went on sale in 1994 it of course did not go far enough. A new rear suspension system and a six-speed gearbox were not really enough when what was needed was an all-new car. But when Porsche did provide that all-new car, the 996 of 1998, we fell on that too because, cooled by what you drank rather than what you breathed, that really was a 911 in name alone. The 997 attracted some opprobrium at the time because it really was just a 996 with the benefit of hindsight rather than the new car it made out to be, and when the 991 was introduced in 2011 with its long wheelbase and electric steering Porsche was accused once more of overcooking it.

Yet despite these protests, it turns out that time and again Porsche has failed to ruin the 911. Some generations will be more fondly remembered than others, but none has dealt so much as a disabling blow to the world's most enduring driver's car, let alone the coup de grace some anticipated.

What effect, then, will turbochargers have on this latest model – the second generation of the 991 series?

FACTFILE

£85,825

ENGINE 3.0-litres, six cylinders, turbocharged

POWER 424bhp@6500rpm

TORQUE 368lb ft@1700rpm

TRANSMISSION seven-speed manual, rear-wheel drive

WEIGHT 1440kg

POWER TO WEIGHT 295bhp per tonne

0-62MPH 4.3sec

TOP SPEED 191mph

ECONOMY 32.5mpg

CO_2 199g/km

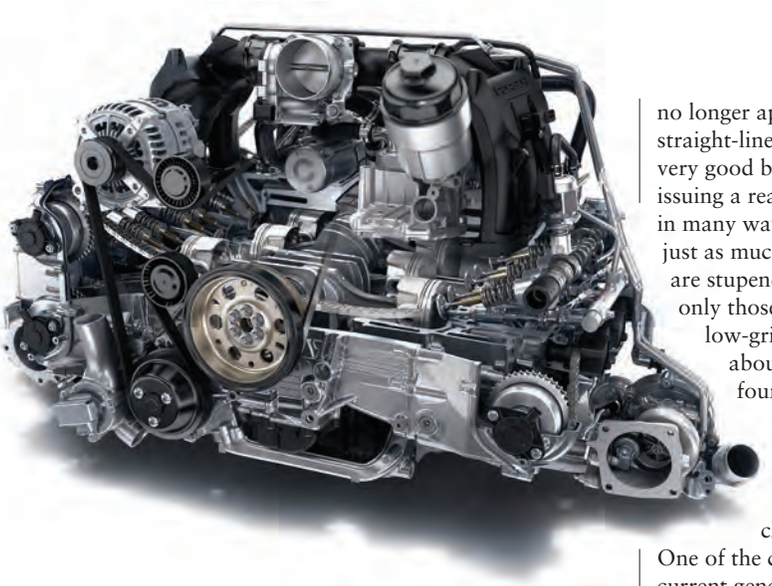
Porsche has been adding exhaust-driven forced induction to 911 engines for more than 40 years, so on one hand there's little conceptually new here and so, it might logically seem, little to get steamed up about. Except every 911 Turbo I have driven has been not only quicker but also less enjoyable than the cheaper, normally aspirated version on which it was based. But now there is no such car because from now on all 911s, save the GT3 exotica from the Motorsports department, will be turbocharged. So I could see how they'd be more powerful, faster and more frugal than before, but better to drive? That was harder to envisage.

But before we get into that, you may care to know what else has changed on this latest 911.

True to typical Porsche philosophy, there is far more going on beneath the surface than its visually similar skin would suggest. There are the new 3-litre engines of course, each boasting 20bhp

more power and 44lb ft of additional torque over the normally aspirated engines they replace. In addition the cars are 10mm lower (20mm if you opt for sports suspension) and all now have Porsche's adaptive damping system. The rear tyres are fatter and can be steered too, as an option on the S model. Both manual and automatic versions of the seven-speed transmission have been re-engineered to provide quicker, smoother shifts. They have higher ratios too, to improve economy and cover a reduced rev range. Inside you'll find a new touch screen and control system that drags Porsche from far behind to slightly ahead of the technological pace of most systems seen in other quality German cars.

Whether you're going to enjoy driving it a lot or a little depends entirely on you. If you are the kind of driver who likes to sit back and enjoy very big reactions to very small inputs, I'd get your order in now. For the first time this is a standard 911 model that requires almost no effort to drive fast. You don't need to change down a gear or two before overtaking, you don't actually need more than 1700rpm on the clock before it will summon up all the torque it possesses, and it will keep on doing it all the way to 5000rpm. The outgoing car not only had substantially less torque, you needed 5600rpm on the clock to find it. The downside is that while its throttle response is good for a turbo motor, the new engine lacks that instantaneous answer to your foot, as well as a thick slice of the old unit's rev range and, I am sad to report, loses some sound quality too. Its voice is still unmistakably that of a flat six, but with a mouth full of cotton wool. Simply put it is more impressive, but less exciting.



The engine is now a match for the chassis and the improved control systems have done more than close the gap to other German quality cars

As for the choice between the base Carrera and a Carrera S, the view oft held in the past that less is almost always more when it comes to the 911 no longer applies. The Carrera's straight-line performance is actually very good but where it struggles is in issuing a real challenge to a chassis that, in many ways, has actually moved on just as much as the engine. Grip levels are stupendous and traction such that only those likely to encounter serious low-grip surfaces should even think about buying a forthcoming four-wheel drive model. But even on a bone-dry surface, the Carrera S engine with its additional 50bhp at least feels a match for the chassis in which it is installed. One of the characteristics of even the current generation of 911 is that you have to drive it very fast before it comes alive, and this new 911 is no different. But if you do find the right kind of quick, quiet road for which you might imagine a 911 would be born, the Carrera S will devour it in a dazzling display of pace, poise and efficiency.



Although this is a mere mid-life update to the 911, it seems more changed than have most brand new generations. When the 991 was introduced it brought with it a long wheelbase and electric steering and was a pretty different kind of car as a result, but I'd say the change in the car's character wrought by the turbo engines is greater.

There is no doubt that for die-hard 911 fans, among whose number I count myself, something of the car's character has been lost. As this 911 is more capable, so it is less distinct and when that happens to perhaps the most distinctive everyday car there is, I have to count that as a shame. Others will find less cause for concern: there are those who like the style and image of a 911 but not the fact it requires you to work at it before it will perform. In these days where instant gratification is all, I suspect it is a car that knows its customer far better than me.

Even so, I think this new 911 is now so efficient Porsche would do well to remind the world it still knows how to make them fun too: the tiny volumes of highly specialised and expensive GT3s that are produced aren't enough on their own. A 911 just slightly lighter, sharper, simpler and cheaper would do the trick nicely: it could be called the 911 ClubSport. And no, I don't think it any more likely to happen than you.



www.motorsportmagazine.com/author/andrew-frankel



LOTUS EVORA 400

Plenty of improvements, but are they enough?

LOTUS, IT SEEMS, IS TURNING itself around. It's a slow process, but under the so far steady hand of Jean-Marc Gales – a man whose history in the Peugeot/Citroën PSA group means he knows a bit about struggling companies – sales are rising (dramatically so in percentage terms). But Lotus is not fixed, nor even close to it. Indeed I'd say what progress we have seen is the result of effective symptom management rather than any kind of cure. What Lotus needs but what it cannot yet have is some new product. We are assured that it will come in time, but for now all it can do is try to optimise what it already has.

In the case of the Elise and Exige, that process must be near exhausted because they've been tinkering with what was already a winning formula for 20 years. The Evora, however, is rather different. It was met at its 2010 launch by a hail of criticism and never really recovered.

So what you're looking at here is the car the Evora should have been from the start. Indeed the claim is that 85 per cent of its components are new and it should therefore be considered a new car in its own right. I'd not go that far. The Evora 400 looks like an Evora inside and out and has the same architecture, and continues to use a Toyota gearbox and a 3.5-litre supercharged V6 Toyota motor.

But it doesn't go like an Evora any more. The 400 refers to its engine output, making this the most powerful Lotus to date and so long as you remember to put it into sport mode, it provides junior supercar performance with a genuinely rousing soundtrack.

And because it's supercharged, it has the kind of torque spread and throttle response no turbo alternative could touch. Even the gearbox, historically perhaps the weakest of the Evora's many weak links, is at least no longer actively annoying: it just does the job to an acceptable standard, which is a vast improvement. Improved too is the cabin, not least the process of entering and leaving it: its previously vast sills have been trimmed down with no loss of torsional rigidity so now the middle-aged can climb out with dignity intact.

It's true that a little of the old Evora's delicacy has been lost: it doesn't ride as well on the road while on the track its standard limited-slip differential introduces a hint of understeer in slow corners, but it still steers and feels like a Lotus should, which is all that matters.

So useful work has been done here and in Lotus's dire financial condition, it is to be applauded. Whether it will be enough to restore Evora's reputation remains to be seen. The awkward truth is that at £72,000, it costs £7500 more than a Porsche Cayman GT4, which is not just a better car to drive, but an easier one with which to live too. Lotus must hope its name and the exclusivity of its brand will count for sufficient in the eyes of enough customers to make up this shortfall.

FACTFILE

£72,000

ENGINE 3.5 litres, 6 cylinders, supercharged

POWER 394bhp@7000 rpm

TORQUE 302lb ft@3500 rpm

TRANSMISSION six-speed manual, rear-wheel drive

WEIGHT 1415kg

POWER TO WEIGHT 278bhp per tonne

0-62MPH 4.2 sec

TOP SPEED 155mph

ECONOMY 31.0 mpg

CO_2 25 g/km







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AUDI A4 2.0TDI 190 S-LINE

Up there with the best in class, but you have to look closely to see why

THERE IS NO CLASS OF CAR evolving or improving more rapidly than the compact premium saloon and its derivatives. In the past two years there has been an all new Mercedes C-class, a brand new Jaguar XE, a completely revised BMW 3-series and now, an Audi A4 that bears no relation to any released to date.

Hard to believe, isn't it? You might even wonder if the picture editor has found the wrong photograph, but it's true: despite looking scarcely any different at all, this Audi A4 is completely new from its body and structure to its engines and suspension. And it could hardly have chosen a tougher marketplace at which to fling itself.

I'll start by saying I think Audi has made a fundamental mistake with this car. I know that, as the Porsche 911 proves, time and again evolutionary design has proven a better choice than a bolder approach. But at least we've never struggled to tell one generation of 911 from the last and that's the point: you want to buy into the design language for sure, but you also want people to know you've bought the very latest version. With this new A4, only the most committed Audi-ophile will be able to tell.

But the car itself is an impressive



technical achievement. The 2-litre 190bhp diesel I drove was good enough in all regards to question the merit of any other engine: its performance was outstanding, its refinement unquestionable. And while it didn't get anywhere near the frankly risible fuel consumption claims made for it, I still find the fact it will do a genuine 50mpg in normal driving truly impressive. Nor am I going to dwell too long on the fact that there's little in its handling to interest the enthusiast, because which A4 was ever any different? There's grip aplenty, accuracy and composure near the limit and that's about it. If you care about driving you'll buy the BMW or Jag.

FACTFILE

£34,030

ENGINE
2.0 litres, 4 cylinders, turbo diesel

POWER
187bhp@3800 rpm

TORQUE
295lb ft@1750 rpm

TRANSMISSION
eight-speed automatic, rear-wheel drive

WEIGHT
1480kg

POWER TO WEIGHT
124bhp per tonne

0-62MPH 7.7sec
TOP SPEED 147mph
ECONOMY 67.3mpg
CO_2 111g/km

It is the car's civility that has taken the most substantial step forward. Not only is this the first A4 to ride properly, its cabin seems to have leapt not one but two generations. It's perhaps still not quite so luxurious as the C-class but the technology it puts at your disposal, including the same TFT instrument pack first seen in the TT is extraordinary. You can have two individually configurable and vast colour navigation maps, dials that grow or shrink according to need and Apple CarPlay, which basically turns the car into an external monitor for your iPhone, which in turn gives you Google maps and, as if you ever needed it, a third means of reading your satnav instructions.

Is this a genuine benefit to the owner or just more pointless gimmickry? The fact that none of it is foisted on you and it can all be turned off if required inclines me to the former view. But then I'm a bit of a techo-nerd when it comes to such things.

As for the car itself, it depends on what you want: a C-class is more luxurious, a 3-series or Jaguar XE far better to drive. But I'll say this: this is the first A4 I have driven I'd not consider a poor relation to the class leaders. I'm not saying it's the best, but it's up there with them and for Audi that is a revolution, even if it does not look like one.

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MERCEDES-BENZ GLE 350CDI/450 COUPE

Attraction of sophistication lost to compromise

TWO VARIATIONS ON A similar theme here, first the Mercedes-Benz GLE SUV, which is new mainly in name (it's a revised version of the ML-class off-roader subscribing to Benz's new naming strategy), and then the GLE Coupé which, for Mercedes at least, is a complete departure.

The SUV came with Mercedes' long-serving 3-litre diesel and even I, a man with very little love for large off-roaders, could appreciate how easy it was to live with and what a pleasant place it provided from which to watch the world go buy. Now fitted with a nine-speed gearbox, it had enough performance to provide useful point-to-point progress and consumption good enough to stretch the range of its large fuel tank for 500 miles or more.

A Range Rover Sport offers more convivial surroundings and is better to drive and look at, but if you wanted such a car but chose not to make quite such a statement about yourself, the big Benz is classier though less entertaining than a BMW X5, and a better shot by far than the new Audi Q7.

But the coupé? Ever since BMW launched its first X6 I have found these cars, or more precisely the people who choose to buy them, impossible to understand. While I guess the GLE Coupé is better looking than the X6, the point remains the same. Why would you spend so much money on a car whose design is so compromised? You can call it sleek and rakish by SUV standards, but by Mercedes CLS standards it is upright and ugly. You can say it performs well for the kind of car it is, and, fitted with a strong twin-turbo 3-litre V6 petrol motor, so it does. But by the standards of conventional cars this amount of money can buy, it's not quick at all. And of course when compared to normal SUVs, there's not much space in the back and even less in the boot.

Even worse, the seating position is so high and the roof so relatively low that the first three times I climbed in I hit my head on the A-pillar.

As for the fuel consumption, I knew a 2.2-tonne car capable of hitting 62mph from rest in well under six seconds was unlikely to be frugal, but 25mpg if you drive it gently and something well into the teens if you don't? Even if I could afford it, I'd not choose to spend so much to gain so little. Happily a diesel version does exist and if you must have a car such as this, I can see no credible argument for not choosing one.

It's interesting to me how even today two cars sharing the same fundamental architecture can produce such dramatic results. The GLE SUV is an attractive, capable and sophisticated off-roader that should be near the top of the list of anyone looking for such a car. The GLE Coupé I drove was an expensive Jack of all trades, unsatisfactory in all areas of importance to me. Then again I said the same about the BMW X6, and it's been a great success. By listening to customers who care only about how they believe such cars will allow them to be perceived, I expect the same will shortly be said for the GLE Coupé. While I'd like to, I can't really blame Mercedes for that.



Mercedes-Benz GLE 450 AMG Coupé

FACTFILE

£62,800

ENGINE 3.0 litres, 6 cylinders, turbo petrol

POWER 362bhp@5250 rpm

TORQUE 383lb ft@1800 rpm

TRANSMISSION nine-speed automatic, four-wheel drive

WEIGHT 2220kg

POWER TO WEIGHT 163bhp per tonne

0-62MPH 5.7sec

TOP SPEED 155mph

ECONOMY 31.7mpg

CO_2 209g/km

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Stouthearted fellow

Thank you for the wonderful articles on my boyhood hero Graham Hill.

I attended the 1969 US Grand Prix at Watkins Glen; I was thrilled to see Jochen's first GP win, not to mention a stirring drive to second place by Piers Courage. Communications being what they were in the day, it was not until hours later that we learned that Graham had been seriously injured.

Three weeks later I was drafted. Fast-forward to April 1971 and Private Greco is enjoying a cushy assignment stationed in Stuttgart, West Germany, that included cadging start/finish line seats at the Jim Clark Memorial at Hockenheim. Amazingly, here was Graham, more or less in one piece, and not only did he race, he won. I'll never forget seeing him have to put his hand behind his leg and lift it up in order to get into the car. One doesn't hear the term 'stouthearted' used much anymore, but that is my memory of Graham Hill.

Donald Greco, Portland, Connecticut, USA

Hill vs Moss

Recent *Motor Sport* magazine articles about Stirling Moss and Graham Hill have made me ponder about how accepted narratives about them seem to have taken root. Conventional wisdom would appear to be that Stirling was a great driver in any car, while Graham was more a hard-trying, very good driver. Subjective as always, but I think a side-by-side analysis is interesting.

Both won in lots of different cars, but only Graham won at Le Mans and Indianapolis. Both won multiple Grands Prix, including Monaco, but only Graham was an F1 World Champion.

Both competed well with the best drivers of their day, but was beating Clark and Stewart in period any easier than beating Fangio in his?

Both had fun-loving reputations off the track, combined with plain speaking and sharp professional focus when required.

So, we have been very lucky to have both. It just occurs to me that Graham has often been underrated. Incidentally, the interview with Damon Hill about his father was searingly honest and should be required reading for famous parents and their offspring alike.

On the subject of Damon, let's see now: F1 Champions Mansell, Prost, Senna and Villeneuve as team-mates, head-to-head with Schumacher and the genius of Ross Brawn and still he becomes F1 World Champion. Perhaps more people should tell him he was pretty good too…

Steve Singleton, Ilkley, Yorks

Syrupy story

The reference to a book by A Tom Topper in Gordon Cruickshank's column in December brought back (long-distant) memories. He was my driving instructor back in 1970!

A Tom Topper was a pseudonym as he wore a hairpiece, which he freely admitted. I can't say I noticed – I was busy watching the road! I cannot for the life of me remember his real name.

David Foster, Ascot, Berks

Trick of the tail

I was aware of Peter Brock's plan to fit the Shelby Daytona Coupé with an adjustable rear wing but Doug Nye's story does serve to remind us how long it took for the benefits of the simple spoiler to be recognised. This was no doubt due in part to a policy of misinformation by the Ferrari team. "It is to prevent exhaust fumes form being sucked back into the cockpit," seemed to be the official line, but an alternative was that "it is to prevent fuel spilling onto the hot exhaust pipes during refuelling".

I was an innocent young lad at the time and could just about accept that for the front-engined 250TRs with their rear tanks, especially as Ferrari had succeeded in setting fire to one of their own cars during a pitstop at the previous year's Nürburgring 1000Kms. But on the rear-engined 246SP with side tanks?

The similar body styling of both the front-engined and new rear-engined sports cars for the 1961 season owed much to scale model tests in a new wind tunnel set up by engineer Carlo Chiti. It has always been generally accepted that the spoilers across the cars' tails were devised by Richie Ginther during a test session when he recalled the aerodynamic effects of trim tabs on aircraft. Pino Allievi claims elsewhere that "Chiti was an aeronautical engineer by trade and was the first to add a flap to the Ferrari 330SP (sic) to create more grip, a fore-runner of what would be become standard in motor sport", without any mention of Ginther's name.

Success can have many fathers, and if the Anglo-Saxon version is true, Chiti still deserves credit for not taking a 'not invented here' attitude.

Phil Remington's own attitude in early 1964 is also easy to understand. After all, the 1962 Ferrari 250GTO was originally announced without a spoiler, though these were added before the cars were raced. But I would have thought that Phil Hill knew about spoilers before he got to that race at Spa, even though it does not come across like that the way Peter Brock has told the story to Doug…

David Cole, Oakham, Rutland

Björn to run

I was reminded recently by *Motor Sport*'s excellent electronic archive of the death, almost exactly a year ago, of the wonderful Björn Waldegård.

One autumn in the early 1990s we held a Classic Rally Evening at the Porsche Centre in St Albans and Hatfield for our customers. It started with a film show, followed by a question and answer session for our guests, namely Jimmy McRae, Beatty Crawford, Francis Tuthill and Björn Waldegård.

The evening was going very well, Francis having shown his film and given an entertaining running commentary, and the audience then asked some interesting questions, mainly of Jimmy and Björn. Then someone asked Björn: "What possible satisfaction can you get from driving a 20-year-old 911 in these events, when a decent modern hot hatch can show it a clean pair of heels?"

Being our guest, Björn's response was careful and complimentary to the product. However, as the great man was in full flow, Beatty Crawford, his co-driver, interrupted: "A few weeks ago Björn and I competed in the snowbound 1000 Lakes rally. Several weeks earlier the WRC cars had competed in the same event using mostly the same special stages as our Classic cars.

"After the event I overlaid this 60-odd-year-old man's times in his 20-year-old 911 against the current WRC cars, and he made it into the top 10 overall fastest times in every special stage! Does that answer your question?"

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Perry Robb, Hertfordshire

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JOHN GROOCOCK

Based in Northamptonshire, *Motor Sport* reader John Groocock sent us some charming monochrome snaps taken more than half a century ago in the same county. The occasion? Practice day ahead of the 1958 *Daily Express* International Trophy meeting 1 With Colin Chapman at its helm, mechanics push-start Graham Hill's Lotus 12 **2** Tony Brooks discusses matters Cooper with ace mechanic Alf Francis **3** Works Aston Martins at rest **4** The halcyon days of open paddocks, with the Rob Walker Cooper stable to the fore **5** Walker driver Maurice Trintignant alongside his T45 **6** Stirling Moss in his Walker-run T43 **7** Graham Whitehead's Aston

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6



7



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

by Richard Holt

JUNGHANS

What does the watch you see here have in common with a BMW 1500 from the early 1960s? They are both German, yes, but the connection goes deeper than that. The 1500 was part of the Neue Klasse of BMW, described by the design guru Stephen Bayley as "Bauhaus on wheels", a car that established a "design language that was to last for 40 years".

That spare, angular BMW – and the many others that echoed its sharp, Hofmeister-kinked lines – followed on from the functional design made popular by the Bauhaus school, which was established in Weimar when Germany was newly democratised in 1919, and ran until the country was rudely de-democratised in 1933.

One of the most notable alumni of the Bauhaus was the Swiss architect and designer Max Bill, who after the Second World War went on to run the influential Ulm School of Design. That school picked up where the Bauhaus had left off, making a science out of design and deepening the working relationship between designers and industry.

In the 1950s, Bill began a collaboration with the German clock and watch firm Junghans. A kitchen clock, complete with separate mechanical timer, was followed by a series of wristwatches. Although radical at the time, they were sketched out with such graphic purity that they still look fresh off the easel today.

The clarity of design is a good antidote to the modern tendency among some watchmakers – and car manufacturers for that matter – to try to do too much. 'Less is more' is the most famous dictum to hail from the Bauhaus, and it is one that is still understood by Junghans.

The newly released watches in the Max Bill by Junghans range include the Chronoscope, with a self-winding movement, available with a grey dial and on a leather strap (£1550) or with black dial on a bracelet (£1590)
www.junghans.de





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ZENITH

Arguments about who did what first with whom are as rife among watchmakers as they are among schoolboys. And one of the biggest disagreements, never to be fully settled, is over who made the first automatically winding chronograph. The contenders – with waters forever muddied by conflicting dates of announcement and production – are Zenith, Heuer and Seiko. They all made one in the same year that Buzz Aldrin made the mistake of letting Neil Armstrong sit closest to the door.

