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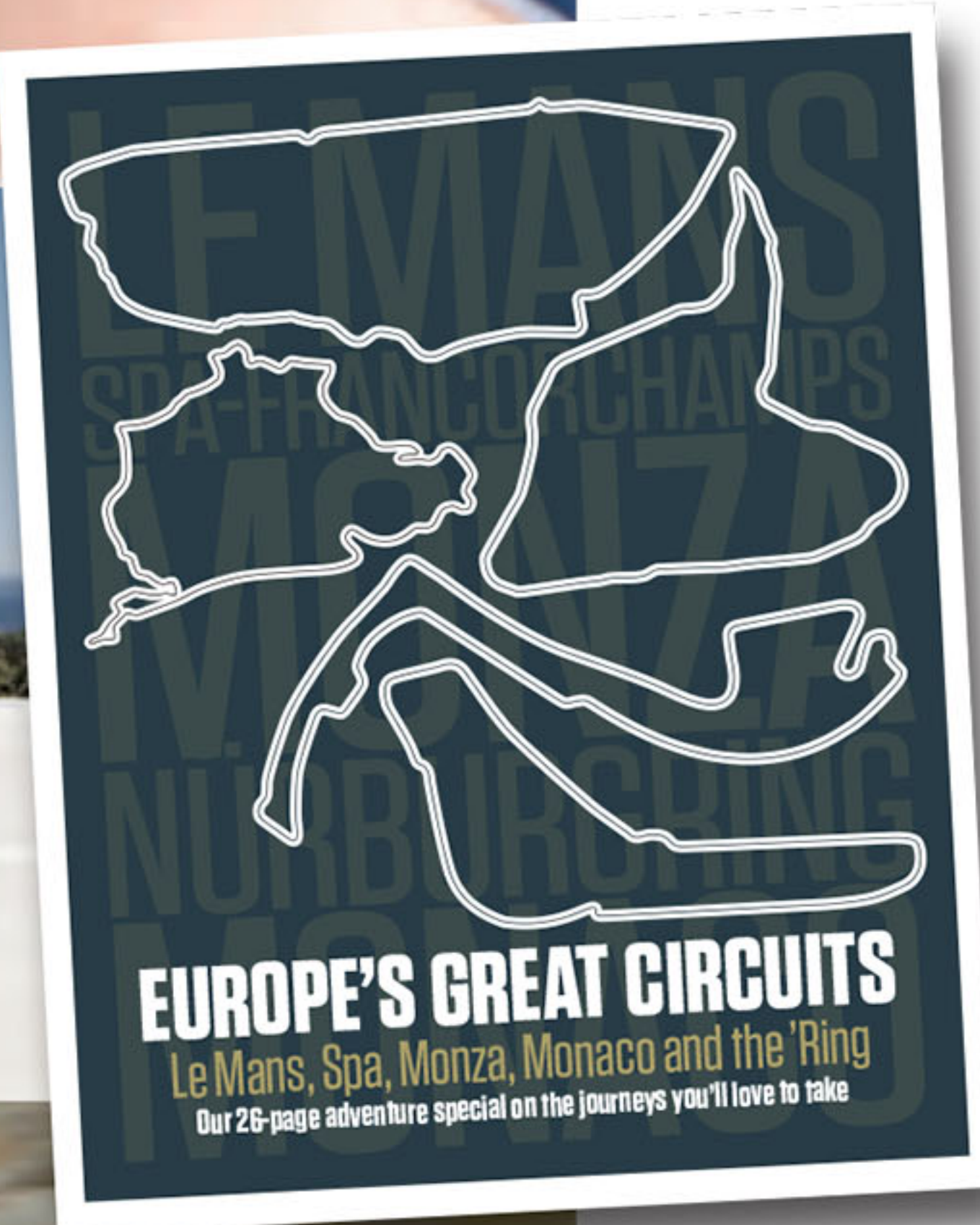
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**A**T THE BRITISH RACING Drivers' Club awards lunch in early December, president Derek Warwick pulled no punches as he addressed a room packed with motor racing's heavy hitters. After yet more upheaval at Silverstone, he had a clear message for Formula 1, and specifically for the man who – for now – still runs the sport in the cold-eyed manner that's become so familiar over the past 30 years.

"We need help from Bernie now," said Warwick, with feeling. It's not just the teams that require a fairer share of F1's vast revenues, he argued. Then again, this is hardly news.

"Silverstone and the BRDC have supported Formula 1 from the beginning, for more than 60 years," Derek continued. "But there's no loyalty from F1." Then looking squarely to where Christian Horner sat, he added: "That's not aimed at you, the teams. I'm talking about Bernie." We'd got the point.

So why had Warwick chosen this platform at this time to make his plea? After all, Britain's round of the F1 World Championship is contractually secure and, we're told, profitable despite the huge fee the promoter demands. Nevertheless, without third-party or state support, Silverstone continues to feel the strain. Potential buyers have been courted and lost, and executives, including managing director Richard Phillips, have gone following a failed management buy-out. Now, having distanced itself from the business of running Silverstone in recent years, the BRDC board is back in control. Warwick's speech signals the start of yet another new Silverstone era.

Since 2004, when US sports marketing giant Interpublic bought itself out of its disastrous motor sport investments that included the lease to run Silverstone, the BRDC has tried to separate its business interests from its primary purpose as a private members' club. In the past 10 years, that policy hasn't deflected the bickering and in-fighting – this is, after all, the BRDC we're talking about – but the circuit has generally prospered on Phillips's watch. He was never a 'motor racing man', but his expertise in stadia sports such as rugby was seen as beneficial.

Whether or not we approve of the physical changes at Silverstone, including the controversial Wing pit



**DAMIEN SMITH**  
EDITOR

complex, the place does at least look and function like a 21st Century Grand Prix venue. And lest we forget, it was another 'outsider', Neil England, who successfully negotiated the 17-year agreement with Ecclestone to secure the British GP from 2010. But England is another to have left the building this past year.

The relationship between Ecclestone and the BRDC has long been strained beyond repair, and he won't be impressed by Warwick's statement. So again, I wondered why Derek had chosen this moment to speak out? Is there a serious financial crisis brewing at Silverstone? Serious enough for the British GP to once again find its future in doubt? After his speech, I asked him.

"It's not serious [in that sense], no. But is it marginal? Yes," said Derek. "Do we need help? Yes."

He then alluded to the behind-the-scenes discontent that has developed between the club and the commercial arm, as he voiced his optimism about what lies ahead. "There'll be no more them and us," he said. "From now on it will be BRDC/Silverstone and Silverstone/BRDC. For four years we have been in sale mode, but that's no longer the case – although we obviously still need investment and if there's an opportunity we'll pursue it."

Quite how a "them and us" scenario was allowed to develop between the club and

its own business arm is unfathomable. It appears that beyond the Grand Prix there was much unhappiness with how the circuit was run – and in the end, perhaps Phillips paid the price for never really becoming 'one of them'.

The bullish mood about the future is cause for optimism. But this is the same club that almost ripped itself apart on more than one occasion over its stewardship of Silverstone. BRDC chairman John Grant and board member Lawrence Tomlinson of Ginetta are now at the helm, and we truly wish them well. But in the wake of what has come before, you'll have to forgive us if our faith isn't as rock-solid as Warwick's.



THE NEW F1 WORLD CHAMPION made appearances at both the *Autosport* and BRDC Awards in December. Lewis Hamilton finally seems comfortable in his own skin, perhaps for the first time since his GP2 days. It was good to see.

Still, even at these 'insider' events it was noticeable how Hamilton divides opinion, despite the standing ovations. At the *Autosport* Awards his trophies weren't presented by a member of motor racing's 'royalty' as you might expect, but by musician and friend Tinie Tempah. 'Who?' was the expression that appeared to be on many faces in the room, but it says much that a rap artist clearly means more to Lewis than someone from the world in which he has thrived since the age of eight.

The next day, at the BRDC awards, he made another grand entrance, this



Hamilton at the BRDC Awards and, above left, with Tinie Tempah

JACOBE EBBEY & LAT





Photo courtesy of the Jean Paul Tissot Collection.



1935 DELAHAYE 135 S Chassis no. 46094

1952 JAGUAR C-TYPE AERODYNAMIC RECREATION Chassis no. 667255

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time wearing a sharp grey suit-and-jumper combination, topped off by a natty piece of headgear. Now, you've got to be confident to carry off a hat, and personally I thought he looked great. But inevitably there were titters. Jackie Stewart grew his hair and looked like a Beatle; Hamilton wears diamond studs in his ears. I fail to see the difference, beyond the timespan of nearly half a century, but I appear to be in the minority. Just as he struggles to relate to them, many motor racing people don't connect with him – but it appears the public finally does.

Hamilton's clear victory in the voting polls for the BBC's Sports Personality of the Year award suggests that finally he has found acceptance in the UK. Is he as popular as Nigel Mansell or Damon Hill at their heights? Not yet. But in Lewis's case, his rapid rise to fame has corresponded to a slow burn in popularity. Perhaps now we'll see it peak.



**AUTOSPORT INTERNATIONAL** celebrates its 25th anniversary this January. It's incredible to think what used to be known as the Racing Car Show has been based at Birmingham's NEC for a quarter of a century. Like so many anniversaries we consider recent, it just doesn't seem that long.

The show, which takes place on January 8-11, attracted just 30,000 visitors and about 150 exhibitors during that first year in Birmingham back in 1991. Last year more than 82,000 filed through the turnstiles over the four days to be met by 600 exhibitors. The show is the traditional precursor to every race season and a January without a visit to its cavernous halls wouldn't feel quite right.

As you can read on p42, the legacy of the late Sir Jack Brabham will be a

major feature and we're promised much more retro content, which has become common in recent years. The modern scene is, of course, well represented, but the old stuff appears to draw the crowds.

Competing with *Autosport International* on the same weekend this year is the new London Classic Car Show. As I wrote last month, our *Motor Sport* Hall of Fame stand will be an attraction (more details again on p42), as will a collection of cars celebrating the career of Adrian Newey. The design legend has helped curate the display, which will include his father's Riley RMF, a Mini Cooper S, a Jaguar SS100 he restored himself, the GT40 he's raced at Goodwood and landmark F1 cars from his own career. He'll also show the Lotus 49B he bought at a Bonhams auction during 2014.

Somehow, we plan to split our time between both shows. Whichever you visit, come and say hello.



AS I WRITE JUST AHEAD OF Christmas, I'll sign off for 2014 by wishing the team here at *Motor Sport* hearty congratulations. We've won a couple of gongs!

Along with the Guild of Motoring Writers voting yours truly as its Editor of the Year (shared with a colleague from another publication), our excellent tablet editions for iPad and Android earned us the Digital Product of the Year prize at the PPA Independent Publisher Awards. While print remains central to our future at *Motor Sport*, we continue to invest in the evolving digital market and it's welcome recognition for a lot of hard work. If you haven't yet checked out what we offer, it's worth a look.



**IN NEXT MONTH'S ISSUE**  
Fast Cats – we test four classic V12 Jaguar racers  
**ON SALE JANUARY 30**



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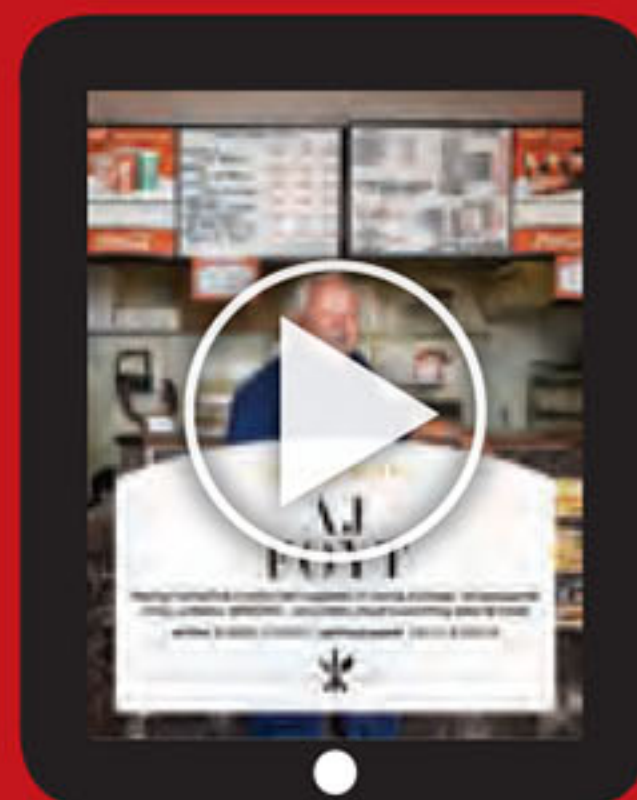
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- Highlights from Le Mans 2014
- Action from the original Spa in 1970
- Rivals recall racing against AJ Foyt





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# THE MOTOR SPORT MONTH **IN PICTURES**

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NOVEMBER 30, 2014

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## **6 Hours of São Paulo**

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INTERLAGOS, BRAZIL

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Porsche won the eighth and final event of its comeback season at sports car racing's top tier. Romain Dumas, Neel Jani and Marc Lieb took their 919 Hybrid to victory in a race that ended behind the safety car, after team-mate Mark Webber crashed heavily at the final turn. World champions Anthony Davidson and Sébastien Buemi were second for Toyota.



NOVEMBER 30, 2014

## Crowned again after 23 years

CURITIBA, BRAZIL

Third place was enough to secure the Brazilian V8 Stock Car title for Rubens Barrichello – the popular ex-F1 racer’s first championship since 1991, when he pipped David Coulthard in the British F3 series.



DECEMBER 13, 2014

## Márquez still the one to beat

BARCELONA, SPAIN

Having dominated MotoGP to take his second straight title, Marc Márquez (93) won the end-of-season Superprestigio dirt-track exhibition event in his homeland, defeating AMA Flat Track champ Jared Mees by 0.3sec in the final.







# THE MOTOR SPORT MONTH IN PICTURES

DECEMBER 13, 2014

## Nordic duo victorious

BUSHY PARK, BARBADOS

Freshly retired as a professional racer, nine-time Le Mans winner Tom Kristensen joined Petter Solberg to win the Race of Champions Nations Cup as Team Nordic. The Danish-Norwegian combo beat David Coulthard and Susie Wolff in the final. The following day, Coulthard won the individual event ahead of Mercedes F1 reserve Pascal Wehrlein.

ROC

DECEMBER 13, 2014

## Fourth annual Gulf 12 Hours

YAS MARINA, ABU DHABI

Desert shadows and reflections: the McLaren 650S of Alvaro Parente, Kevin Estre and Rob Bell finished third in the annual enduro, which was won by the AF Corse Ferrari 458 of Steve Wyatt, Michele Rugolo and Davide Rigon.



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# Nigel Roebuck

## HONDA ACCORD

After falling out during the 2007 season, Fernando Alonso and Ron Dennis have buried the hatchet as the Spaniard comes on board to partner Jenson Button at the start of a new McLaren-Honda era. Will they still be smiling in 12 months?





# REFLECTIONS with Nigel Roebuck



MIDST ALL THE CHAOS AND uncertainty of F1, there remain certain inalienable truths, and one of them is that every new Ferrari driver gets dewy-eyed about Maranello. No matter how many years have gone by since last it produced a competitive car, the Prancing Horse never loses its magnetic pull, and if you have been to the factory, driven round Fiorano, visited the Old Man's farmhouse, you need no one to explain it to you. Ferrari was a brand before anyone thought of brands.

Thus Sebastian Vettel recently waxed lyrical about his new environment, just as Alain Prost did 25 years ago, and Gilles Villeneuve a dozen before that. When Fernando Alonso joined Ferrari for 2010, he said it was his hope to spend the rest of his career there.

Ah, but then – sooner or later – reality starts to get a toehold. “When you go to Ferrari, and you see the facilities, the test track and everything else,” said Villeneuve, “you wonder how they ever manage to lose a race. Then over time you see all the politics and intrigue, and you wonder how they ever manage to win one...”

For all that, Gilles always had a special relationship with Enzo Ferrari. “I’m hopeless,” he would say. “I start thinking I’ve got to drive for someone else, and then the Old Man holds out a new contract, and I say, ‘OK, where do I sign?’”

That said, had Villeneuve survived the 1982 season, I little doubt that he would have moved from Ferrari to McLaren the following year, just as Alonso is doing for 2015.

There have been two significant driver transfers this winter, with logical reasons for both. Vettel had long expressed a wish one day to drive for Ferrari, and if the process were accelerated by Alonso's growing disenchantment, it was further hastened by the thought of another season being blown off by Daniel Ricciardo at Red Bull.

No facility exists, until the new year dawns, for Seb to experience a ‘new generation’ Ferrari, but he lost no time in donning red overalls and having a run at Fiorano in an old V8 car from 2012. A local paper ran a photo of him, bare-headed in the cockpit, and his quizzical expression prompted a jocular caption from an Italian colleague: “Are you telling me Alonso nearly beat me to the championship in *this*?”

Fernando, meantime, was in Woking, pleased to have Jenson Button confirmed as his team-mate, stressing that he and Ron Dennis had put their 2007 problems behind them. It may be a while yet before we fully understand quite why it took RD and his colleagues so long to make a choice between Button and Kevin Magnussen, but there's no doubt that McLaren's coup in signing the world's best driver got somewhat lost amid the outpourings of sympathy for Jenson as he waited, with remarkable dignity, for a decision on his future.

A week before McLaren's drivers were finally announced, I had my annual pre-Christmas lunch with Martin Brundle at a favourite Italian

restaurant in Knightsbridge. On these occasions we chew over the season past and the one to come, and given that the conversation becomes ever more irreverent as afternoon slides into evening, one is inevitably left with the problem of determining what may go into the piece – and what emphatically may not.

Not surprisingly a good deal of time was given over to the driver moves. “Fernando Alonso and Ron Dennis working together again...” Martin mused. “I’ve got to say that’s one of the most extraordinary things I’ve ever witnessed in F1.

“This time last year, when Martin Whitmarsh was talking to Alonso about a return to McLaren, I asked him, ‘Is it a proviso of Fernando coming back that Ron's not there any more?’”

And? “Well, you know Martin – push the green button, and he'll tell

you the truth! When he was shoved out, and suddenly Ron was at the helm again, I thought that was the end of a new deal with Alonso. Now, though, it's all in place, and you wonder how – given everything that happened in 2007 – that's been achieved. Can they really put it all behind them, and trust each other again?

“Maybe they can: Ron claims he's mellowed over the last couple of years, and is easier to get on with now. I remember at a dinner somewhere he was raving about Fernando, saying he was still the best – that's fair comment in itself, but I still wasn't sure a deal would be done.

“When they parted last time, it looked like a marriage that had irretrievably broken – you know, you find your partner in bed with somebody else, plus they've cleaned out your bank account. With characters as extreme as those two, it looks like a remarriage of convenience, doesn't

it? Maybe, though, they really can bury the hatchet.

“At Suzuka I interviewed Ron for Sky, and when I asked him who his favourite driver had been, he went all glassy-eyed and said it was Mika Häkkinen. At the end I mentioned that I'd thought he'd say Senna, and he looked at me and said, ‘Remember what I said about loyalty...’ And he was actually quite negative about Ayrton leaving him for Williams.

“I always understood that Fernando was pretty heavily involved in triggering the ‘Spygate’ thing, but when I asked Ron about it, he said, ‘No, no, you've got that wrong...’

“Who knows what really happened back in '07? There are always two sides to every story. As David [Coulthard] always says, ‘No one does honeymoon like Ron Dennis’, and I've always assumed that Fernando, when he signed that first McLaren contract – a year ahead of time, remember – was made promises that weren't kept.