The one fact that nobody disputes is about the movement that had the most enduring appeal. Zenith's El Primero has been fitted to countless different watches over the years, and has been continually refined ever since 1969. The latest watch to carry the celebrated movement is the Zenith El Primero Sport, a new 45mm sports watch with tachymetric scale that is water resistant to 200 metres. A new take on an old favourite that looks sure to keep the El Primero legend alive, even if the arguments will rage on.
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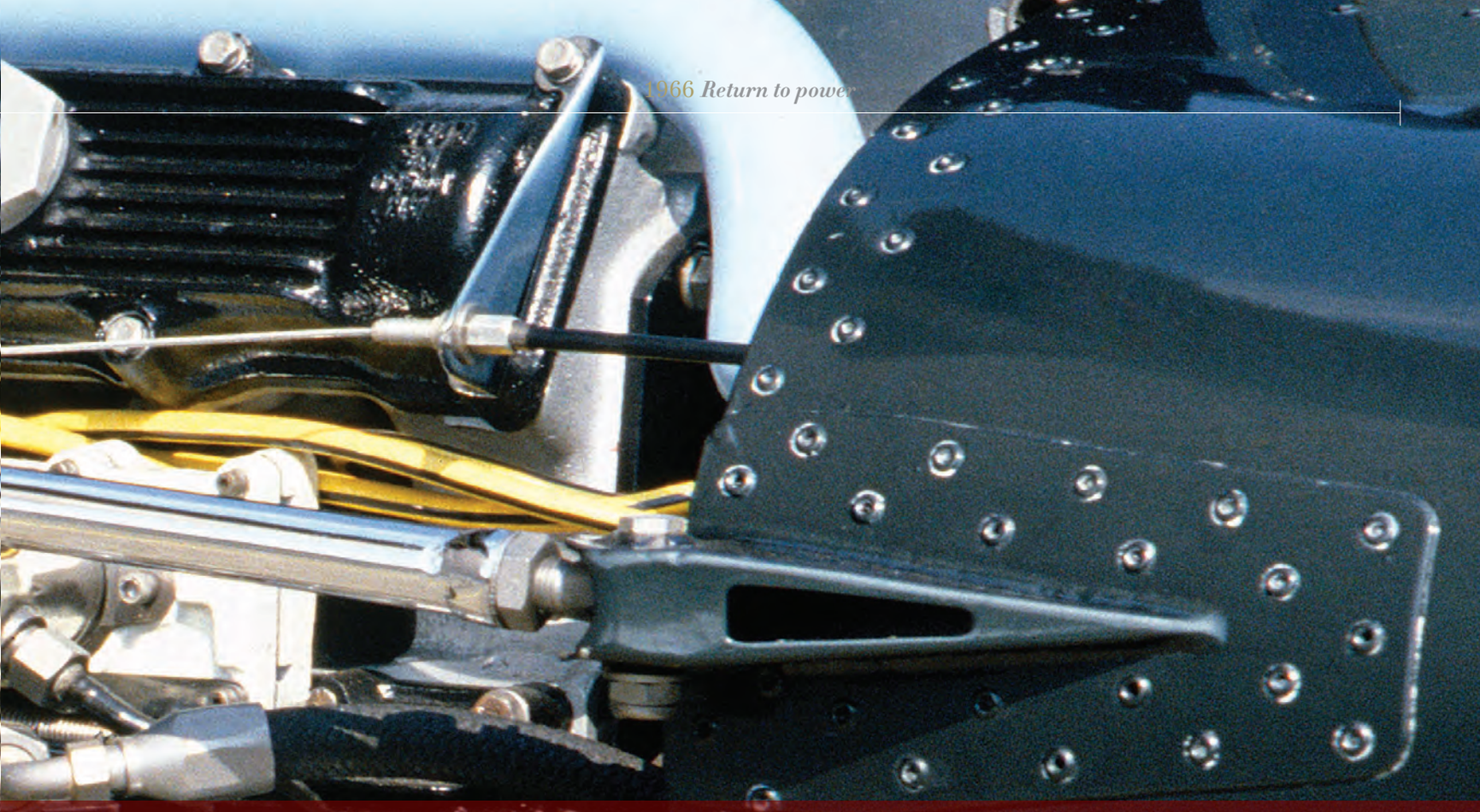
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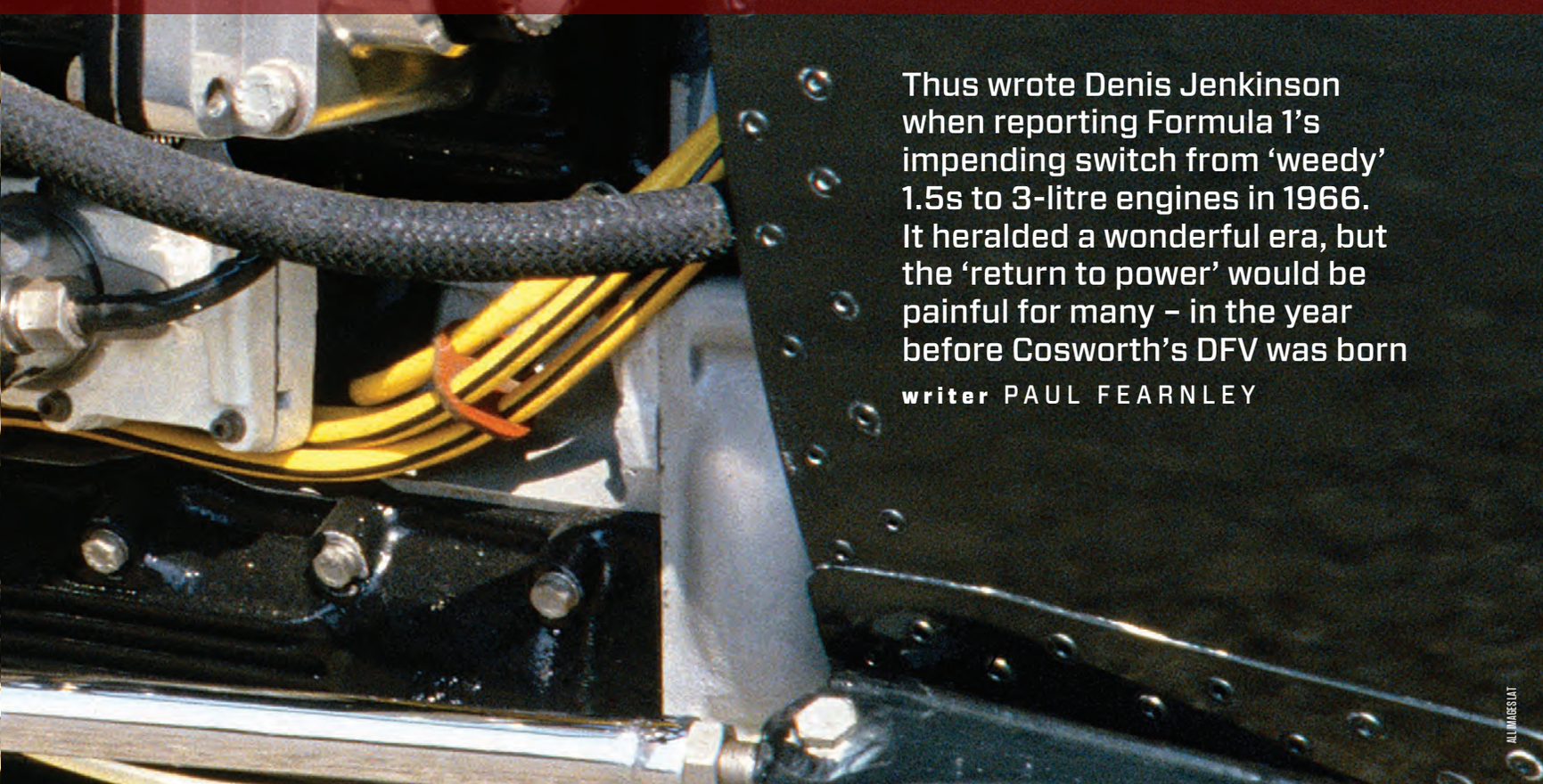
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"NOT FOR BEGINNERS



OR LAYABOUTS”



Thus wrote Denis Jenkinson when reporting Formula 1’s impending switch from ‘weedy’ 1.5s to 3-litre engines in 1966. It heralded a wonderful era, but the ‘return to power’ would be painful for many – in the year before Cosworth’s DFV was born

writer PAUL FEARNLEY

ALL IMAGES LAT

ANNOUNCEMENT OF THE EXTANT Formula 1 had been met by jeers and jostling. Its timing was excruciating. The ascendant British were gathered at Pall Mall's RAC Club on October 29 1958 to celebrate their inaugural world champions Mike Hawthorn and Vanwall – plus Formula 2's winning manufacturer Cooper – when RAC public relations officer Pat Gregory rose to his feet, cleared his throat and killed the mood: as from January 1961, normally aspirated cars of 1300-1500cc and 500kg minimum (complete with oil and water – and later reduced to 450kg) would contest Grands Prix.

The storm of protest directed at FIA Commission Sportive Internationale president Auguste Pérouse drowned everything else, sensible safety additions and all. For this was blindly tribal: the vanquished French spoiling their favourite enemy's fun. Stirling Moss was quoted as saying that he hoped to be retired before 1961, and the proposed rival Intercontinental Formula for 3-litre cars received the backing of constructors – including Ferrari – teams, the BRDC and numerous influential journalists.

Except that Moss wasn't retired by then – he would score his greatest GP victory in 1961 – and Intercontinental folded after a handful of races (minus turncoat Ferrari) in Britain. Those dinky F1 cars instead provided Messrs Brabham, Clark, Hill, Gurney and Surtees with a competitive golden era, during which technology gathered pace and British chassis specialists, in denial and arguing the toss as late as September 1960, again rose to the top.

Yet there was no hint of rebellion when in November 1963 the next F1 was revealed. The 'return to power' – double the cubic capacity for an extra 50kg – was met with general acclaim. "It will not be for beginners or layabouts," Denis Jenkinson wrote gleefully in *Motor Sport*.

More grunt, fewer groans.

"It was, I think, enthusiastically welcomed across the board," says John Surtees, Ferrari's 1964 world champion.

"I thought it was going to be terrific," says Jackie Stewart, BRM's 'boy wonder' of 1965. "More speed, more acceleration, more wheelspin, more noise – a whole lot of mores. No wings, no ground effect, no downforce, the cars were wonderful in the sense of having excess power and were difficult but generous from a driver's point of view."

On a more selfish level both men might have felt that they were sitting pretty: self-sufficient Ferrari, with its foundry, was expected to be the beneficiary of change, as it had in 1961, while 1962 champion constructor BRM was 'Britain's Ferrari'. But one should be careful what one wishes for.



'Toto' Roche runs for safety as Surtees (Cooper, 10) and pole man Bandini (Ferrari, 20) prepare to dispute the first bend at Reims

"There was talk of an entirely new engine," says Surtees. "We should have walked that championship."

"I was convinced [by talk of 600bhp at 13,500rpm] but I was naïve," says Stewart. "I didn't consider that more cylinders meant more metal, more friction, more radiators, more everything."

Elsewhere, the February 1965 revelation that Coventry Climax would not be building a suitable engine was a hammer blow. That season its off-the-shelf, bolt-on power won its fourth world titles for drivers and constructors since 1958. Twenty-five of its 40 GP wins had been scored since 1961; its FWMV V8 was responsible for 22, of which Jim Clark in a Lotus accounted for 19. Colin Chapman's design sketches tended to feature oblongs labelled 'engine'. Now they just featured oblongs. That the new regulations also legislated for 1.5 litres with forced induction, plus unlimited (bar minimum and maximum weights and mandatory use of Avgas) but even unlikelier Wankel engines and gas turbines wasn't much help at that precise point.

***DFV DATE* Spring 1965**

Chapman and Cosworth Engineering's Keith Duckworth discuss possible F1 engine

Ferrari's unpainted challenger, shown to the press in December 1965, looked the part. Its twin-spark 60-degree V12, however, was a shrunken, internally at least, close cousin of the two-valve dohc 3.3-litre that could be traced to designer Gioacchino Colombo and the marque's 1947 birth. Proven in endurance racing but big and heavy for F1, its claimed 360bhp was "more like 290", according to Surtees.

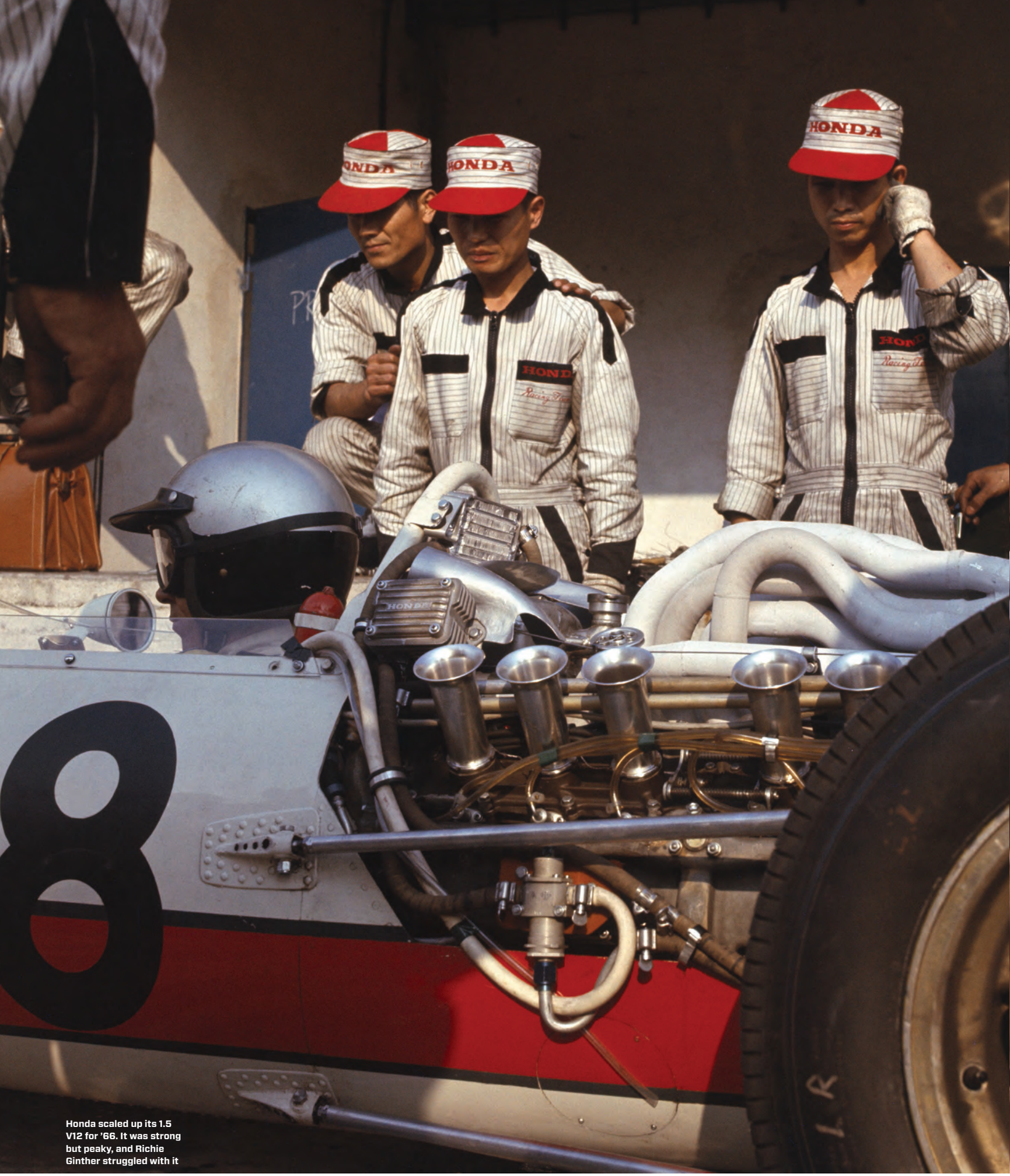
"The supposed 'return to power'," he continues. "Power-to-weight ratio in some cases didn't really exist at the beginning of that formula. Ours was quite a heavy car [it tipped 604kg at April's Syracuse GP] and its new engine wasn't new. It didn't set the world alight. But Ferrari wasn't exactly bursting at the seams with money." Rather it was in a state of financial flux having jilted Ford and not yet been wooed by Fiat.

BRM's twin-crank H16, with its six scavenge pumps, eight camshafts and 32 valves, was more courageous, audacious and unreliable. By flattening its 1.5-litre V8 and stacking one atop another, linking them with an idler gear – a six-cam version with cranks connected directly was rejected on the grounds of complexity – BRM retained much of its successful architecture and hoped to short cut the development curve. Tony Rudd and Geoff Johnson's design was short and sufficiently stiff to act as a fully stressed member, but it was heavy (252kg). Legend has six mechanics straining to lift it and, according to Stewart,



"MORE SPEED, MORE ACCELERATION, MORE WHEELSPIN, MORE NOISE A WHOLE LOT OF MORES"

GERRY GRAHAM / OFF SIDE



Honda scaled up its 1.5 V12 for '66. It was strong but peaky, and Richie Ginther struggled with it



"It carried enough fuel, water and oil for the Queen Mary." It had a narrow power band and self-destructive harmonics, too. Team owner Sir Alfred Owen gave the green light in May 1965 – Rudd had begun drawings in 1964 – and also sub-contracted noted tuner Harry Weslake to assess a four-valve V12 alternative. H16's focus was blurred further when Owen agreed to supply Team Lotus an alcohol-fuelled 4.2-litre version for its 1966 Indy 500 bid, as well as F1 engines.

***DFV DATE** October 1965*
Ford reveals F1 and F2 engines to be designed by Duckworth

Jack Brabham's approach was in stark contrast. His torque was cheap. Having in 1964 rejected the Japanese Prince V8 because of fragile wet liners, he flew into LAX to view a liner-less aluminium Buick block. Informed of a sister pushrod unit with a handy extra retaining stud, created for a cancelled Oldsmobile project, he had this two-valve 90-degree V8 heavily modified by long-term partner Repco of Melbourne – pistons, rings, bearings, pins, guides, seals, gaskets and liners were all in-house products – and in consultation with engineer Phil Irving, of Vincent motorbike fame. A chain-driven sohc, its modesty ran to an £11 base block, £7 Daimler con-rods and an initial 280bhp at 7500rpm. But its weight (144kg dry), compactness (23in high, 21in across the heads), frugality (7mpg) and driveability (useful power from 3500rpm) would stand it in good stead when fitted to a typically simple-but-effective spaceframe by Ron Tauranac. It was also ahead of the curve. It first ran in 2.5-litre Tasman Series form on March 21 1965, and Brabham's BT19, briefly tested at Goodwood, was the only new 3-litre to contest the non-championship South African GP at East London on New Year's Day; it led from pole position until its fuel metering seized and threw its belt with nine laps to go.

***DFV DATE** March 1 1966*
Cosworth receives Ford's first £25,000 instalment (of £100,000) as contract is drawn up

At Sicily's Syracuse GP in April the Repco was sidelined by an internal water leak after a single lap. But Jack's hopes were boosted – and Surtees' fears confirmed – when he ran rings around the ponderous Ferrari to win May's International Trophy at Silverstone from pole, setting fastest lap as he did so.

Surtees: "I wanted to use our 2.4-litre V6 at Monaco – it had been two seconds quicker than the V12 at the Modena test track – but they said, 'No, no, no, we sell V12s, so our number one has to be seen to drive one.' That didn't excite me much. Anyway, I wrenched it around and put it on the front row, but it was tough going. I said, 'It's not going to last.' I led until its transmission broke."

Brabham, suffering a tummy bug, also retired because of transmission gremlins, and Stewart won in a 2-litre Tasman version of his 1965 BRM. The best of the seven 3-litres to start was classified fifth after completing just 80 of 100 laps. Spa-Francorchamps suited them better and Surtees, his V12 boosted to 318bhp by port and valve revisions by Franco Rocchi, won the Belgian GP.

"It was a bit wet and things worked out OK," Surtees understates. "The big thing about Spa was that there weren't many slow corners, which meant that I could keep up the momentum so weight was not such a major factor."

Brabham, his top speed 6mph shy of his 1960 2.5-litre 'Lowline' Cooper's best, finished a cautious fourth after a lurid spin in the sudden deluge that caused Stewart's revelatory crash.

"That was the beginning of my safety campaign," says Stewart, rescued by team-mate Graham Hill and Bob Bondurant from a bent 'bathtub' filling with fuel. "We'd doubled engine capacity [he was again driving his 2-litre at Spa] but were racing in the same primitive chassis on the same circuits, approaching the same corners with zero run-offs, lined by grass banks, telegraph posts or buildings, at considerably higher speeds. The risk of a fast accident was greater, the chances of recovery from mechanical failure or driver error reduced."

Surtees' closest rival that game-changing day was Jochen Rindt's Cooper. Its 60-degree twin-spark V12 with two-valve heads could be traced back only 10 years. Tipo 9 had lain undeveloped in F1 terms since Maserati's withdrawal after 1957. Enthusiastically revived by *Ingegnere* Alfieri at the behest of British concessionaire Mario Tozzi-Condivi, whose Chipstead Motor Group now owned the Cooper Car Company, its Weber carbs and individual coils and contact-breakers were replaced by Lucas transistorised ignition and indirect fuel injection. It was said to generate 360bhp at 9200rpm but looked terrifyingly complex and bulky in designer Derrick White's bulbous monocoque. This combination, however, belied its looks, as Surtees would soon discover.

***DFV DATE** June 15 1966*
First detail drawing of 'Double Four Valve'
***DFV DATE** June 23 1966*
Duckworth signs contract with Ford

After their sensational mid-season divorce, Surtees took great pleasure from splitting the Ferraris of Lorenzo Bandini and Mike Parkes – never a man on his Christmas card list – on the front row at Reims in July.

"When I joined Cooper I went to Modena to see [Giulio] Alfieri," says Surtees. "I was

aware of things that we'd been doing at Ferrari and I switched Maserati from Lucas to Magneti Marelli ignition. [It also switched from hairpin valve springs to coils.] The Ferraris had more top-end speed, but the Cooper was a nice little handler and I was quicker than them in practice through the sweeping first part of the circuit. Then I picked up a tow from, I think, Parkes. I led off the line, too, and thought, 'I'm in with a chance here.' But suddenly one of the fuel pumps packed up and left me high and dry."

Bandini looked set for victory until his throttle cable snapped, and so Brabham became the first man to win a world championship GP in a car bearing his own name.

***DFV DATE** July 14 1966*
First detail drawing of Lotus 49

Brabham went on a roll thereafter and won at Brands Hatch, Zandvoort and the Nürburgring, and arrived at Monza in September on the verge of a third world title.

"More talent was required to drive a 3-litre," says Stewart. "They caused what I call the 'speedboat concept': jam the throttle open and the back sinks and the front rises. How you introduced speed, power and traction was now more sophisticated. My 1965 had been seat-of-the-pants exuberance. I learned a lot more in 1966. A corner began not when you braked but when you took your foot off the gas pedal. How you took it off also mattered. Removal and application [of throttle and brake] had to be smooth and soft to avoid [unsettling] spikes. One of the reasons that the Brabham was so good was its flexible engine."

The month-long gap to the Italian GP, however, had allowed its rivals to regroup: BRM had a two-pin crank and altered firing order with a view to creating a unified 16-cylinder rather than jarring separate flat-crank 'eights'; Maserati had its inlet ports inclined to the centre and back-to-back distributors within its vee for improved packaging; and Ferrari had a three-valve head with inlets between the camshafts and an extra 20bhp.

"That had been in the wind when I left," says Surtees. "But they were in such confusion that I didn't know what they'd do. As it was, someone made a decision and decided to salvage something."

Ferrari scored a one-two at Monza thanks to Lodovico Scarfiotti and Parkes – and Brabham was crowned champion despite retiring from an early lead because of oil escaping through a missing inspection plug in the timing cover.

There were entirely new engines at Monza, too.

Honda's V12 featured a central power take-off and ball and roller bearings – very pre-war Alfa – and, unlike its 1.5-litre V12 predecessor, conclusive winner of the last GP of that era, it was mounted longitudinally. Arguably



"THE MASERATI ENGINE WASN'T STARTLING BUT IT DID A GOOD JOB"

the most powerful (370bhp at 10,000rpm) it was indubitably the heaviest (the car weighed 740kg empty). Richie Ginther was challenging for the lead on lap 17 when a deflating rear tyre plunged him into the trees at 140mph.

The dohc V12 in Dan Gurney's Eagle was designed by ex-BRM man Aubrey Woods and was more compact: a 60-degree vee rather than 90, with a one-piece cam cover per bank due to the narrow (30 degrees) included angle of its four-valve heads. It reportedly weighed 167kg. Incorporating knowledge gained from the single- and twin-cylinder high-speed-combustion research engines funded by Rubery Owen – Weslake had since bought out Owen – and Shell, Gurney was disappointed to discover too late that its inlet tracts had developed a kink between commission and delivery. Inefficient scavenging of oil from the top of the engine would be another bugbear throughout its life – at a cost of five per cent power after a few laps – as would the fact that each unit was custom-made in situ: all were different. Though Gurney pitted at the end of the opening lap because of fuel starvation and would retire after seven staccato laps because of rising oil temperature, the Weslake's development potential – a predicted 400bhp-plus at 12,500-plus rpm – was apparent.

Clark, too, had a 3-litre at last. Team-mate Peter Arundell had been lumbered with the H16-powered Type 43 while his Lotus team leader worked wonders – poles at Monaco and Nürburgring and a dice for the lead with Brabham at Zandvoort – with the big bore/long stroke 230bhp 2-litre FWMV that Chapman had coaxed from Climax. Clark qualified his Type 43 on the front row at Monza but made a bad start. Having pitted early to change an out-of-balance rear wheel, he circulated quickly – dead last but encouragingly fast – and caught, passed and pulled away from leader Scarfiotti before retiring stuck in gear.

BRM's redesign of its six-speed transmission's selector mechanism and clutch layout had caused the H16's absence from three consecutive GPs. (Though clocked at 187mph on the straight it hadn't raced at Reims either.) Yet the horrendous unreliability continued at Monza. The team's parlous situation during practice was such that it hauled a (strategically placed) 2-litre V8 from an exhibition behind Monza's paddock. It blew up, too. The repaired H16s – engine rebuilds usually required two men and three weeks – made it to the grid, only for Hill's to vent its engine on the first lap. Stewart's retired after six because of a fuel leak.

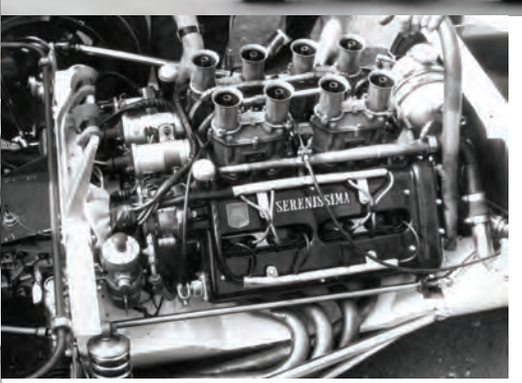
No wonder Clark – and Chapman – questioned the wisdom of their running a hastily fitted H16 at Watkins Glen in October; oil leaks were still being plugged on the grid. Yet two hours, 10 minutes and 248 miles later he crossed the line in victory, the engine borrowed from BRM as crisp as it had been at the start. That his own was destroyed during final practice by a detached crankshaft counterbalance – locating bolts had a tendency to fail about the 300-mile mark – had been fortuitous; Hill and Stewart retired their BRMs at mid-distance because of a failed final drive and blown engine respectively.

Brabham, meanwhile, suffered a broken camshaft follower while leading. The Australian was then beaten fair and square by Surtees at the Mexico finale: Cooper's first GP win for four years and the first for nine for Maserati.

"With all due respect to Jack, who did a wonderful job, only by some bad luck did we not manage to win the championship," says Surtees. "I was in a position to win at Nürburgring when I lost two gears. I was right with them at Monza when a bag tank went. And I was in the lead battle in America, sitting on Lorenzo's tail, able to cope quite nicely, when [backmarker] Arundell came out of the pits and collected me. We had a bit of a rough deal. The Maser wasn't startling but did a good job."









Tough and practical: Repco engine matched Brabham to a tee. Right: Surtees chases rivals into Paddock; Serenissima was an also-ran. Below: Chapman studies Repco

"Its engine had more power than the Maser but it wasn't very driveable because of carburation problems caused by its low-pressure Hilborn injection; it wasn't easy to get developments done and that took a year to put right. We had many stupid problems, largely attributable to the constant changing of staff.

"I could understand Honda's using motor sport as a training ground – that's what created its engineering reputation – but it's not the most efficient way of getting race results in the short term. We didn't keep enough experience within the team."

DFV DATE December 1966

Maurice Philippe begins full-scale design of Lotus 49

Repco knew it could not rest on its laurels if it was to remain competitive in 1967 and its design and construction of tailor-made crankcase, block and head with ports reversed (exhausts within the vee) was under way. Ferrari, meanwhile, skipped Mexico – and would miss the 1967 season-opener – better to reconstruct its racing department and prepare its own ports-reversed V12.

And Surtees joined Honda: "[Yoshio] Nakamura said, 'John, we will only race next year if you join us.' Its 1.5-litre had been quick – plus there was doubt over the Maserati programme – so I thought, 'Why not?' But I hadn't reckoned with how the Honda system worked; my bike racing had given me no insight.

DFV DATE January 1 1967

Cosworth receives second Ford instalment: £50,000

Pedro Rodríguez's Cooper-Maserati scored a fortuitous win at Kyalami in January when lost brake fluid cost Brabham's Denny Hulme his maiden GP victory. (Local ace John Love almost won in a Cooper powered by a Climax 'four'.) Gurney's soaring Weslake won the Race of Champions in March (when V12s filled the first five places). Brabham won Oulton Park's Spring Trophy in April, but Parkes' Ferrari, a 1966



Cooper-Maseratis head the line as Eau Rouge, one of the greatest power curves of all, looms behind

car with a 1967 engine, beat him a fortnight later at the International Trophy. And on May 7, Hulme, still using a 1966-spec Repco in his BT20, won the Monaco GP.

F1's future, meanwhile, was fast approaching:

DFV DATE April/May 1967
DFV gives 408bhp 'at modest rpm' on test
DFV DATE April 25 1967
DFV press launch at Ford's Regent Street HQ
DFV DATE May 8 1967
Lotus 49 shakedown at Hethel
DFV DATE May 23 1967
Hill tests at Snetterton – "It really has some squirt"

Keith Duckworth had worked 16-hour days and lost 40lb during the nine-month gestation of his 'baby'. His first clean-sheet design, the 168kg 'Double Four Valve' V8 eschewed over-complication and snubbed convention. Its single spark plugs jutted into pent-roof combustion chambers from within four valves of narrow included angle (32 degrees) and above a flat-topped piston. (By the season's end Maserati's V12 featured a Heron head and three valves and three plugs per cylinder. BRM built a magnesium/titanium H16 with 64 valves but, probably wisely, never raced it.) The DFV's accessories were tightly packaged so that there was no spaghetti wiring or viper's nest of exhausts. Connected to the 'simple bracket' Lotus 49's monocoque by four bolts that conformed to Clark's snaky hips and wiry shoulders, the project arrived at Zandvoort in June fully integrated and almost entirely resolved.

Hill put his 49 on pole by half a second from Gurney's 'lightweight' (by 45kg) magnesium/titanium Eagle. Brabham, fully one second slower, lined up third. Of the other V12s only the Maserati got within two seconds. Stewart's lighter (by 35kg) and slimmer BRM H16 was 2.6sec adrift.

Hill led but suffered a timing gear failure after 11 laps. Tax exile Clark had little experience of the 49 and its DFV and, on springs and rear tyres he'd never tried before, he started cautiously from the third row. Increasing in confidence, on lap 16 he moved ahead of Brabham and into a lead that he would hold until the finish. There had been niggles – snappy throttle, fading brakes, dodgy clutch – and teeth were discovered missing from his timing gears, too, but outwardly his victory was a runaway.

"The writing was on the wall," says Surtees. "The biggest problem racing against British machinery was the characteristics of their engines, which made them easier to drive. In Keith Duckworth you had someone who fully appreciated what was required."

"The Cosworth DFV was the best thing ever to happen to F1," says Stewart. "Ken Tyrrell went to Zandvoort just to see it. As soon as he saw it – bingo!"

Though hampered by its own fledgling fragilities, plus those of the Lotus 49's suspension and its ZF transmission, the DFV won four GPs in 1967. It won all bar one of 12 in 1968, all 11 in 1969 and all 15 in 1973. By June 1983 its 155 victories had delivered 12 world championships for drivers and 10 for constructors: an incredible return on a £100,000 down payment. M



CHOOSE YOUR WEAPONS...

DFV is on its way, but what are the other 3-litre options in '66?

FERRARI
Smaller variant of sports racing unit; DOHC 2-valve 60deg V12, 350bhp
Best result: 1st, Belgium, Italy
Team: Ferrari

BRM
Two stacked flat 8s geared together; DOHC 2-valve H16, 400bhp
Best result: 1st, US
Teams: BRM, Lotus

MASERATI
Resurrected from 1957; DOHC 2-valve 60deg V12, 360bhp
Best result: 1st, Mexico
Teams: Cooper, Rob Walker, Ecurie Bonnier

HONDA
All-new roller-bearing design; DOHC 4-valve 90deg V12, 370bhp
Best result: 4th, Mexico
Team: Honda

REPCO
Buick-based: simple, light, compact; SOHC 2-valve 90deg V8, 280bhp
Best result: 1st, France, GB, Holland, Germany
Team: Brabham

WESLAKE
Custom-built for AAR; DOHC 4-valve 60deg V12, 370bhp
Best result: 5th, France, Mexico
Team: AAR Eagle

SERENISSIMA
Developed for sports car racing; DOHC 2-valve 90deg V8, 245bhp
Best result: 6th, GB
Team: McLaren

TRACO FORD
Small version of 4.2 Indy unit; DOHC 4-valve V8, 300bhp
Best result: 5th, US
Team: McLaren

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1966
GRAND PRIX SEASON



F1's 'return to power' created potential drama for UK teams. Briefly, at least

writer PETER HIGHAM

COVENTRY CLIMAX'S DECISION to withdraw from Formula 1 at the end of 1965 left British teams without suitable engines for the following season. The 'return to power' rules were announced in 1963 and Ferrari was ready with its 3-litre V12.

Such was the engine situation that Jack Brabham initially considered not entering his team in 1966, but he turned up with his BT19 powered by an Australian Repco V8. Originally intended for the Tasman series, the engine was bored out to 2994cc and proved a simple, reliable solution. Brabham overcame teething problems to win four GPs in a row and clinch his third championship at Monza.

John Surtees confirmed pre-season expectations by winning Syracuse and then the wet Belgian GP, but Ferrari politics ruined his challenge.

Dominant champions a year before, Jim Clark and Lotus endured a frustrating campaign. The highlight came at Watkins Glen, where the Scot gave the BRM H16-powered Lotus 43 its only victory, winning $20,000 as a consequence. Jackie Stewart won the Monaco GP in an old 2-litre BRM P261 on a day when only four cars finished and Lodovico Scarfiotti led a Ferrari one-two at Monza – winning on just his fourth GP appearance.

Being a driver-constructor was all the rage at the time. In addition to Brabham, Dan Gurney and Bruce McLaren entered F1 cars for the first time in 1966. Both Eagle and McLaren would win a Grand Prix within the next two seasons.

MOST WINS DRIVERS

4

JACK BRABHAM

JOHN SURTEES **2**
JIM CLARK **1**
LODOVICO SCARFIOTTI **1**
JACKIE STEWART **1**

MOST WINS CONSTRUCTORS

4

BRABHAM-REPCO

FERRARI **2**
BRM **1**
COOPER-MASERATI **1**
LOTUS-BRM **1**

1966
First world title for Goodyear tyres

1st
BRABHAM

1966 marked the first time a driver had won the F1 crown in a car of his own construction

'1966' WORLD CHAMPIONSHIP

The 1966 Formula 1 scene was the backdrop for John Frankenheimer's film *Grand Prix*. While Jack Brabham eased to the real life title with two races to spare, the movie inevitably went to the last lap. Final championship positions:

1st **Pete Aron** (USA) *35 points*
2nd **Scott Stoddart** (GBR) *33 points*
3rd **Nino Barlini** (ITA) *28 points*

FASTEST RACE LAP

142.218mph

LORENZO BANDINI (FERRARI 312)
Set during the French GP at Reims. The fastest race lap of the previous 1500cc era was 137.60mph, set by Dan Gurney's Brabham BT7-Climax during the 1964 Belgian GP at Spa-Francorchamps.

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AM LOTUS
71

JUST WHAT HE ALWAYS WANTED





Dario Franchitti has achieved a lifetime ambition: to own a car raced by his hero Jim Clark. And in this Lotus Cortina, he's bought a certified winner

writer DAMIEN SMITH
photographer DOMINIC HINDE

HE'S A HARD MAN TO pin down, especially on home territory. Everybody wants a piece of Dario Franchitti, but then here, in the grounds of Holyroodhouse, that's because he knows just about everybody. He greets old friends with almost every passing step, that ready grin and easy manner precisely why they're all so pleased to see him. In the shadow of Her Majesty's Edinburgh residence, we're in the presence of Scottish motor racing royalty.

We're here for the determinedly anglicised Concours of Elegance, the annual shiny-car soirée that has travelled north for the first time away from London's royal palaces – and against all reasonable expectations, The Queen's garden is shown in its best possible light. Yes, it's not raining.

This is a smart 'do', a smattering of Scotland's elite roaming the lawn. Sir Jackie Stewart is buzzing around, immaculate as ever in tartan trews and ready to welcome First Minister Nicola Sturgeon. Dario too has made an effort, but as usual strictly on his own terms – and certainly not in deference to a politician. The dark pinstripe suit and brown suede shoes could backfire, but not when you're a charismatic triple Indy 500 winner. And there's defiantly no tie with the crisp open-neck shirt. His old Formula Vauxhall team boss wouldn't approve, but that is entirely the point.

Guest of honour Franchitti has been invited to showcase a selection of cars from his own growing collection. On entry, his three garish Indy 500 pace cars welcome visitors, the

spoils of his victories in 2007, '10 and '12. Rip-snorting Chevys sure beat silver cups.

But there's another of his cars, nestled in the company of Ecurie Ecosse Jaguars, multi-million-pound Ferraris and veteran exotica, that sits more comfortably in this setting. It might offer the silhouette of a humble 1960s family saloon, but the Ermine White with Sherwood Green flash and yellow pinstripe can mean only one thing. This is a Lotus Cortina, and not just any of the original 2894 built between 1963-66. This is *the* Lotus Cortina, reg number BJH 417B, the one *he* drove. And that makes this little car Franchitti's most prized possession among the horde of cherished memorabilia this purist fanatic has accumulated from his life in racing.

Dario's obsession with Jim Clark has become a trademark, his knowledge and passion for motor racing history a pleasing characteristic that has long separated him from most of his peers. "I'd been looking for one of Jim's cars for a long time," he tells me as we retreat to a bench, away from the well-wishers. "The cars that spring to mind are the Lotus 25 – the one that won all the races and I think I've actually driven, the 33, the 49 that Chris MacAllister owns plus the 38 [1965 Indy 500 winner] that the Henry Ford museum owns and I've been lucky enough to drive. None of those are for sale and I don't see that changing! So I figured if I could find the right Cortina, it would be something I could use on the road as well as having something that Jim raced.

"I looked at a couple. Andy Middlehurst has been a fantastic help because he's as big a Jim Clark fan as I am, and he's restored a couple of them. And he owns one that again isn't for sale."

Since his career-ending Indycar shunt in 2013, Franchitti has gained precious time to pursue his passions. "When I had my accident in Houston I'd already started talking to Andy about it and he pointed me towards one in a dealership. I was lying in a hospitable bed, jacked up on morphine, humming and hawing about buying it, and I told Andy to go and do it. But then he told me they had jacked the price up" – presumably upon discovering who the buyer was – "and thankfully I said 'no, I'm not doing that', even in my compromised state!

"I waited about a year, and Andy phoned to tell me this car was for sale: BJH 417B, the one that won all the races." Clark raced and drove more than one on the road, but this was the Cortina that mattered: the car in which he cocked a front wheel through the summer of 1964 to claim the British Saloon Car Championship, winning his class in all eight rounds and even scoring a few overall victories, at Oulton Park (twice) and Crystal Palace, whenever the powerful Galaxies of Jack Sears and Sir Gawaine Baillie faltered.

"Andy told me, 'It's the right car, I restored it'," says Dario. "He went down to look at it and said 'It's perfect. It's just as it was after I finished it.' The owner had used it on occasion. He's got lots of cars and other Cortinas to race, a very nice man, very straight to deal with. He said 'That's the price' and a deal was done. It then arrived in Scotland on the back of a trailer. I've driven it once down the road, but I haven't been home much this year. It went to Duns [to the Jim Clark museum] in May."

How much did he pay? I know not to ask. A week later at Goodwood, I'm told the "very nice man" was serial Cortina racer Kerry Michael, and while the amount remains their private business, consider this: among the previous owners was the late Tom Walkinshaw, another Clark fan. In 2003, following the sad liquidation of Tom Walkinshaw Racing, his collection was auctioned off. *Motor Sport* reported at the time that BJH 417B fetched £90,000 – a dozen years ago, before classic car prices soared through the roof.

Franchitti really does admire Jim Clark.

❖

ASIDE FROM THOSE THAT CARRIED THE great Scot, Dario covets road cars more than racers. "The Cortina is different from anything else I own," he says. "Most of the stuff is what you had on your wall as a kid: Ferrari F40, Carrera GT, a bunch of 911s. I'm a real 911 fan from the new GT3 RS through to a 1973 'hot-rod'! I've still got the old Ferrari 355, which I bought from my first signing bonus from Barry Green. And I've got a 964 3.8 RS, which is a rare car because it's one of only two RHD…

"I'd love to collect racing cars too, but it doesn't make much sense for me because I'm not allowed to race them! I tell you what… guys like Scott Dixon have no interest in cars – nothing. He told me the other day he'd bought one nice car, a BMW M5 I think. He talked about writing a cheque for £50,000 – and he was crying… He just doesn't get it. But a lot of the Formula 1 guys, on the quiet, love cars – and not just modern stuff, but classics as well. Some of the characters who you wouldn't expect, as well. But I don't think they are allowed to say what they've got in their collections because of their contracts. It's a shame they're not more open about it because it would show more of the personalities."

Jackie Stewart and Allan McNish retired on their own terms, choosing when to walk and never looking back. Franchitti was robbed of that decision by injury, but after an Indycar career that spanned 16 years and reaped 31 wins, those precious Indy 500 victories and four championships he's at peace with life – especially in the wake of an accident that he knows could so easily have ended it.

"I don't feel the need to race Indycars any more or in sports cars where I had some opportunities," he says. "I came to terms with it really quickly; it wasn't a big deal. After that accident I was ready to say 'OK, I'm finished.'

"I can do demonstrations, but can't do anything competitive," he adds. "It's unusual because I can go on the autobahn and drive at 230mph, according to the insurance company, but I can't do anything competitive at a much slower speed. And that's fine. The real big thing is from a health point of view: if I have another knock to the head it's not going to be good.

"It would be nice to have a wee play sometimes, nothing serious, and that's the thing that's unfortunate. But I can still do stuff like the Mille Miglia retrospective. I drove another Cortina at Donington recently for TV, but in a lunch break. I couldn't participate in a general test day [because of his insurance terms]. I did just one lap, but my instinct was to come in and say 'Stiffen up the dampers' just like I used to. It just felt brilliant. But this is the reality."

We're speaking just a few days after his friend Justin Wilson lost his life in a senseless Indycar crash at Pocono, another single-seater victim of somebody else's debris. It's tricky territory for an 'old-school' racer such as Dario. But in the context of his own experience, it's hardly surprising that he concurs with the current mood among his peers.

"Something has to be done to protect drivers' heads," he sighs. "Jenson [Button] said it best in Monza: enough is enough. Is it a canopy? I don't know. Adrian Newey designed that car for Gran Turismo that had a canopy system. We've got some brilliant minds in racing and we need to figure it out. The trouble is that canopies create problems: the temperature inside the car, the weight, getting people out if it's upside down – that all has to be reconciled.

"The Mercedes concept with the 'boomerang' structure was interesting. People said it was ugly, but people said the raised cockpits were ugly when they were introduced. I drove in

"THE CORTINA IS DIFFERENT FROM ANYTHING ELSE I OWN. MOST OF THE STUFF IS WHAT YOU HAD ON YOUR WALL AS A KID"











The virtue of patience. Franchitti had to wait to find a Cortina he wanted, but his eventual prize could hardly have been greater



Grand-Am for Chip Ganassi and that had a bar straight up the middle of the windscreen, as did the NASCARs I drove. You look straight through it, you don't even see it. Your eyes focus right past it.

"I don't know the answer, but I know something has to change. Losing Justin… these things always hit harder when they personally affect you – like Jenson, who knew Justin well and was pals from a young age with Dan [Wheldon, also killed in an Indycar, in 2011]. We're all feeling it. Racing is never going to be safe, but we've got to make it as safe as we can."

Like old pals McNish and David Coulthard, retirement has unburdened Dario and his loved ones from the pressure of such concerns, and he now contemplates motor racing safety as a TV pundit. Sports people don't necessarily fall



"I'D LOVE TO COLLECT RACING CARS TOO, BUT I'M NOT ALLOWED TO RACE THEM!"

naturally into broadcasting, despite the number that make the switch, and it's fair to say that in his role as Formula E co-commentator Franchitti took time to find his voice. But as the all-electric series embarks on its second season, his enthusiasm, knowledge and personality are shining through. It's a confidence thing.

His old hero would surely never have worked in TV. Those who knew him feel Clark would have slipped away from racing after the fire was gone, perhaps back to his farming roots and away from the hubbub. Then again, they also say he changed in his final years, that his future might not have been so easy to predict.

The tragedy is he never got to choose. Neither did Justin and Dan. With what he knows, Franchitti will be counting his blessings every day for the rest of his life.

CLARK'S 1964 SALOON CAR TITLE

How BJH 417B carried an F1 world champion to his most unlikely title

MARCH 14, SNETTERTON
1st in class, 2nd overall
Runner-up to Jack Brabham's Alan Brown Galaxie, a full two minutes down, after Jack Sears hits spinning Mini Cooper of Tommy Weber.

MARCH 30, GOODWOOD
1st in class, 2nd overall
Returns from Sebring double-header in which he races Cortina 168 RUR to a class win in the 250km race and 2nd in class, 21st overall in the 12 Hours… but Sears' Galaxie has too much power around the Sussex sweeps.

APRIL 11, OULTON PARK
1st in class, 1st overall,
Sears leads until brakes fail on the way into Lodge. He spins to avoid a head-on impact, leaving Clark to open a big lead.

APRIL 18, AINTREE
1st in class, 3rd overall
Sears' Willment Galaxie romps home. Clark makes a last-lap dash for second, but can't shift Sir Gawaine Baillie's self-entered Galaxie.

MAY 2, SILVERSTONE
1st in class, 3rd overall
International Trophy meeting. Clark is brilliant, but can't live with Sears or Dan Gurney's Alan Brown Galaxie on the flat-out airfield circuit.

MAY 18, CRYSTAL PALACE
1st in class, 1st overall
Sears still holds sway around tighter confines in London, but a blown tyre hands Clark and Peter Arundell a Team Lotus one-two.

JULY 11, BRANDS HATCH (NON-CHAMPIONSHIP)
Clark not entered
No saloons for Clark on a day when he wins the British GP, but John Whitmore takes BJH 417B to another class and overall win to claim the Molyslip Trophy

AUGUST 3, BRANDS HATCH
1st in class, 2nd overall
Sears wins easily at the Guards Trophy meeting ahead of Clark and the Willment Cortina of Bob Olthoff

SEPTEMBER 19, OULTON PARK
1st in class, 1st overall
Ignition failure costs Sears again at Oulton, leaving Clark clear to win at the Gold Cup meeting. His maximum class B points tally of 48 is 10 clear of John Fitzpatrick's Mini Cooper S.



Park life: Jim Clark en route to victory in BJH 417B at Crystal Palace, May 18 1964

LAT



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Oliver Rowland

Once considered a wayward talent, this young Yorkshireman is now Formula Renault 3.5 champion. Simon Arron met him

HIS GRANDFATHER RALLIED, HIS uncle and father dabbled with karts. It was somehow inevitable that Oliver Rowland would be cast into the world of internal combustion from an early age, but few drivers start quite so young.

"My dad bought me a quad bike when I was two," Rowland says, "and by the time I was four I could ride on two wheels and do pretty much anything with it, so it was time to upgrade. Mum vetoed a motorbike, but agreed to a kart and I was given one just before my fifth birthday.

"We went down to Zip and [company boss] Martin Hines came out of his office. He would later play a huge supporting role in my career, but at that stage he said I was too small, that we should come back in a couple of years. So we went to Deavinson at Rye House and bought one there instead. They fitted it with special pedals. I was too young to compete, but practised regularly for the next couple of years."

In 2002 he began racing, finishing second in the UK Cadet series before going on to win it for two straight seasons.

"When I was four I wanted to be Joey Dunlop," he says, "but once I started karting I realised that probably wasn't going to happen. By the time I was eight I already knew I wanted to race – and win – in F1. My next-door neighbour was a bit older and used to take the mickey, telling me that karting was easy. So I said I'd buy him a Porsche when I got to F1 – I still see him occasionally and he hasn't forgotten! If I make it, I guess that's one of the first things I'll have to do…"

Rowland's form brought him to the attention of Hines, then McLaren stepped in to offer support – for a while. "I don't think McLaren was unhappy with my results," he says, "but I was a bit disorganised and not as fit as I should have been. They tried to get through to me for a year or two and it wasn't happening."

The Racing Steps Foundation then backed his transition to cars, but required more than just results. "In 2012 I finished third in my first Formula Renault Eurocup season," he says. "That wasn't too bad, but my off-track activities were perceived as inappropriate and RSF said it was dropping me unless I could sort myself out. That was a turning point. Derek Warwick gave me lots of help. I came back fitter, told RSF I was ready and was taken on again. I haven't looked back since."



LAT

CAREER IN BRIEF

Born: 10/8/92, Barnsley, England **2002-2009** karting, many race wins & three championship titles **2010** FIA Super KF World Cup winner; Formula Renault UK 2.0 Winter Series **2011** FR UK 2.0, 2nd; UK Winter Series champion **2012** FR 2.0 Eurocup, 3rd **2013** FR 2.0 Eurocup, 2nd **2014** Formula Renault 3.5, 4th **2015** FR 3.5, champion with 8 wins (new record); limited GP2 programme

During that time Rowland was supposed to call Warwick every day, so RSF knew where he was. A bit like having an electronic tag? "Worse," he says. "One day I failed to call and the next morning Derek didn't want to speak to me. All I could hear were swear words. In truth I probably reacted best to such treatment, because my dad had been like that with me when I was younger. He died late in 2010, sadly, so there was no longer anybody barking at me. After that I'd felt I could do more or less what I wanted – and did."