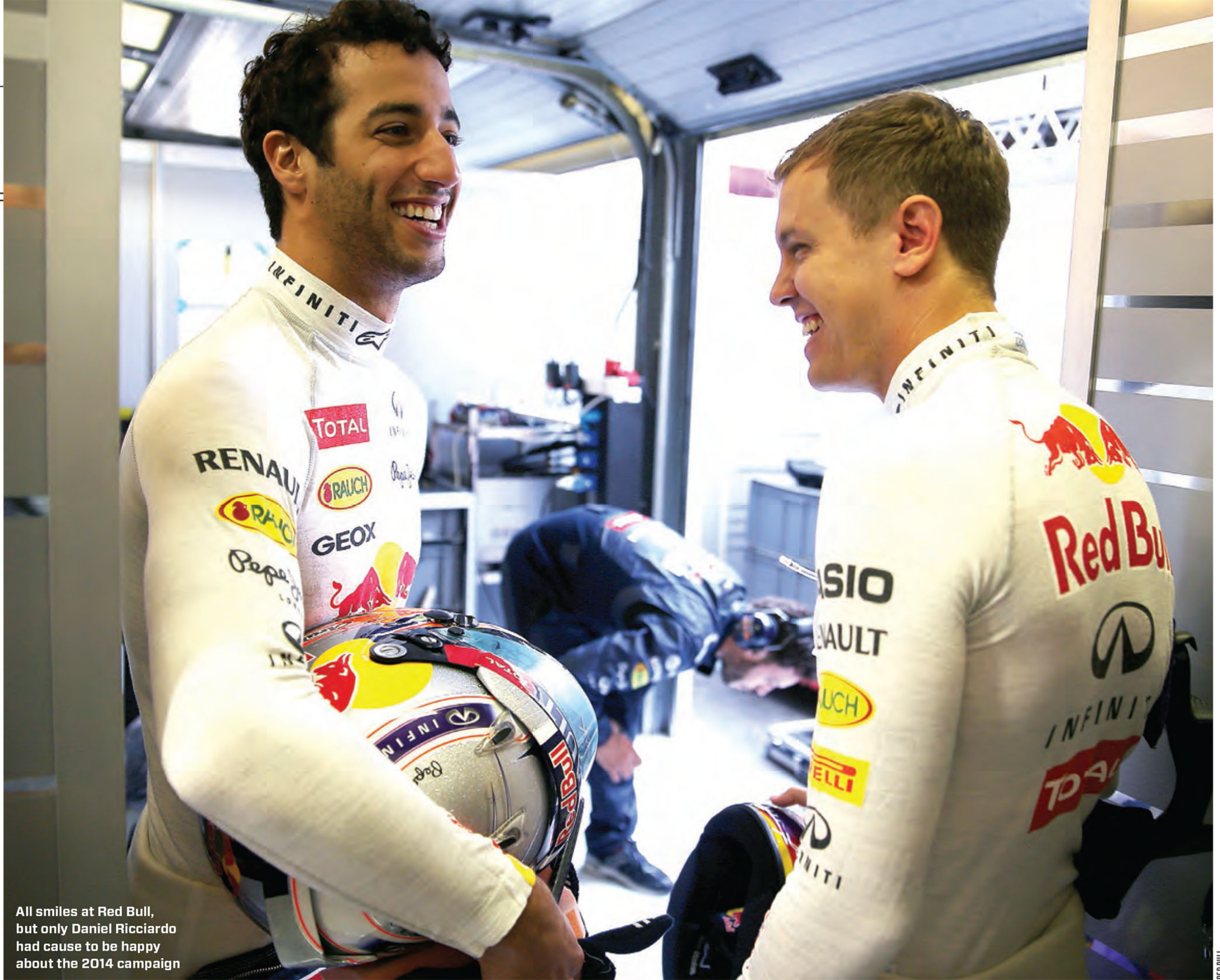
“In 2015 everyone's going to be watching the body language between him and Ron, aren't they? At successful moments it's going to be fascinating – a polite handshake or a hug? People say Eric Boullier has a tough job, being a sort of buffer between Ron and Fernando. I wouldn't underestimate Eric. He's got a very determined, steely way about him.”

Alonso recently said that he had left Ferrari with a heavy heart, but surely – as things stand – he is well out of it. In the course of the last year there have been endless changes of personnel, and Maranello appears to be in a state of ferment.



Dennis and Alonso in 2007, before their relationship began to deteriorate





All smiles at Red Bull, but only Daniel Ricciardo had cause to be happy about the 2014 campaign

RED BULL

“Absolutely,” said Brundle. “I saw Stefano Domenicali and Rob Smedley at a party last week, and they were both saying the same thing. You worry about the whole Ferrari scenario, don’t you? You think, ‘How the hell is all that ever going to work?’

“More to the point, how did they not get Adrian Newey? It’s my understanding that an agreement was reached around the time of Barcelona – they even had Adrian sitting in a car! – yet still they didn’t get him to sign a contract. Apparently someone cleverly leaked the story to the Italian press, and that put him off the whole deal...

“If that had gone through, what a difference it might have made to Alonso’s decision-making! As it was, he was there five years, struggling with average cars, but 2014 was the worst, wasn’t it? Ferrari fell away through the season. A statistic I like is the percentage of a car’s fastest lap, relative to the quickest car, and Ferrari’s most competitive race was Shanghai – that was where they were closest to Mercedes.”

It was also where Marco Mattiacci turned up to replace Domenicali. Almost from the outset the signs were that Alonso was unimpressed with Mattiacci, previously a brilliant salesman for Ferrari, but one who knew nothing of racing.

“When I interviewed Mattiacci at Spa, I said, ‘How are you going to keep Fernando Alonso happy?’ and he said, ‘It’s not my job to keep Fernando Alonso happy...’ In other words, ‘He’ll do as he’s told’ – although he then qualified it by saying, ‘It’s my job to give him a fast car...’ Now he’s gone, too, along with all the rest. Even di Montezemolo...

“One way and another, there’s a lot at stake with this new Alonso-McLaren alliance, isn’t there? The team’s got to get back on track with a decent car, Honda has to play catch-up to a very high target, you’ve got the Fernando-and-Ron dynamics... On the face of it, a lot can go

awry, but we know how wrong we can all be. That’s the wonderful soap opera of F1, isn’t it?”



SPEAKING OF HOW WRONG WE CAN ALL BE, I SAID, LET ME take you back a year, to something you said in this very restaurant...

“Oh God,” Brundle winced. “Is this going to be embarrassing?”


Well, I said, you suggested that Lewis Hamilton would never beat Vettel or Alonso – and, for good measure, added that you now thought Sebastian, in terms of pure speed, superior to Fernando...

Martin groaned. “I *knew* it would be something like that! What can I say in defence? I’ve always thought Lewis the quickest driver in F1, and I do believe he matured this last year. As for Vettel... that’s probably the most wrong I’ve ever been about anything in motor racing.

“Quite seriously, what happened – or didn’t happen – with Sebastian in 2014 is the most confusing thing I can ever remember in F1. At every race I’m out on the track on Friday, and having watched him all these years... I mean, I know what I’ve *seen*, and at some corners I’d think, ‘You’ll *never* get through there like that’.

“I remember saying to Ricciardo, ‘Mate, you’ve got the worst job in sport...’ I mean, Sebastian Vettel’s team-mate – at Red Bull?”

“I’ve come to the conclusion that maybe Vettel was a man of a specific time, with a specific car. The tools he had – notably the blown floor – suited him to a tee. People in the team say Seb’s great strength was carrying a lot of speed into a corner – which he could do with those cars, but can’t with the new ones. They say he was still trying to drive as if he was in a ‘blown floor car’, and all he did was damage his tyres.

“If you talk to someone like Jackie Stewart, he’ll tell you of the 



# REFLECTIONS with Nigel Roebuck

difficulties involved in winning back-to-back championships. Vettel did four on the trot, so there may have been a bit of burn-out – and then he couldn't make the cars work. Also he was in a group of people – including Bernie – who took against the new F1 from the start. I remember a chat with his dad, and he was *hugely* negative about it, and I realised that what I was listening to was obviously the family position. As well as that, Seb had a kid this year and perhaps all those things added up.

“Towards the end of the season he looked a bit better – but then look at the last race, in Abu Dhabi, where both Red Bulls started from the pitlane: that was a real test for the pair of them, and Ricciardo blew Vettel's doors off, didn't he?”

“In 2013 I drove a Red Bull, complete with blown floor, at Silverstone, and even though it was wet the grip of the thing was



Vettel and Räikkönen consistently failed to match team-mates Ricciardo and Alonso (left) in F1's latest hybrids

*staggering*. Maybe Seb was just a driver who excelled in cars like that.

“You can see why he left Red Bull – he had to, because another year with Ricciardo like he's just had, and his value would have been nothing. So can he turn it around? If he can't, I would say he's the bloke I have most misinterpreted in all these years.

“Now he's at Ferrari, and it's entirely possible that James Allison's first car for the team will be a good one – certainly it has to be better than this year's. And, whatever else, Seb'll trim Kimi up, won't he?”

If he doesn't, I said, people really will say it's over.

“Yes, they will,” Brundle replied, “and they'll be right. I expected Alonso to have the upper hand on Räikkönen, but didn't think it would be like it was. You pay a driver to leave a year early, and then four years later take him back again – on a fixed three-year deal! Who wouldn't have an exit route from the contract, in case he's still no good?”

Räikkönen's argument throughout the year was that the car didn't suit his style, that he had no confidence in its front end, but surely that was not acceptable from a driver of his pedigree and, come to that, stipend. “No, it's not,” Martin said. “He's a world champion, when all's said and done, and a great driver should be able to adapt, to make the most of what he has. Alonso's been doing it for years.”

In Italy the response to Vettel's arrival at Maranello has been mixed. Indeed, after the 2014 performances of Seb and Kimi, relative to their team-mates, one prominent journalist was moved to suggest that Ferrari now had a pair of number two drivers. Harsh, perhaps, but pithy.

It amazed me, before the start of the season, when Mark Webber said he expected Red Bull qualifying to be 50:50 between Vettel and Ricciardo: “Seb exploited the blown floor brilliantly – way better than

I could – but there's a chance he won't get on with less downforce...”

Well, maybe so, but still it's fair to say that no one, Red Bull folk included, expected Daniel to dominate his team-mate as he did, to be the only non-Mercedes driver to win in 2014.

“Absolutely,” Brundle said. “At Toro Rosso he didn't look that amazing against Vergne, did he? You could understand why Red Bull took him, but by their own admission it was, ‘Well, Jean-Eric was better in qualifying, but Daniel seemed to be a little bit quicker in the race, so he got the nod...’

“The problem we always have is factoring in the machinery, isn't it? We make judgement calls from what we see from the side of the track, from the stopwatch, from where they end up in the running order... but how d'you factor in the differences between the cars? Not easy.

“Daniel amazed me this season, and not only because he creamed

Vettel. He looked so sure in the car, made very few mistakes, and he *raced* so well, didn't he? Some of his overtaking moves were fantastic – even against a guy like Alonso, he gave as good as he got. And on top of all that, of course, there's always that huge grin on his face. I'm sure that must have really got to Sebastian, too!”

For some years, I said, we have all talked about ‘the big three’ in F1, and there has been general agreement that Alonso, Hamilton and Vettel were in a category of their own. On the strength of 2014, though, there's a case to be made for replacing Vettel with Ricciardo.

“Yes, I agree,” said Brundle, “and don't let's forget Bottas, either. He's knocking on that door, too. The return of Williams has been the feelgood story of the year – they've really shown, like Lotus did previously, that it's possible to be competitive without a massive budget.

“The arrival of guys like Pat Symonds and Rob Smedley has made a huge difference, and Frank's also got two good drivers. I know Massa well, and he's a quality little man. I suppose I'd classify him as a worker-driver, but in his time with Ferrari, there were days when he beat Schumacher, Räikkönen and Alonso, and that's not something you luck into... He drove some excellent races in 2014, particularly in Abu Dhabi, but Bottas has outshone him, hasn't he? A very nice young guy, Valtteri, and a hell of a talent. He's pretty well up there with Ricciardo, in my opinion.

“Going back to Vettel for a moment... It's always interested me that remarks by both Hamilton and Alonso suggest they don't really rate Seb that highly. The thing about these guys is that every morning, when they're shaving – although they don't shave very much these days – they look in the mirror, and say, ‘I am the best driver, and I will win the



world championship'. Then this kid comes along, and wins four straight titles, and they can't cope with it. Lewis and Fernando have suggested that it was all about the car and not the driver, and I always suspected there was a bit of frustration showing, but they know which way is up, don't they? And right now, it seems they were absolutely right.

"Having said that, I think I have more faith in Vettel than they do. I don't believe the best is yet to come from him, but I still think there's a great racing driver in there.

"Let's put it on the agenda for next year's lunch..."



AND, OF COURSE, THE MERCS, WHICH – ON SHEER superiority of performance – dominated a Grand Prix season perhaps more consummately than anything since the 'active' Williams-Renault FW14B of 1992. Hamilton and Rosberg had the world championship to themselves, between them winning all but three of the 19 Grands Prix, and it was no more than justice that Lewis, with 11 victories, took the title.

"Where do we start?" said Brundle. "For one thing, I think Lewis definitely grew up a bit this year. In some ways he's very streetwise, and Spa was the turning point of the season between him and Nico. They had that touch on the second lap, and after the post-race meeting, Lewis said, 'Nico admitted he'd done it deliberately...'

"Now that was... slightly a play on words, let's say, and I think Lewis realised he could turn a negative into a positive. He'd heard Rosberg being booed on the podium – which clearly ripped the guy to shreds, as it would most people. Michael Schumacher could cope with being booed – he didn't like it, but he could cope with it. I think Nico's a much more sensitive soul, and it was clear from his demeanour over the next few races how much the whole Spa scenario had affected him."

Alain Prost, I said, thought the whole thing was completely out of perspective: "He made a small mistake, that's all – these things have always happened in motor racing..."

Brundle said, "Yes, absolutely right. The way I read it was that Nico was trying to make a point, trying to show Lewis – after what had happened in Hungary – that he wasn't going to be intimidated. As Alain said, he made a tiny mistake, but I don't believe he intended to clip Lewis – if you run into the back of someone, you might give him a puncture, but it's guaranteed you'll damage your own wing..."

"I never thought for a second that Nico did it on purpose – but, on the other hand, I've become increasingly convinced that his trip down the escape road in Monaco qualifying was deliberate. When it first happened, I didn't want to believe it – Nico's a nice guy, and I'd championed him since the Williams days.

"Let's consider what was involved. I'm not sure there are many things in life more intense than driving an F1 car on that final lap on Saturday afternoon at Monaco, and I found it quite difficult to believe that you could come out of Casino Square, and see your delta time on your dashboard. I'd say that the braking zone for Mirabeau is the toughest in the world – crowned road, downhill – and I thought, 'How can he have consciously made the decision, between the exit of Casino and the entry to Mirabeau, that the lap wasn't going to be quicker – abort!'

"Nico knew he'd left the pits ahead of Lewis, but I thought, 'No,

that's not in the boy's mind...' With one or two others, it wouldn't have surprised me. I interviewed him that evening, and he gave me a totally credible account of what had happened, and why.

"Then I heard a couple of whispers from inside the team – although I'll grant you they were from people with a vested interest! If you read my words at the time, I said, 'I will forever be suspicious, but I'll give him the benefit of the doubt'. Now I think my suspicion has taken over."

Perhaps, I said, there is a steel in Rosberg that people hadn't previously suspected.

"Yes – including me..."

And at the same time Hamilton was playing the victim, at which he is brilliant...

"Absolutely – just as Ayrton was! I also think Lewis has a killer instinct on the track that Nico will never have. Lewis did one or two things to him that were a bit marginal this year, but most of his drives were top-drawer."

Almost certainly, I suggested, Hamilton will have been taken aback by Rosberg's sheer pace in 2014, most of all in qualifying. Lewis, after all, is generally accepted as the quickest around, yet Nico started many more times from the pole.

"Well, Lewis sometimes got the yips, didn't he? I'd love to see his qualifying brake traces – I'd bet that he puts more bar into his brake pressure. Sometimes he demands things that the car can't give. At Spa he was complaining about glazing of the brakes, just as he'd done in Austria, but when I spoke to Toto [Wolff] about it, he said, 'Complete bullshit! They've

both got a bit of glazing on the brakes – it was just that Lewis made a big thing of it...'

"I must say I was very impressed by Nico in Abu Dhabi. His car was progressively breaking down, he had the ultimate disappointment of losing the championship, and finally – just as he was about to be lapped by Lewis – the team offered him the opportunity to park it, but he said, 'No, I want to get it to the end'. I will forever respect him for that."

At the end of Abu Dhabi, I said, the thought crossed my mind that if similar misfortune had befallen Hamilton the post-race scenario might have been rather more theatrical.

"Yes, for sure!" Brundle said. "One of the senior members of the team – and I won't name him – said to me, 'What happened today with Nico was our worst nightmare – but at least it wasn't Lewis's car...'

"They knew that both their world championships would have been absolutely buried in a flood of negativity if it had happened to Lewis. I'm pretty convinced they wanted him to win the title – he's box office, isn't he? I thought the instinctive reaction of Toto and Niki at Spa – straight after the race, with the adrenalin flowing – was very telling. Very telling..."

At Spa it occurred to me, I said, that the controversy might have been dealt with very differently had Ross Brawn still been part of the Mercedes operation.

"Yes, I agree," said Martin, "but actually – as fond of Ross as I am – I suspect that, had he still been aboard, other aspects of the season might have been different, too. His contribution to Mercedes's success in 2014 was enormous – but would he have been happy to allow Lewis and Nico to race the way they did? Would we have had the fantastic duel in Bahrain, for example? I could be wrong, but I doubt it..."

## "I THINK LEWIS HAS A KILLER INSTINCT ON THE TRACK THAT NICO WILL NEVER HAVE"



# REFLECTIONS with Nigel Roebuck



LOOKING BACK ON 2014 AS A WHOLE, THERE WAS, WE agreed, much that was good, and much that was not so. Into the latter category, overwhelmingly, belonged Jules Bianchi's accident at Suzuka.

For Brundle that disastrous afternoon had a personal resonance, for it was at the same corner – Dunlop – that he crashed in similarly dim and torrential conditions back in 1994. Then, as now, a tractor was used to remove a damaged car, and Martin said it was only by the grace of God that he missed it. Twenty years on, he found it depressing that nothing in this particular safety procedure had changed.

“After my son, I probably had more affinity with Jules than with any of the other drivers. A super little kid, modest, and with a great talent – definitely a star in the making...”

A matter of consummately less moment, but one with which some became preoccupied in 2014, was the exhaust note produced by the new generation F1 ‘power units’: in other words, the relative lack of noise.

“Well, for a start,” said Brundle, “I don’t miss the ‘white noise’ of the V8s at all – I just don’t. Those engines wouldn’t pull the skin off a rice pudding, they all sounded the same and to me it was a painful, horrible racket. You couldn’t function with that going on – you couldn’t have a discussion when they were out on the track.

“As far as the new ‘power units’ are concerned, I was out on track at every race, and what really struck me was how much the sound varied from circuit to circuit. On street tracks, unsurprisingly, it was much better – it reverberates against buildings, and you’re much closer to the cars.

“Think of somewhere like Turn Five at Singapore – I still instinctively stand back sometimes when a car comes through, just because of the sheer energy it generates, and that was the most amazing I saw all year. In itself, it’s a bit of a nondescript 90-degree right-hander, but what really struck me was how early Alonso, in particular, picked up the throttle, apparently drove at the wall, and then just missed it when he got there. *Fantastic!*”

“At other circuits which had a lot of canopy grandstands – Malaysia, China, Bahrain – the sound was still acceptable, but then there was somewhere like Silverstone, where there are no canopies, and you’re 100 metres from the cars – and it was awful, quite honestly.

“As the year went on I realised that if you were behind it the sound coming out of the centre exhaust was really soulful and meaty – but it was a narrow window, in terms of angle. When you could literally look down the exhaust pipe, as they accelerated out of a corner, it was actually a fantastic sound.

“Mind you, when I drove Senna’s Lotus-Renault turbo at Donington, I was amazed. When I got there they were warming it up, and everyone had fingers in ears! Then I drove it – and the noise was three times greater than the 2014 cars! I was shocked: I thought they’d be similar.