The message having percolated, RSF supported him for another season in the Eurocup – in which he finished second – and sponsored his graduation to Formula Renault 3.5. He was fourth in his first year and took eight wins on his way to winning the title in his second. He also did some GP2 races in 2015 and conducted simulator work for F1 world champion Mercedes.

"I'd like to do a full year of GP2 in 2016," he says, "but my mind is open. As you get higher up the ladder you start to appreciate how difficult it is to reach F1, but there's nothing I can do about that. My aim is to get to F1, but in the long term I simply want to be a racing driver."

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DANGER AROUND EVERY CORNER

The 1954 Carrera Panamericana would be the last road race of its kind, the final episode in one of the sport's most perilous and challenging chapters

writer & photographer
BOYD HARNELL

A WHITE JAGUAR XK120 hurtled out of a turn near the Mexican town of Tehuantepec and its passenger and driver waved. I later learned that this signalled a last hurrah for two US fans en route to the start of La Carrera in Tuxtla-Gutierrez, Chiapas, Mexico. Seconds later, the Jaguar crashed and the pair perished. Looking back, their demise seemed prophetic, a sign of what drivers faced over five days of this classic open road race. It was to be the fifth and – as it turned out – last Carrera Panamericana Mexico.

I drove from Philadelphia, Pennsylvania, to Tuxtla-Gutierrez, roughly 3100 miles away. I was on assignment to cover that race for International News Photos, forerunner of United Press International (UPI). I was convinced the only way to cover the event effectively was essentially to become part of it. A special press cordon had been organised, allowing journalists to follow or drive ahead of competing cars. It was an extremely difficult race for one person to photograph due to the distances and harsh conditions involved; I opted to drive ahead of the race to catch the action. This meant the peripheral aspects – banquets, parties and daily maintenance – would be sacrificed.

Adding seatbelts and a hard-mounted tape recorder to my '54 Oldsmobile 98 Holiday Coupé was the best choice for covering the race. My photo gear comprised a 35mm Luftwaffe Robot and the ubiquitous 4x5 Speed Graphic. The Robot was an early motor-drive camera used as a wing-mounted gun camera on German fighter aircraft in WWII. It was the first 35mm motor-drive camera to be used as a journalistic tool in America and didn't accept standard cassettes. Loading film onto the camera's internal, spring-loaded cassettes had to be done inside a hot changing bag. The film's emulsion would often soften during this process making it a hellish, messy affair.

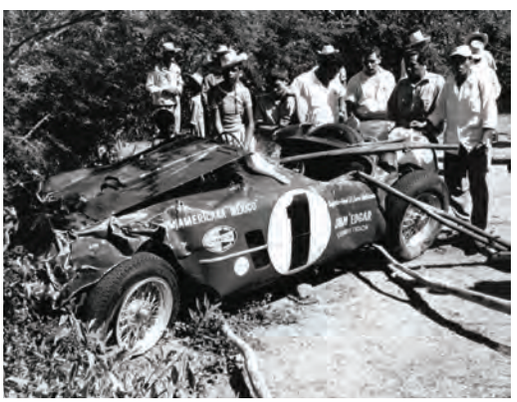
A total of 166 drivers started the race (by which time two Argentine competitors had already died, after their car plunged into a ravine) and the purse totalled $117,000 – almost one million dollars in today's money. Thousands of spectators lined the 329 miles between the start at Tuxtla and stage's end at Oaxaca; thousands of soldiers patrolled the road, their job to keep spectators and livestock clear of the course. Their weapons were loaded; spectator casualties in previous years dictated this dramatic – but apparently effective – show of arms.







Spectators edge into danger as winner Maglioli passes. Below: first to start, and first in a string of crashes – McAfee's 375 Plus Ferrari





DAY 1 NOVEMBER 19, 1954

LEG 1 TUXTLA-GUTIERREZ to OAXACA

It was precisely 6:00am when I saw the green flag drop on Jack McAfee's Ferrari 375 Plus as it shot away towards Oaxaca – a town it would never reach. As the last cars whined away, I leapt into my Olds and set out in pursuit with the press cordon. The rules specified that no press car was to pass another at any time, but violations of that sort were rampant from the start.

Storming past the 200-mile mark, we were flagged down by an official and came to stop at a place where a small group of people stood atop an embankment. Some 50 feet below stood McAfee's Ferrari, and 100 feet away lay co-driver Ford Robinson's body, motionless in the dirt. So began La Carrera: by the time I reached Oaxaca, 22 cars had already been eliminated, the majority by burned pistons and cooling troubles.

At the end of the first stage, Phil Hill and Richie Ginther led Umberto Maglioli by more than four minutes. The young Californians had a 4.5-litre engine, Maglioli a 4.9, and these 375-series Ferraris proved capable of nearly 175mph on La Carrera's open stretches.

DAY 2 NOVEMBER 20, 1954

LEG 2 OAXACA to PUEBLA
LEG 3 PUEBLA to MEXICO CITY

The second day was equally hard. Having already lost several cars, the Lincoln team suffered another setback when star driver Bill Vukovich breasted a hill at 100mph, skidded across the road and plunged over the side of a ravine. He had only minor injuries but the team's only remaining prospect was the present class leader, Walt Faulkner. He flew into Mexico City as if riding a jet stream, chopping two minutes off the class record set by Johnny Mantz in '53. Carroll Shelby flipped his Austin-Healey, breaking a collarbone and a few ribs, a Borgward driver was seriously injured in a pile-up and an Alfa also crashed out.

After photographing the first stage I headed out toward the mountainous terrain between Oaxaca and Puebla, hoping to camp outside Puebla that night and await the arrival of the first cars the following morning. The drive to Oaxaca had ascended to 5000 feet over a mixture of hazardous and well-paved surfaces, passing through hundreds of unpredictable curves. Close to Puebla I found an ess-bend on a downward slope that looked like a great spot to shoot from the next day. I pulled up the Olds, hunkered down in the back seat and drifted off to sleep. Just before dawn I was awakened by hoof beats, so loud and strong it sounded like I was in the middle of a

stampede. Looking out of the car's rear window in the dim light, I could make out three horsemen. I got the distinct impression they were bandits and their sombreros did nothing to dispel that image. One of them walked over to my car smiling and explained they were police officers, then they made a campfire and invited me to share their food and coffee. I later learned they were a part of an anti-bandit patrol and had stopped expressly to protect me.

Eventually a white Ferrari appeared. It was Hill and Ginther, their 375 proceeding at breakneck speed. They were gone in about eight seconds and I shot a sequence as they rocketed through. This series of photos turned out to be the most unusual of the entire race. While streaking by at racing speed they were holding a conversation and at one point seemed to be looking at each other…

During the second and third legs Hill maintained his lead over Maglioli; the duel between the two would ultimately dominate the race in the premier category. Coming into Mexico City Hill was just 39sec ahead of his rival.

The casualty list continued to grow: by the time the field reached Mexico City another 15 cars had been eliminated and several drivers were injured, some seriously. Guatemalan privateer David Cerezo's Alfa plunged off a bridge at San Martin de Temechucan, demolishing the car. Cerezo and co-driver Carlos Palacios were both reported to have died, although they later turned up very much alive in Mexico City a few hours later.

DAY 3 NOVEMBER 21, 1954

LEG 4 MEXICO CITY to LEÓN
LEG 5 LEÓN to DURANGO

The carnage continued to mount on the next leg. There were four major crashes and one fatality, all occurring at a curve near Rio Hondito. I had followed the route northwards and in less than 30 minutes spotted Karl-Günther Bechem's battered Borgward. He had fallen foul of a tricky corner that left his car with a mangled nose and him with a fractured femur.

Shortly after, Joaquin Palacio Pover misjudged the same stretch of road. His Pegaso skidded sideways off the curve, flipped down an embankment into a maguey field and burned. Palacio was thrown clear and somehow survived but a Mexican soldier standing by the roadside was not so lucky.

During the second part of the day the field raced over the taxing section from León to Durango. On this stage Maglioli used the 375 Plus's higher top speed to rocket ahead of Hill to build a 6min 19sec advantage. Unfortunately, three serious accidents occurred south of Aguascalientes, near Durango. One involved Chilean Patricio Archurras, who flipped his Ford into a group of spectators, killing two and seriously injuring himself.

DAY 4 NOVEMBER 22, 1954

LEG 6 DURANGO to PARRAL
LEG 7 PARRAL to CHIHUAHUA

On the fourth day the race covered an arrow-straight 437-mile run split into two legs. The first fell easily to Maglioli at an average speed of 112mph, bettering his own record set the year before. He then proceeded to dominate the Parral-Chihuahua leg as well, pushing the 375 Plus to more than 170mph at times and averaging 131.2mph.

Phil Hill had cruised into Parral a close second, just four minutes behind, but differential problems dropped him to fourth overall by the time he arrived in Chihuahua. The gap between Hill and Maglioli opened up to more than 14 minutes; barring the unforeseen, the Italian looked a comfortable victor… but the unforeseen had always typified La Carrera Panamericana.

I experienced a chilling incident while looking for an advantageous vantage point.

A young Mexican army private approached and yelled "*alto!*" – stop! – then levelled his rifle at me. I pivoted around so he could see my press armband and he withdrew the gun as swiftly as he'd drawn it, then smiled and waved me by. The army had orders to keep spectators clear of the road.

After the last cars roared by my chosen spot, I cranked up the Olds and continued on to Parral. En route I spotted what looked like a wrecked car, though it was so badly pancaked it seemed to blend in with the scenery. I braked to a halt and saw three people standing nearby, one of them the injured Argentine driver Victorio Menghi. Sponsored by nationalist dictator Juan Peron and wife Evita, his Chevrolet had flipped violently and co-driver Leopoldo Olvera was dead at the scene. I took photos of the wreckage and moved on.



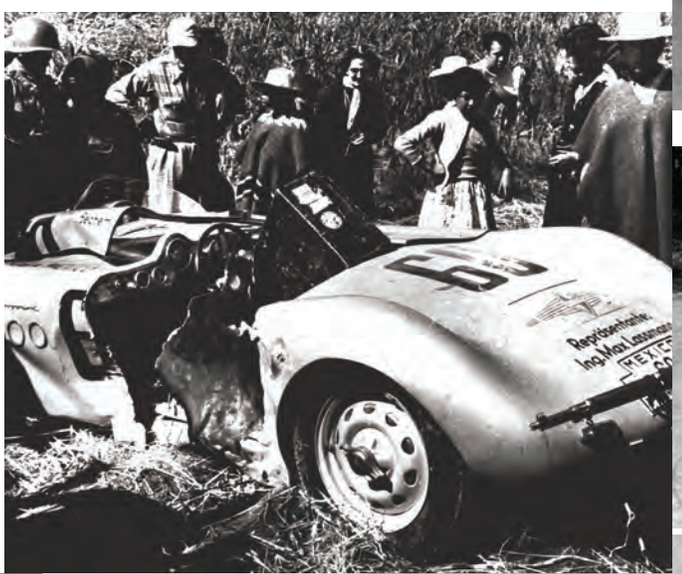




Lightweight Porsche 550s performed well. Alfa saloons, above, were a model of reliability. Left: late-braking Hudson Wasp





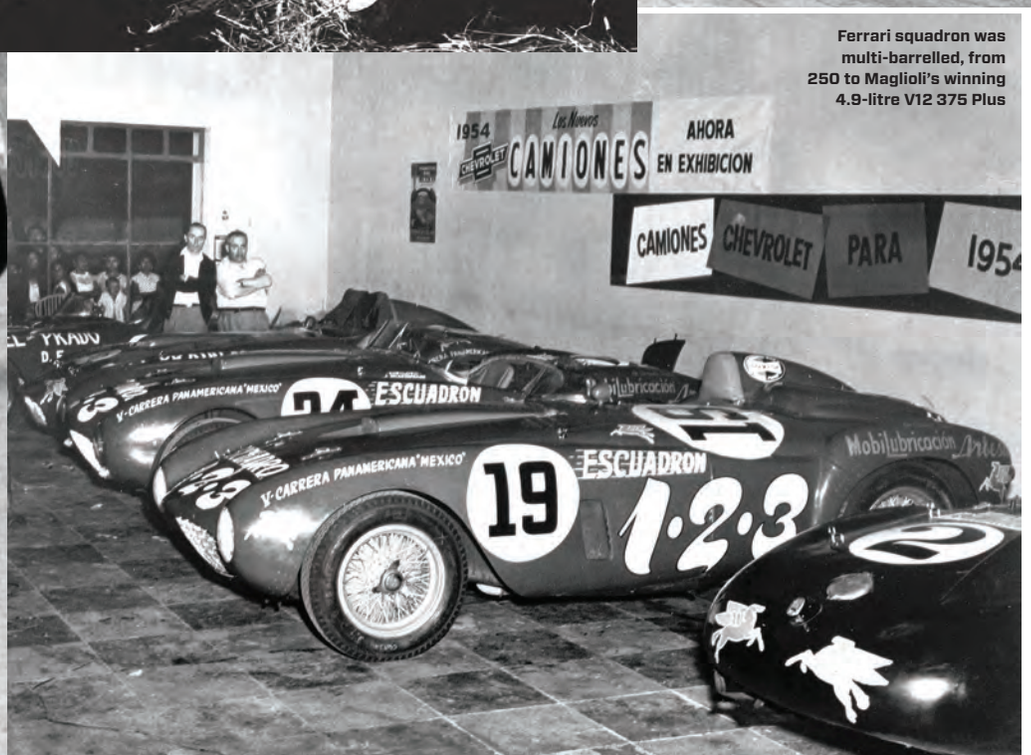


Already battered, the works Borgward Rennsport 55 suffered a terminal crash (left), injuring its driver. Below: Ford under pressure

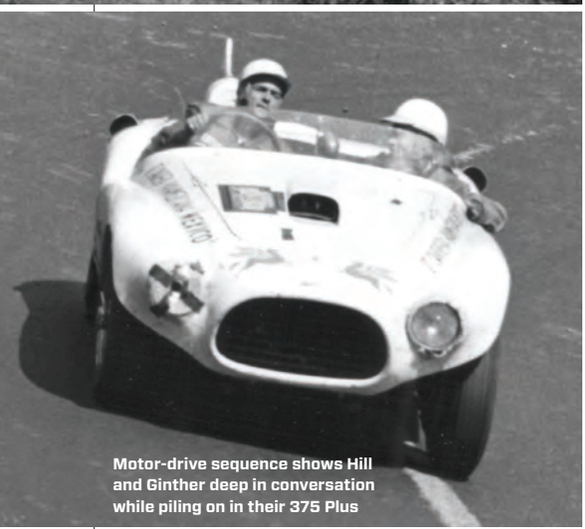




Ferrari squadron was multi-barrelled, from 250 to Maglioli's winning 4.9-litre V12 375 Plus







Motor-drive sequence shows Hill and Ginther deep in conversation while piling on in their 375 Plus







"BY MY CALCULATIONS THE RACE HAD SO FAR CLAIMED THE LIVES OF FOUR ENTRANTS, FOUR SPECTATORS AND A SOLDIER"



By my calculations, the race had so far claimed the lives of four entrants, four spectators and a soldier. By the time I arrived in Chihuahua, there were only 87 cars left in the race.

DAY 5 NOVEMBER 23, 1954

LEG 8 CHIHUAHUA to CIUDAD JUAREZ

Hill was bogged down with differential problems, causing him to lose valuable time, but he managed to get his car back in shape overnight. On the final sprint to Juarez he blew away Maglioli's Ferrari by more than 53 seconds – a performance equal to 138.25mph and one that missed his Italian rival's 1953 record by a scant 30sec.

This was undoubtedly of some small satisfaction to Hill and Ginther, who had battled against Maglioli's superior horsepower since the race began. They'd hoped for an unexpected chance that would give them the final edge. In the end, however, it was the Italian maestro who took top spot at an overall average of almost 108mph. Overall he finished 24 minutes clear of the Americans.

More than 100,000 spectators greeted the finishers. Some of these were Americans who had crossed the border to see the spectacular finale to what, in five short years, had become one of the most famous open-road races of all time. Scores of light planes flew at tree-top level to escort the early arrivals to the chequered flag.

I set up my gear for the last time at the finishing line, well before the first cars appeared. I was tired from the drive and the pace of the past five days, but the pressure of the race and the excitement of the finish kept me going. Soon the snarling sounds of a Ferrari in the distance signalled Hill's arrival; in seconds he scorched across the line for his third stage victory and second place overall. He'd covered more than 1900 miles in 18hrs 4min 50sec. Maglioli seared past less than a minute later, his overall





Ill-fated Pegaso of Joaquin Palacio Pover. Left: Alfa 1900 crosses line to cement class win. Below: Miller's cut-price El Caballo was a revelation





pace setting a new record for La Carrera at 107.99mph. He had been fully 30 minutes faster than Juan Manuel Fangio's winning time in 1953.

It was an exciting, almost movie-like finish: Hans Herrmann's Porsche 550 roared in side-by-side with team-mate Jaroslav Juhan's, the pair grabbing third and fourth places respectively and leaving the larger Ferraris of Cornacchia and Chinetti in the dust. Crawford and Faulkner drove their Lincolns into first and second in class, and the ever-remarkable Alfa Romeo 1900TIs – still led by Consalvo Sanesi in 15th overall – poured across the line to cement the top five positions in their division.

While the Alfas set new standards in terms of their engine capacity, Ak Miller's El Caballo special achieved the most amazing performance of this Carrera Panamericana. His $1500 backyard creation averaged more than 92mph to score fifth place in the premier Large Sports category. It had stayed with the best of them, much to the chagrin of those who owned more expensive cars, and grabbed seventh overall. El Caballo even beat the well-financed Lincoln team. Only four Ferraris and two Porsches had been faster than the homebuilt hero.

Of the 149 cars entered in the race, 85 withstood the rigours of the treacherous course and completed the distance, while no fewer than 25 were simply abandoned along the route. The remainder managed to limp into a friendly port before expiring.

Most of the prize money went to European competitors, with the largest haul – $18,200 – going to overall winner Maglioli. Phil Hill picked up $9200 for second place and his three leg victories, while Ray Crawford was awarded a whopping $16,800 for victory in Large Stock and class wins in the first and second stages of the race. Alfa's division winner Sanesi collected $4480 and team-mate Sergio Mantovani picked up $3040. It's interesting to note that all Alfa drivers pooled their earnings and divided them into equal shares.

POSTSCRIPT

Plans to make a sixth Carrera part of the FIA's 1955 calendar were scuttled by the Mexican government. Sources inside the country said it was purely an economic matter. President Adolfo Cortinez refused to allocate the funds necessary to repair the Pan American highway, which was in a continual state of disrepair due to heavy rains, flooding and poor initial construction. And so the famous Carrera Panamericana Mexico passed into history.

More than 60 years have passed since that final event and, in covering a wide range of motor sport before and since, nothing has compared; no race held today can even remotely approach the tone and scope of the original Carrera.

My equipment, compared to today's, was primitive. The Robot jammed once in a while, and mostly dead reckoning determined the focus. While exposure was determined with a meter, changing light conditions often made it a dicey toss-up. Films were slower and digital cameras were still just a photographer's dream. The photo series of Hill and Ginther, among the earliest 35mm motor-drive sequences taken of a major race, is a tribute to one of the great road races and I'm grateful that I was fortunate enough to witness and document this incredible event. M

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TIME TO CLIP HIS 'WING

After more than 40 years of ownership, a former racing driver is parting with a much loved and highly original Mercedes-Benz 300SL Gullwing

writer SIMON ARRON | **photographer** HOWARD SIMMONS



HE'D ORIGINALLY wanted to fly Spitfires, but there were too many young men of like mind and the RAF didn't have sufficient capacity to train them all. Besides, the Second World War was freshly concluded and there was less demand for pilots than there had recently been. Thus decommissioned, John Young went instead to work with his father at Rose and Young, Caterham, one of southern England's leading car dealerships. It wasn't too bad an alternative.

Among the perks was a close relationship with some of the most desirable cars of the period, not least Rudi Uhlenhaut's stylish Mercedes-Benz 300SL Gullwing coupé, originally introduced in 1954. "I can't remember exactly how many I've owned," says Young, now an 88-year-old of agile mind, "but there have been umpteen. Our business was one of the very first Mercedes agents and for a while I drove Gullwings almost every day. I really liked them."

The car you see here has been his favourite. Manufactured in 1955 and originally purchased by the Ferranti engineering family, it was supplied with most of the cutting-edge period options – Rudge-Whitworth centre-lock hubs, Becker radio, fitted luggage to complement the blue leather upholstery – and Young has owned it since 1973. It has been resprayed, but never restored, and is to be auctioned at Bonhams New Bond Street sale on December 6.

"It's very original," Young says, "and has done fewer than 45,000 miles from new. I remember at one time that we had about five Gullwings lined up for sale at the dealership. They cost a few thousand quid each, which was a lot of money at the time, but nothing compared with the £1m to £1.3m they're estimating this one might fetch. Prices keep going up and I find it hard to keep track.

"I still own quite a few cars, including a Mini Moke I've had for about 50 years. It's in very nice condition, but I didn't think it would be worth anything and was wondering whether to scrap it. Then I found out even that was worth at least £12,000, which to me seems rather baffling."

By his own admission, though, car valuations haven't always been his forte.

"When I first joined the family business," he says, "I'd come more or less straight from public school [where he often sat sketching ERAs during lessons] and would go with my dad to London's motor-trading heartland, in Warren Street. As soon as I was there unaccompanied, they'd say, ''Ere Johnny, I've got one for you around the corner.' I'd respond, 'Thanks awfully, jolly nice of you.' The first time I did a deal on my own, I paid about



£1400 for a car that we ended up selling for £700. My dad thought that might teach me a couple of lessons…

❖

"I WAS ON WARREN STREET ONE DAY when a dealer invited me to join him on a trip to an airfield, to watch some cars being tested. I went along – it might have been Boreham – and Roy Salvadori was thrashing around in a Frazer Nash Le Mans Replica. He pulled up and asked if anybody would like to jump in, to help keep one side of the car down, so I immediately volunteered. They all thought I was mad, but I thoroughly enjoyed myself. It was also the first time I'd met Roy, which proved to be the start of an enduring friendship."

Young had already been doing some club racing in an MG TC, particularly at Goodwood, but would go on to compete in higher-profile events. "Looking back," he says, "I far preferred the grass-roots days to my time taking part in higher-profile races, when you always ended up having rows about starting money and so on. I refused to join the BRDC for many years, after not being paid the promised fee for taking my Connaught to Silverstone. The meeting hadn't attracted a very big crowd, apparently, so funds weren't available. At that point I said 'Sod the BRDC', but Salvadori and John Surtees eventually talked me round and persuaded me to sign up.

"I ended up racing an HRG, a Healey Silverstone, my Lancia road car, an ex-Ecurie Ecosse Jaguar XK120 – all sorts of sports cars. A friend of ours, Big Bill Whitehouse, had the old works Grand Prix Connaught, AL10, and I purchased that, which brought me a bit of success – a few seconds and thirds in national events."

Connaught subsequently asked him to take part in the 1955 Tourist Trophy at Dundrod, alongside Bill Smith. "Many people felt Bill had the potential to become a really good driver," he says. "I travelled over to the race with him by boat and he was a really nice guy – absolutely charming. The whole weekend was quite an eye-opener. During practice I was sent out in the wet, against Fangio, Mike Hawthorn and co. When they came up behind me I soon moved over.

"Bill and I tossed a coin to decide who would start the race. He won…"

It would be their final interaction. Smith and Jack Brabham's co-driver Jim Mayers were killed in a fiery pile-up on the second lap, while Elva driver Richard Mainwaring perished later in a separate accident.

"Three drivers in the same race," Young says, "but the danger element didn't bother me at all – it doesn't at that age, does it? Bill's misfortune didn't change my thinking. I just put it down as an accident and carried on. I never thought about writing myself off. For some reason, though, my old man adored me and was terribly upset to hear on the radio that one of the works Connaught drivers had been killed. Fairly soon afterwards I started to think that I should probably give up for my father's sake and I started to wind down my racing activities. He was so worried that I more or less gave up and concentrated on the day job."







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YOUNG WAS TEMPTED TO RACE AGAIN many years later, mind. "I always wanted to buy an ERA," he says, "but never did. I acquired one of Cameron Millar's Maserati 250Fs, though. I was planning to race it, but my late wife wondered why the hell I wanted to do that at my age. So I got Richard Bond to drive it. I subsequently sold it to Fangio, of all people. He wanted a 250F for his museum and didn't fancy paying the full asking price for an original, so he bought my Millar car. I saw it advertised as an ex-Fangio car after he had died – an opportunist bit of salesmanship, but not quite true in the conventional sense."

There would, though, be further motor sport adventures after his 'retirement', not least on the Monte Carlo Rally. "In 1956 I did that with Roy and John Coombs, another long-time friend, in a Ford Anglia. That was a laugh from start to finish. One of them told the *News of*



John Young with the Gullwing he has owned for more than 40 years. Its extras include fitted luggage and Becker radio





"BERNIE ASKED HOW MANY GULLWINGS I STILL OWNED. I TOLD HIM I HAD JUST THE ONE. OH, HE SAID, I NOW HAVE SIX..."

the World that neither was prepared to be passenger for the other, so I'd be driving all the way solo. That got published…

"On the start ramp I let the clutch out and went nowhere. At first I assumed I'd broken the transmission, but the bastards had simply slipped it out of gear. When Salvadori took over, he drove like the wind and at one point cut up the Austin A90 of John Gott [in real life a police superintendent]. John wasn't impressed and came over to accuse me of driving like a maniac. When I pointed out that it had been Roy, he said, 'I suspected as much.' Salvadori and Coombs then had a row that led one of them to throw the keys away – and it was my bloody car.

"I was supposed to do the Monte with Colin Chapman in 1957, but it was cancelled because of fuel rationing. The following year I did it with Graham Hill in a Riley 1.5. John Coombs was supposed to come, too, but pulled out at the last minute and sent one of his salesmen instead. He kept telling us how many cars he'd shunted, so we decided not to let him drive."

Given his relationship with Gullwings, was he ever tempted to race one?

"Almost," he says. "When I was driving Connaughts, Reg Tanner from Esso asked me to race a Gullwing for a year and said the company would provide me with some support worth five or six thousand pounds. That was a lot of money then, so I thought, 'Blimey, I'd better accept.' At Goodwood I jumped from my Connaught Grand Prix car into the Gullwing, exited the pits and went towards Madgwick, the first right-hander. If you lifted your foot just slightly the thing had a tendency to spin, which it duly did, so I drove around to the paddock and said, 'No thanks, Reg, you can have your money back.' I think you had to be somebody of Stirling Moss's calibre to race one properly."

Based on the underpinnings of a 1951 300 saloon, with punchy 2996cc, 212bhp straight six, 135mph top speed and swing-axle rear suspension, the Gullwing was always suited to comfortable long-distance cruising rather than cutting-edge stability through fast sweeps, but its looks were – and are – such that it could be forgiven almost any imperfection. It wears its 60-plus years astonishingly well.

Young's car might be familiar to Festival of Speed regulars – in 2001, it formed part of the main central display, mounted high on a spur in front of Goodwood House. "I lent it to them and quite a few people asked whether I was at all worried," he says, "but I was quite happy and thought the whole thing looked very effective. They did attach a lightning conductor, though, just in case…"

His time in the industry has brought him into contact with a good many luminaries, including racer and team entrant Coombs ("He and I bought the last two D-type Jaguars to come out of the factory, for £2200 apiece, then struggled to sell them – the world has changed") and Bernie Ecclestone.

"At one time I'd meet Bernie once a week for lunch," Young says. "We're still in touch and I occasionally see him at auctions. Knowing my passion for Gullwings, he one day asked me how many I still owned and I told him I had just the one. 'Oh,' he said, 'I now have six…'" ◼

John Young's Gullwing will form part of Bonhams' London sale on December 6

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A time long before the Formula 1 paddock was protected by tall fences, security guards and electronic turnstiles. A local family capitalises on a chance to pose with Lorenzo Bandini's Ferrari prior to the 1966 Belgian Grand Prix at Spa-Francorchamps. The Italian went on to finish third



PRIVATE VIEW

A 'YOU WERE THERE' SPECIAL

Left: AJ Foyt, Mario Andretti, Peter Revson, Al Unser and the rest prepare for a briefing for the California 500 at the Ontario Speedway, 1972. Superfly. Above: Stefan Bellof in pensive mood, Brands Hatch 1983. Below: Carlo Chiti of Alfa Romeo at the Sebring 12 Hours in 1967



Motor Sport reviewed _Gasoline and Magic_ two months ago. Here's a broader look at some of the photographic bygones within

THIS IS NOT CUSTOMARY *PRIVATE VIEW* fare – and at the very least the title should be pluralised. The accompanying shots were culled from a wide variety of sources, all now part of Swiss archivist Thomas Horat's growing library – more than 70,000 images, at the last count. Horat's objective is to preserve an illustrated record of motor sport for the benefit of future generations.

The story began while Horat was working on a film about Jo Siffert. He met a man who had recently bought a large box of motor racing slides in a garage sale, but had no idea about the content. Horat agreed to catalogue everything in exchange for being able to use a few images. He then began to seek similar collections as the basis for his project. Most such archives are purely professional in terms of execution, but in this instance content counts for more than technique. The book contains mostly the work of amateurs, but their work is ripe with more than enough charm to compensate what they might lack in composition.



Gasoline and Magic, www.editionpatrickfrey.com
ISBN: 978-3-905929-88-1, €54



The famous old Nürburgring paddock, which survives today as a tourist trap. This was taken in 1970. The crashed 512S of Ickx/Schetty is to the rear of the Ferrari transporter



Left: Martin Newman's shot of the Ferrari paddock area ahead of the 1961 Belgian GP. Below: Hollywood star Paul Newman at Bonneville Salt Flats in 1974, when he drove two Ferraris – a 365GTB Daytona and a 512M





Flip-flops? Check. No shirt? Check. Paint roller? Check. MGB? Check. Pre-race preparations at Lime Rock, 1968. Below: the European 2-litre Championship field lines up at Spa in 1970



David Purley covets the spoils of victory at Thruxton in May 1976, after winning the fifth round of the ShellSport Group 8 Championship in his Chevron B30. Photo: Tim Harrison. Bottom: poignant image of Tony Brise and Graham Hill in the Watkins Glen pits, 1975






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{ LUNCH WITH }

ANDREW COWAN

He won major rallies as a driver, oversaw several successful world championship campaigns and even dabbled in F3... with a factory Lotus

writer SIMON TAYLOR | **photographer** JAMES MITCHELL

ANDREW COWAN IS A farmer, and he is a Scot: together, those ingredients can make a man resilient, resourceful and determined. Mix them with the talent to drive very fast on any type of surface, in all conditions of heat and cold, drought and torrent, often without proper sleep for days. Next, stir in quiet courage, and an indomitable will to win. Now you have the recipe for the best ultra-long-distance rally driver Great Britain has ever produced.

Andrew farms 700 acres of mixed arable in border country near Berwick-upon-Tweed. Driving past his land everything is immaculate, the fences arrow-straight, the hedges and verges perfectly trimmed. The farmhouse, large, warm and solid, provides a hospitable welcome on the squally autumn day of my visit. Andrew is a keen fisherman, and politely declines my invitation to lunch in favour of a magnificent meal prepared by his delightful and very rally-savvy wife Linda.

The starter is smoked salmon, caught by Andrew and locally smoked for him, with prawns, mayonnaise and granary bread from a nearby bakery. The main dish is a hefty fresh salmon he hooked out of the River Spey a few days earlier, sautéed in butter with scallops on a bed of fruity couscous. I have no room for the Scottish farmhouse cheese, but I do manage the lemon mousse with blueberries.

Andrew was born in 1936. As a farmer's son, he was inevitably driving tractors almost before he could reach the pedals, and the family VW Beetle soon after. In 1950 local car clubs began to run race meetings on the nearby abandoned wartime airfields of Winfield and Charterhall, and Andrew would pedal over on his bike to watch through the hedge. There was another farmer's son, almost exactly the same age, growing up on a sheep farm a couple of miles away, and the two boys became firm friends. That friend was Jim Clark.

"As soon as we got our licences, along with other members of the Young Farmers' Club, we started rallying in little local events. I rolled the VW three times, and Jimmy became a charter member of what we called The Hedgers, Ditchers and Dykers Club. To qualify you had to knock down at least 20 yards of fence.

Another local farmer was Ian Scott-Watson, and when Ian realised how good a driver Jimmy was he started to lend him cars to race: first his DKW, and then his Porsche 356, UUL 442.

"I stuck with rallies because racing was way out of my price range, but I moved on from the battered Beetle to my mother's Sunbeam Rapier. It had done 32,000 miles, so I took the head off, decoked it, and polished the ports with a bit of emery paper on the end of my finger. In between working hard on the farm I did quite a few events, and in 1960 I decided I was ready for an international. With George Murray as my co-driver, I did the RAC [as everybody always called the Rally of Great Britain], and we finished 43rd out of 177 starters, which quite surprised my father. Mum's Rapier was pretty tired by this time, so he offered to buy me a new car: 'But that's it', he said. 'Write that off, and you're not getting another.' I chose a Mk II Rapier" – thus cementing a relationship with Rootes products which was to endure through much of his driving career.





ANDREW COWAN
CAREER IN BRIEF

Born: 13/12/1936, Duns, UK
1960 Takes part in his first RAC Rally **1962-63** Back-to-back Scottish Rally victories in Sunbeam Rapier **1964** Rootes factory driver, predominantly in Hillman Imps **1968** Wins London-Sydney in works Hunter **1972** Signs for Mitsubishi **1977** Wins the second London-Sydney **1978** South American Marathon victor **1983** Sets up Mitsubishi's European motor sport HQ **1990** Retires from driving to focus on management

WHEN ANDREW WON THE SCOTTISH Rally outright in 1962, and then did it again in 1963, the Rootes competition department sat up and took notice. "They didn't offer me a works car, but before the RAC they took my Rapier and totally rebuilt it, engine, gearbox, suspension, rear axle, everything except the shell. Right from the start it felt brilliant, and on the first two stages I beat all the works Rapiers. Then on the third forest stage there was a downhill blind right-hander, and doing about 80mph on gravel I found that the corner tightened. I hit a tree amidships, wrapped the Rapier around it like a banana.

"Even so Rootes gave me my first works drive on the 1964 Monte Carlo Rally in a Hillman Imp, co-driving with the experienced Keith Ballisat. We started from Oslo and had all sorts of problems, and in the end we ran a big end. Keith reckoned that was our rally done and dusted, but I insisted we tried to carry on. I dashed into a garage, bought some thick gear oil and poured that into the sump – which took for ever because it was so cold. Somehow we clanked our way to Monte Carlo and finished the rally, in 133rd place."

There were some non-Rootes drives, too. In the 1965 Tour de France Andrew found himself paired with Peter Proctor in an Alan Mann Mustang, quite a step up from a Rapier or an Imp. "We split the driving, Peter on the circuits and me on the stages like the Col de Turini. Peter's a great driver and a fine man, and he taught me a lot. At one point on a road section I was really busting the car because we were late. As we rushed into a corner at about 90mph there was an old lady by the roadside waving a red flag. We were used to spectators waving at us, but as I went on round the corner I found a stationary queue of traffic waiting at a railway crossing. No way could I stop, so I got on the brakes, locked up, came off the brakes, shot past the queue on the wrong side of the road, got it stopped right up against the barrier, train came through, barrier went up, and we were first away. So that was all right. We won the touring category outright.

"In 1965 Rootes entered two Sunbeam Tigers for the Monte, Peter Harper in the lead car and me in the other. We had snow from early on, and we only had a limited number of studded tyres. In those days the studs were just screwed into the casing, they got loose very quickly, and we began to run out: quite rightly Peter got the first choice of tyres. There was so much snow and ice that year that only 35 cars survived to the finish. Because of the conditions I decided not to let my co-driver Robin Turvey take over anywhere, and by the time we got to the Col du Granier I'd been driving for 36 hours. I remember thinking, 'I'm never going to keep my eyes open.' But you develop the knack of having 10-minute cat-naps. I had one of those at a service stop, and I was OK." Harper finished fourth overall and won the class; Andrew, despite having to compromise on tyres, finished 11th and second in the class.

By now pace notes, and the exhaustive recces that were needed to produce them, were becoming universal in international rallying. "I was onto pace notes pretty early. At first we couldn't do them for the forests, because they were closed to traffic, although some people hired motorbikes and sneaked in, or even went round on bicycles. Then the FIA said that it was unsafe to do stages without prior practice, and allowed two passes over a stage at a set speed, once to annotate it and once to check.

"By now Brian Coyle had become my regular co-driver, and that's how he remained for much of my career. The relationship between driver and co-driver is absolutely crucial, and the driver has to trust him totally. In fact, you could say the co-driver is more important than the driver. If I was coming up to a corner which my judgement said was going to need me to slow and Brian said 'Flat', I had to go flat. You have to be right up to the limit of what your co-driver is telling you. That means if he gives you a wrong call and you don't crash, you're not going fast enough."

Inside the noise, fury and drama of a rally car cockpit, the co-driver's calls have to be fast, clear and accurate. Any misunderstanding can mean a very big accident. "Different driver/co-driver pairings had different systems, and you could never use somebody else's pace notes. Brian and I had four grades: Slow, Medium, Quick and Flat. We'd get all that written down in our first recce, and then on our second we would plus or minus each note, so we'd have more grades, like Quick Minus, or Slow Plus. If a corner was Flat Minus, that would mean it was flat, but you had to get the line precisely right. If it was Flat Plus it didn't matter what line you took.

"Coming up to a big event like the Monte, we'd recce the route maybe five times. For the night stages we'd recce them at night. We'd go out at the end of November, as soon as the RAC was finished, and keep at it – maybe get home for Christmas, but work on through New Year because you Sassenachs never celebrate Hogmanay.

"I'd never seen myself as a racing driver, although I'd been lent cars for a couple of minor races at Charterhall and Ingliston, just for fun. But I'd kept my friendship with Jimmy, who was now world champion for the second time, and he was always on at me to try circuit racing properly. One day in 1966 he phoned: 'I've had a word with Colin [Chapman]. I'm going to Silverstone to test our latest Indycar, and there'll be a works Formula 3 car in the truck for you to try.' He flew up to Winfield in his plane, collected me and we flew down to Silverstone. I'd never driven a single-seater in

McKLEIN. MERCEDES-BENZ & LAT



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1 Rootes had a relatively small budget for London-Sydney in '68, but thorough preparations paid off
2 Cowan and Colin Malkin head for victory on the 1978 South American Marathon
3 Tommi Mäkinen scooped four WRC titles while Cowan was at Mitsubishi's helm

4 Heading for second with Johnstone Syer on the 1985 Paris-Dakar **5** Cowan never won the Safari Rally, but took this Lancer to third in 1976

my life, but once I got used to the car I got down to some reasonable times, and Chapman said, 'It's time we put this chap in a race.'

"So I did the Good Friday Snetterton, with all the quick F3 boys of the day. I was running in a tight midfield group on the Norwich Straight and over-revved and dropped a valve, because I didn't know that slipstreaming made you go faster. Then we went straight on to Goodwood for the Easter Monday meeting. I remember going into Madgwick with somebody's left-front wheel between my two right-hand wheels, and I wasn't enjoying it one bit. I kept it on the island, but I finished well down. It wasn't a good day: Jimmy retired from the F2 race with a puncture, and then my good friend Peter Proctor had his bad accident in the touring car race and was horribly burned, ending his racing career. When I got home I wrote a letter to Colin Chapman. I said, 'Thanks very much for the opportunity, but I'll stick to rallying.'

"MARCUS CHAMBERS WAS THE competitions manager at Rootes, but the man who really made things happen was the team manager, Des O'Dell. He'd been at Aston Martin in the John Wyer days, and Wyer took him to JW Automotive to work on the GT40s before he moved to Rootes. He was a wonderful guy. He was so practical, he would find a solution to any problem. He made the Hillman Imp bullet-proof. When they cancelled the 1967 RAC because of foot-and-mouth disease, they put on a hectic special stage event at Camberley just for the TV cameras, with big yumps, and my Imp was third overall behind Erik Carlsson and Timo Mäkinen. Then Brian and I won our class on the 1968 Monte, the only 1-litre car to get into the top 60 qualifiers for the last night's 12-hour section. It was a brilliant little car.

"I used to keep an Imp of my own up in Scotland to run in national events. In April '68 I'd been doing the Granite City Rally all night, and I was driving back from Aberdeen on the Sunday afternoon, with my service crew in the car in front. Suddenly they pulled over, and flagged me down. They'd just heard on their car radio that Jimmy had had an accident in an F2 race in Germany. We weren't far from where Logan Morrison lived: he used to drive for BMC and Rover, and I'd been best man at his wedding. I drove up to his door and he was standing at the window, and as I got out of the car he looked at me and shook his head. I went inside, picked up his phone and called my father, but when he answered I couldn't say anything, I couldn't speak. It was a dreadful day. Still, 47 years later, we can't forget it.

"Straight from Jimmy's funeral I went to the Circuit of Ireland. I drove the works Imp away from the start line at Ballymena, went 100 yards, and we were hit head-on by a drunken Irishman. Then Des O'Dell said, 'What about this London-Sydney thing?'"

WITH THE STATED AIM OF RAISING morale when the UK economy was plunged in gloom and Harold Wilson had devalued the pound, a rally like no other had been announced. Backed by *Daily Express* proprietor Max Aitken and Frank Packer of the *Daily Telegraph* in Australia, it was to run halfway around the world, from London to Bombay and then, after the surviving cars had been shipped to Australia, from Perth to Sydney. Several manufacturers, including Ford and British Leyland, announced they would field serious teams, but Rootes didn't have a fraction of their budgets, and didn't have a suitable car either apart from their distinctly unexciting family saloon, the Hillman Hunter.

"But Des was convinced we could make a go of it, and so was I. It was put to the Rootes board, and in the end they said, 'OK, you've got £25,000. That's it.' So we took a Hunter, and we tested it to destruction. We drove it and drove it, on the rough at Bagshot, through water, through mud and sand, we did everything we could to break everything that could possibly break. And each time anything broke we didn't just replace it, we made it stronger. That would then put more strain on something else, and as each part broke we redesigned it. We thought about how tired we would get: seven days and 7000 miles flat out to Bombay, over some really harsh terrain, and then three days and 3000 miles across Australia. I suggested to Des that it would be safer if we could get a fairly light third person who could drive in between the stages. Colin Malkin, British rally champion with an Imp and a fine driver, was the obvious choice. During all the testing, to replicate the weight correctly I carried a passenger, plus two bags of cement in the back to represent Colin.

"Based on the lessons learned with that, a recce Hunter was built exactly to the specification we were going to use on the rally, and Brian and I went over the full route from London to Bombay. After all our testing and modifying it held together, except we broke a half-shaft in Bulgaria. We got a passing truck to tow us to the Turkish border, pushed the car over the line, and then got tied on the back of another truck which towed us to Istanbul, where Chrysler [as Rootes had now become] had a dealership. We got halfshafts flown out to us, and we completed the recce down through Iran, Afghanistan, Pakistan and on to Bombay. Then I flew home while Brian flew to Perth and



recced the cross-Australia bit with a Chrysler rep in a Valiant. So now we had good notes for the whole route. Meanwhile Des, via one of his old mates at Aston Martin, got hold of a pair of DBS back axles and diffs, and narrowed them down to Hunter size. All of this was allowed in the regulations.

"The only other problem we had was that the fuel in several of those countries was dreadful, and we had pinking all the time, burned valves, holed pistons. By Bombay the engine was pretty wrecked. This is where Des' clever thinking came in. The actual car for the event was built, and I put 3000 miles on it, a bit of rough stuff at Bagshot, a bit of motorway, a bit of Tarmac. Back at the factory the entire car was dismantled, and all the bits that came off it – cylinder head, front struts, gearbox, overdrive, back axle, brakes, everything – were packed into boxes and sent off to Bombay. Then the car was rebuilt with all-new parts. The cylinder head that went on the car for the first leg was low-compression, to deal with the fuel, and the head that went in the Bombay box was high-compression. In Australia the fuel would be OK, and we'd have 20 more bhp than with the low-com head."

The stories of that run to Bombay, via Kabul, over the Khyber Pass and through a string of places which are now better known for wars and terrorism, could fill several books – and



Cowan and Brian Coyle with FRW 307C on the 1966 Coupe des Alpes, when they had gearbox trouble, and (below left) the car as it is today

McKLEIN



have done. "Colin and I took turns at driving, but Brian was navigating all the way and, apart from the occasional doze, he pretty much stayed awake for a week. At Bombay we found we were sixth overall, so only five cars would be running ahead of us once we got to Australia." Those five were Roger Clark's Lotus Cortina, Gilbert Staepelaere's Ford Taunus, Lucien Bianchi's Citroën DS19 and the BLMC 1800s of Paddy Hopkirk and Rauno Aaltonen.

"We had just four and a half hours of service time at Bombay before the cars were sealed and loaded onto the ship to Fremantle. Des had flown out all the mechanics our budget could afford, and they descended on the car and pulled it to pieces. All the bits waiting in the boxes, suspension, brakes, transmission and that high-compression head, were fitted within the time frame like a high-speed pitstop. Then we had five days at sea catching up on sleep – although the weather was pretty rough at the end – and we set off from Perth in what was effectively a brand spanking new car."

In the three-day blind across Australia the Hunter moved ahead of both 1800s. Again there were many more stories and dramas for all the crews: like when, on a twisty section in the wilds of South Australia, Andrew was approaching a tight hairpin at 70mph and the Hunter's brake pedal went to the floor. They shot off the road but, as luck would have it, ended up in a deep pile of sand without damage. They got brakeless to the next control, where they found that the brake fluid had leaked out not from a broken hydraulic pipe or worse, but just from a union that had come unscrewed.

"After Numeralla we came around a fast left-hander to see the Staepelaere Taunus half on its side in the ditch. So now we were second, with Lucien Bianchi and Jean-Claude Ogier in the Citroën about six minutes ahead of us. The last competitive stage was finished, leaving just 200 miles of gravel road and then the run into Sydney. So Lucien, who'd been driving for almost all of the 3000 miles, handed over to Jean-Claude and went to sleep. Over a blind brow Jean-Claude met a non-competing Mini head-on. We arrived shortly after. Jean-Claude was out of the car, Lucien was still trapped inside. We stopped, but there were several people there helping to get him out, and they told us that medical help was on its way. There was nothing we could do, so we carried on.

"As we drove over the finish line at Warwick Farm we were met by a fantastic reception. Paddy Hopkirk, who was still running ahead of us on the road, pulled over, and then followed us over the line to take second place. There was all the hullabaloo of congratulations and press and TV interviews, and we climbed onto the roof of our faithful Hunter for the photographers. At last I escaped, got to my hotel and climbed into bed for what I hoped would be a good long sleep, having first told hotel reception to block all calls. Three hours later I was woken by the girl on reception, who said there'd been so many calls she couldn't hold them off any longer.

"We always thought we had a chance of winning, because we'd done our homework. But it was dreadful luck for Lucien, whom I knew well from the Tour de France. He'd won the Le Mans 24 Hours that year, with Pedro Rodriguez in the JW GT40. Three months after the London-Sydney he was killed in a Le Mans testing accident."

THE LONDON-SYDNEY DID HAPPEN again nine years later – and, to enhance further his towering long-distance reputation, Andrew won that too. "It was over rather a different route: London to Madras, ship the cars to Malaysia, down to Singapore, then ship to Perth and a massive 8200-mile round-Australia section. By then I was driving for Mercedes-Benz, and I did it in a 280E with Colin Malkin and Mike Broad. It didn't get the publicity of the first one, but the Australian route was really punishing: deep into the Northern Territory, down the middle through Alice Springs, across the Nullarbor Plain. The outback is wonderful, but it's easy to get into trouble out there."

There were other extraordinarily gruelling enduros, most notably the longest rally of all, the 18,500-mile South American Marathon in 1978, which covered almost every corner of the continent. And Andrew won that, too. "I was with Mercedes again, in a 450SLC. Their competitions boss was Erich Wexenberger, who was cast in the Neubauer mould: big and strong, everything on full attack.



Cowan has rallied successfully on every continent bar one: Antarctica

"I RECCED THE ENTIRE 30,000 KILOMETRES TO TIERRA DEL FUEGO, THEN WE DID THE RALLY. ALL OF IT TOOK THREE MONTHS"

"I went out to South America and recced the entire 30,000 kilometres: from Buenos Aires through Uruguay and Paraguay, right across Brazil, up to Venezuela, then Colombia, Ecuador, Peru, Bolivia, Chile and right down to Tierra del Fuego. Then we did the rally itself. All of it took three months." Some stages involved average speeds of 100mph, evoking memories of the Carrera Panamericana road race; there were sections through steamy, muddy jungle, then up to 16,000 feet above sea level in the Andes, and then snow, ice and fog in the southern tip of Argentina. Among several bad accidents, two were fatal: in one the rally doctor was killed. Over the 42 days of the event everyone had stories to tell, but at the end it was Cowan on top.