“Think about it, though. If you give some of the best engineers hundreds of millions of euros to suck as much energy out of the exhaust as they can, we shouldn’t be surprised it doesn’t make much noise...”

From the outset I was much in favour of the move to these hybrids, delighted by the prospect of more power and, particularly, greatly increased torque, but also convinced that if F1 were to retain its place as the sport’s technological apotheosis, the change had to come.

“Yes,” said Brundle. “They had to do the new engine, because

otherwise Honda wouldn’t be coming back, and Renault and Mercedes would be gone, and we’d be back to Ferrari, Cosworth, Judd, whatever...

“I want to see more engines in F1, not fewer, so we had to do it – but where we completely screwed up was that we gave Formula E the high ground on the eco front: instead of celebrating what the engineers in F1 had achieved, some chose to deride it at every opportunity. Mind you, as Ross Brawn pointed out to me, they made a huge mistake in not putting a cost cap on it. If there had been some commonality of parts in the engines, it would have restricted the costs – and also made it much closer than it is.

“As for the noise, I think that what comes out of a current F1 car is actually quite pleasant, but it’s too defined – we need to spread it out a bit more, and get some of it into the crowd. The noise issue has sort of dropped off the agenda now, hasn’t it? We have what we have, but I have met enough fans to know that a majority are a bit disappointed with the sound.”

Very well, I said, but what has baffled me is that, while they may not sound as good as once they did, the increase in torque, combined with reduced downforce, has meant that the cars *looked* way better out on the circuit.

“Oh, absolutely,” said Martin. “But you know what people are like, generally: they’re much more ready to moan than praise, aren’t they? Look at blogs, look at letters to magazines... People very rarely write in to say, ‘I really liked that...’”

“You’ve got to balance it out. I’ve met many fans who say, ‘Actually I like the new sound – I can talk to my mate, I can hear the PA, I know what’s going on in the race’. I mean, why turn up, and stick

your fingers in your ears or put bloody headphones on? I think there’s room in the middle somewhere, but it’s not easy to achieve – and of course Mercedes or whoever are going to vote down anything that might give somebody else an advantage.”

This time last year, as we anticipated ‘the new F1’, a great concern was that we might see a driver cruising along in fifth place, and then, because he had saved a load of energy, passing the real racers, and winning the Grand Prix. An unfounded fear, as it turned out.

“That’s right,” said Martin, “and to me one of the outstanding aspects of the year was how they harnessed the new technology. There were concerns about the fuel capacity limit, but – whatever the era – we watched the fuel, didn’t we? All that’s happened is that, because there’s an absolute limit of 100kgs now, it’s come into focus.

“You’re never going to carry more fuel than you have to, and all the scare stuff building up to 2014 turned out to be a non-story – especially as they got on top of it better than we thought they would. I mean, think about it... 30 per cent less fuel! Could you believe that they could generate that power with that fuel consumption? That has been massively impressive.

“Remember how chaotic the pre-season tests were – even Mercedes was struggling to get its engine functioning as it wished – and then we went to Melbourne, and there were 16 finishers! I think it just reminds you of the excellence that’s in Formula 1, doesn’t it? The technology involved in the new power units is staggeringly complex, yet look how quickly they were made to work properly.

“It all just serves to remind me how much I love F1.”

## “THE INCREASE IN TORQUE MEANT THE CARS LOOKED WAY BETTER ON THE CIRCUIT”





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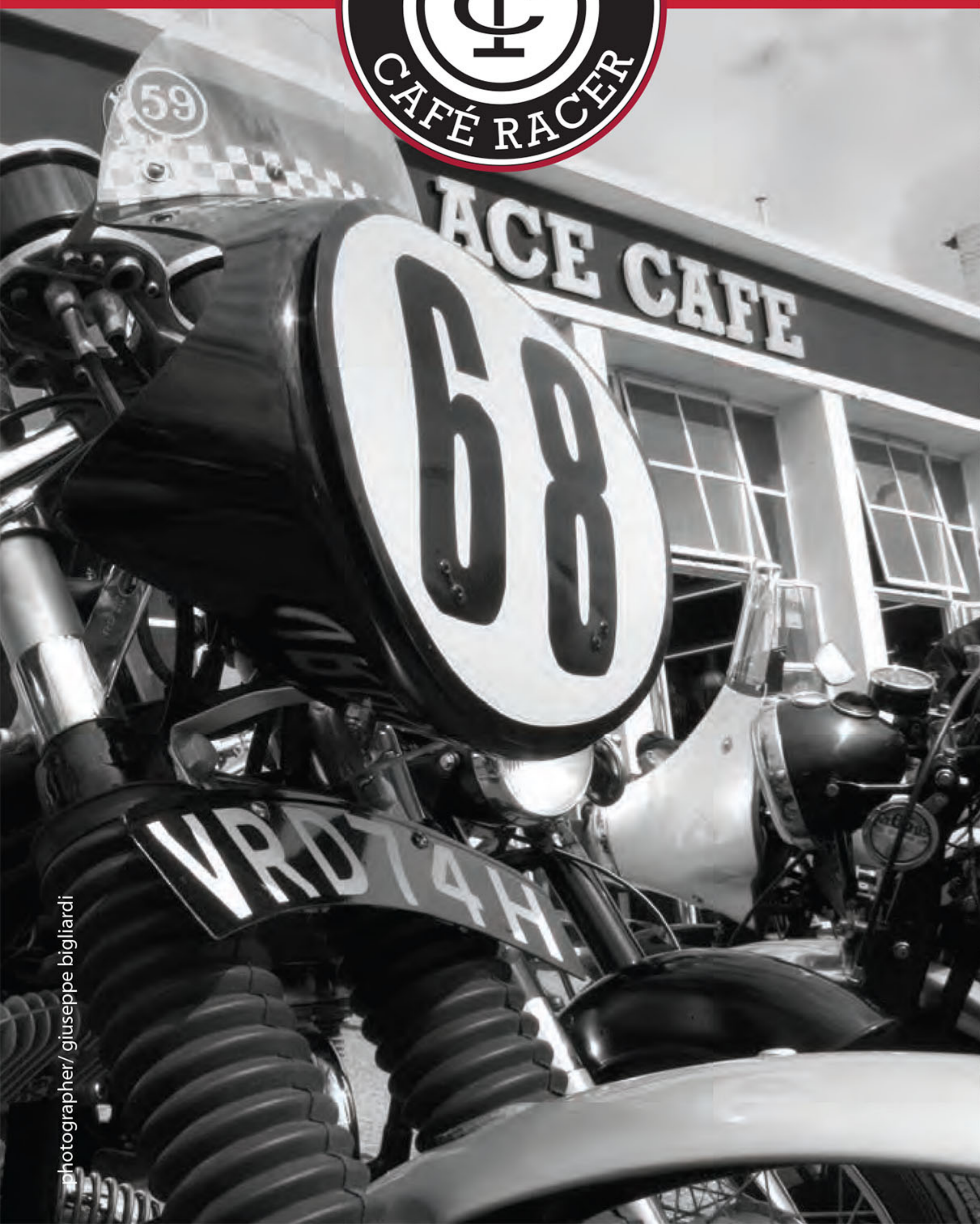
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# Mark Hughes



## LOOKING TO THE FUTURE

Sebastian Vettel got down to work with Ferrari at the end of November, testing his new team's two-year-old F2012 chassis at Fiorano. "There are lots of fairytales about Ferrari," he said. "It feels really, really special to become part of that."



**B**EHIND THE ONGOING negotiations and attempted trades of the Formula 1 engine manufacturers, there's a genuine fear that Mercedes has a built-in performance advantage over Renault and Ferrari... and it could last the duration of the formula under the regulations as currently written. Because very little can be changed during the season, any developments must wait until the homologation of the following year's power unit. But while Renault and Ferrari might reasonably be expected to play catch-up to the 2014 Merc's advantage with their new units, heat rejection figures Mercedes has supplied to its customer teams suggest it has found another 60bhp of its own. If true, its advantage – at least over Renault and Ferrari – is likely to be as big as ever in 2015. A decreasing number of changes is allowed in each subsequent year, thereby apparently hand-cuffing the two 2014 under-achievers to mediocrity until 2020!

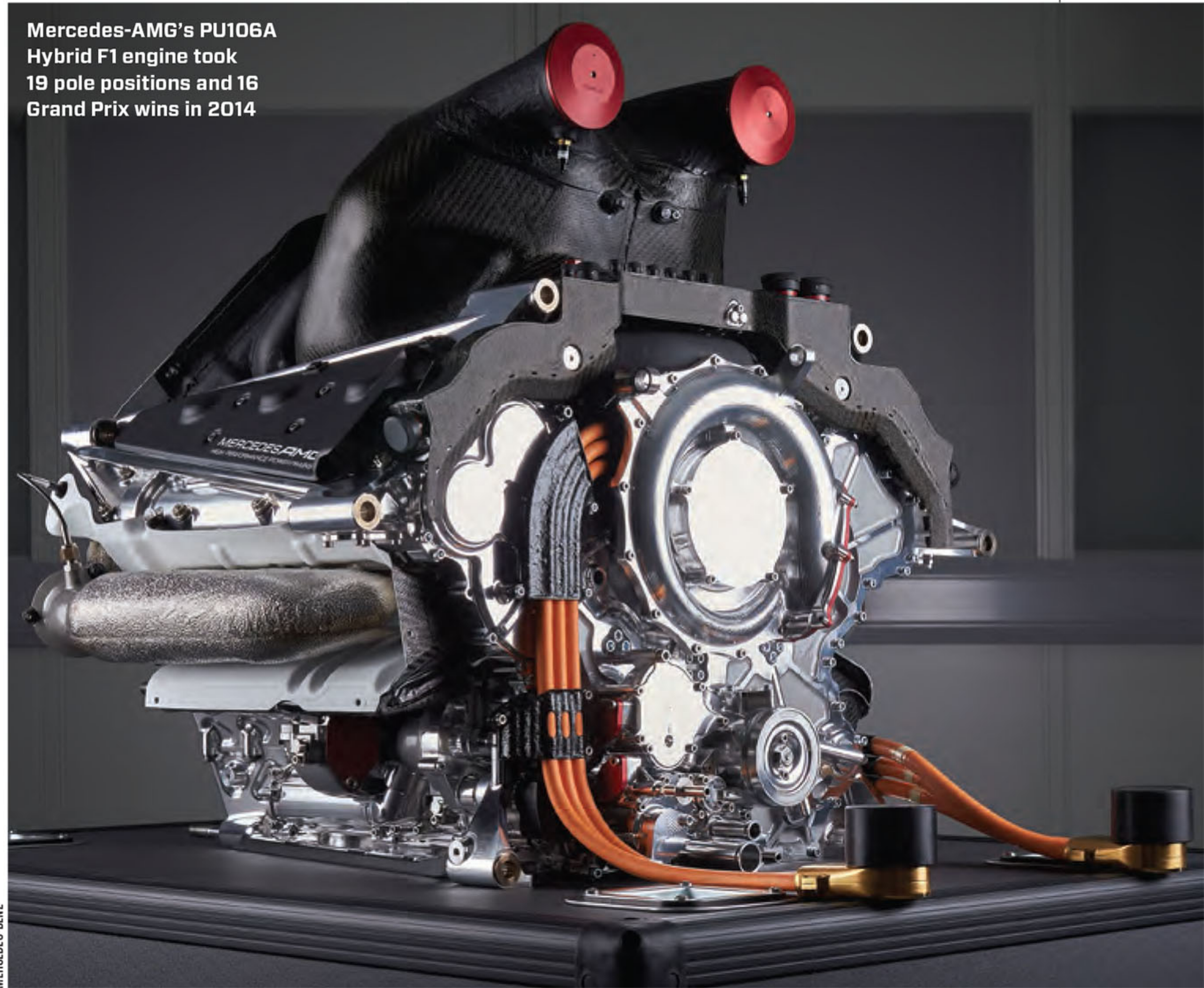
That's obviously not a satisfactory state of affairs. It's one thing to be beaten, but another to have your long-term improvement limited by regulation. At the same time, the costs of the hybrid power units proved to be the straw that broke the camel's back for Marussia and Caterham and could yet prove fatal to the remaining smaller independents, Lotus, Force India and Sauber.

We all know that the situation has been exacerbated by the appallingly unjust income distribution of the sport but even so, amortising the development costs of these engines through the prices charged to the independent teams is – just like the built-in Mercedes advantage – not sustainable. Regardless of how we got here and how predictable these problems were (very) and how we and others pointed them out in advance, regardless of how unfair it might be to whip the carpet from beneath those who have done the best job, something has to change. At the moment we are heading for a long-term possibility of just five teams, with at least two of them running uncompetitive engines. That spells disaster and collapse.

In the middle of all this, the subject of our interview this month, Christian Horner, piped up at Abu Dhabi that maybe we should be thinking about a different engine formula for 2016, one with twin turbos and standardised energy recovery systems. On the surface it sounds bonkers: another new engine just two years after the first incurring yet-more development costs to be passed on and neutralising the very piece of technology – ers – that manufacturers are so keen to develop in F1. Also, the cynic in me immediately thinks hmm, twin turbos? Wouldn't that make the Mercedes innovation of the front compressor impractical? Would having to put two of them up front negate the packaging advantages of the concept compared to a single turbo? Wouldn't that be negating a key Mercedes advantage?

But hang on. What if F1 did take the opportunity of pushing through on a majority vote a tweaked formula for 2016 and, as well as trying to equalise the performance between the

Mercedes-AMG's PU106A Hybrid F1 engine took 19 pole positions and 16 Grand Prix wins in 2014



MERCEDES-BENZ

## STRAIGHT talk

A new engine  
formula for 2016?  
It's an idea that  
could pay off



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manufacturers, also attended to the cost and noise issues? What if you specified twin-turbo hybrid V6s using the existing engine architecture but specifying they had to be supplied at a maximum price of, say, eight million euros per team (about half the current price)? If the manufacturer wanted to spend more on development it could, but it could not be incorporated into the price – and there was every chance that any advantage it developed would be regulated aside anyway? Standardising the ers would be taking away the R&D appeal of hybrid development for the manufacturers, but they surely cannot have it all ways. If their R&D is potentially going to bankrupt the sport, it's a luxury the sport cannot afford. Alternatively, let them keep developing their ers systems but insist that the price remains the same. It would have therefore to be incorporated into the manufacturer R&D budgets and not passed on to the independent teams. A car manufacturer typically invests about £2 billion when it makes an all-new platform for a road car. At a tenth of that per year, F1 gives great marketing bang for bucks. Current F1 budgets are cheap for manufacturers, unaffordable for independents, so why not even out the playing field out a little? Furthermore, a twin turbo with twin exhausts could more easily be made loud than the current engines, thereby attending to recent fan criticism and we might begin nudging up to 1,000bhp once more. Which would be dramatic, especially if current downforce levels were maintained.

Something needs to happen. Why not this? 



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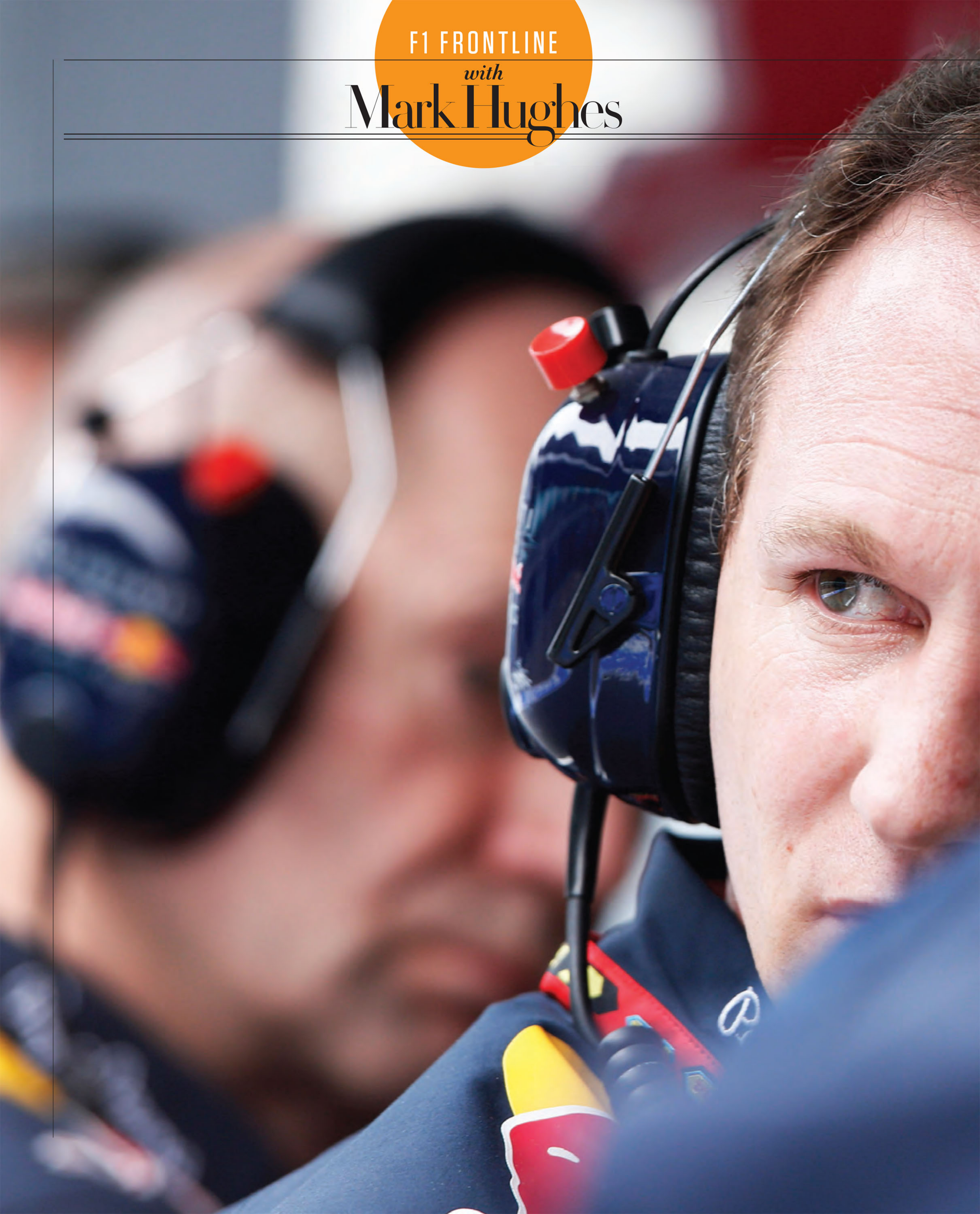


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F1 FRONTLINE  
*with*  
Mark Hughes

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**“There  
needs  
to be a  
revolution...”**

Red Bull team boss Christian Horner on F1's political struggles, the loss of Vettel, the rise of Ricciardo, the art of keeping Adrian Newey happy and a potentially tricky road ahead



# F1 FRONTLINE

with  
Mark Hughes

**I**N THE EARLY HOURS OF DECEMBER 6 A SILVER 4x4 was driven through the glass doors of the reception to the Red Bull F1 team and four men proceeded to steal the contents of the 40-foot high trophy cabinet. The incongruity of having the spoils of four world championships and 50 grand prix victories on display in an unpretentious, relatively unsecured building on a Milton Keynes industrial estate neatly summarises just how fast and how far Christian Horner and the team he runs on behalf of soft drinks billionaire Dietrich Mateschitz have risen. Just 10 years ago Horner was a 28-year-old rookie team boss. Now he presides over one of the most successful teams in all of F1's history, one of only three (together with McLaren and Ferrari)

to have won four consecutive world titles for constructors.