Not so fortunate was the 1970 London to Mexico World Cup Rally. "I did that in a Triumph 2.5PI, and we lost a lot of time when a rear wheel came off because the studs broke, and we had to take studs off the other three wheels to keep us going. Then in the Chilean Andes, driving through an impenetrable dust cloud behind Jean Denton's BLMC 1800, I was tracing her brake lights. But I couldn't see that she was a couple of hairpins ahead of me, and I went straight over the edge. We fell about 40 feet, landed on the roof.

"Brian Coyle had concussion and a broken arm, and our third man, the Peruvian Larko Ossio, had damaged his back. I felt pretty banged about, too. They got us to a hospital with an earth floor, run by nuns, and a plane came in to take us to a hospital in Buenos Aires. But the weather clamped down and we were stuck there for three days. Eventually we got to BA, and the doctors dealt with Brian first because he seemed to be the worst, then they X-rayed Larko. Meanwhile I was being violently sick, so they took a look at me. As soon as the doctor saw my X-rays he shouted, 'Don't move! Stay still!' He'd just seen my neck was broken. That was the one really bad accident of my career."

Andrew twice won the New Zealand Rally, in a works Mini and then in an Avenger, but the Australasian event that meant most to him was the Southern Cross Rally. "That was fantastic. Mainly in New South Wales, no practice, all in the bush, uphill and down among the gum trees. In 1969 I won it in an Austin 1800. It was the first time I'd rallied a front-wheel-drive car: it was a big barge, but great to drive. Then, at a barbecue after the '71 Southern Cross, a little Japanese guy came up to me." This was Yukamichi Katane, motor sport boss at Mitsubishi. It was the start of a relationship that was to last for more than 30 years.

SO IN THE NEXT YEAR'S SOUTHERN Cross Andrew drove a Mitsubishi Galant: and he won. "The Galant was quite a big saloon, but for the following year they had the 1600 Lancer, which was a magical little car, much better than it looked on paper. Getting into it was like putting on a favourite pair of shoes." In Lancers Andrew won the next three Southern Cross Rallies, making four on the trot for Mitsubishi and five in all.

He won the 1977 Ivory Coast Rally for them, and did a string of East African Safaris. "But I never won it. In 1976 we were leading by 20 minutes, and trying to get around a slower car that was blocking us we went into a mudhole, and getting out again dropped us to third. In 1980 I did it for Mercedes in a 450SLC, leading again, and a rear suspension casting broke up.

"In 1983 Mitsubishi was launching its Pajero SUV, and decided to promote it by entering a team of four in the Paris-Dakar, running in the 'marathon class', which is for production cars. I knew very little about the Paris-Dakar, but when you think about it, it's pretty mind-blowing. Going across the Sahara, in a virtually standard car! What a stupid thing to do…

"It was the most frightening event of my life, but also the most wonderful thing I was ever lucky enough to take part in. Down through Algeria, Mauretania, Mali, Ivory Coast, Guinea and Senegal – and it's almost all desert. The Sahara Desert is already 3.6 million square miles, bigger than the USA, and it's growing at the rate of a kilometre a week.

"You're not on a road, you're just travelling across this emptiness by compass – no GPS then, of course. And you're all alone. One year we saw just one car in a 500km section from Chifra to Iferouanne, Henri Pescarolo's Land Rover – and he was going in the opposite direction! You have to keep the speed up, because the sand in some sections has a sort of crust. If you're doing 60 miles an hour you sink in, you're ploughing your way, whereas if you keep above 90mph you stay on top of the crust, and you use less fuel. You may do 250 miles in three hours, across unchanging nothing, and

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it becomes hard to focus your eyes, you have to keep looking away.

"Suddenly through the haze you come across a range of sand dunes as big as mountains, and you can't get over them. So you turn right and maybe drive 15 miles in the wrong direction before you find a place you can get through. Then you need a new compass heading to get across the next stretch.

"That first year, with Johnstone Syer as my co-driver, we got lost in a sandstorm in the middle of the Ténéré, an uninterrupted area of sand in the middle of the desert which on its own is 150,000 square miles. And we were running out of fuel. In the end we stumbled across a fuel dump for the motorcycles doing the rally, which saved us. We got to the end, we finished 11th overall, and we won the marathon class. That felt good.

"I went on to do the Dakar for Mitsubishi eight times in all. I was second overall in 1985, and the other times I was third, fourth, fifth, eighth and 11th. Twice I didn't make it.

"In Japanese the word for 'farmer' means a poor man who lives on the land, a scruffy peasant who isn't very important. The guys at Mitsubishi always called me The Farmer, it was our little joke. When they decided to set up a proper competitions base in Europe to prepare the rally cars they did it first with Denzel, the Mitsubishi distributor in Austria, but that didn't work out. So in 1983 they said, 'Let's talk to The Farmer.' That was the start of Andrew Cowan Motorsports.

"I set up an operation first in Essex at Maldon, and then we moved to a dedicated facility in Rugby which became Mitsubishi Ralliart Europe. Linda ran it with me, and my father was still alive to watch the farm. We kept a car at Birmingham Airport and a car at Edinburgh Airport, and we flew back and forth. If you've got a lot to do you switch off the bits of your brain and your body that you're not using, plan ahead, concentrate and get on with it." Just like an endurance rally, in fact.

"I carried on driving myself until 1990, but on the Dakar that year I was having problems, and back home we discovered I had bladder cancer, so I had to get that sorted out. But Ralliart prospered, and by the end we had a staff of 170 and an annual budget from Japan of £20 million. I didn't take anything out of the business. I was paid a salary, and my relationship with Mitsubishi was one of trust. No lawyers, no sub-clauses: I didn't even have a contract. All I had was a letter from Katane, and we were both happy with that.

"We started with the two-wheel-drive Lancer, which wasn't very competitive, but with the Galant with four-wheel drive and four-wheel steer we won the Thousand Lakes with Mikael Ericsson, and then the RAC with Pentti Airikkala. Kenneth Eriksson won the Swedish Rally for us twice, and had a lot of success in Europe and Australia. Then in 1995 I hired Tommi Mäkinen.

"Tommi was irresistible, he was just magic. He was a farmer, too. Between 1996 and 2001 he won 22 championship rounds for us, and he was world rally champion four years running. By then professional rallying was at a high level, and he was the top of the tree. In the end I was paying him a retainer of £4 million a year. In the 1960s, when Rootes said they'd pay me £1000 a year to rally their cars, I couldn't believe my luck. They were giving me a car to rally, and they were giving me money as well!

"Tommi was in a class of his own. A few months ago, when Toyota announced its 2017 rally programme with him as team principal, he texted me and said, 'I'm going to do an Andrew Cowan, do for Toyota what you did for Mitsubishi.' I replied, 'Only one problem. You won't be able to hire as good a driver as I did.'

"I picked up Richard Burns in 1996, and at first I got him for £150,000, which was a bargain in those days, although quite rightly he soon got much more expensive. He helped us win the manufacturers' championship in 1998, he won the RAC, he won the New Zealand Rally, and of course he won the Safari, which was very special for me. He was incredibly quick in the forests, quick and smooth. And he was a team player, polite and friendly, always had time for all the guys in the workshop. His death [from a brain tumour, at 34] was so sad."

In 2003, when Andrew was 67, he sold Andrew Cowan Motorsport to Mitsubishi, staying on through 2005 to wind the company down. Meanwhile there were a few more outings behind the wheel: he located his famous Hunter in a poor state, totally rebuilt it and did the 1993 London-Sydney revival event. "It was a serious rally, but it followed a slightly different route across Asia to Madras. I took Johnstone Syer with me and we hit a tree in Western Australia, but only about 15 cars got to Sydney and ours was one of them." The Hunter, now pristine again, sits in Andrew's private collection at the farm, along with one of his original works Imps and a superb line-up of Mitsubishi rally cars down the years.

"I've just been so lucky. I've never counted up how many countries I have rallied in, but I know it's been in every continent across the globe except Antarctica. I haven't made a fortune, I've just had a wonderful, happy life with motor sport."

Our meal is over and it's time for Andrew to return to his other world, supervising the next load of barley bound for a distillery to be turned into fine Scotch whisky. He's no longer a victorious rally driver or a championship-winning team boss, but he's still The Farmer.

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DAYS OF WINE AND RACING

The old Jim Russell Racing School launched some of the very best careers. Now rebranded as Simraceway and based in Californian wine country, it is looking to do things a little differently

writer ED FOSTER



THE SUN IS SHINING ON Sonoma Raceway in its natural amphitheatre looking out across miles of vineyards. Our hands are sweaty and our brain awash with all the advice we've been getting over our ham-fisted attempts at lapping the 2.5-mile circuit.

It's a non-stop rollercoaster of a track with little run-off and even professional drivers admit to how hard it is to learn. Lucky we're under instruction, then.

Thirty-five miles south is San Francisco, while Sacramento is 70 miles north-west. On a sunny day (these happen roughly 365 times a year) with cars screaming around the track, there are few better places to be. Think Spa-like gradient changes and the relentlessness of Brands Hatch Indy, with beautiful weather.

But sadly *Motor Sport* is not at Sonoma (Sears Point, to you and I) to spend hours having tuition in one of Simraceway's Audi R8s. We want to find out about Simraceway, the company that rents 180 days a year off Sonoma for tuition and experience days. It sounds like a simulation business, which it is, but it's also the old Jim Russell Racing School. This was one of the best known in the world and pupils included Emerson Fittipaldi, Jacques Villeneuve and Derek Bell. But we're a long way from its old bases, at Snetterton and Donington Park.

First things first: why change the name to Simraceway? Brit Jonathan Haswell is the owner and takes me to eat at one of the vineyards you can see from the track. A warm wind blows through the open restaurant and the waiters are so friendly it's almost unnerving.

Haswell has been here for more than a decade and occasional words are therefore more West Coast than West London. "There are reasons for the name change," he says after taking a sip of a local Chardonnay. "Jim Russell is a brand that wasn't owned by us. Fundamentally it didn't control its own destiny, which from a business perspective isn't very attractive. It's a big traumatic change, but the brand needs its own identity. I'm odd in that I don't think names have much bearing on a business if the product is really good. Look at Google, that's a terrible name."

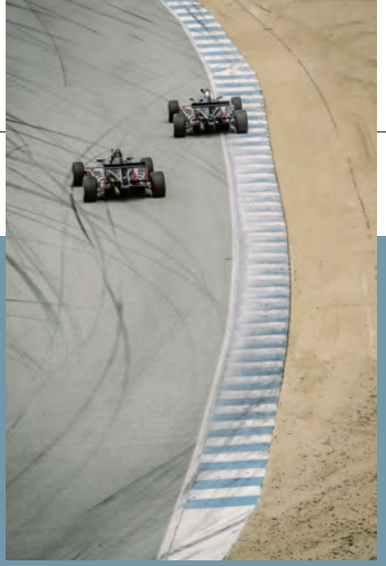
Haswell didn't come over here all those years ago for the racing – he came over to make his money in Silicon Valley. In short the ex-banker found a way to quantify skill levels in sports computer games. "The way to do it," he says in his quick staccato voice, "is from banking risk mathematics – that's where I found the original solution."

Simraceway was founded as a driving simulator business (Haswell has always loved cars) and as it grew it took on brand ambassadors such as the late Dan Wheldon, Dario Franchitti and Allan McNish. While organising an event at Sonoma, Haswell fell in love with the place and because he didn't have the money to compete with globally successful computer game Gran Turismo through advertising worth many millions of dollars, he was looking for something creative that would have the same impact, something that would bolster the sim business while marketing it at the same time. Driving experiences and career ladders were good places to look.

He entered into a partnership with Jim Russell and then, two years later, bought the business after renaming it Simraceway. Getting sim racers into the sport via the Simraceway karting school at Sonoma is the long-term plan, but first up Haswell wanted to refresh all the activities the racing school offered, starting with a new fleet of carbon fibre monocoque single seaters. Designed and built by Lola in 2008 and based on the B06/30, the F3 chassis have a 2-litre turbocharged Mitsubishi motor powering the 500kg car to 60mph in less than three seconds. There are various Simraceway track activities with the F3 cars, plus a fleet of TTs, RS5s and R8s from Audi and also days when the general public can bring their own cars. While I was there an elderly gentleman brought his late-1990s Dodge Viper, which he spun in the car park. Twice.

All seems straightforward so far, but soon differences from normal driving schools appear. Ex-sports car racer Paul Charsley is the head of instructors and programmes for Simraceway and he was the one bold enough to take me out for some coaching. But he wasn't sharing 'my' R8 (he's a wise man, Charsley). Rather, he was up ahead in another R8 speaking through a radio in the centre console. The reasoning is that it's quicker to learn the right lines when you can see someone using them in front of you.

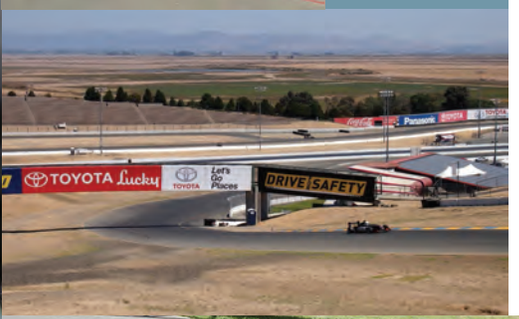
When it comes to the F3 school and associated race series the differences keep coming. Firstly, during races the instructors – who include ex-Champ Car driver Memo Gidley and former Indy Lights man Tom Dyer – camp out at every turn watching each of the cars come through. After the chequered flag drops, all drivers crowd around the instructors to download what they were doing wrong or, in some cases, right. Later they can be



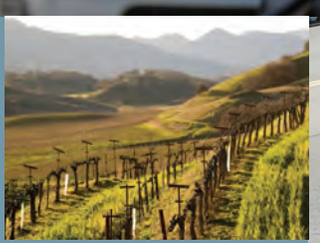


The former Jim Russell Racing School is picking up growing custom with its bespoke range of courses to suit different ambitions and budgets









Amid the vineyards, pupils use F3 chassis and Audis. Russian Anatoly Pogorelov – not really a Red Bull driver – receives some tips, left







taken through the data in minute detail. If you can't improve here, you're clearly doing something wrong.

The biggest difference, though, is that you don't buy a season of racing, you buy sessions. "I look at it from the hotel room point of view," says Haswell. "There are a number of 'rooms' available [you can buy practice sessions, qualifying, races or all three. Qualifying and a race costs £980)] and it's our job to make sure they're full." It's a perfect solution for someone who can't commit to a full season of racing, like many of the drivers on the grid, because of either time or economic restraints.

Why don't more junior race series do it? The main reason is the risk. Teams don't want to live on a week-by-week basis; they want their budgets covered before the season starts. It's the same risk Simraceway carries, but the school makes money, grew 30 per cent between '13 and '14 and had grown a further 30 per cent by August 2015. It clearly works.

❖

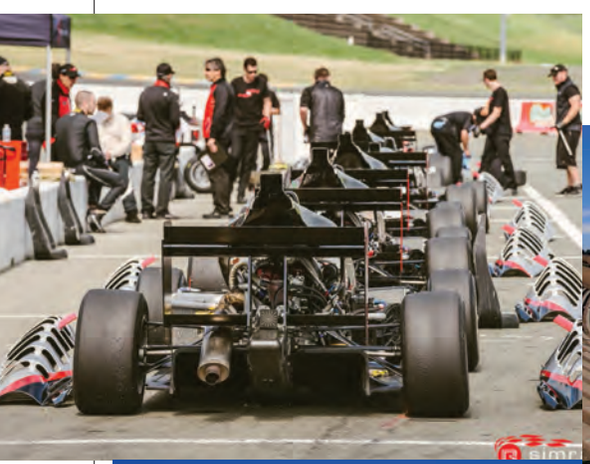
SO WHERE DO THE DRIVERS GO IF THEY win? One was completely besotted with getting to Formula 1, others were quite happy to stay racing in the same championship. Some were in their late teens, others were 60 years old. Alexander Rossi is one ex-Simraceway driver, but Haswell disagrees that he needs an ex-pupil to make it to F1 to validate the business. "We wouldn't shout about it," he says. "The motor sport credentials weren't a challenge. If anything, we had to try and get over the expense/difficulty barrier."

There are various names who have come through the school, though. Memo Gidley sold everything he owned to enrol in a course for mechanics; as payment for their work the students would get a race at the end of each weekend ("they wanted all the cars in one piece for the paid drives…"). The future Champ Car racer won nine out of 11 and was then helped along the way by instructors at the school who recommended him. "I come from a normal family," he says. "Well, sort of normal! I got to where I did without any personal money.

"Simraceway is great; the biggest difference between it and the old Jim Russell School is the F3 car. They are so much more advanced compared to what we used to drive. It really does feel like you're racing for a professional team."

So what next? An order has been placed for six new FIA F4 racers and Simraceway is keen to get more. The plan is to set up a winter development and testing programme – in both these and the F3 cars – in the run-up to the FIA F4 US Championship, which starts in May.

The day when a young hopeful comes through from the gaming side of the business to Simraceway's karting, F4 and then F3 series is a while away. However, it's one of very few ways to move up the American single-seater ladder and get proper instruction along the way. For that alone it should be applauded. Ⓜ







Californian circuit blends stunning scenery with challenging elevation changes. FIA F4 cars will in future be added to the current training fleet





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So what's the catch? It's more expensive than traditionally cheap American hire cars. An A4 is $155 (£100) a day, an RS5 $440 (£284) and an R8 Spyder $1285 (£830). However, that includes all insurance, whether you're old or young, whether you have points on your licence or not.

The system is only set up in San Francisco at the moment, but will roll out to other American cities if and when it is successful.

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The 2015 season saw the continuing domination of Mercedes-Benz as a championship-winning force, and Lewis Hamilton took his third world Championship, to equal the tally of his boyhood hero Ayrton Senna.

As ever, politics cast a long shadow over the sport, and the many crises that erupted throughout the year are assessed, along with the implications for the future well-being of Formula 1.

Mark Hughes once more analyses the successes, frustrations and failures of each of the constructors in his Team-by-Team review, which includes key personnel, sponsors and technical specifications of the F1 cars, highlighted by the beautiful F1 car illustrations of Adrian Dean.

The sport's other leading categories are also given ample coverage, including the single-seat ladder from Formula 3 up to GP2, which showcases the pool of rising talent, all aiming to make their way into Formula 1.

Also described is Audi's battle with Porsche and Toyota for sports car racing's World Endurance Championship, and the typical door-banging combat that is Touring Cars, in all their respective categories. Veteran scribe Gordon Kirby gives his no-holds-barred assessment of the racing year in the USA.

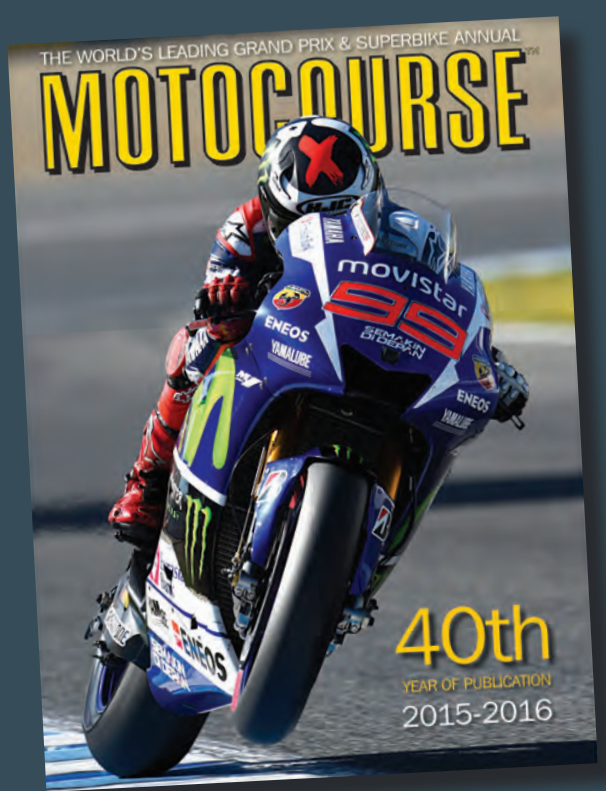
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What got the fans shouting was the titanic struggle between Valentino Rossi and Jorge Lorenzo for the MotoGP crown. Outgoing champion Marc Marquez proved to be the 'fly in the ointment,' as controversy raged following his clash with Rossi in Malaysia. Mat Oxley describes the poisonous relationship that developed between Rossi, Lorenzo and Marquez, and the fall-out that saw the season ending amid such controversy and acrimony.

It was a classic year for Moto3, with Danny Kent becoming the first British World Champion since Barry Sheene after a nerve-wracking battle for the title that went to the final round.

In World Superbikes, British riders dominated the class, with Jonathan Rea emerging as the deserving champion, ahead of team-mate Tom Sykes, Chaz Davies and Leon Haslam.

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ERIC SAWYER

Algarve Classic Festival Portimão

CARVED INTO THE LUSH HILLS OUTSIDE PORTIMAO in southern Portugal, the spectacular Autódromo Internacional Algarve has provided an imposing challenge to end the European historic racing season since 2009. Following a dry Friday, which showcased the swoopy 15-turn 2.91-mile circuit at its best during this year's preliminaries, the region's capricious autumn weather closed in for the weekend, but it failed to dampen the enthusiasm of competitors from around the world.

The popularity of 2014's debut meant Peter Auto separated its Classic Endurance Racing field into the regular Pre-1971 and Pre-79 sets, timelines that straddled the proud tradition of sports-prototype competition in Portugal and Angola, the former's African colony until 1975. The track was incredibly slippery for the early group's hour, in which



Martin O'Connell, sailing Sandy Watson's Chevron-FVC B19 with the navigational skills of Vasco da Gama on a voyage of discovery, blew rivals away. Richard Meaden led the fruitless pursuit, thundering Grant Tromans' Lola T70 Mk3B home ahead of the little Lolas of David Tomlin (T210) and impressive American Jim Farley (T212).

Sonorous Cosworth DFV-engined prototypes featured in the later race, but proved impotent against the 2-litre hordes – although all were left floundering by GT star Phil Keen in Hans Hübner's Porsche 934/5 before its driver change. French ace Patrice Lafargue added to his campaign tally, winning handsomely in his ultra-sleek Lola-BMW T298, from Britons Russell Busst (Chevron-BDG B31) and Tony Sinclair in Grant Reid's glorious Lola-BDG T292, Chris Craft's 1973 European Championship winner. Sight of the race was the stirring GT fight between Christian Bouriez (Ferrari 512BBLM), David Ferrer (Lancia Beta Montecarlo turbo) and Christian Traber (BMW M1 Procar).

In the FIA Lurani Trophy Formula Junior championship decider the advantage teetered on a knife edge between the two remaining protagonists. Driving his ex-Jo Siffert Lotus 20 brilliantly, points leader Bruno Weibel streaked ahead in Saturday's damp opening leg, only for gearbox failure to sideline the Swiss for the duration. Italian Daniele Salodini (Taraschi-Fiat) thus had a golden opportunity to snatch the crown.

FJ guru and series promoter Duncan Rabagliati (Alexis-BMC HF1) proved the final arbiter. Having finished runner-up in the front-engined group – a lap ahead of Salodini – on day one and third, a lap behind him in a rare dry spell, on Sunday – their aggregate times for an equal number of laps determined the points allocation. Fractionally under half a second quicker in total, Rabagliati landed second (behind Robin Lackford's Elva-BMC 100) thus Salodini ceded the title to the astonished Weibel.

The Lola Mk5 derivatives of James Claridge, Portuguese stalwart João Paulo Campos Costa (both raced in period by mustachioed Swede Picko Troberg) and Philipp Buhofer topped qualifying, but all spun (Claridge four times) in Saturday's treacherous opening stanza on an oily track. Switzerland's Christian Traber kept his Lotus 22 on the island to win. Claridge screamed to the chequer on Sunday, but the round victory fell on aggregate to Richard Smeeton in his Italian-built, turtle-badged Wainer 63 after the engine in Mark Pangborn's Lotus 20B went sick in the race's final seconds – a choker since he was forced to miss qualifying.

Delays earlier in the day, including one caused by an oil spill, meant that Motor Racing Legends' evening 1950s sports car enduro ran two hours late, in total darkness and finished at 10.20pm. Jon Minshaw won it for the second successive season, this time sharing the Demon Tweeks Lister-Jaguar Knobbly with Phil Keen. Small-capacity cars enjoyed good runs with Philip Champion/Martin Stretton (Lotus XI) and Charles Gillett/Steve Smith (Willment-Climax) leading the pursuit.