The 2014 season was the first check to Horner's ascendancy. Daniel Ricciardo's three race victories represented just the crumbs from the Mercedes table, the team lost the services of its quadruple world champion Sebastian Vettel at the end of the year and the technical architect of all that success, Adrian Newey, came close to joining rival Ferrari before accepting an ostensibly reduced F1 role within the company. As if fighting those fires didn't keep him busy enough, Horner was also at the centre of trying to establish a way through the current commercial turmoil of F1 as part of the controversial strategy group. He has a lot to talk about – and did so just upstairs from where, a few days later, that 4x4 would come crashing through the night.

Just like his factory base, Horner still has the front of a recent arrival into the sport. The aloof untouchable persona, detached from the real world, found in some of the longer-established giants, just isn't there. He is affable and down to earth, but the former Sandhurst boy has a chameleon-like ability to be comfortable at all levels and not far beneath the soft front is the sort of steeliness necessary for success in such an uncompromising environment. In team principal terms he might be the new boy, but even swimming with the old powerful piranhas he's prevailed and prospered – and that doesn't happen by chance. Right from the start he carried weight as the representative of one of the biggest investors in the entire motor sport industry. He carries even more as the boss of a multiple world championship-winning team. But he's used it well, made all the right moves.



IT SEEMS AN IMPOSSIBLY SHORT TIME AGO THAT THE would-be F3000 driver was worrying about whether he'd done the right thing, buying a trailer from an Austrian guy called Helmut Marko who would deliver it to Calais. "When I came back my father said, 'So, where is this trailer?' and I said, 'It's in Austria'. He said, 'So you've borrowed all this money from the bank, given it to some bloke you've known for an hour and he still has the trailer?'" I rang Helmut every day

for a week to get reassurance that it was on its way!" Needless to say, the trailer was forthcoming. But the results in F3000 weren't: Horner describes seeing Juan Pablo Montoya drive past him, and doing things with a car he could never hope to emulate, as the moment he decided he wasn't going to make it to F1 as a driver.

He may have surrendered the route, but the target remained F1; towering ambition always marked him out. He climbed out of the cockpit but kept the Arden F3000 team, just as Marko was getting out of team ownership to look after the Red Bull junior driver programme full time. In 2004 Horner did a deal with the Austrian whereby he would run the Red Bull guys for a very low base fee but a hefty win bonus. Tonio Liuzzi won seven races in the first year of that arrangement. Arden had won consecutive F3000 titles and it was time for Christian to move on. "Helmut then introduced me to Dietrich, who bought what was then the Jaguar F1 team. I'd been knocking at Jordan initially and Dietrich had been knocking at a couple of other teams.

They acquired Jaguar and changed the management – giving me my F1 opportunity."

Where the fresh perspective of a new boy scored over those of the established big teams was in the application of simple pragmatism unencumbered by previous history. As a new team boss it was very logical that he should form a close link with the man who ran the sport, Bernie Ecclestone. It was also logical that he should go out and hire the best F1 designer – and Horner succeeded in enticing Adrian Newey away from McLaren within less than a year of arriving in F1. "He was very attracted by the freedom Red Bull represented," says Horner. "The attitude, the environment were very different from where he'd been. And after we succeeded in getting Adrian on board I well remember Ron Dennis standing up at the *Autosport* Awards and saying that Adrian Newey was a dinosaur and that F1 was no longer about people like Adrian – so I think that helped with his motivation!"

Formula 1 was *absolutely* still about people like Adrian – especially when the team boss was enlightened enough to give him technical freedom, and the team still young

enough to be formed around his skills rather than making them fit into a box. "Adrian's recruitment was a key point. Because then, at the end of 2005, suddenly Red Bull was a team that was serious about its ambitions about wanting to be a real grand prix contender and that caused people to sit up and take notice. They didn't believe it at first here, they'd heard it all before with Jaguar [when Bobby Rahal had almost succeeded in bringing Newey on board]. But then he turned up – and we set off on the journey."

It was a very fast journey of glory and riches, Sebastian Vettel the embodiment of the team in his combination of performance, youth and fun. But the party began to peter out this year – and it was something Horner knew was coming. The new hybrid engine formula was about to change the competitive landscape and Red Bull's long-term partnership with Renault was going to put it at a disadvantage. "We identified two years ago that we were behind where we needed to be



Horner morphed from driver to manager in 1999 and joined Red Bull for 2005

"I REMEMBER  
RON DENNIS SAYING  
ADRIAN  
NEWNEY WAS A  
DINOSAUR..."





ALL IMAGES LAT

It took Horner less than a year to lure design talisman Newey away from McLaren

with Renault on the new engines. We had numerous meetings in Paris with different board members including the CEO. We were saying we need to be doing something different but unfortunately we couldn't influence that change. The previous management at Renault had been the ones pushing for the new formula. Red Bull didn't support that position but Renault was adamant. Their vision was for a hybrid four-cylinder, but that was compromised by the move to a V6. We knew from the dyno numbers and the lack of preparation we were on the back foot and then we began hearing on the grapevine about the heat rejection and torque numbers of the Mercedes that were in an entirely different spectrum to where we were with Renault. Hats off to Mercedes; they started early, put a lot of focus into it, outsourced very little and came up with a great piece of technology. It was evident from

the first test we were in a woeful situation. In fairness, at that test it was not just from the engine – we had been over-aggressive in some of the packaging of the car around the exhaust. The bloody thing wouldn't run without either setting itself on fire or just stopping. That Jerez test was character-building and the whole pre-season just disastrous.”

It was all the more remarkable then when new recruit Daniel Ricciardo stuck the car on the front row for the season-opener in Melbourne and proceeded to finish second (though it was a result later rendered null and void for having exceeded the new fuel-flow regulation). That was the first time the RB10's true potential – best of the rest behind the works Mercs – was revealed. That it was Ricciardo rather than Vettel demonstrating such potential would become something of a seasonal theme. ▶



# F1 FRONTLINE

with  
Mark Hughes

“Daniel was just amazing and Melbourne set the tone for his season. After all those years going there as Mark [Webber]’s home race and seeing all the expectation weighing heavily on him, now it was Daniel’s home race. The Aussies love their sport and the expectation is huge. Daniel had that as a young guy on his debut with the team, yet calmly stuck it on the front row and finished on the podium. This was at a race where so many things were happening with the car. We had never got it past 20 laps before, so from there onwards was all new to us. He was very busy in there. Yet his composure was total. He really ticked all the boxes in that very first race; it was an incredible performance.

“We already knew he was fast. Not just from Toro Rosso but when he’d tested for us over the years. But there were questions about his racecraft – yet that turned out to be the shining quality about his performances. Some of the overtaking he did was amazing and he barely put a foot wrong. It was this that gave us confidence not to go for a name in replacing Seb, but just to promote Daniil Kvyat from Toro Rosso, because Daniel had shown us that these guys can do it. The stable has a lot of exciting talent that is home-nurtured. The easy thing to do is take on a name, but there’s a lot of expense involved in that and where is the next Alonso or Hamilton going to come from if you don’t invest in the youngsters? Dietrich was never under any doubt about his preference; it was Daniel all the way and after we had him in the car at the Silverstone test we all – myself, Helmut and Dietrich – congregated to that view.”



THE DYNAMIC BETWEEN THE three men is interesting. The whole thing is Mateschitz’s, Marko runs the young driver programme and Horner the F1 team, but they each have influence in the overall picture. “Dietrich is a competitive man but also someone with great vision. He’s quite a shy individual but if he feels there is something he wants to get across, he does so – whether that’s with Bernie, [majority F1 shareholder CVC’s chairman] Donald Mackenzie or Jean Todt. Even in the early years, when the results weren’t there, he never lost belief and gave me great support and backing. He’s a super-nice guy, very passionate about motor sport and his business. He’s got a great ability to understand the dynamics of any situation quickly. He’s very driven, works incredibly hard even when he doesn’t need to. Helmut behind the scenes has given great support in allowing us to get on and run the business – which is where Jaguar failed and where other manufacturer teams have failed. F1 is a unique business and Dietrich and Helmut give me the support to get on and run it, enabling us just to deliver. All the big decisions – driver, engine or something strategic – Dietrich is very much involved. But the great thing is that there is no board or board approval. It’s as simple as a phone call and a yes or no answer.”

It’s difficult not to think that this has been a central part in the team’s success, enabling it swiftly to outflank those teams more heavily corporately loaded and with many more layers of management; that



Vettel leads Ricciardo... a rare event in 2014. Below, Horner with the Ferrari-bound German and Helmut Marko



and having Newey in charge technically – which was why Adrian giving serious consideration to a substantial Ferrari offer was a potentially troubling development for Horner. “Adrian had done 26 straight years of F1 and at the pace he works that’s pretty intensive. He’s not a fan of the new regulations because they are very restrictive for a creative engineer, and Adrian is essentially an artist. Also, he was disillusioned with the competitiveness of our power unit. All that made him take stock around spring time and inevitably teams were knocking on his door. We discussed the future, discussed it with Dietrich and he decided he wanted to continue to be involved in F1 but would like to develop an advanced technology department that would look at some other projects.” One of the attractions of the Ferrari offer for Newey had been the chance of creating a special road-going Ferrari and part of the





“THE BIGGEST SURPRISE OF THE SEASON WAS HOW SEB FAILED TO ADAPT TO THE DIFFERENT TECHNIQUE”

blinder Horner has played in holding onto him is believed to include the project of creating a Red Bull road car. Let's see where Adrian's focus is when confronted with type approval and other legislation. F1 may suddenly seem very attractive again.

“The racer in him still burns intensely. He's very much involved in next year's car and will probably split his time 50/50 between F1 and advanced technology. If we then get an F1 regulation change, it suddenly becomes much more interesting for him. He has a paternal feeling for this team, enjoys the atmosphere and freedom that he has here, the relationship he has with his engineers. That's how we've managed to get the best out of him. He's left to create, without all the responsibilities of running a department. I doubt he even knows where the pattern shop is! That's not his role.

“We've created a structure with [chief designer] Rob Marshall, [head of vehicle dynamics] Pierre Wache, [chief aerodynamicist] Dan Fallows and [chief engineer] Paul Monaghan making up a senior technical group that Rob chairs and Adrian just feeds into. We have tremendous strength in depth here and the way they've developed the car shows that. A good case study in how it all works was when Adrian decided a few years ago that he wanted to put the KERS batteries inside the gearbox! You couldn't think of a place that's hotter, more vibration-prone and difficult to access. But it got them out of the wind – and Rob simply said ‘Yeah, we'll have a crack at that’ and made it work.”

❖  
DESPITE THE LOSS OF BLOWN DIFFUSERS, THE RED BULL RB10 was generally still reckoned to be aerodynamically the best of the 2014 cars, better even than the dominant Mercedes W05. But the technical staff had evidently got around the new aero regs better than Vettel. The biggest surprise of the season was surely how Seb failed to adapt to the different technique required in driving a car without exhaust blowing. “It all caused Seb a lot of head-scratching. He couldn't understand how Daniel was extracting the performance from the car yet managing the tyres: it was almost reminiscent of Seb 12 months earlier. It was the first time in his career he'd been in that situation and it was difficult for him, seeing his team-mate sometimes 25-30sec up the road. Seb just never really found comfort in the car or a technique that really suited this tyre and downforce.

“In the run-up to the summer break, with his team-mate suddenly winning races, you could see Seb really suffering. He's such a competitive guy. He did a lot of searching, of himself and car set-up, and in all honesty probably got a bit lost searching for something that wasn't in the car. And that played heavily on his mind. After the summer break we had Spa – where again Daniel was able to capitalise on misdemeanours between the Mercs, then Monza. That was a crunch point for Seb in terms of his decision-making for the future. I had an inkling around that time, very much so. It accelerated in his mind ▶



# F1 FRONTLINE

with  
**Mark Hughes**

from around the summer. We touched on it... openly talking about the following year, changes we were making in the structure. He was involved in all of that but I could just feel – I’ve grown to know him very well – that he was distracted, uncomfortable, all this pressure on his shoulders and it was really in Singapore that it seemed to lift, which I’m guessing is because he’d made up his mind about which route he wanted to take. His performance there was super.

“We enjoyed a wonderful time with Seb. We got the best from each other and he grew as we grew. If you reflect on what we did together during that time it’s unbelievable and some of his performances over the years have been incredible. That driver is still in there. So for sure he’ll be a major asset to Ferrari. He’s an old soul in a young body, very wise. I think he’ll go for as long as he enjoys it and is passionate about it. He’s only 27 but I wouldn’t be surprised if he stopped early. He has other things in his life that are important to him.”



ALSO LOOKING TO THE FUTURE, HORNER SEEMS LESS optimistic about the strategy group ever finding a solution to F1’s current ills. A year ago this group – comprising 18 members including the team bosses of the top six teams – was empowered to make the rules. The group has tried and so far failed to bring any meaningful reduction in costs and two teams have gone out of business on its watch. “I think there needs to be a revolution,” says Horner, “because the strategy group is making little traction, has been going for 12 months and we’ve argued about the same agenda points at pretty much every meeting. There are different vested interests in the room and really the only time I guess it will dramatically be affected is when the income drops from the promoter. The promoters have done a great job in increasing the income year on year. Ironically the thing that would drive that change is if the money starts to die. There needs to be a firm hand and the FIA and promoter need to be firmly aligned.”

So should the FIA be put back in charge? “No, I think their role is as a regulator. In looking at who should be imposing the rules, whose business is it? The business belongs to CVC and they need to recognise what the problems are and steer the ship. They should say, ‘This is what F1 needs to be’ and then make it happen. In the old days, when it was Bernie’s show, that is how it used to happen because he had that dictatorial power. Even to the biggest manufacturer in the world he could say ‘it’s my way or the

highway’. That doesn’t exist now and it’s a very passive environment.”

And what should F1 be? “Foremost it needs to be entertaining. It has got to be exciting, with a wow factor about the cars so the first time you turn up you never forget. The first time I saw one was at Silverstone in ’91. It went past at Woodcote and the energy it exuded, with this little blob sitting in the car, made you wonder how the hell he was controlling it. The drivers need to be the stars, but all within the framework of cost because at the moment the costs are too high. We should probably use the technology that’s there but reduce the burden to the manufacturers because how long are they going to continue to pump in the collective billions they do, particularly if two of them are getting beaten? At some point the chairman’s going to say, ‘This doesn’t make sense, we’re spending hundreds of millions to get our arses kicked, where’s our return on investment? Let’s go’.

“Manufacturers bring money into the sport. But we have to remember they are here only for a return on investment. What we need to protect are the entrants, teams that are there year-in, year-out. Williams is a classic example; partnerships with six or seven manufacturers over the years, but still there.”

He agrees the big teams are too big for sustainability. “Absolutely – and the thing driving that are the complex rules. Teams are trying to circumnavigate them in ever-more complex ways which drives up head count and spend. On the technical side, we introduced engines created

by a bunch of engine engineers and not one of them had the criteria of cost – fascinating technology but extremely expensive. The cost burden is disproportionate. There’s very little left over in the budget of a small team once they have paid for their engines – and their weight means there is a lot of pressure to save weight in the car, and that’s very expensive. I think we should be looking at standardising ers systems and then if some of those smaller teams could keep the FOM revenue without having to be constructors. Would not having to invest in the infrastructure and R&D have helped a team like Marussia to survive and be more competitive?”

Such talk only fuels those who see him as Bernie’s long-term replacement. “It’s always flattering hearing

that kind of comment. But I enjoy the competition and the challenges ahead. It’s not something to which I’ve given a great deal of thought. I’m still young.” That’s not a ‘no’ is it? Keep in mind that towering ambition, too.

A revolution, he says...



Horner soon forged a strong working relationship with F1 boss Ecclestone





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thanks TOM!

Mister Le Mans

Kristensen, 47, decided to quit racing while he was still at the top of his game

# Kristensen bows out

End of the (professional) racing road for popular Dane | BY GARY WATKINS

TOM KRISTENSEN HAS CALLED time on the record-breaking career that made him the most successful driver in the history of the Le Mans 24 Hours.

The long-time Audi driver announced his intention to end his career ahead of the final round of the 2014 World Endurance Championship at Interlagos last November. He vowed that the Brazilian event, in which he finished third aboard his Audi R18 e-tron quattro together with Loïc Duval and Lucas di Grassi, would be his last as a professional driver.

The decision brings to an end a career that included nine victories at Le Mans, with a 50 per cent strike rate from his 18 appearances, six wins in the Sebring 12 Hours and a WEC title. His successes transcended the sports car arena, however. He was a double champion in Formula 3, won races in Formula 3000 in Europe and Japan and was a front-runner in both front-wheel-drive Super Touring tin-tops and rear-drive DTM tourers. He was inducted into the *Motor Sport* Hall of Fame in 2013.

## TOM KRISTENSEN BY NUMBERS

50%  
success rate  
at Le Mans

9

Le Mans wins

6

Sebring 12Hrs wins

19

WEC podiums

9

DTM pole positions

1

WEC & ALMS titles

2

Formula 3 titles

Kristensen, who had a season to go on his latest Audi contract, explained that thoughts of retirement began during the second leg of this year's WEC, which began in September. He revealed that he had been motivated by a desire to quit while he was still at the top of his game.

"I have taken a lot of things into consideration, my age and my family – I am building a house," he said. "After 35 years, now is the perfect time. I wanted to stop when I was at the top of my game. It is nice that people are asking me why I chose to stop, rather than saying, 'Why don't you stop?'"

Allan McNish, who was Kristensen's team-mate at Audi from 2006 until his own retirement at the end of last season, said that the Dane is hanging up his helmet as one of the sport's finest drivers, even though he never raced in Formula 1.

"Without a doubt Tom is one of the all-time greats, and I am not talking sports car racing – I am talking motor racing in general," said the Scot, who

claimed the 2013 WEC title with Kristensen and Duval. "A lot of F1 drivers would love to have had Tom's career; it doesn't matter that he didn't get to F1."

Joest Racing boss Ralf Juttner, who played a major role in all but one of Kristensen's Le Mans victories, said that summing up his talents was tricky.

"It is difficult to put a finger on one thing that is special," he said, "but Tom completely understood that endurance racing is about the team. He also had an unbelievable focus and a spare capacity when driving to react to anything that the race threw at him.

"In endurance racing that's a pretty good ability to have."

## Jarvis steps up

KRISTENSEN WILL BE REPLACED by Briton Oliver Jarvis, who is promoted from the third Audi to race full-time in the WEC for the first time together with Duval and di Grassi. His slot in the third car for the Spa around and Le Mans will be taken by German René Rast, who is promoted from Audi's GT roster to join Italian Marco Bonanomi and Portuguese Filipe Albuquerque. Jarvis said that it has been his "ambition and dream" to drive for Audi full-time in sports cars.



## Hülkenberg's Porsche seat

FORCE INDIA DRIVER NICO Hülkenberg will become the first current Grand Prix driver to race at Le Mans since Sébastien Bourdais raced for Peugeot in the middle of his second, truncated season of F1 with Toro Rosso in 2009. The German, who got his first taste of the Porsche 919 Hybrid at the



MotorLand Aragon circuit in Spain in early December, was selected after his management made an approach about driving its prospective third entry.

LMP1 team principal Andreas Seidl revealed that Hülkenberg's enthusiasm for Le Mans was an important reason for the 27-year-old's recruitment.

"Nico showed an interest in doing Le Mans, which was for us a good sign," he said. "He's not doing it for the money, but because he really wants to do it and because he is interested in the WEC, so we like his spirit."

Hülkenberg is also scheduled to contest the Spa round of the WEC at the beginning of May, by way of preparation for Le Mans.

The Belgian event now takes place on the same weekend as the revived Korean Grand Prix, which became the 21st race on the 2015 F1 calendar announced at the December World Motor Sport Council. Porsche appears unconcerned about the clash with the South Korean fixture, however, because it is considered unlikely to go ahead.

## Who else will race a 919?

HÜLKENBERG'S TEAM-MATES HAD not been announced before the run-up to Christmas. Porsche is looking to promote from within and give a prototype chance to drivers from its GT roster. Frédéric Makowiecki, Nick Tandy and Michael Christensen were given a second try-out in the 919 Hybrid at MotorLand at the beginning of December, after getting a first run in the P1 car over two tests in the autumn.

Porsche had hoped to announce the other drivers for its third car at its annual Night of Champions awards ceremony in mid-December, but the proximity of the MotorLand test to the event meant that no decision was possible. Porsche LMP1 team principal Andreas Seidl said that there was no hurry to finalise a deal.

"It only needs to be sorted by the time we begin our endurance programme with the 2015 car in February," he said, "because the initial testing will be done by our regular drivers. We need to analyse all the data and a lot of guys are busy with the new car."

Seidl added that it was not 100 per cent decided that both vacant seats would go to GT drivers, but that promoting from within was a priority.

■ Toyota has yet to announce its driver line-up for 2015, but the only change will be the omission of Nicolas Lapierre, who was dropped by the team ahead of the Fuji WEC round in October. The Frenchman has been offered a test and reserve role and is certain to be replaced by the driver who filled that slot last year, Mike Conway. Nissan is not expected to announce its drivers until the official launch of its new LMP1 programme at the start of February. Marc Gené, who finished second at Le Mans with Audi, is believed to be part of the squad, while Olivier Pla and Jan Mardenborough also look like certainties.



Mark Donohue, Roger Penske and crew with Indy 500-winning McLaren in 1972

# GORDON KIRBY

## A PENSKE ORIGINAL

KARL KAINHOFER WAS ROGER PENSKE'S first employee when 'The Captain' founded his team in 1966. Kainhofer had worked on Penske's cars when Roger was a driver and was Penske Racing's chief mechanic through its formative 10 years working with Mark Donohue on Can-Am, Indycars and Penske's Formula 1 cars.

After Donohue was killed in Kainhofer's native Austria in 1975, Kainhofer returned to America and for the next 20 years ran Penske's engine shop in Pennsylvania, building Cosworth DFX turbo V8s, Ilmor/Chevrolets and Ilmor/Mercedes engines, including 'The Beast', winner of the 1994 Indy 500 with Al Unser Jr. Kainhofer retired at the end of 1997.

His record over the years with Penske as a chief mechanic and engine builder includes more than 100 wins in the United States Road Racing Championship, Can-Am and Indycars. Mario Andretti, Rick Mears, Tom Sneva, Bobby Unser, Al Unser, Danny Sullivan, Emerson Fittipaldi, Al Unser Jr and Paul Tracy won more than 80 USAC and CART races, including nine Indy 500s, with Kainhofer-built motors.

Kainhofer was born in 1931 to a single mother who gave him up for adoption. He endured a tough childhood through WWII and began his working life in 1947 as an apprentice motorcycle mechanic. After spending nine years learning his trade Kainhofer joined Porsche in 1956 and was trained in Stuttgart as a factory mechanic.

He emigrated to America in 1958 and worked for a handful of Porsche dealers and SCCA racers, including Penske who hired Kainhofer on a freelance basis to take care of a variety of his cars, including the F1 Cooper and Lotus he raced in the United States GPs at Watkins Glen in 1961 and '62.

When Penske started his racing team in

1966 he asked Kainhofer to join him as his first and only employee. Kainhofer prepared Mark Donohue's Lola T70 Can-Am car in 1966 and '67 and the combination made their mark. Donohue won the third Can-Am race ever run, at Mosport in '66, and went on to win the 1967 United States Road Championship.

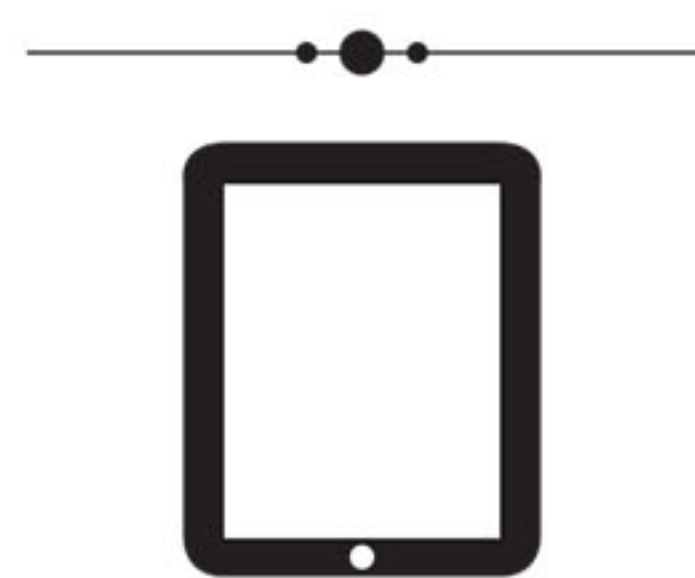
Kainhofer agreed to join Penske because he admired his understanding of motor racing as well as his ability to attract sponsorship. He also knew Penske shared his penchant for immaculate preparation and presentation.

"The reason I went with Roger and stayed with him for more than 30 years was because I appreciated his approach and he appreciated my spit and polish," Kainhofer says. "I was the guy who cleaned and cleaned, and he enjoyed that. My cars were always cleaner underneath than most were on top."

"In 1960 I got a little trophy at an SCCA race in Pensacola, Florida, with Roger's Porsche for 'best overall appearance'. We had everything polished and shining, and most guys in those days didn't pay that much attention to the polish. But we carried that kind of finish through the whole history of Penske Racing. That became a trademark and it's still there today. A lot of Roger's success has been based on that and it was created in the early days when I worked on his Porsche."

Kainhofer also reflects on how much times have changed. "In the early years there were just two or three of us doing the whole thing. I lived with Donohue for 10 years. We were like brothers. We did a lot of things together. Today the corporate world has taken it over."

"By the eighties we were a big company with 40, 50, 60 people. The big corporations came in, and it changed. Now Roger's got 500 people in North Carolina, so it's a totally different world."



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## Jacques Saoutchik Maître Carrossier

Peter M Larsen with Ben Erickson

I've never seen such wide context in a car book – a positive history lesson about the Romanovs, pogroms and flight to France, where Iakov Savtchik changed his name to Jacques Saoutchik and rose from carpenter to fashionable purveyor of some of the most lavish car bodywork ever seen.

Supported by shoals of photos of everything from the *beau monde* to the trenches plus extensive personal snaps and drawings, Vol1 is the in-depth life story of the Paris coachbuilder while Vol2 reproduces all extant brochures, renderings and sketches of the firm's designs, with a discussion of their elements and influences. Each volume is an inch or more thick; author Larsen himself says the first two require serious intent from the reader but invites us to relax with the last, a period photo record of every car the firm built, from Edwardian simplicity to tasteless postwar excess via some undisputed masterpieces. Larsen was lucky to find an indulgent publisher, but the result is a lavish tableau not only of a creative soul but of an era. **GC**  
Published by Dalton Watson  
ISBN 978-1-85443-269-8, \$500

## Pieces of Silver

Mike Breslin

This is the second 'historical fiction' based around 1930s Grand Prix racing to land on our desks in the past year. The dramatic potential of pre-war death or glory, stylish society and nasty Nazis is clearly in vogue.

Unlike *Tracks: Racing the Sun*, reviewed in the October 2014 issue, *Pieces of Silver* centres around fictional characters with only a few 'real' figures, most notably Bernd Rosemeyer, turning up. The ambitious plot revolves around Westbury Holt, a charismatic English racing driver personified by his signature cricket jumper and pipe. Carefree Holt is naïvely immune to moral and political doubt when he lands a plum drive at Auto Union and is focused solely on finally proving himself in the fastest car. The parallels to Richard Seaman are obvious, until the real-life English Mercedes driver pops up himself in a couple of none-speaking cameos – as does a certain unnamed "young editor" from *Motor Sport*.

Holt's blinkered refusal to acknowledge the fascist horrors around him come home to roost as a POW a few years later, and his story unravels in gruesome fashion. Extreme violence and gore pepper the tale, particularly

in the narrative of Sepp, a young mechanic with latent Rosemeyer-like driving abilities. The love scenes are a little 'Mills & Boon', but Breslin's enthusiasm for his story is genuinely engaging and you soon find yourself wanting to know what happens next to his colourfully drawn characters.

It's an enjoyable page-turner. **DS**  
Published by Pic Shop  
ISBN 978-1-500488-36-9, £11.99

## 2014 FIA Formula 1 Review

There was a time when perennials such as this and the estimable *Autocourse* annual could easily be completed in time for pre-Christmas release (except during the early 1960s, long before the VHS or DVD age, when the South African GP sometimes took place at the end of December). It's an unintended consequence of Bernie Ecclestone's forever expanding Formula 1 calendar that production schedules are becoming an ever-tighter squeeze.

That hasn't diluted the quality of this traditional staple, which comes as a two-disc set: the first provides edited highlights of the campaign just past, with commentary from BBC linchpin Ben Edwards and analytical interludes from some of his colleagues. Edwards is something of an unsung hero in this industry, a gifted broadcaster whose own racing experience gives him an instant understanding of what he needs to relay.

Disc two contains a series of on-board laps, dissected by whichever architect happens to be at the helm.

At the time of writing it was available at a discounted rate (£14.99 for the DVD): however you dress it up, that is spectacularly good value for money. **SA**

From [www.dukevideo.com](http://www.dukevideo.com)  
DVD £19.99, Blu-ray £24.99

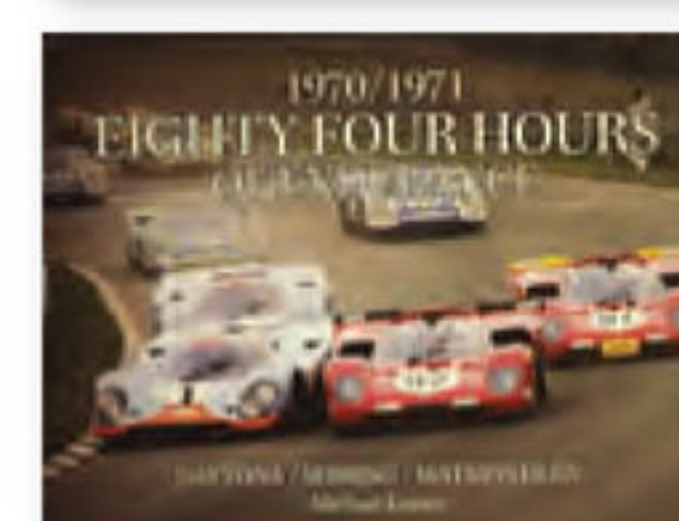
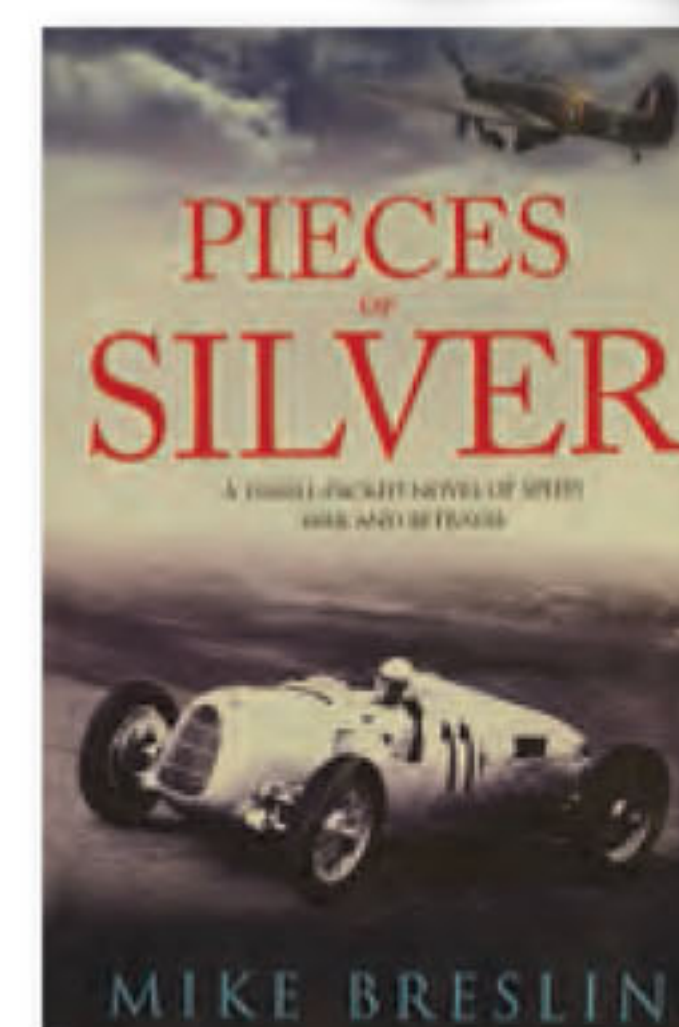
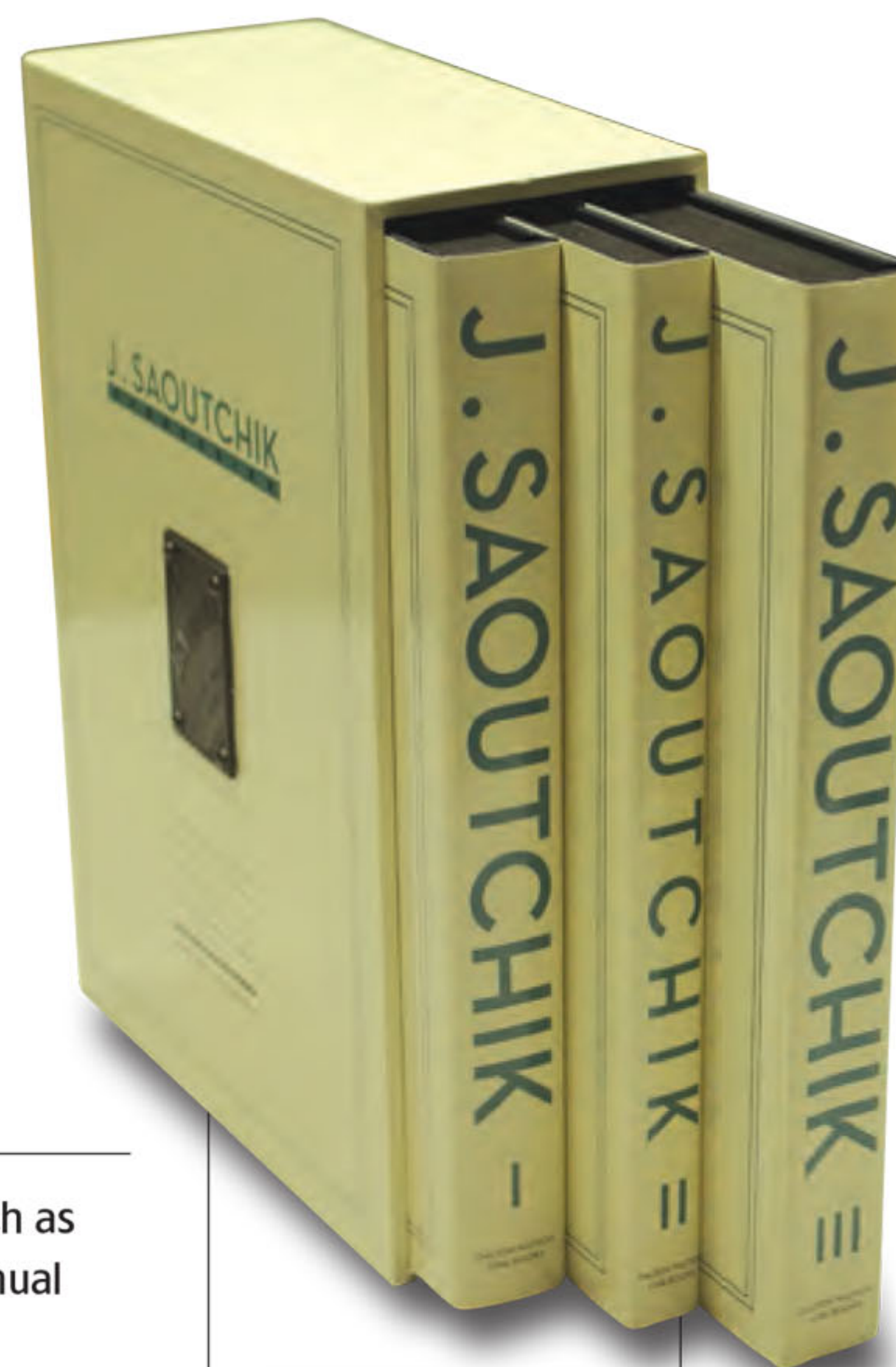
## 1970/1971 Eighty-Four Hours of Endurance

Michael Keyser

Niche publishing is nothing new in motor racing, which has spawned many fine books that are of interest only to a precious few.

It's the nature of the business: motoring literature tends generally to be a labour of love rather than reward, unless your surname happens to be Clarkson.

If anything this is a niche within a niche.



The concept might not sound too promising – a snapshot of two World Sports Car Championship seasons, viewed from a single continent – but this was the age of Porsche v Ferrari, 917 v 512S, and for the most part this is a wonderful pictorial essay viewed through the lens of Michael Keyser, a handy driver, as well as a most accomplished photographer – in 1976 he and Al Holbert shared the winning Porsche Carrera RSR in the Sebring 12 Hours.

There are fleeting texts and race results to provide context, but the vivid imagery from Daytona, Sebring and Watkins Glen makes this particularly worthwhile. There are plenty of

car shots, naturally, but it fizzles with atmosphere and features some wonderfully candid portraits (with Steve McQueen among the subjects). Not much to read, then, but plenty to absorb. **SA**

Published by AMA  
ISBN 978-0-692-27908-3, \$69 plus P&P

## Official MotoGP Season Review 2014

Julian Ryder

When one competitor tops the podium more often than not, as Marc Márquez did in 2014, the prospect of an interesting season review seems quite slim. But MotoGP had much more going for it last season than one record-breaking youngster.

Aside from Márquez's delightful habit of making his wins much more difficult than they need to be, Ryder – along with technical expert Neil Spalding and our own Mat Oxley – isn't lacking in material. There was a rejuvenated and adaptable Valentino Rossi, the series' new 'open' rules and Ducati's exploitation of them, as well as its ongoing travails with the Desmosedici, plus myriad storylines and happenings further down the grid. The stars of the future are well represented in the Moto2 and 3 coverage, too.