Despite a puncture – fortuitously after the pitlane opened – Minshaw and Keen also won Sunday's GT & Sports Car Cup finale, a splendid 40-car Pre-1966 slugfest with Jaguar E-types, AC Cobras and the ISO Grifo A3C of Georg Nolte

Patrice Lafargue (left) took a deserved win in his Lola-BMW T298 while David Ferrer (below) used his flame-spitting Lancia Beta Montecarlo Turbo to good effect







Julian Bronson's Cooper T51 leads Guillermo Fierro's Maserati 250F in HGPCA encounter

ERIC SAWYER

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and Frank Stippler in the vanguard. Martin O'Connell and Sandy Watson also went the distance, completing a Jaguar one-two, ahead of Carlos Monteverde and Gary Pearson (Cobra). Meanwhile Jeremy Welch (who shared his Austin-Healey 3000 with Pangborn) hounded down Simon Orebi Gann and Calum Lockie (Morgan SLR) to land GT2 honours in a tight finish for 10th overall.

In stark contrast to 2014's sunshine, both Iberian Historic Endurance contests were nocturnal affairs, thus the vast array of machinery, from a Mini Cooper S (which started on three cylinders) through an Opel 1900GT to Porsche Carrera RSRs and Ford GT40s, was largely invisible. Portuguese father-and-son Rui and Pedro Macedo Silva in their pale green open GT40 won the first and finished second in the latter as top qualifier Stippler howled Nolte's GT40 back from midfield to sixth.

Peter Horsman won both HGPCA Pre-1966 events in his ex-Tony Shelly Tasman spec Lotus 18/21 and was joined on the podium by Rod Jolley (Cooper T45/51) and Spain's Guillermo Fierro (Maserati 250F). The MRL pre-war sports cars also made their annual visit with Robert Spencer (Bugatti T35) and Charles Gillett and Patrick Blakeney-Edwards (Frazer Nash Super Sports) winning a race apiece. *Marcus Pye*





Michael and Lorna Harrison made quite a splash in their Volvo PV544

Rally of the Tests

THE 2015 RALLY OF THE TESTS FULLY LIVED up to the event's reputation of being one of the toughest rallies of the genre and it took the combined talents of Howard Warren and Iain Tullie to clinch victory.

This is the event that recreates the style of the RAC Rally before it moved over to forest-based special stages in the early 1960s. This time around the route was all about the Scottish borders, with the two longest days delivering a mighty challenge for 70 crews in pre-1977 cars.

The competitive action was a typical mix of special tests on private ground, regularity sections on public roads and tough time control sections run in the evenings and giving crews a taste of road rallying with testing navigation. The use of military land at Dundrennan and Catterick allowed clerk of the course Guy Woodcock to lay on very challenging time control sections on both Friday and Saturday evenings.

The rally started with a short prologue section from the start in Hexham, Northumberland, on Thursday evening. Competitors then tackled a full day in the Scottish borders on Friday to an overnight halt in Dumfries. Saturday took crews east for an overnight halt in Darlington, before a shorter final day to the finish in Blackpool on Sunday afternoon.

Although cars from the 1970s are able to compete, the major award is for pre-1965 cars and so Warren, best known for great success in Porsche 911s, switched to a 1962-vintage 356 for the event and enlisted the co-driving talents of Tullie. It proved a winning combination and they took an early lead on Thursday evening.

However, through Friday a storming charge from Andy Lane and Matt Fowle put their Volvo 131 into the lead and at the overnight halt in Dumfries they had half a minute over Warren/Tullie as the MGB of John and Peter Dignan also got into the mix. Sadly, Lane was in trouble early on Saturday with a failing alternator and they dropped out of contention.

As the weary crews reached Darlington, Warren and Tullie were back in front with 1min 17sec in hand over the Dignans and the margin was largely maintained through the final day. Father and son Roger and Leigh Powley (Porsche 911) were third in the final classification, although the award for second overall among the earlier cars went to another Porsche 356, this time in the hands of Neil Wilson and Matthew Vokes. *Paul Lawrence*



Howard Warren and Ian Tullie were the class of the field in the Porsche 356

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Josh Brookes leads BSB rivals at the start of the race that would make him 2015 champion

ALL IMAGES SIMON ARRON

AUTUMN ALMANAC

Brands Hatch October 17-18 & 24-25: annual finale for one of Britain's best inventions and a new dawn for an old favourite

THE SEASONAL AROMA was both familiar and distinctive. This had nothing to do with customary paddock scents such as barbecued sausage: as soon as you stepped out into the car park you could smell the Formula Ford Festival, a musk borne of moisture in the cool air, dew seeping into your boots and sundry other elements that combine to give north-west Kent a certain ambience as the clocks go back.

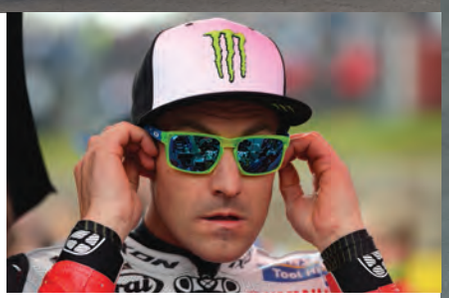
That, though, was a week hence. First there was the significant matter of the British Superbike Championship's unravelling on its customary stage: the Brands Hatch Grand Prix circuit, still an appropriate name even if contemporary Formula 1 cars haven't graced it in almost 30 years.

I've watched the BSB a few times now, but still haven't quite adjusted to the effect you feel when one of the quicker riders first looms into view at full tilt. It challenges everything you thought you'd been taught about the laws of physics – and if you happen to be standing at the exit of Surtees, there's a fair chance that the front wheel will be airborne while the rider applies a touch of

SIMON ARRON



Tyre smoke as an art form. Shane Byrne leads, right. Champion Brookes, below





what can only be described as opposite lock. It's as fine a spectacle as any in motor sport.

The title fight between Josh Brookes (Yamaha) and Shane Byrne (Kawasaki) was settled in the former's favour after the first of three races on the opening afternoon, but that proved no deterrent to the public. By early Sunday morning there were queues building outside the circuit as spectators arrived for a second helping. Not too surprising, really.

The supporting cast was slightly less potent, but just as spectacular – not least when Taz Taylor (Honda) beat Scott Deroue (KTM) by all of 0.002sec in the first Motostar event. It's not just the racing, though. The rivalry might be absolute, but complete strangers nod and bid you "good morning" in the paddock – evidence that this is essentially a warm community.

And then there's the showmanship, the way in which competitors slow down after the flag to perform crowd-pleasing burnouts. It's natural that winners should celebrate thus, but some riders do it when they've finished about 23rd.

If a racing driver were to loosen their belts and attempt any form of post-race exultation, they would doubtless receive a summons from the stewards. In the bike world, it's perfectly acceptable to stand on your pegs and wave.

Seems a better approach, somehow.



FF1600 old hands Bob Higgins and Martin Donnelly head towards Druids



Several Fiesta races supported the FF Festival. This practice roll didn't prevent Lewis Kent taking the start

❖

SEVEN DAYS LATER, THE LARGE rigs and hospitality awnings had been usurped by a cocktail of caravans and trailers. The Formula Ford Festival has endured lean times since the Kent engine's heyday, but there is again growing interest in an original concept that remains both simple and (relatively) affordable. Durable assets, both.

It was 34 years to the month since first I spoke to Martin Donnelly in a Formula Ford paddock (at Aintree, back then), yet here we were again. The Ulsterman was taking part in his first FF1600 event since the 1982 Festival – in the Masters race, arranged to lure a few familiar old-timers. "These modern cars seem to be designed only for drivers of Anthony Davidson's size," he said, pondering his Mygale. "I'm stuffed against the bulkhead and there's a chassis rail sticking into my coccyx, but I'm trying hard and have the bruises to prove it. Am I enjoying it? I'm definitely enjoying the social side…" He'd finish fifth.

Long-time entrant Jonathan Lewis was also present, running a car for Miles Johnston – just as he did back in the day. "I was chatting to Martin," he said, "and thought, 'Look at us, still doing what we were doing 30-odd years ago. It's almost as though we've achieved absolutely nothing'…"

Period hero John Village was racing, too, in a Crosslé 25F he acquired early in 2015. "I should just be here to enjoy myself," he said, "but when I'm out on the circuit I get a bit frustrated that I'm not quite as quick as I'd like to be."

They can burn long and hard, old fires.

More than 70 cars took part in the main event – light years from the great Festivals of yore, but edging back in the right direction – and provided a platform for some wonderful racing (including, in defiance of customary mathematical principles, three 'semi-finals'). Wayne Boyd, the weekend's most consistent force, eventually took a reasonably comfortable victory after the final was briefly red-flagged to allow a major oil slick to be cleared. At one point, though, he headed a lead chain featuring about 10 cars – it was quite hard to be precise, mind, in gathering gloom.

A week later Silverstone's Walter Hayes Trophy would attract a Formula Ford entry that nudged into three figures – but only 30-odd drivers had also done the Festival. Fine events, both, but with a little co-operative collaboration they could surely be better yet.



UNTYPICALLY TROPICAL

Silverstone, October 31-November 1: warm enough to wear shorts at the Walter Hayes Trophy? Strange, but true

THE OPENING MORNING'S MIST TOOK an age to shift, despite a stiff breeze. That could only be autumnal Silverstone. One day later the circuit was bathed in non-stop balmy sunshine. Usually, that could be absolutely anywhere apart from autumnal Silverstone...

Run as ever by the Historic Sports Car Club, the Walter Hayes Trophy featured its traditional blend of Formulae Ford and Libre (open and closed wheel), with the deciding round of the Historic FF2000 Championship and the Geoff Friswell Trophy for Classic Clubmans cars thrown in.

Competitive proximity was a given, but the racing was mostly as clean as it was fierce. Only in Sunday's grand final did things become a little wayward, with a series of almost simultaneous collisions breaking up the huge lead chain and triggering a lengthy interruption. Such, though, has always been the nature of the beast.

Entries for the three Libre events included everything from the new-spec MSV Formula 4 car (having its first race) to an LMP3 Ginetta via modsports Davrians, an ex-Al Unser IROC Camaro, a brace of DKWs and a March 742: diversity at its most beguiling.

Tom Smith beat Andrew Park to the FF2000 title by a solitary point after dropped scores were taken into account (they had hitherto been level), Matt Cowley won the Historic FF1600 final after pipping race-long leader Nigel Thompson with just a couple of corners to go and Graham Carroll eventually scooped the main prize once the mid-race mayhem had dissolved.

There were ample stories behind the stories,



Johnny McMullan (69) and Oliver White go wheel to wheel, top. Mike Luck's IROC Camaro, above. The busy Roger Orgee leads, below



mind. Castle Combe champion Roger Orgee qualified his Van Diemen seventh for the sixth and final heat – having been bumped back on a drying track – but suffered a driveshaft failure as he left the assembly area.

That put him 36th (aka last) on the grid for Sunday morning's 'progression' race, from which the first five drivers qualified for the final 'last-chance' event ahead of the semis. Orgee stormed through to win the first, then lined up 31st in the second and rose swiftly to eighth before the red flag came out. Cars were restored to original grid order for the restart, with distance reduced from 10 laps to eight, but that was time enough to register victory number two. He subsequently rose from 27th to seventh in his semi and 14th to sixth in the final, though that became fifth when runner-up Peter Dempsey was excluded for a HANS infringement.

A reasonable day's work, then, during which he'd passed more cars than some drivers manage in their entire career.

Carroll deserved all the plaudits that came his way, but was by no means alone.

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LAT

Bill Boddy on a rare office day in the 1950s, and (right) his archive ready for auction in 2013

ILLUMINATING MANUSCRIPTS

Delving into Bill Boddy's notebooks from the 1920s on shows his sheer love of detail

WHEN I WROTE about the sale of Bill Boddy's archive in November 2012, I hoped that whoever bought it, or parts of it, I might be able to take a closer look than was possible when I went down to his house before the sale. Now thanks to memorabilia dealer Adam Ferrington, who purchased some of WB's personal records, I've been able to discern a little more about the man who rescued *Motor Sport* from imminent implosion in the 1930s.

I suppose there may be new readers who don't know who 'WB' was – regulars should skip this bit – but if it hadn't been for Bill Boddy taking the editorial helm in 1937, steering a course through the war years, and then shaping the magazine in his own erratically consistent manner into post-war success we wouldn't all be here now.

Steeped in arcane knowledge about cars and racing from the very first days, WB was the repository of facts on Brooklands, which he loved with a passion. Writing down the dates it seems impossible that he filed his last copy in 2011, days before his death, and yet

was a regular at The Track for over a decade of its pre-war active life. There can't be many who spanned Seaman and Schumacher, Rosemeyer and both Rosbergs. Ferrington's hoard, covering notebooks, diaries, copybooks and correspondence, shines a little light on The Bod's compulsive absorption of information: school exercise books dated 1925, when WB was aged 12, are packed with hand-written listings of car specifications. Others titled Notes on Cars of the World look like an attempt to compile a reference work while still at school. A couple list not only the chassis numbers but the engine numbers of well-known Brooklands racers, and the body colours – valuable source material for someone.

Most of this seems to have been copied from magazines, in small, neat script (a thousand miles from Bod's later spidery scrawl that I so often struggled to transcribe), but from 1932 there's a hardback notebook headed Famous Brooklands Cars; though it too is hand-written it is complete with Preface and acknowledgments – a dry run for a book that wouldn't be published until the 1990s.

Boddy often chased off after ancient cars for sale, and one notebook has a list of vehicles he has seen in breakers' yards, or for sale – including a side-valve Aston Martin: "Boulogne team car, fair order, £35…" This book seems to be compiled during the war – probably an excellent time to buy moribund machinery. Though too late for the Itala spotted near Oxford: "1924 Coppa Florio, ex-Campbell, rough, original s.v. engine rotting". That was one of Malcolm Campbell's Bluebirds, later bought by historian and collector Kent Karslake, as he describes in the January 1931 *Motor Sport*. WB's book adds a note: "Broken up".

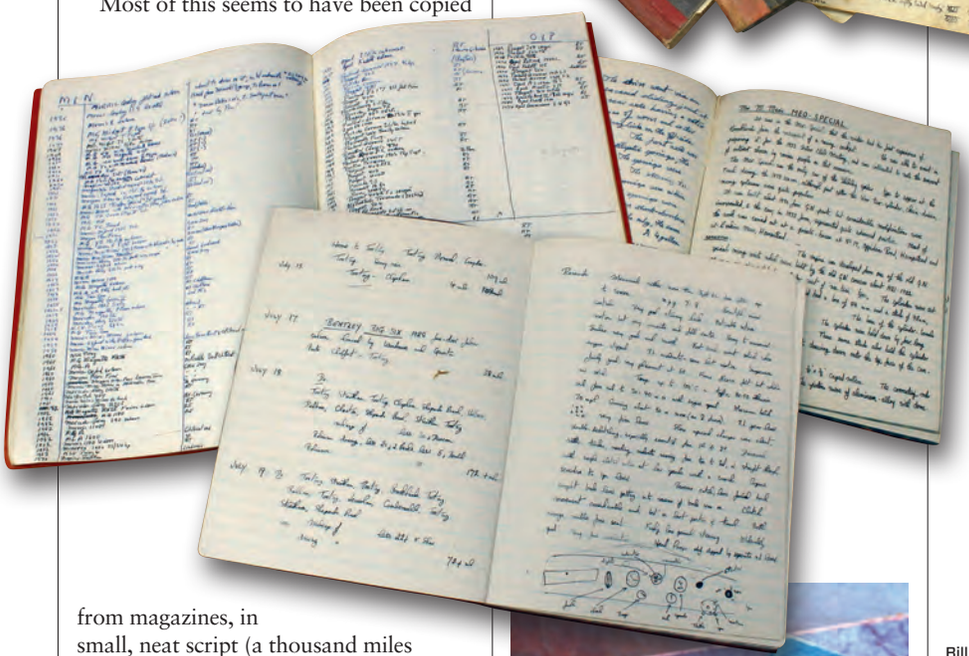
More books list mileages of every trip in a year, each of his 39 Brighton Runs, exhibits in his personal museum (at one time Boddy planned to turn his large barn into a car museum) and an attempt at a list of every car he drove – it looks as though he gave up, but who knows how many thousands that runs to.

These pernickety compilations plainly illuminate WB's file-index mind, eager to assimilate information, then retrieve it smartly years later. I used to wonder how he remembered all the details he would produce month after month; now I can see that he knew exactly where to find the bore and stroke of an Alldays & Onions or his times up Prescott hill before it was officially opened.

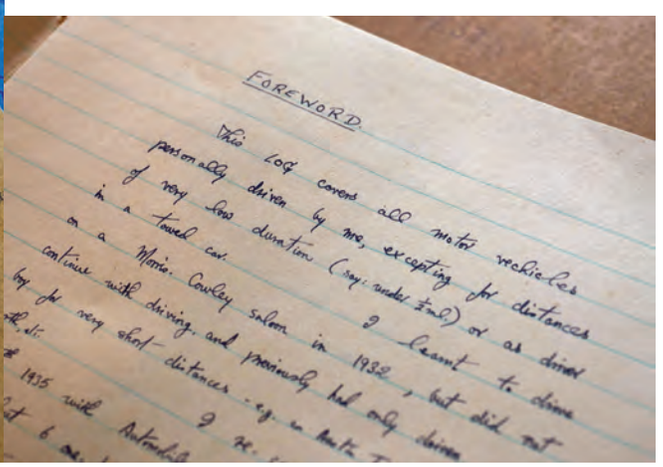
I've caught him out, though. Seeing an extra 'Chitty' in Chitty-Bang-Bang (the Count Zborowski car, not Ian Fleming's book or the film) would get him hot under the collar; yet there it is in his notebook. Nevertheless, even the notes he made aged 14 are all fluent and grammatically correct. That was one thing about his untidy copy: the sentences that snaked all over the page, up the margin and over onto the reverse, however tortuous to disentangle, would always make grammatical sense.

Bod claimed that writing wasn't his first ambition, but these little works, assembled for himself since his school days, seem to say otherwise.

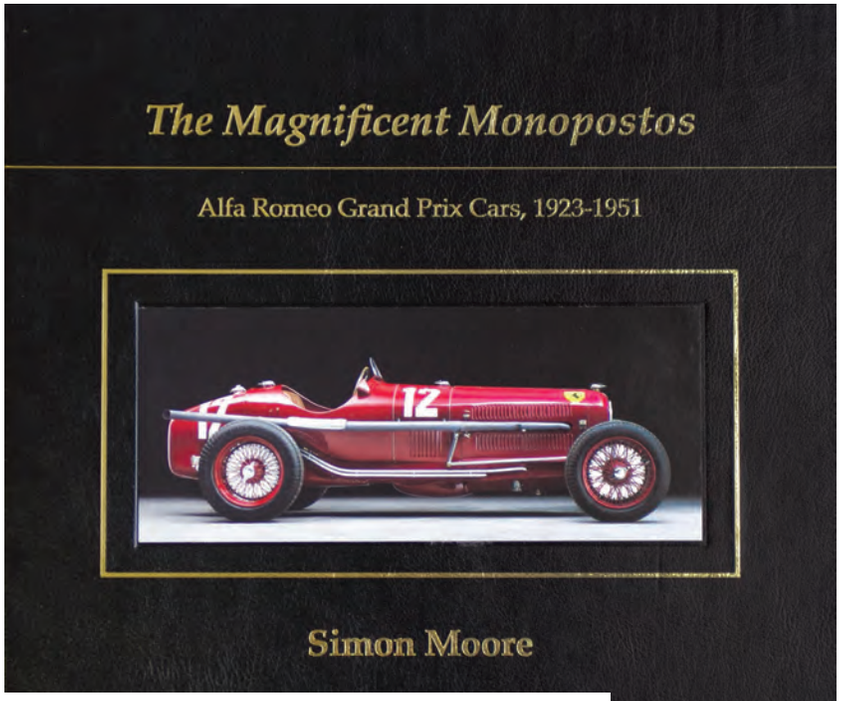








Bill Boddy's carefully hoarded notebooks of cars, races and trips clearly demonstrate his fact-hungry mentality even from school days





RAC BOOK OF THE YEAR

Choosing a top motoring work caused a lot of debate when the contenders were of this standard

RACING ENTHUSIASTS SPEND PLENTY of time debating whether you can compare a Nuvolari with a Senna, given the differing eras. It's somewhat the same when trying to select a Book of the Year for the RAC's new annual award. Should an attractive work at a base price of £10 overtop a specialist tome ten times as dear? Should an e-book be judged by the same criteria as a print book?

Still, by the night of the award in the wonderfully grand RAC clubhouse in Pall Mall the six judges, myself among them, had made our choice: Simon Moore's costly but impressive pair of volumes on Alfa Romeo *monopostos*, from Parkside. The product of years of intense research, it's a work of academic thoroughness, though one only a few people will see.

We also commended *Stirling Moss – My Racing Life*, by the man along with Simon Taylor. Published by Evro, a new name but run by Eric Verdon-Roe, long-established in this business, it's a story we know but with added value of being told first-hand with some terrific pictures, all beautifully presented. Simon and Stirling have been pals for years, so he was certainly the right man for this.

In a similar vein, Graham Gauld knew Jim Clark well, so his *Racing Hero* gave an intimate picture of the great Scot, well illustrated from the McKlein archive as well as Gauld's own.

Also on the short-list were a pair from Porter Publishing, both close-up 'autobiographies' of individual race chassis, Ian Wagstaff covering Porsche 917 023 and E-type expert Philip Porter tackling Lightweight 4WPD. Two more quality productions dissecting individual cars, all placed in period context, and an example of where the book market is going. With so much information available free on the net it's likely the stream of basic Porsche and Ferrari books will fade, while quality works will grow ever more specialised. Meanwhile the e-book market complicates the choice: I enjoyed being able to hear author Doug Nye talking about GTOs in Monza Books' The Racing Car – Ferrari 250GTO, with all the depth of a print book but adding interactivity, downloadable from iTunes at only £8.99.

Though we didn't short-list that one, publisher Martin Stockham demonstrated his book on the big screen at the award ceremony, where Perry McCarthy and Paddy Hopkirk's stories enlivened a discussion on the book business before Moore stepped up for his gong. The new award is part of the Club's policy of reconnecting with its motoring roots – there is now always a racing car on display in the pillared oval hall. But so we judges don't get seduced by scholarship, we have decided that for 2016 there will be a 'good value' category too. Now where's the review pile?



PA IMAGES

BOB'S YOUR AUNTIE

GC's diplomacy was stretched when explaining Robert Cowell's whereabouts

DEALING WITH AS MANY READERS' queries, requests, suggestions and occasional moans as I do, I sometimes have to dig deep in the tact reservoir. One of those moments came back to me when I sat down to watch a documentary on Britain's first sex-change subject. No, I'm not an addict for those gleeful helpings of the weird, bizarre or wincingly medical that Channel 4 serves up; this was a serious documentary about how after a pioneering operation in 1951 Spitfire pilot, racing driver and father of two Bob Cowell became Roberta.

Bravely for the time, Roberta allowed the press to feature her story, and returned to motor racing in her Alta at Shelsley Walsh. She continued to race (above at Brighton Speed Trials with an Alta) and to fly, even buying a De Havilland Mosquito of her own for a stillborn record flight. But clearly all of this had bypassed the gentleman who during the 1980s rang the office. "I flew Spitfires with a chap called Bob Cowell during the war," he announced when I picked up the phone. "I know he raced as well, thought you might know where he is? Like to get in touch with him again."

I think I may have used the phrase "You might want to sit down a minute..." M

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FROM THE ARCHIVES WITH

DOUG NYE



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



First-chance saloons: Goodwood's 1957 handicap experiment finally put tin-tops on circuit race cards

ARCHIVE

NOT SO GRAND TOURERS

Goodwood gave saloon racing a slow start, but soon proved thrills also come in small packages

I AM NO FAN OF SALOON CAR racing – why order pot-noodle when prime steak's available? – but I can confess that I am quite looking forward to Goodwood's forthcoming dedicated Austin A35 'tea-pot' race.

Back in the 1950s, the pre-war Brooklands-rooted BARC at Goodwood was very slow in accepting that production tin-tops could provide respectable racing rather than a "mere crowd-pleasing circus act" – despite Silverstone's example. The club's conservative thinking was based on the notion that motor sport on circuits was for sports cars, while production saloon cars' rightful playground was rallying.

While the occasional tin-top that fell far short of being described as a 'grand touring car' did find its way into Goodwood Members' Meeting handicap races, it speaks volumes – for example – that the Whitsun 1955 meeting confined them to just a three-lap Celebrities Handicap race. It was won by Richard 'Stinker' Murdoch's Rolls-Royce 20/25 from athlete Chris Brasher's Jowett Javelin and actor John Gregson's Hillman Minx. Uh-huh?

Change came at the 1957 Whitsun Meeting, when a seven-lap 'closed-car

handicap' was won by John Sprinzel's Austin A35, a Ford Consul rolled at Woodcote, Morris Minors finished second and third and a Renault Dauphine fourth. Finally, in the May 1958 Whitsun Meeting, Goodwood hosted a significant-level 'proper' production saloon car race. It was won by Duncan Hamilton in 'Noddy' Coombs's Jaguar 3.4 from the *Equipe Endeavour* 3.4s of Tommy Sopwith and Sir Gawaine Baillie. Fred Marriott's Morris Minor shone before its clockwork ran out, and John Sprinzel's Speedwell-tuned A35 'tea-pot' and Barney Everley's Hillman Minx were class winners.