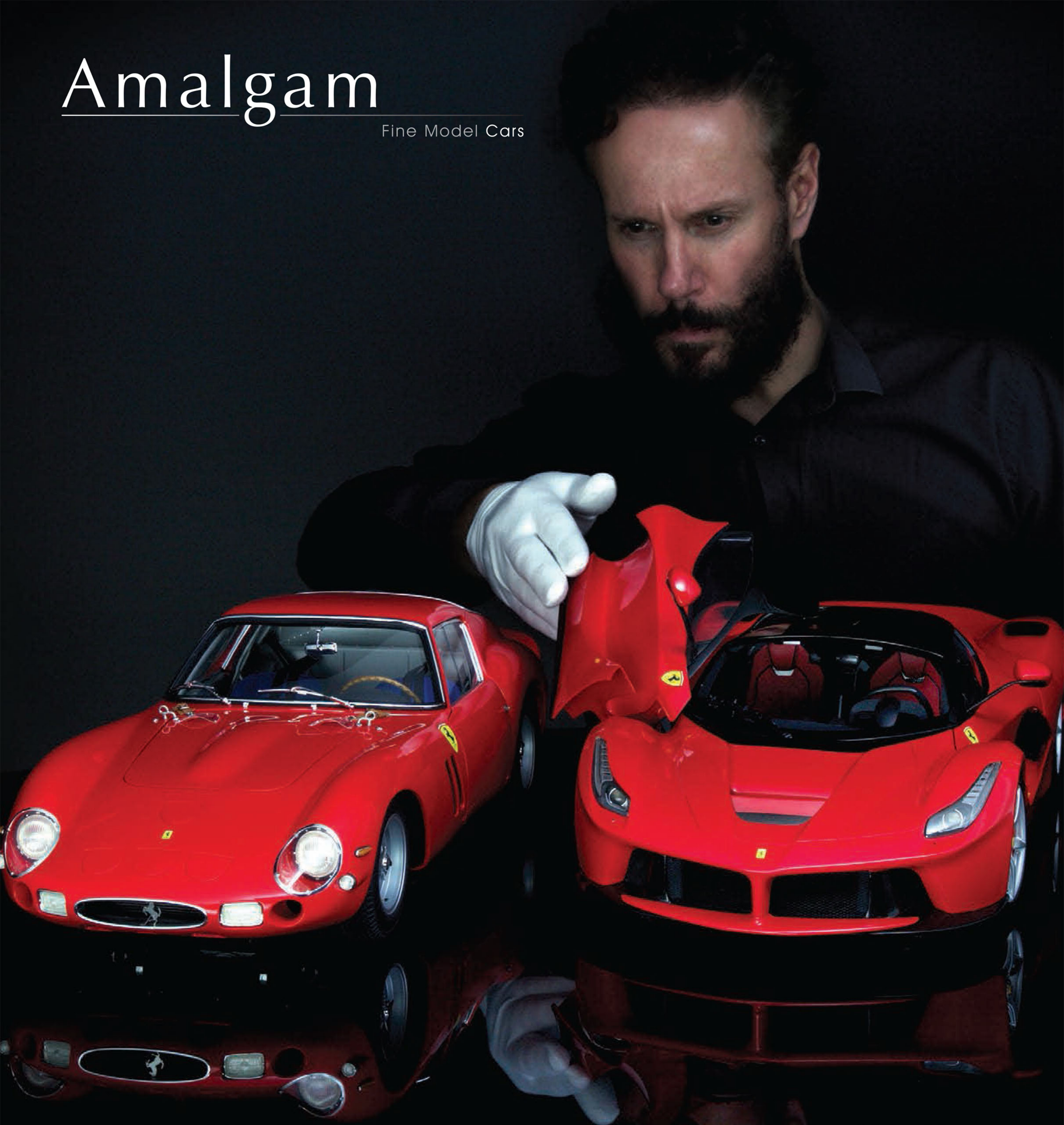
As usual, it's all laid out in an easy-to-digest fashion, which is impressive given the sheer amount of information packed into the book's 200-plus pages. The photos aren't bad either; even in still shots of Márquez, the combination of flair and control that marks him out as a potential all-time great is fully apparent. **ACH**

Published by Evro  
ISBN 978-0-9928209-8-5, £30



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Scott Redding (pictured) and Cal Crutchlow will be on top-spec Hondas in 2015

MARC VDS

## MAT OXLEY

### A BRIGHT OUTLOOK FOR THE BRITS

BRITISH RIDERS HAVE NEVER HAD A GREAT time aboard Honda machinery in premier-class Grand Prix racing. Only one Briton has won an elite-class Grand Prix on a Honda: the late, great Mike Hailwood, who came within a broken gearbox of securing the marque its first premier-class world championship in 1967.

Soichiro Honda had to wait another 16 years before his company took the crown, and then with a two-stroke, an engine for which the old man had only disdain. During GP racing's two-stroke era a couple of Britons got the chance on factory Hondas - Niall Mackenzie and Ron Haslam - but neither got any further than the podium's lower steps.

Next season, the 14th since MotoGP went four-stroke, two Brits have the chance to do what Hailwood did almost half a century ago. Cal Crutchlow and Scott Redding will ride factory-specification Honda RC213V machines, which should be 99 per cent as fast as the official Repsol Honda RC213V, as ridden by reigning champ Marc Márquez.

You'll struggle to find anyone in the paddock who doesn't consider the RC213V to be the best bike. It has won 23 of 36 races over the past two years, but that stat doesn't tell the full tale. All but four of those victories were achieved by double title winner Márquez, and in 2014 his team-mate Dani Pedrosa slipped to fourth, behind two Yamahas.

So, is the Honda really that good? The answer, of course, is that it depends who's riding it. Technique is everything in bike racing

- the supreme example of which is the success Casey Stoner enjoyed on Ducati's Desmosedici (23 race wins and one world title) against Valentino Rossi's form on the same machine (a big fat zero). Whatever Stoner was doing, Rossi couldn't and neither could anyone else.

The RC213V likes to be over-ridden and that's what Márquez does. He wrings the bike's neck and lets it growl and shake beneath him, while he stands on the footrests, twisting and flexing his body to stay a millisecond ahead of disaster (though not all of the time).

So this is what Crutchlow and Redding need to do. Both are confident they can ride that way and certainly there's a touch of wildness to their techniques. "The Honda is an aggressive bike and likes to be ridden aggressively," says Crutchlow who had a miserable 2014 at Ducati after three promising years with Yamaha. "If you look at Marc he rides the bike like an animal and that's good for my style. You can push the Honda a lot more, so you can get away with a small mistake and still make the corner."

Redding's technique is more visibly like Márquez's - he hangs off the bike so far that he scrapes an elbow at every corner and is comfortable with the bike getting out of shape. The youngster spent 2011 and 2012 fighting with Márquez in Moto2, the intermediate class that is transforming riding technique away from the super-smooth style that only recently dominated MotoGP. Moto2, with its control engines and control everything,

teaches riders to wrestle their machines to squeeze out that final thousandth of a second. No wonder Redding is relishing his first season on a factory MotoGP bike.

Last year the former 125cc and Moto2 winner contested his rookie MotoGP season aboard a cheaper, slower production Honda RCV1000R and served notice of his talent by beating far more experienced riders on the same bike.

"The RC213V is very different to what I rode in 2014, so the riding style is a lot different," says Redding. "She gets a bit loose and with more set-up time I'll be able to get the bike sliding to help get it turned on corner entry.

"You can really feel the horsepower difference. First time out during testing at Valencia, I changed into fifth and was just getting tucked in when the bike nearly came out from underneath me. It has jaws."

Britain's latest MotoGP hopes have found themselves good teams for 2015. Crutchlow, 29, rides for the Monaco-based LCR squad, owned by former 125cc Grand Prix winner Lucio Cecchinello, a wise man for whom Honda has the greatest respect. Redding returns to Marc VDS, the Belgium-based outfit that moulded him into a Moto2 world title challenger before his move to MotoGP. Marc VDS know how to get the best out of the 21-year-old - it has surrounded him with an entirely Anglo-Saxon crew.

Redding and Crutchlow have their first rides of the new year during pre-season testing at Sepang, Malaysia, in early February. The first race of the 2015 season takes place under the floodlights at Losail, Qatar, on March 29.



#### A FINAL WORD ON PEDROSA, WHO

attracts a lot of criticism. Last season was the former 125 and 250 World Champion's ninth on Honda's factory MotoGP team, and still no world title. The Spaniard's problem is simple: he is 1.6 metres tall and weighs 51 kilos. Very few successful bike racers are giants, but Pedrosa is so tiny that he can't muscle the bike around, he can't lean off as far as others to improve turning and can't move about to modulate load between front and rear, which means more wheelies and wheelspin.

"Dani can't wrestle the bike because he doesn't have the muscle," says Aussie Jack Miller, Honda's latest MotoGP signing. "Marc isn't a big bloke, but he's big enough. It's sad to say, but if Dani was a bit bigger, he'd be a multiple MotoGP champion."

Just as technique plays a vital role, so does size, and while light weight and compactness might be the goal of every engineer, they're not always ideal in a rider.



"The Honda is an aggressive bike and likes to be ridden aggressively. If you look at Marc he rides the bike like an animal and that's good for my style."  
Cal Crutchlow

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Chris Irwin is among the ex-Brabham drivers slated to attend the NEC tribute

ALL IMAGES IAT

## Brabham theme for show

Three-time F1 champ's legacy to be honoured at NEC | BY PAUL LAWRENCE

BRABHAM RACING CARS – AND some of the drivers who raced them in period – will form a major display at Autosport International (January 8-11), when the Historic Sports Car Club celebrates the story of the marque.

As many as 11 Brabhams from the 1960s and early 1970s will be on show at the Birmingham NEC to mark the life and work of Sir Jack Brabham, who died last May.

Grahame White from the HSCC is keen to attract period Brabham racers to an informal get-together at 2pm on the Friday afternoon of the show. Sir Jack's son David will be present and 1960s F2 racers Chris Irwin and Robin Widdows intend to be there. John Watson has pledged to visit the stand on Thursday.

In total, almost 600 racing cars were produced under the Brabham name and the cars on show are from an era when production single-seaters and sports cars from the company raced with enormous success all over the globe. "We're very pleased to celebrate the life and work of Sir Jack Brabham," White said.

The NEC display is due to include BT5 and BT8 sports-racers, as well as single-seaters ranging from a 1962 BT2

Formula Junior to a 1973 BT41 Formula 3 car. Feature cars will be the 1979 BT49 raced recently in Historic F1 events by Joaquin Folch and a BT24, a recreation of the 1967 championship-winning car driven by Denny Hulme and Jack Brabham.

### London Hall of Fame

SOME OF MOTOR RACING'S greatest names will be celebrated at the inaugural London Classic Car Show, which runs from January 8-11 at ExCeL in London's Docklands.

The *Motor Sport* Hall of Fame display will be a tribute to the eight founding members of motor racing's most exclusive club. They are multiple Formula 1 world champions Michael Schumacher, Juan Manuel Fangio, Sir Jackie Stewart, Ayrton Senna and Jim Clark, plus Sir Stirling Moss, Enzo Ferrari and Tazio Nuvolari.

They will be represented by important cars from their past, including the Lotus 97T Senna drove to his first F1 victory in the 1985 Portuguese GP, Stewart's 1973 title-winning Tyrrell 006, a Nuvolari-type Alfa Romeo Tipo B,

Schumacher's Benetton B193 and an ex-Clark Lotus 25.

Elsewhere, meanwhile, sports car racing will be celebrated by six Le Mans racers: the Ford GT40, Ferrari 512S, Jaguar XJR-9, Porsche 962, McLaren F1 and Bentley Speed 8.

### Austins team up in Capri

CURRENT BTCC DRIVER ROB Austin will team up with father Richard to race a Ford Capri in the Gerry Marshall Trophy race at the Goodwood Members' Meeting in March.

Rob, who featured in the period Formula 1 movie *Rush*, said: "I'm a huge fan of '70s and '80s motor sport. Gerry was an absolute legend and his way of going racing, as someone who first and foremost enjoyed motor sport, is a philosophy I've always shared."

More than 30 years after it last raced, the Chevrolet Camaro Z28 that started the 1981 Spa 24 Hours from pole position will contest the Marshall Trophy. David Clark has entered the ex-Wisell/Bourgoignie car in period Bastos livery in the race for pre-83 Group 1 touring cars.



### Jaguars gain new series

CLASSIC JAGUARS WILL HAVE A dedicated race series in 2015 – the Jaguar Heritage Challenge. The new initiative, run by the Historic Sports Car Club, will be open to the XK series, C- and D-types, MK1 and MK2 saloons and pre-1966 E-types. The calendar, due to open at the Donington Historic Festival in May, will cover four UK races and one in Europe.

"Jaguar has established a strong presence in celebrations, including the Mille Miglia and Goodwood Revival in recent times," said Derek Weale of Jaguar Land Rover. "A single-marque race series will be an exciting addition to our plans."

■ The UK's longest historic race of 2015 will be the headline feature at a new Donington Park event in July. Over the weekend of July 4/5, Masters Historic Racing will run the new event with a four-hour race for pre-66 GT and touring cars at the top of the bill. The race will run into the dusk on Saturday and finish shortly before 8pm in a bid to capture the atmosphere of the Spa Classic Six Hours. The event marks the return of a full Masters meeting to Donington Park after a two-year absence.



## Sunbeam win celebrated

THE 18TH RALLYE MONTE CARLO Historique will celebrate the 60th anniversary of Per Malling and Gunnar Fadum's Monte victory in a Sunbeam Talbot Mk3.

Competitors will start from five cities across Europe, including Glasgow, before converging on Saint André-les-Alpes on January 31 for five days of competition.

The event organisers have introduced a significant change for 2015 by setting three different average speeds for the regularity sections, with each speed applying to a certain group of cars. The event is open to cars of a type that competed in the Monte Carlo Rally between 1955 and 1980.

## BRM returns to Combe

ALMOST 60 YEARS TO THE DAY after the car's final race, the National Motor Museum's mighty BRM V16 will run at Castle Combe once more during the Autumn Classic in October.

On October 1 1955, Ron Flockhart took second place in a Formula Libre race at the track and brought to an end six years of competition for the complex GP car. The Type 15 V16 (seen in period at Goodwood, below) is due to complete demonstration laps at the Autumn Classic, and the Museum's Trust will be the event's official charity, raising money to keep the BRM in running order.



### — OBITUARY —

## Mick Hill

British racer Mick Hill, who has died aged 70 after a long illness, was one of the most successful club racers of the 1970s and a gifted engineer. The Derby garage owner was renowned for creating ever more outrageous saloon cars. In all, he won 96 races and seven titles, with 33 wins in 1971 in his famous BOSS Capri. He first made his name in the late 1960s with the Janglia, a Jaguar-engined Ford Anglia. His BOSS Capri was followed by period-defining projects such as a Chevrolet V8-powered VW Beetle and a BMW M1-based GT. He had a brief foray in F5000, but was always most closely associated with way-out saloons.



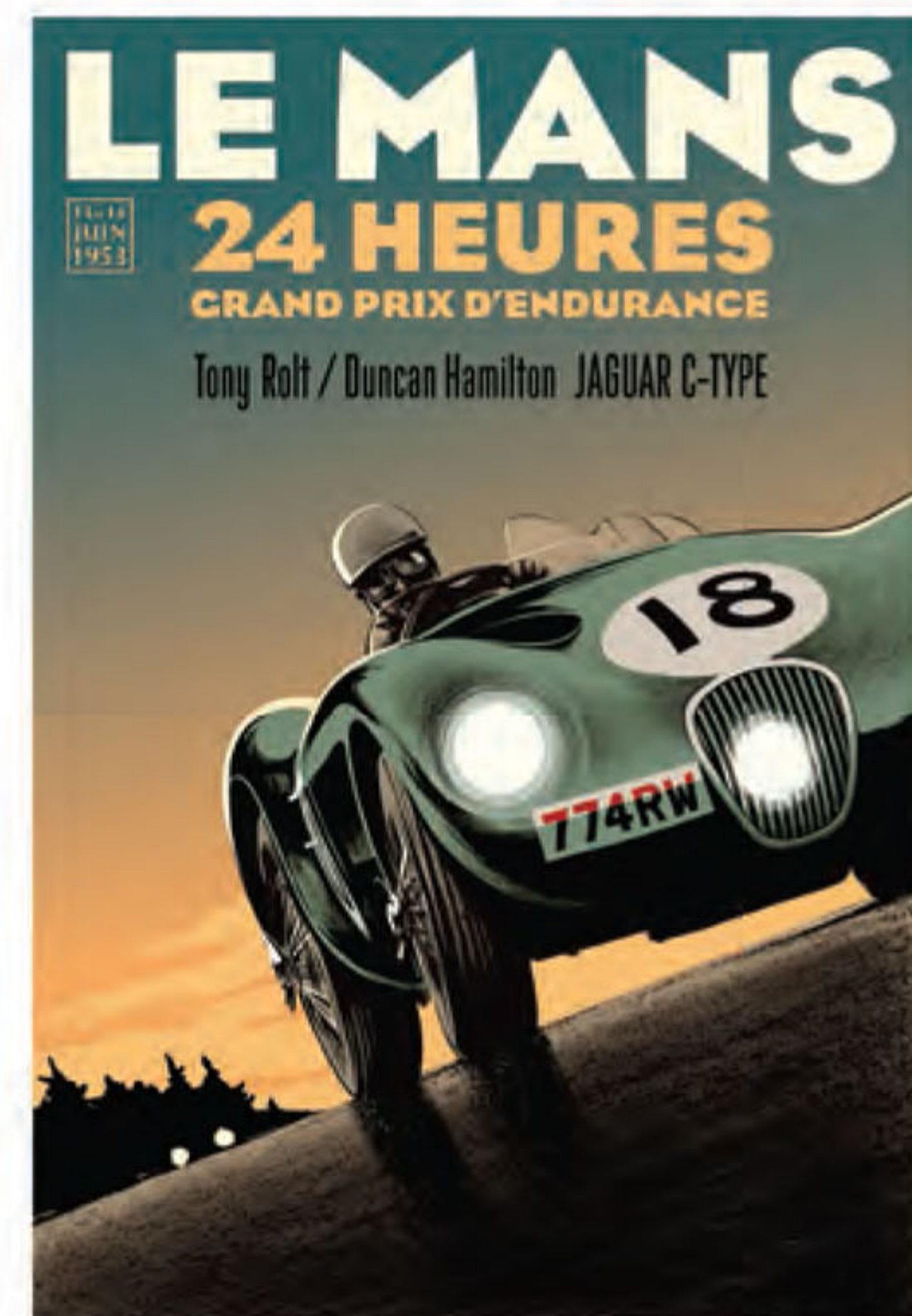
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www.cafepress.co.uk





**STAR LOT @ ARTCURIAL**

## THE BAILLON COLLECTION {Retromobile, February 6}

Sixty collectors' cars dating from motoring's pioneer days to the 1970s will go on sale at Artcurial's annual Paris auction. The amazing collection was discovered tucked away in the west of France, under makeshift corrugated iron shelters and various outbuildings. "Visitors to Retromobile Salon will be able to share in our emotion, much like that experienced by Lord Carrington and Howard Carter entering Tutankhamun's tomb," said Artcurial's managing director Matthieu Lamoure.