John Sprinzel did more than most to popularise particularly rallying but also small-capacity saloon car racing, often contributing to contemporary magazines and writing his book *Sleepless Knights* (1962) – still a good read. He dedicated it to his mum "…for, amongst other things, lending me her Austin A30". He recalled that car as going "very well indeed, and, in spite of tendencies to wallow, held the road as well as most of her contemporaries. Enthusiastic tuning… merely succeeded in lowering the top speed by about five miles per hour, killing any acceleration the car possessed and entirely eliminating low-down torque characteristics – proving beyond doubt there was more to the gentle art of faster-going than misguided application of surface grinder and rotary file…"

After a Triumph TR2, Sprinzel fielded A35 '119KMH', "…which very soon dispelled any regrets at parting with the TR. [Team Speedwell tuner] George Hulbert's efforts on the cylinder head and suspension were far more successful than my earlier tuning and these, together with the larger engine and better gearbox, made KMH into one of the most successful small saloon cars of the day. [It] was raced, rallied, driving tested, sprinted, demonstrated, road-tested by the press and used every day in town traffic for almost two years, in which time over 110,000 miles were covered with only one change of crankshaft and three sets of bearings. The total cost of modifications was under £100… Handling, braking and acceleration were quite fantastic, and I cannot recall any car which better deserved the title of 'the poor man's GT car'."

He later replaced 'KMH' with a second A35 bought from the BMC Competitions Department – 'MRX 342' – and used it in the Monte Carlo Rally and in Sweden, together with several saloon car races. "but she had not the charm or the performance of the original 'blood orange', as [John] Bolster used to describe 'KMH'…"

Race and rally preparation for less than £100? Hmm – that's sure to make Goodwood's coming race entrants weep. But, of course, if you can't take a joke you shouldn't have joined.



'Tea pots' on the boil at Silverstone in 1958, Len Adams, Graham Hill and Bob Gerard disproving BARC fears they would be a mere 'circus act'

REVS LIBRARY



Ceirano beams from his Itala, one of the team prize winners in the first Coppa Florio. The Count stands left, in dark jacket

GPL LIBRARY

THE CUP THAT CHEERED

Count Vincenzo Florio had few rules to contend with when in 1905 he decided to run a race for a prize bearing his name

THE BASIC ORGANISATION OF early motor races pretty much boggles the imagination today. But consider straight, deserted, traffic-free country roads and sparse local populations used to being told what to do not just by Government, but also by enthusiastic local or visiting toffs. One hundred and ten years ago, late in 1905, enthusiastic Count Vincenzo Florio – of whom much more would be heard – under-wrote his maiden Coppa Florio race, run on a road circuit he and friends selected based upon Brescia in north-eastern Italy, before passing through Cremona, Mantua, and then back to Brescia.

The course's lap length was a full 104 miles and the Cup race was to comprise three laps. The chosen route was described as being "wonderful, full of long straights, great stretches through practically deserted country where the cars can open out to the utmost. The only objection was that the length of the circuit prevented anything being done to allay the dust, which was in consequence rather bad… and since there were only 22 cars spread over the 104 miles the danger was not very great…".

The dust danger had still, however, been considered and in consequence 'spacing controls' were arranged to maintain sufficient intervals between the cars to give the dust clouds time to settle or disperse. If you were spectating at such a race, you shouldn't expect too much wheel-to-wheel racing…

When the first competitor reached a spacing control he would be sent on at once, and as he left, a clock would be started marked in four-minute intervals. If a following car should arrive before the four minutes elapsed, it would be held until the clock confirmed that interval. Then it would be flagged away and the process restarted for each following runner. The system had been used in the French Gordon Bennett eliminating trials in the Auvergne and had worked pretty well – unlike the course telephone system that had been painstakingly installed there (85 miles of it), only for local peasants to nick the wires pre-race.

The entry for Count Florio's Brescia race included five FIATs, five Mercedes (one of which was to be driven by Florio himself), three Italas, two Darracqs, three De Dietrichs, a couple of Clement-Bayards and two Isotta-Fraschinis "which were about the biggest racing cars ever constructed".

The race around the long circuit was a confused affair from the start. The spacing controls introduced elapsed-time calculations that caused the Italian organisers considerable headaches. Gerald Rose remarked that this made "the position of the cars a matter of conjecture". Completing the opening lap in 88 minutes 30 seconds, Fabry's Itala was judged to be leading. Rougier's De Dietrich then forged ahead with a fine second lap followed by amateur novice driver Raggio in his first race with his Itala, and superstar Fernand Gabriel's De Dietrich third. Ceirano's Itala lay fifth until he had a puncture on the last lap, then drove too far on the wheel rim whereupon it collapsed. Rougier encountered some problem that cost him about half an hour's delay, and an exultant Raggio was judged the winner by almost 10 minutes from Duray's De Dietrich and Vincenzo Lancia's FIAT – so first and third for the home-team Italian cars and drivers.

Gerald Rose again: "At the end no one had any idea whether Raggio, Duray, Lancia or Hémery (Darracq) had won. The last-named started and finished first and considered it highly probable that the race was his; but when the times were adjusted for the spacing controls he found he had dropped to fourth… The victory set the seal on Italy's claim to be considered one of the most important countries in the production of racing cars. The Salemi Cup for team performance and the Italy Cup for the fastest time over the first 300 kilometres were also won by Italas."

What would become Italian *rosso corsa* was on the march. The rivalry between the Italian and French industries would prevail way into the 1930s and Italian racing design would lead the world into the 1950s – but for some serious setbacks along the way from those wonderful people Enzo Ferrari would refer to as the *TransAlpini,* the Germans with Mercedes, Benz, the post-1926 Mercedes-Benz combine and Auto Union. They proved that if you really want to win, use a bigger bat.


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Grand Prix entries weren't always brimming during the 1969 world championship, but German GP organisers incorporated their usual Formula 2 class to bolster the field. Rolf Stommelen finished eighth, and fourth of the F2 brigade, but his Lotus 59 was smouldering by the finish. Jacky Ickx won the race in his Brabham BT26A.

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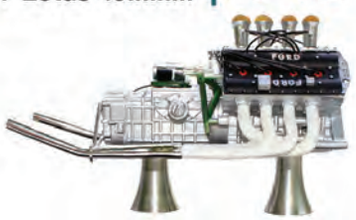
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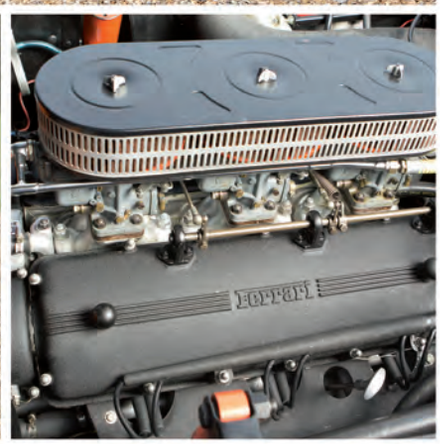














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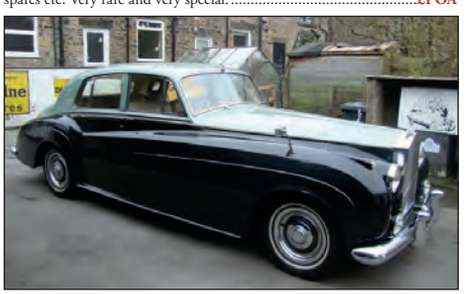
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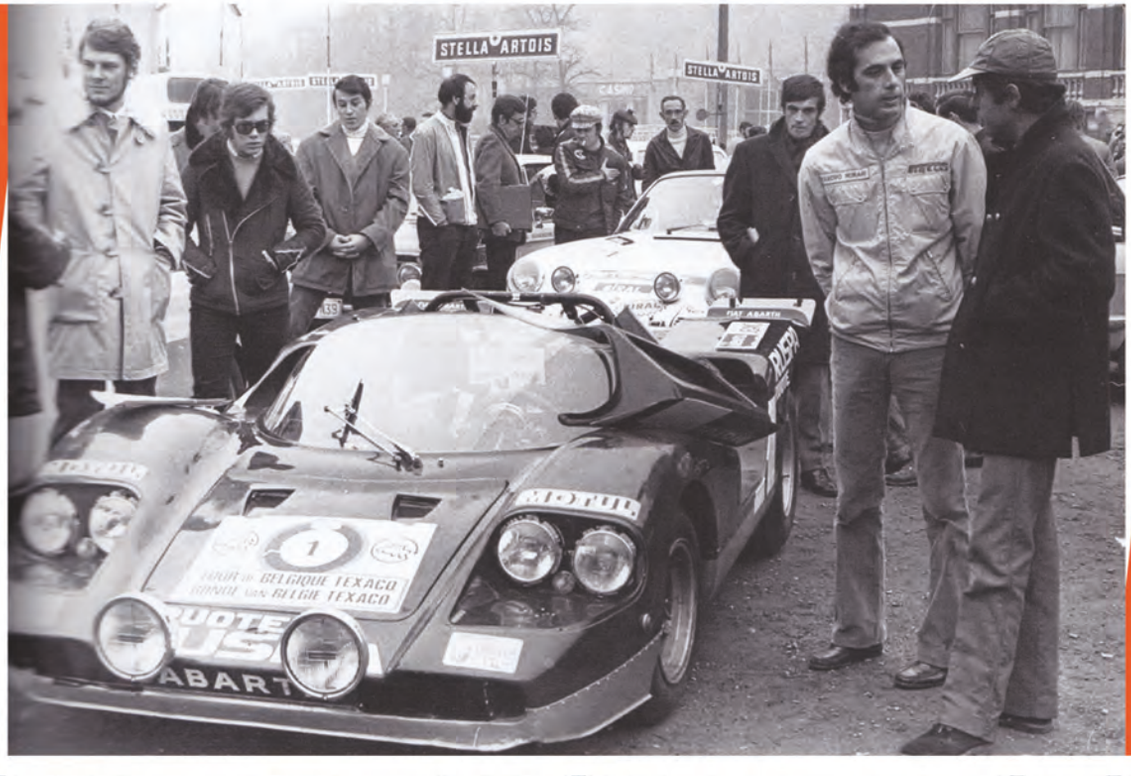
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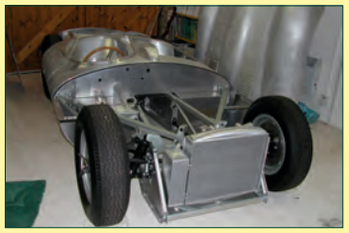


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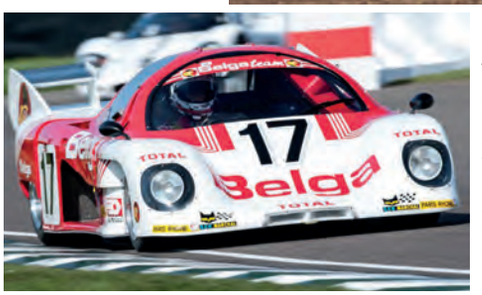
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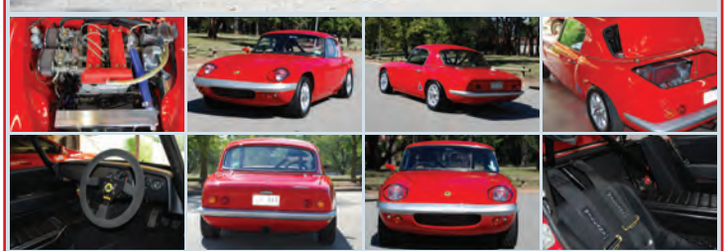




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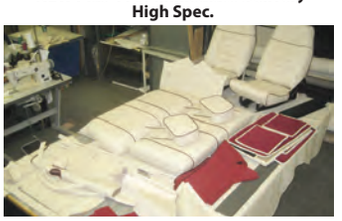
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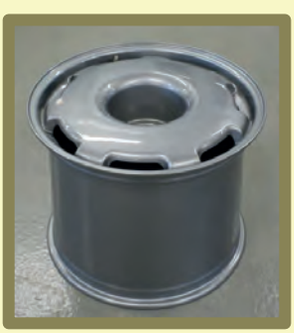
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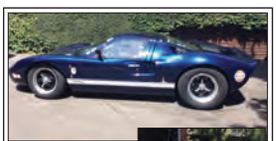
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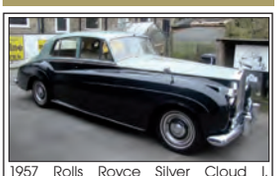


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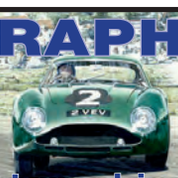
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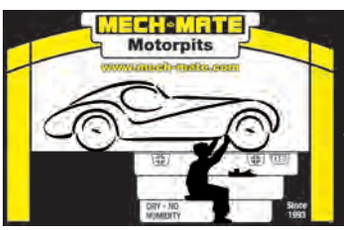






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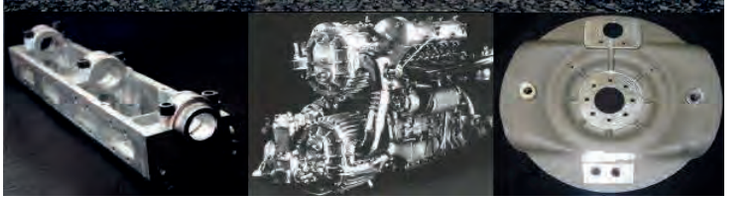


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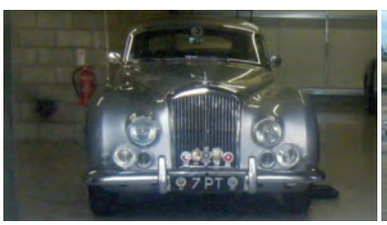


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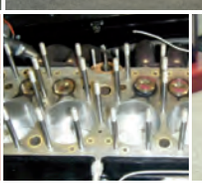














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1970 Aston Martin DB6 MkII finished in Aston Racing Green with tan hide interior. This is a fabulous car that started life as a fuel injected car but as with most of these cars it has been converted to Vantage specification with correct "C" type head and cams. Fitted with 5 speed manual transmission and power assisted steering it is perfect for numerous Aston Martin events and continental touring. Bound to continue to appreciate.....£395,000



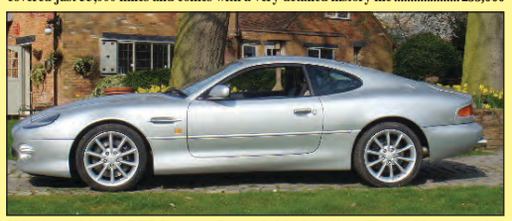
1990 Aston Martin Virage Coupe. A rare opportunity to acquire a beautiful example that has been serviced from new by Aston Martin Main agents and respected specialists. Finished in Buckingham Green with tan hide and fitted with automatic transmission, air conditioning and 5 spoke Volante alloy wheels, the car drives exceptionally well. It has covered just 53,000 miles and comes with a very detailed history file £55,000



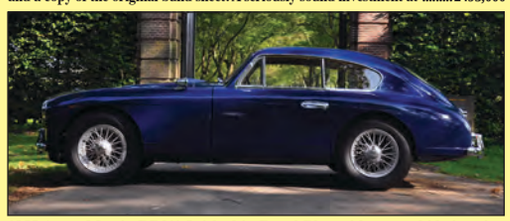
1961 Aston Martin DB4 series IV finished in Kingfisher blue with tan hide interior. This car is a real pleasure to drive and has been the subject of a total restoration in the mid 90's and has remained in superb condition ever since. It sits on excellent chrome wire wheels and comes with a considerable history file containing numerous invoices and a copy of the original build sheet. A seriously sound investment at £495,000



1958 Aston Martin DB MkIII finished in Regal red with cream hide interior. It has been owned for the past 30 years by an AMOC member and during his ownership it has been fully restored. It is a matching numbers car fitted with overdrive and used regularly for motoring events. Please enquire for more details.



2001 Aston Martin DB7 Vantage Coupe finished in Skye Silver with contrasting black hide interior. This is a beautiful 3 owner car that has covered only 53,000 miles and comes with a full and continuous service history. Fitted with Touchtronic transmission and sports exhausts together with most other available options, this is a superb example with perfect paintwork and ready to be enjoyed. £29,995



1955 Aston Martin DB2/4 finished in Royal Blue with cream hide interior. Sold by us to the present Dutch owner in 2005, the car has been regularly maintained and used for motoring events in Europe. It has been kept in excellent condition and any inspection is welcomed. Please enquire for further details.....£195,000



2005 Porsche 997 Carrera "S" 2, 3.8 finished in Estoril Blue with dark blue hide and fitted with 6 speed manual transmission, sports exhaust sports steering wheel and electric seats. This is a fabulous example that has covered 49,000 miles and comes with a complete service history. It had an engine replacement by Porsche at 29,000 miles, hence only 20,000 miles on the current engine. Excellent value at only.....£27,950



1962 Jaguar E type 3.8 FHC race car. This is a freshly built car by Wren Classics raced only once since completion in 2015. It comes with current HTTP papers for GTS group7 allowing it to race in numerous high profile events. Engine by Peter Landers o Sigma Engineering, fresh straight cut gear box by Dennis Welch. On the button and completely ready for 2016 season £165,000



1962 Jaguar E Type series 1 ,4.2 FHC just nearing the end of a ground up restoration. Finished in Gunmetal with Burgundy Hide interior with matching carpets. All works carried out to the highest standard. Library picture. Please ask for further details.



1962 Jaguar 3.4 MkII finished in Gunmetal grey with contrasting red hide interior. His is a very well kept example sitting on chrome wire wheels with the benefit of a manual 4 speed gearbox with an overdrive. The car has been the subject of regular maintenance and is excellent value for money in today's market. Very sensibly priced at £27,950



1963 Jaguar 3.8 MkII LHD, automatic finished in Old English White with contrasting red hide interior. This is an original black plate California supplied car that was the subject of a full restoration some 10 years ago and has remained in very nice order. It is fitted with power steering and chrome wire wheels and is a delight to drive. .....Sensibly priced at £49,950



1965 Jaguar MkII 3.8 finished Jaguar Midnight blue with contrasting grey hide interior by Suffolk & Turley. Completely restored by Scott-Moncrief 20 years ago and little used since. Spec includes manual transmission with o/d, chrome wire wheels, Coombes spec engine and slimmer rear spats. This is a cracking car to drive and continues to appreciate £59,950



1963 Chevrolet Corvette Stingray finished in Deep Ocean Blue with contrasting red leather interior. This is a very quick example that has a high output fresh motor and has in recent times been used as a competition car in British and European events. With the car there is a useful spares package that includes a modern race competition race seat, a triangulated roll cage and a spare set of competition alloy wheels and tyres. .....More details on request



1965 Ford Mustang 289 Notchback finished in Racing green and fully prepared and sorted for historic racing. Whilst the current spec is beyond FIA, it can be raced in numerous race series and would easily convert back to FIA spec. This is one of the best prepared race cars we have had the pleasure of being able to offer and is race ready for 2016. Huge history file. A real bargain for one in this condition at £75,000



1981 Ferrari 308 GTSi (LHD) finished in black with contrasting burgundy hide interior. The car is in perfect condition having had just 3 owners from new, the last being the President of the Ferrari Owners Club of Houston. It has a warranted recorded mileage of just 16,107 which is backed up by the service history. With Ferrari prices currently still climbing, this car will make a very safe investment in the long term. .....Please enquire.



1978 Bentley T2. This is a beautiful example finished in Walnut Metallic with Dark Brown Interior and previously owned by a Bentley Driver\'s Club Committee member. Fitted with most available options and comes with a large history file with main agents and reputable specialists and with all original handbooks. These cars, if kept in this condition represent quite exceptional value. Very realistically priced at £15,950



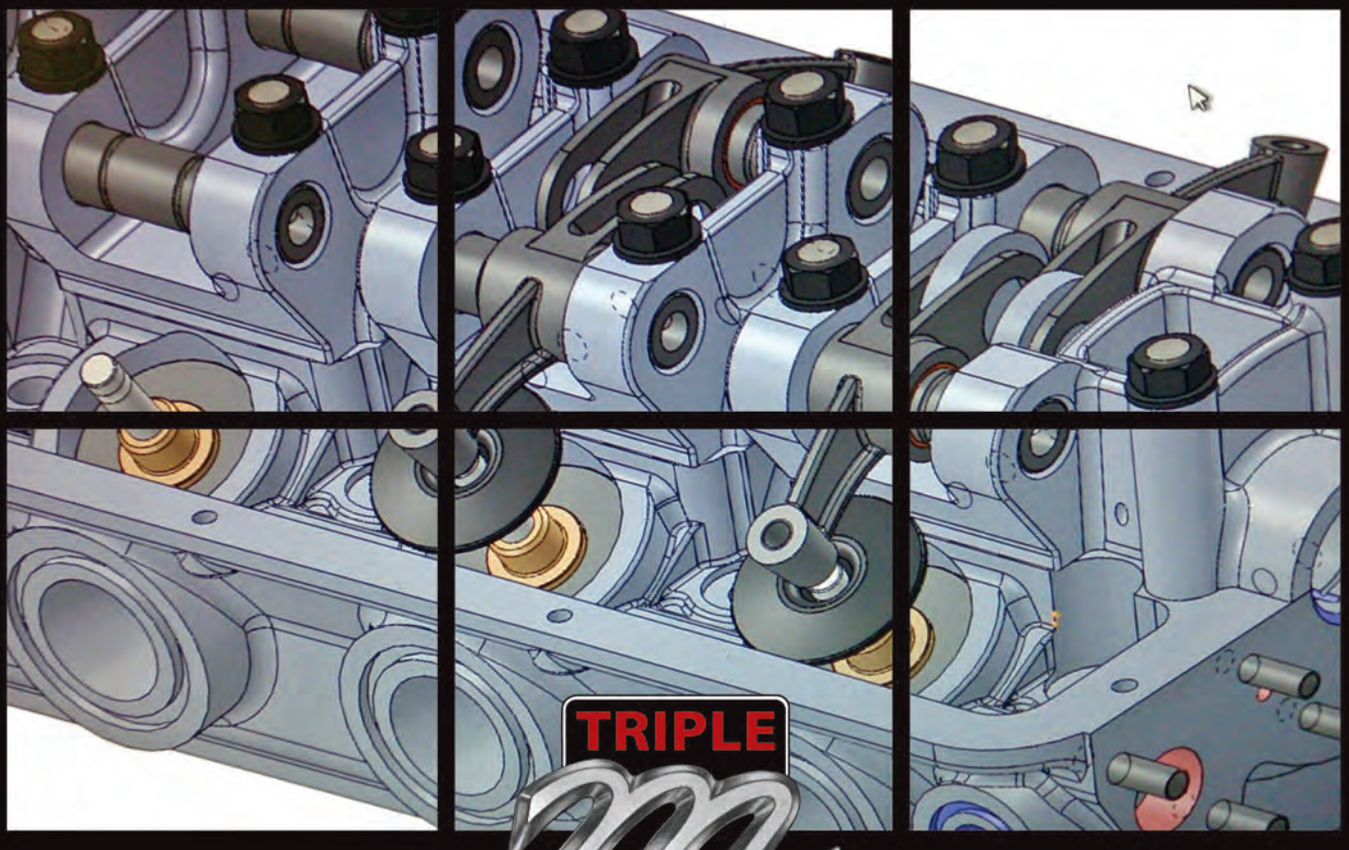
1956 Austin Healey BN2 100/4 finished in Opalescent silver blue with matching dark blue hide interior. One of only 1100 cars produced in this specification and built at Longbridge, this car has been the subject of a total ground up restoration some years ago and has been used only sparingly ever since. Real 50's sports car motoring and utterly reliable. £69,950



1976 Rolls Royce Silver Shadow finished in walnut with tan hide interior. This is a stunning example with a complete service history spanning 4 service booklets backed up by a file full of invoices. It is a beautiful driving car and needs no further description. Probably under valued at only £14,950

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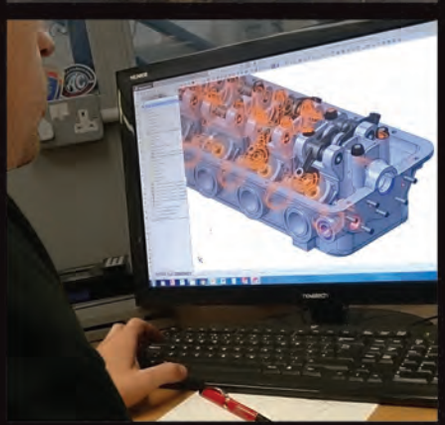
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