# UNDER THE HAMMER

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

## Bonhams

@ LONDON NOVEMBER 30

**£12.7 million sold**

**1985 Ferrari 288GTO Berlinetta**  
Sold for £1,513,500

**1934 Talbot AV105 'Alpine Racer'**  
Winner of the 1934 International Alpine Trial  
Sold for £1,379,100

**2000 Aston Martin Vantage Le Mans V600 Coupé**  
Sold for £348,700

**1929 Brough Superior SS100 'Alpine Grand Sports'**  
Sold for £315,100



**1969 Porsche 908/02 'Flunder' Langheck**  
Third place at Le Mans 1970, for Rudi Lins/Helmut Marko  
Sold for £2,185,500

## AUTOMOBILIA

SOLD AT BONHAMS



Signed Sebastian Vettel 2014 Chinese GP helmet by Arai  
Sold for £15,000



Heuer Autavia dash chronometer & stopwatch  
Sold for £2125

## RM Auctions

@ SCOTTSDALE JANUARY 15-16



**1965 Porsche 904 Carrera GTS**  
Chassis 904-107. Raced in SCCA in period  
Estimate: \$1.5-2 million



**1967 Ford GT40 Mk IV Continuation**  
Built by Kar Kraft. Chassis J-16

**1970 Ford Mustang Boss 302 Trans-Am**  
Built by Kar Kraft. Chassis 41971

**1951 Custom Hot Rod 'Barbequed Stove Bolt'**

Built from 16 cars, two motorcycles and an aeroplane



**1990 Ferrari F40**  
5000 miles from new  
Estimate: \$1.2-1.5 million



**1988 Porsche 959**  
21,000km from new  
Estimate: \$900,000-1.1 million

@ PARIS FEBRUARY 3-4

## 1969 Porsche 911 S



Chassis 119300932. Ex-works car. Winner of the 1969 Acropolis Rally (Pauli Toivonen/Martti Colari). Raced as a sports car through 1971

## 1935 Delahaye 135 S

Chassis 46094. Race winner in period

@ AMELIA ISLAND MARCH 14

## 1988 Jaguar XJR-9

Chassis 388. Winner of the 1990 Daytona 24 Hours in XJR-12 spec, third at Le Mans (Davy Jones/Jan Lammers/Andy Wallace). 25th anniversary. Last of two remaining original IMSA-spec XJR-9s



## Barrett-Jackson

@ SCOTTSDALE JANUARY 10-19



### 1949 MG TC

The first car ever raced by Carroll Shelby. Twice a winner at Norman, Oklahoma on his debut



### 1962 Weinberger Homes sprint car

Once billed as 'the fastest sprint car in the world'. Driven to victory by Johnny White and Gordon Johncock

### 1968 Chevrolet Corvette

Driven by Don Yenko, Peter Revson and Pedro Rodríguez 1968: set GT lap record at Sebring, won SCCA Midwest Division title (Yenko)

### 1991 Lola-Chevrolet T91/00

Ex-Granatelli Racing Indycar. Winner at Phoenix, 1991 with Arie Luyendyk

## Gooding and Company

@ SCOTTSDALE JANUARY 16-17



### 1990 Ferrari 641/2

Chassis 120. Winner of the 1990 Portuguese Grand Prix in the hands of Nigel Mansell

Estimate: \$800,000 - \$1.1 million

## Russo and Steele

@ SCOTTSDALE JANUARY 14-18

### 1968 Pontiac Firebird

Raced by Jerry Titus in the 1968 Trans-Am season. Class winner and third overall at Daytona in 1969

## AUCTION CALENDAR

### JANUARY

#### 8 BONHAMS

Las Vegas, USA

#### 8-10 MECUM AUCTIONS

Las Vegas, USA

#### 10 COYS

Birmingham, UK

#### 10 COYS

Maastricht, Holland

#### 10-18 BARRETT-JACKSON

Scottsdale, USA

#### 14-18 RUSSO AND STEELE

Scottsdale, USA

#### 15 BONHAMS

Scottsdale, USA

#### 15-16 RMAUCTIONS

Scottsdale, USA

#### 16-17 GOODING & COMPANY

Scottsdale, USA

#### 16-25 MECUM

Kissimmee, USA

### FEBRUARY

#### 4 RMAUCTIONS

Paris, France

#### 5 BONHAMS

Paris, France

#### 6 ARTCURIAL

Paris, France

#### 21-22 SILVERSTONE AUCTIONS

Coventry, UK

#### 23 BARONS

Esher, UK

#### 25 H&H

Buxton, UK

#### 27-28 MECUM

Las Vegas, USA

### MARCH

#### 02 SHANNONS

Sydney, Australia

#### 07 HISTORICS AT BROOKLANDS

Weybridge, UK

#### 10 COYS

London, UK

#### 12 BONHAMS

Florida, USA

#### 13 GOODING & COMPANY

Florida, USA

#### 14 RMAUCTIONS

Florida, USA

#### 19 DVCA

Dorchester, UK

#### 20-21 MECUM

Las Vegas, USA

#### 21 BONHAMS

Goodwood, UK

#### 27-29 AUCTIONS AMERICA

Florida, USA



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## DREAM GARAGE

### LAMBORGHINI MIURA P400 S

RECENT OFFERINGS FROM SANT'AGATA may divide opinion, but it's hard to find any divergence from the view that the Lamborghini Miura is one of the most beautiful cars ever created.

"It's a motoring icon," agrees Harvey Stanley from DK Engineering, which has managed to source this magnificent example for its stock. "There are a few cars that even non-car people recognise without fail – Gullwing Mercedes, Aston Martin DB5, Ferrari F40 – and the Miura is one of those. It's a car that belongs in every great collection. And they sound wonderful!"

The badge on those lovely aluminium flanks says Bertone, but the credit for the sublime outline goes to Marcello Gandini. His beautiful shape clothes bold mid-engined architecture, this being the first production sports car to put the driver ahead of the power unit, long before Ferrari went the same route. In fact some claim this makes it the very first supercar. The glorious-sounding 4-litre

V12 sits sideways with the transmission integrated Mini-style in the crankcase, thus keeping the wheelbase short, and the result made a massive impact when revealed at the 1966 Geneva Motor Show.

This left-hand-drive example left the factory in 1968 as a P400, the original version, but shortly afterwards was returned to Bologna for a partial upgrade to 'S' spec, with chrome trim and wheels and the eye-grabbing overhead switch console. It then spent 20 years in California where it was repainted yellow, before coming to the UK where for another two decades it remained in the possession of another attentive owner.

"During that time," says Harvey, "it was restored by Colin Clarke and Tom Ransom, the Miura people, and returned to that wonderful electric blue – its original colour. More recently Lamborghini legend Bob Wallace rebuilt the engine, and since then it's been in a museum in the Far East. Really, it's as nice as you could want."

### FACTFILE

#### YEAR 1968

#### ENGINE

3929cc transverse V12, four triple Weber carbs, 350hp

#### GEARBOX

integral, 5 speeds

#### TORQUE

413lb ft@6500rpm

#### SUSPENSION

double wishbones and coils all round

#### TOP SPEED 170mph

#### NUMBER BUILT

(all models) 763

#### PRICE £POA







F-type will be available with manual transmission... so long as you opt for one of the two six-cylinder versions

# F-type to go manual

Jaguar broadens options ahead of busy year | BY ANDREW FRANKEL

WE MIGHT BE WELL INTO WINTER, but news continues to fall from Jaguar's side of the JLR business like autumn leaves. The information it was very keen to communicate at the recent Los Angeles show was the return, after far too long, of a Jaguar sports car with three pedals in its driver's footwell. The most recent I can recall are the small number of manual XJSs that made it to market when the car was first launched not far short of 40 years ago. Well now, and so long as you buy one of the two V6 versions, you can drive a manual F-type, too.

I spoke to CEO Dr Ralf Speth and questioned the sales potential of such a transmission in a market dominated by automatics: he didn't deny that demand was likely to be small. "But," he said, "it says good things about the brand and, besides, I like changing gear." As positions go, that's one of the harder ones to counter.

More significantly, the F-type is now also available with four-wheel drive or, more accurately, front-wheel drive that joins the permanent rear-wheel drive on



"It says good things about the brand and, besides, I like changing gear."  
Dr Ralf Speth, CEO

demand. It's likely to find favour among those who don't find the rear-drive F-type's appetite for oversteer quite as endearing as some, but its real purpose is to put the F-type into regions of the world where all-wheel drive is regarded as essential – the US snow states in particular. All-wheel drive is available on the V8-powered F-type and the V6S, but not the entry-level V6 nor in conjunction with the aforementioned manual gearbox.

Jaguar is more coy when it comes to talking about the bigger product launches it has scheduled for 2015. First up is the XE compact saloon, about which we already know, but then in no particular order come a comprehensive update for the ageing XJ saloon, a new XF and a mystery compact SUV.

Clearly the interest lies in the XF and the SUV. The XF is brand new – the existing car sits on the same platform as the S-type it replaced and is therefore using Ford-based architecture that dates back to the last century. Like the XJ and the latest Range Rover and Range Rover Sport, the new XF will be an essentially

aluminium car that, when fitted with JLR's all-new Ingenium engine should prove capable of a class-leading blend of economy and emissions.

Less is known about the SUV, other than that Jaguar top brass bristle at the use of the term. They don't even much like it being described as a crossover: they'd prefer you to think of it as a breed apart, a thoroughbred Jaguar that just happens to be unusually practical. What is known is that it will look similar to the C-X17 concept revealed at the Frankfurt Motor Show in 2013 and is believed to share the brand new platform developed for the XE.

And finally Jaguar will be providing the third engine for the Bloodhound SSC Land Speed Record Car. It is well known that Bloodhound is a hybrid vehicle that will utilise both rocket and jet power to reach its 1000mph design brief, but a third motor is required to pump fuel into the rocket at 40 litres a second, which requires a powerplant developing more than 500bhp. The car was designed to take a Cosworth F1 engine because it was compact, light and known to be able to deliver the numbers. It also required a great deal of servicing, however, and could not be regarded as faultlessly reliable as a less stressed road car engine. As Wing Commander Andy Green put it, "This is an engine we can install, forget about and know that when we start it from cold and ask it to deliver 550bhp, it will do just that. Every time."

## The 1021bhp Ferrari...

FERRARI HAS RELEASED PICTURES and some details of its latest track-only hypercar. Called somewhat improbably the Ferrari LaFerrari FXX K, it develops a total of 1021bhp from its electrically assisted 6.3-litre V12 motor, costs \$2.2 million plus local taxes and will lap the





Fiorano test track in 1min 14sec, which is two seconds faster than the Evoluzione version of the Enzo-based FXX and only a second slower than the 1990s 333SP sports racer.

Ferrari says it will make fewer than 40 examples and, unsurprisingly, all have been sold before anybody has taken delivery. Not that customers will actually take delivery themselves: the cars will be kept by Ferrari, run by Ferrari and delivered to tracks where owners can drive them with full factory support.

The Ferrari FXX K is both longer and wider than the LaFerrari upon which it is based and 90kg lighter. Extensive use of active aerodynamics allows it to develop twice as much downforce – 500kg at 124mph – and it sits on bespoke Pirelli slick tyres.

Like previous cars in this series, the FXX K is not homologated to race in any recognised series. An Evoluzione version has not been confirmed but is likely to arrive in about two years.

## A taste of future Astons

THE NEW ASTON MARTIN DB10 may have been built for James Bond's eyes only, but don't dismiss it as a mere film prop. Not only are 10 being built for use in 007's new caper, *Spectre*, Aston Martin executives insist its styling previews the design language that will be used in an all-new range of

Mercedes-AMG powered cars.

The first such car will replace the long-serving DB9 in 2016 and will not be called DB10. Aston Martin is known to be pondering another two-number jump as it did from DB7 to DB9, so currently the betting is that it will either be called DB12 or retain DB9. Either way, it seems likely to adopt the powertrain already seen in the new AMG GT coupé, which means it will come with a 4-litre, twin-turbo V8 running through a seven-speed double-clutch transaxle gearbox. As the GT has not been engineered to carry four-wheel drive, it seems likely the new Astons will retain only rear drive. For those who still yearn for a normally aspirated Aston, the ageing Ford-based V12 first seen in the DB7 Vantage is understood to be continuing in production for the foreseeable future.

Meanwhile, after it received a very warm reception in the Middle East, the Lagonda saloon is currently undergoing homologation testing prior to being put on sale in Europe. It also seems likely that this will be just the first of a range of Lagonda-branded ultra-luxurious Aston Martins.

## London show set to return

A NEW LONDON MOTOR SHOW is being planned for 2016, in Battersea Park. The venture was announced by long-time car enthusiast Prince Michael



■ The name of the great Carroll Shelby lives on in the new Shelby Mustang GT350, revealed in Los Angeles, and it promises to be unlike any other Mustang in history. Its 5.2-litre V8 engine develops more than 500bhp and – a first for any Mustang – a flat-plane crankshaft is reputed to let the engine spin past 8000rpm. This, then, is a Ford V8 screamer. Described as a road-legal track car, sales start next year but, sadly, none is currently scheduled to come to the UK.

of Kent, who believes there is no reason London cannot host a motor show to rival established European events in Paris, Geneva and Frankfurt. Details are still scarce but it is believed to be scheduled for May 2016 and has no affiliation with the Society of Motor Manufacturers and Traders.

The last traditional British or London Motor Show was held at the ExCeL Centre in 2008, but was poorly supported by car manufacturers and therefore not well attended by the public. Historically British shows have struggled to attract the global launches that are a crucial component of any successful motor show, though since the ExCeL event the Goodwood Festival of Speed has successfully created its own Moving Motor Show.



## AMG Sport range launched

MERCEDES-BENZ MIGHT BE LATE to the party, but it's finally joined BMW and Audi in offering a new range of AMG-branded derivatives that are merely warmed through rather than piping hot. As such these cars are not proper AMGs powered by engines built at AMG headquarters, according to the time-honoured 'one man, one engine' principle, but are instead cars that aim to plug the gap between hard-core AMG and mainstream Mercedes. In this regard they can be seen as an equivalent to BMW's M Performance line and Audi's S quattro range. All new Sport models will be Mercedes-AMG badged and feature not only cosmetic enhancements but significant upgrades to both powertrain and chassis.

The first cars to receive the treatment will be the forthcoming GLE coupé (above) – actually a large SUV, albeit with swooping bodywork in the mould of the BMW X6 – and C-class saloon.

In time it is expected that most Mercedes models will have an AMG Sport version available. ☑

DB10 will be seen in the next Bond movie and hints at future Aston Martin styling cues







# LAMBORGHINI HURACÁN

Sant'agata's latest delivers on the promise of its looks | BY ANDREW FRANKEL

**H**OW MUST A CAR BE judged? I prefer to focus not on raw data whose importance can be interpreted a number of ways, but merely to ask how good it is at the job it set out to do. But when the subject is a Lamborghini, even this apparently simple formula suddenly seems complex and awkward to apply.

What kind of car should a Lamborghini like this new Huracán actually be? It might seem obvious, but it's not. From its shape, its name and the charging bull on its nose, you would think it simply had to be one of the most thrilling ways ever conceived of progressing from one place to the next. It is a car whose visual language speaks of impossible speed, miraculous cornering power and a seminal experience, one that prioritises pure driving pleasure above all other interests, a car that might very well justify being cramped, noisy,

uncomfortable and impractical because on the appropriate terrain it would allow you to live like few other cars on the road today.

But that's not what Lamborghinis actually do. The truth is that for all their outlandish styling, vast powerplants and howling exhausts, very few Lamborghinis I've driven have ever put much importance on delivering that unforgettable poise, feel and response that are the hallmarks of all truly great driver's cars. Miuras are legendarily tricky and awkward to drive, I didn't care at all for the only Countach to have crossed my path, I tried just one Diablo I really liked and the recently deceased Gallardo was unquestionably capable, but Ferrari equivalents were invariably more exciting. Which leaves just the Murciélago – effectively a Diablo re-engineered and reskinned with Audi money – as the only Lamborghini I really loved to drive. And it was genuinely wonderful – an absolute monster of a car but with the balance



## FACTFILE

£180,720

**ENGINE**  
5.2 litres, 10 cylinders,  
normally aspirated

**POWER**  
602bhp@8250rpm

**TORQUE**  
413lb ft@6500rpm

**TRANSMISSION**  
seven-speed double  
clutch, four-wheel drive

**0-62MPH** 3.2sec  
**TOP SPEED** 202mph  
**ECONOMY** 22.6mpg  
**CO<sub>2</sub>** 290g/km

and agility of a winged angel.

Which brings us to the present line-up. I was considerably surprised and disappointed to discover that while its then-new flagship, the Aventador, may have looked even more amazing and been yet more powerful than the Murciélago, it was also less fun to drive. A lot less fun, in fact. On the track where I first made its acquaintance, it understeered like a supermarket trolley, though I am told later cars are better balanced.

Did this startling lack of on-the-limit dynamism hurt its prospects? Did it heck. The Aventador is selling in greater numbers than any of its forebears. Lamborghini has correctly identified that, so far as its customers are concerned, it matters really very little how the car behaves on the edge of adhesion so long as people continue to walk into lamp-posts when it rumbles past. Rightly or wrongly, it is the ability to generate feelings of jealousy among friends, family and the general public



that is a Lamborghini's main aim. And the Aventador does that brilliantly.

Such is the context in which this new Huracán must be seen and, so far as Lamborghini's terms of reference are concerned, it does its job fantastically. I am now so old, spoiled and obsessed with what cars do, rather than how they look, that I can walk away from almost any Ferrari, McLaren or Porsche I might drive without a backward glance. Not so with this Lamborghini. I just wanted to stare at it, so much in fact I feared driving it because that might reveal a car that was nothing like as good as it looked. Its shape is subtler than that of the Aventador, but even more captivating. To me at least, this is the best-looking supercar on sale and if my theory about who buys these cars (and why) is correct, that alone should ensure its success.

But let's not allow its commercial viability to delay us for too long. Under that extraordinary skin the Huracán is a surprisingly conventional supercar, but that's because the same chassis is required to underpin the forthcoming second-generation Audi R8, too. Like the Gallardo, which was on sale for 11 years, its aluminium panels clothe an aluminium spaceframe, albeit now reinforced in places by carbon fibre. The engine is the same 5.2-litre normally aspirated V10 used in the Gallardo, albeit tickled up to a mite over 600bhp, while the Gallardo's single worst feature – its hateful robotised manual paddle-shift transmission – has been replaced by the double clutch unit already installed in the current R8. There is no manual option. But there are double wishbones at each corner, ceramic brake discs as standard and, for the first time, an electric power steering system.

Inside the TFT display screen looks like it was swiped from a fighter jet, which I rather liked. Less impressive is the squared off steering wheel (remind me what's wrong with a constant-radius rim?) that has followed Ferrari's lead, so now it groans under the weight of all the controls it must carry.

Significantly, the Huracán is quite an easy car in which to go looking for admirers. Its ride quality is tolerable, its powertrain snatch-free at low speed. This is a car that's been set up to go slowly and not go kangarooing down the road, making a fool of its owner in front of his adoring public. It was what

happened when you drove it fast that worried me.

And it is very fast. It's so easy in these days of LaFerraris and McLaren P1s to be blasé about this level of performance, but it's worth remembering that this entry-level Lamborghini is now almost as powerful as a McLaren F1 and quicker to 60mph. You'll find no cause to complain about the sound of the V10 as it nears its 8250rpm power peak either, nor the transformed gearbox.

The handling is also superb in all normal conditions, insofar as it corners flat, fast and accurately. It's also stable and reassuring in the wet, which is not always a given with this kind of car. What it won't do is offer the same on-the-limit experience as the exquisite Ferrari 458, largely because its nose doesn't bite into the apex with quite the


Huracán exterior is slightly less outrageous than Aventador; interior packs drama but also suffers switch glitches

same eagerness. Lamborghini asked me not to track test the Huracán. Had I been able to sneak in a few laps under the radar, however, I might have been able to report that the terrible understeer you will have read about elsewhere was notable only by its absence, and that while it is less willing to drift than the Ferrari, it is genuinely throttle-adjustable and even quite playful at the exit.

My bigger issues with the car were seats that lacked lumbar support and switchgear that seemed less than keen to do as I asked.

Far from being a missed opportunity, I think the Huracán is quite a clever car. It does all those things Lamborghini knows its cars must do, but is also impressively easy to live with and visually more beautiful but less extrovert



than an Aventador. It's not an ultimate driving machine, but which Lamborghini ever was? For those who want their supercar to look and sound the business while fitting into their lives like the Audi-engineered car it largely is, the Huracán is undeniably well judged. It's not as good to drive flat out as the 458, nor as effortlessly easy to live with as the McLaren 650S, but with its Italian flair and German engineering it occupies the ground between the two with some confidence. I'll go further: of all the Lamborghinis I've driven, the Murciélago is the only one I have preferred. 



# ROLLS-ROYCE GHOST II EWB

Gentle manner, giant footprint



**N**ORMALLY THIS LEVEL OF mid-life tweakery would not get within a couple of counties of this page. Space constraints mean I can include fewer than 50 car tests a year for *Motor Sport*, which probably represents fewer than a third of the models that are, in one way or another, fresh to the market.

But this is a Rolls-Royce and while it may only have slightly different lights, new swage lines, quieter rear axle bearings, a wider range of wood and leather and rear seats subtly angled towards each other to encourage conversation, the rules are a little different. Besides, the Ghost's design is already five years old and it's always interesting to see how it's stood the passage of time.

Brilliantly is the answer. The reason I love the Citroën 2CV, Land Rover Defender and the LaFerrari is the same reason I love current Rolls-Royce products: they know their job and are focused on it to the exclusion of all else. Indeed I have reservations about the Wraith, which in its desire to be more sporting is also less comfortable and, to me, less of a Rolls-Royce as a result.

How good then to see that despite its 6.6-litre twin turbo V12, the Ghost II retains every one of its original

## FACTFILE

£247,152

**ENGINE**  
6.6 litres, 12 cylinders,  
turbocharged

**POWER**  
563bhp@5250rpm

**TORQUE**  
575lb ft@1500rpm

**TRANSMISSION**  
eight-speed auto,  
rear-wheel drive

**0-62MPH** 5.0sec  
**TOP SPEED** 155mph  
**ECONOMY** 20.0mpg  
**CO<sub>2</sub>** 329g/km

unsporting instincts and, in the Extended Wheelbase version I drove, actually adds to them. It is always effortless because that's an important manifestation of luxury, but such is the languid nature of its torque delivery and so clever is its eight-speed gearbox – which is now briefed by the sat-nav so it knows what gear to be in for the topographical conditions ahead – that you never want to use more than the first third of the throttle's travel.


More importantly, if you show it a corner it will gently heave onto your

preferred line and then stay there, following your chosen path like the faithful family retainer it is. You can lift the accelerator or jam it wide open and still sail through with your trajectory unaffected. A Rolls-Royce you can steer on the throttle is not a Rolls-Royce.

And then there's the comfort.

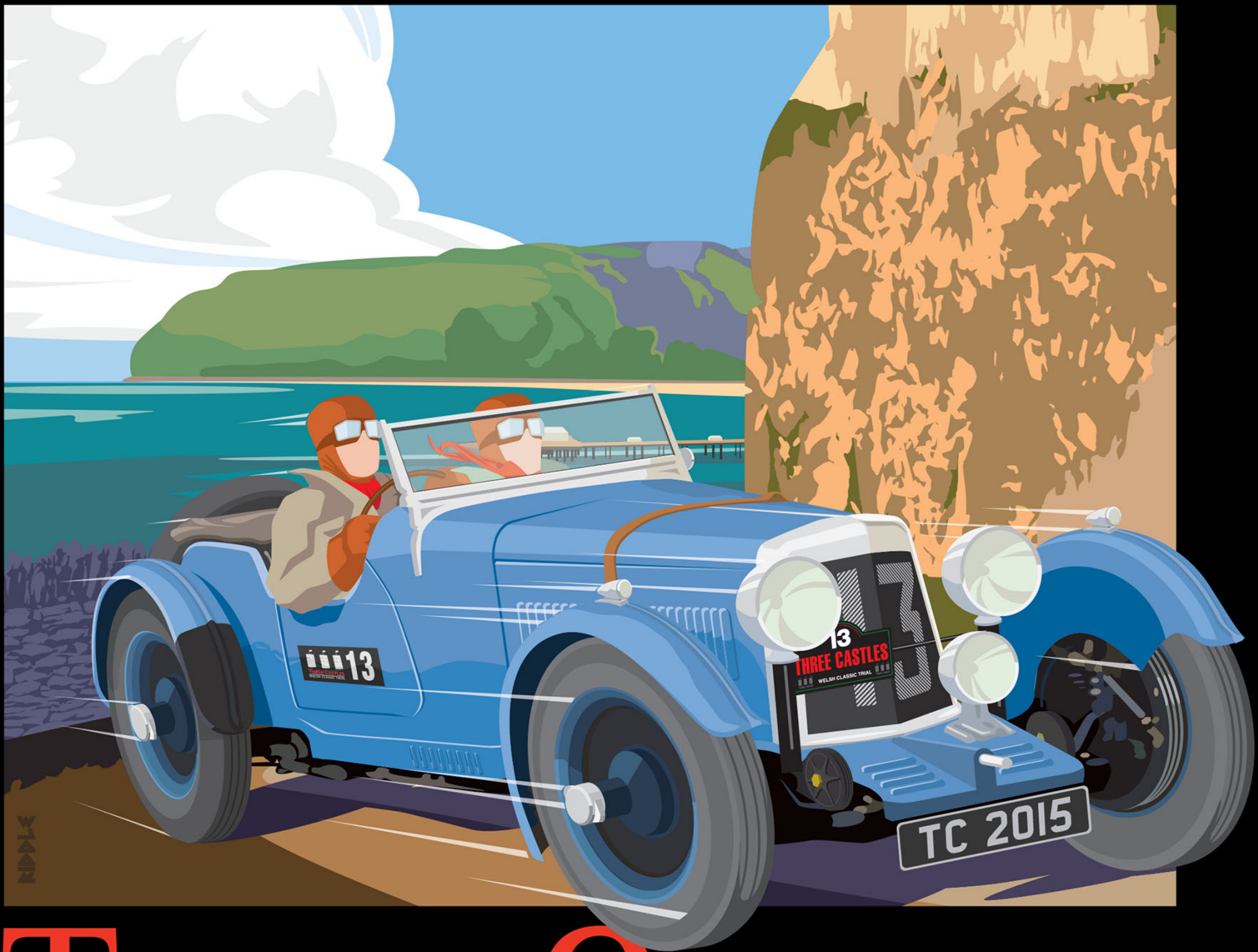
To savour it you need to be in the back, legs outstretched, socks buried somewhere in the lambswool rugs. This is ride quality of a kind that makes you actually look forward to the bumps in the road, just so you can feel how well it deals with them.

Most make no impression at all, while those that do get through are reduced to feeling like mere dust.

The only aspect of this fine car that makes me at all uncomfortable is the thought of what those around think of it and you. You can drive the most exotic machines imaginable and always count on enthusiastic engagement with the public every time you stop. But never yet in a Rolls: I suspect they fear the owner of a brand-new Roller would not have much to say to the general public. That's a shame, because even by Rolls-Royce standards this is an exceptional car. Were it really mine, I'd look forward to talking about it at every possible opportunity. 



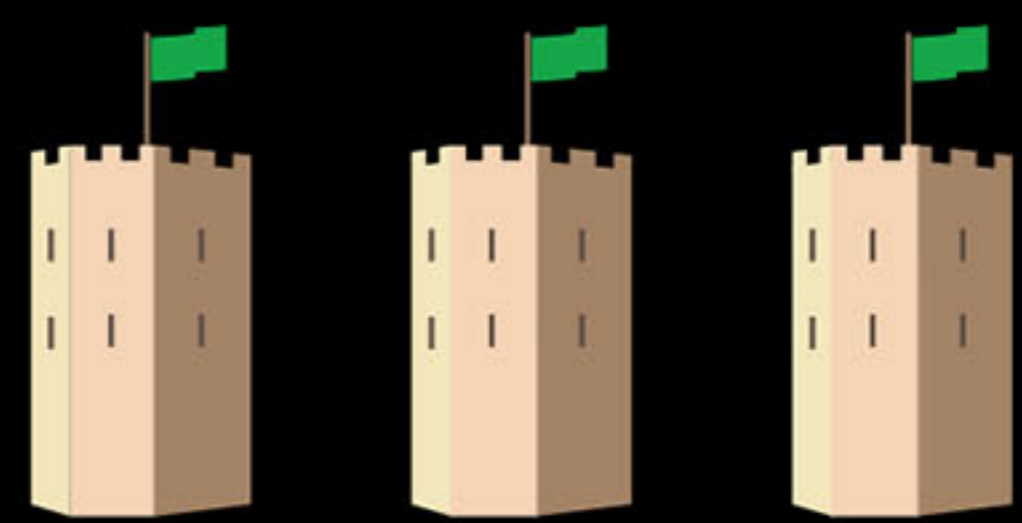




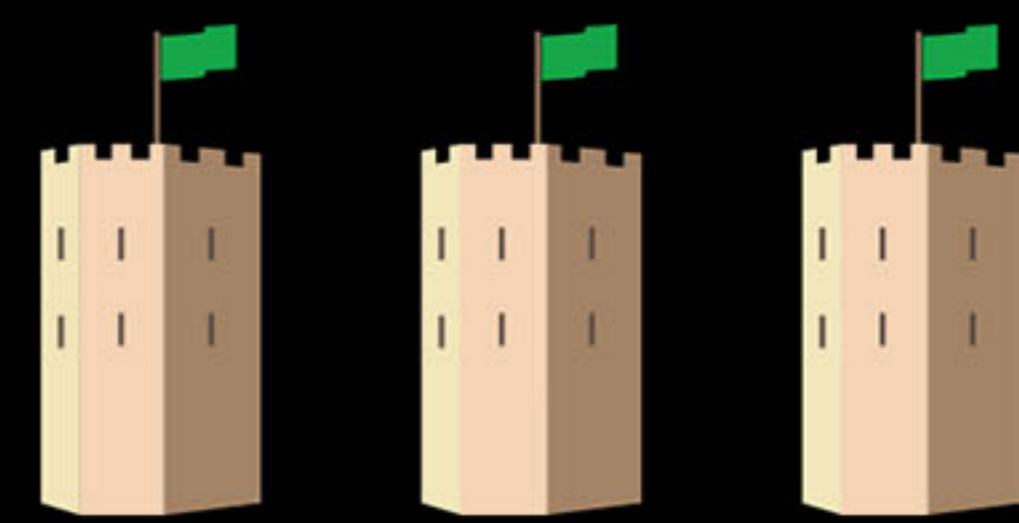
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# PORSCHE 911 GTS

A little fine-tuning goes a very long way



**T**HOSE ON THE POINT OF ordering a new Porsche 911 Carrera S have until now been faced with an interesting choice. Do you keep the car standard, or spend nearly £10,000 on an engine upgrade that raises the power of the 3.8-litre flat six from 394bhp to 424bhp?

This new GTS model already comes with the more potent engine. But it also comes with the wider body of the Carrera 4, active engine mounts, bespoke dampers, 20in wheels and a raft of cosmetic upgrades including an Alcantara and leather interior, black wheels, sports seats and sundry GTS badges stitched into the upholstery. What premium would you expect

Porsche to charge for this package? £15,000? Actually, it's just £7553.

I drove it in California at and on the roads around the extraordinary Willow Springs Raceway, which claims to be the oldest purpose-built Grand Prix track in the US, though what Grands Prix were held there is less clear – certainly none that I know. No matter, it is a facility in the finest traditions of the best old-school US circuits – blindingly fast, and merciless for those that get it wrong.

Within the road-going arena, it would be hard to think of another mainstream car that would have been easier to drive fast. The very next day I tried the new Mercedes-AMG GT coupé at Laguna Seca, which is a far easier track. While enthralled by the car, I found myself

## FACTFILE

**£91,098**

**ENGINE**  
3.8 litres, 6 cylinders,  
normally aspirated

**POWER**  
424bhp@7500rpm

**TORQUE**  
324lb ft@5750rpm

**TRANSMISSION**  
seven-speed manual,  
rear-wheel drive


**0-62MPH** 4.4sec

**TOP SPEED** 190mph

**ECONOMY** 29.7mpg  
**CO<sub>2</sub>** 223g/km

with hands as full as I'd like them to be. By contrast, the 911 swept around Willow Springs as if it had been set up for that track alone. Once, when I realised I was carrying too much speed into one steep downhill curve, I was able to bleed off the excess and make the apex as if I'd planned it that way all along. There was a time when a 911 would have put you in the County General for less than that.

The GTS is also the first 911 to receive the reworked seven-speed manual gearbox. Until now this transmission has provided as good a reason to spend the extra on PDK as you could find, but despite insisting there was nothing wrong with it, Porsche has still made the shift lighter and more precise and reduced internal friction in the 'box. And while still not quite as good as the six-speed unit in the Boxster and Cayman, it's now and at last a pleasing and effective means of involving you more fully in the fun.

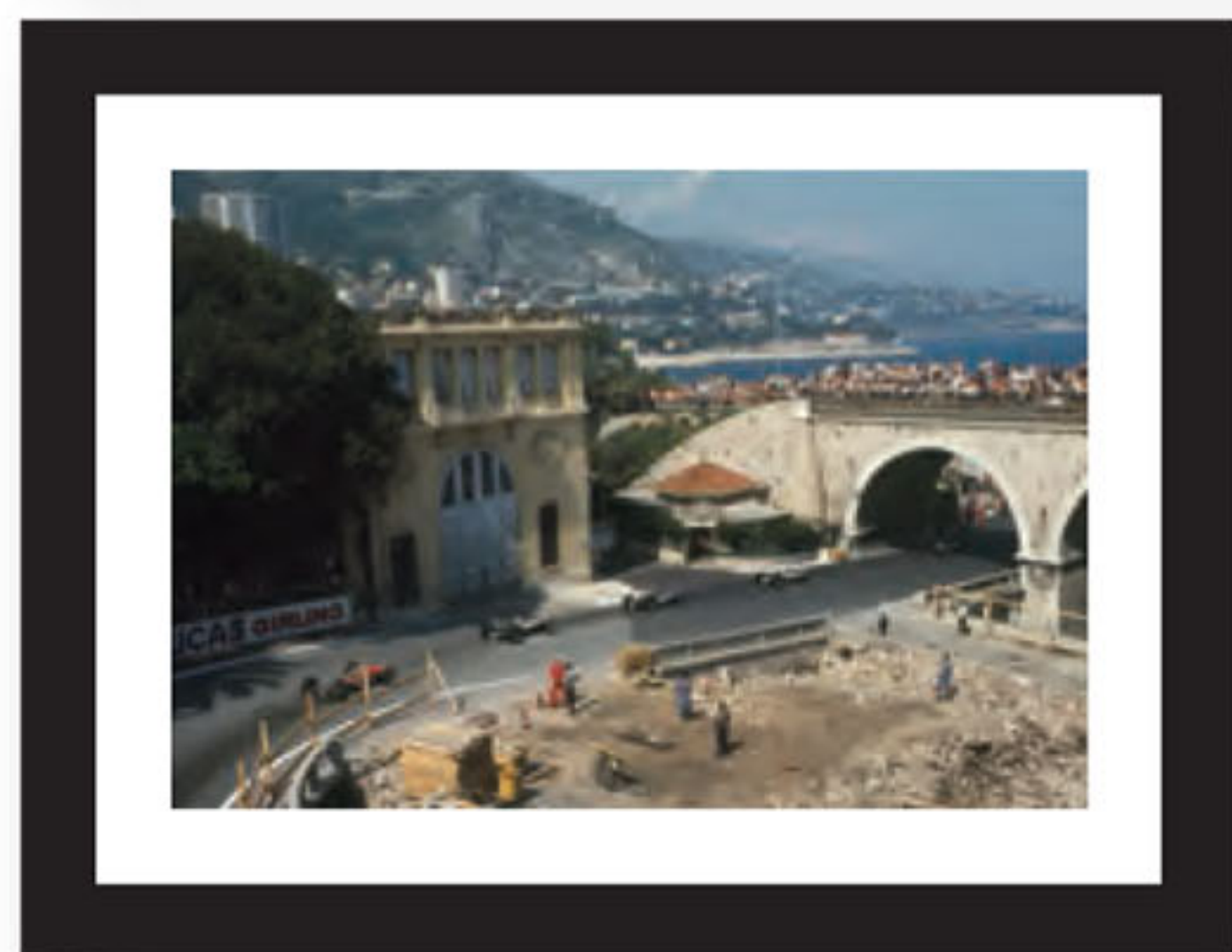
The GTS doesn't feel like a new model, but rather a standard 911 that has been carefully optimised. It is at least as easy to live with as the cheapest Carrera, yet dynamically it's on a different plane. The price of trading from an S to a GTS is £7553, but upgrading from a GTS to a GT3 costs £9442. And that is a different world. 





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## AUDI TT

Trend-setter takes a step in the right direction

IT HAS TAKEN 16 YEARS FOR Audi to turn the TT into what it said it would be from the start: an Audi for people who liked driving. In that time there have been some TTs that have tried to offer something beyond a fashionable appearance: the last-generation TT S did exactly that, though it remained merely pleasant to drive rather than genuinely engaging. The car intended to be the real rib-tickler, the TT RS, turned out to be an unresolved mess that was actually made worse by its wonderfully characterful five-cylinder engine, because what it did best was expose the weaknesses of the inadequate chassis.

Even in basic front-drive 2-litre form, the new TT is a far better car to drive than the most sporting of its forebears. Using a hybrid aluminium and steel architecture, it's both lighter and stiffer and easily capable of deploying its 227bhp without the slightest tugging at the wheel. The six-speed manual gearbox is a pleasure to use, too.

But the real change is to the way the car handles. While even decent versions of the old TT were what I call eight-tenths cars, insofar as they felt reasonably adroit until you really started to push them, the new car maintains its composure throughout.

### FACTFILE

£31,635

**ENGINE**  
2.0 litres, 4 cylinders,  
turbocharged

**POWER**  
237bhp@4500rpm

**TORQUE**  
273lb ft@1600rpm

**TRANSMISSION**  
six-speed manual,  
front-wheel drive

**0-62MPH** 6.0sec  
**TOP SPEED** 155mph  
**ECONOMY** 47.9mpg  
**CO<sub>2</sub>** 137g/km



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It is precise and well damped, and even the electric steering does a reasonable job of synthesising some degree of feel.

What it is not is indulgent. While a similarly priced, mechanically related hatchback like the VW Golf R will allow you to express yourself as a driver, the TT is never less than competent but still leaves the impression that it thinks it's far better than you at this driving lark. It would like you to sit back, make yourself comfortable and enjoy the show. Which you will, but nothing like so much as if it had invited you to join it on the stage. A vast improvement for sure, but with some distance still to go.

Perhaps I ascribe too much importance to such matters. I don't believe anyone ever bought a TT because it represented the best usable driver's car that amount of money could buy. People buy TTs for what they think

the car says about them, and in this regard the newcomer will suit them just fine. It's not a landmark of car design as was the original in 1998 but, now the TT is part of the Audi family furniture and being rapidly expanded from a single model to an entire sub-brand, it does not need to be. Outside and in, the new TT delivers fully on the promise of quality and style made by the first all those years ago. All I didn't like was the new TFT instrument pack, which places the navigation map between the dials rather than on the centre console. I loved the idea when I saw it at a show, but after living with it for a week I still couldn't get it to function as I wanted and found its presence distracting.

Even so, this is the best TT I've driven and by some margin. Hopefully it bodes well for the higher-performance versions to come.



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## Investing in the future

Bernie Ecclestone says he is not interested in chasing the youth market as young people cannot afford Rolex watches or “the products on sale here”.

I became interested in motor racing as a child because of the exploits of Graham Hill and Jackie Stewart, Ken Tyrrell and Colin Chapman, and not because I wanted a ridiculously expensive watch or to smoke myself into an early grave.

If young people do not watch F1, then TV audiences will fall, companies will bid less for the broadcasting rights and sponsors will look to invest in other sports. Without their income the major manufacturers will quit, and who will then be left?

There is no doubt that F1 has benefited from Mr Ecclestone’s stewardship. It is also clear he has made a large amount of money from it. Is it not now time for him to hand the reins to someone who is interested in the future of the sport?

Michael Cartwright, Waterloo, Liverpool

PS: Although in my mid-50s I still can’t afford a Rolex. Perhaps Bernie could send me one as a 70th birthday present?

## Winners take it all

With Lewis Hamilton being declared motor racing champion for 2014, we are fortunate that the prize went to a driver who not only scored more points than any other but also won more races – 11 to Nico Rosberg’s five. Had Rosberg gained enough points at Abu Dhabi to be declared world champion, we would have had yet another year (one of 15) when a driver became champion after winning fewer races than a rival.

It seems logical that the F1 world champion should be the driver who wins most races, with places used to decide the title if there is an equal number of wins. This approach rewards those who race to win and not those who race for points. That would have been the only way Gilles Villeneuve would have been champion. Could anyone imagine Gilles racing for points?

MJ Crawford, Wotton-under-Edge, Glos

## Out of the shadows

I was pleased to see John Horsman get his due in the December issue, for his



Recent *Motor Sport* interviewee John Horsman at Watkins Glen, September 1989

many contributions to JW Automotive and motor racing in general. John went about his business with no fanfare, expecting little recognition but always delivering the goods.

I met John at the Ford GT40 Reunion at Watkins Glen in September 1989 and our friendship continues today. He was managing Bib Stilwell’s team Ford GT40 P1061 in the GT40 exhibition race. As you can see in the photo (left), John hadn’t lost a step and was still on top of every item and detail. Naturally, Stilwell won the race, beating some guy named Stirling Moss in a Mark IV!

John has long lived in the shadow of John Wyer, but belongs front and centre in any discussion of JW Automotive.

Jeff Allison, Ken-Caryl Valley, Colorado, USA

## Gooda on the Gooda

I really enjoyed Richard Heseltine’s entertaining article on the Gooda Special, especially as I am the son of its creator Robert Gooda. It was never intended primarily as a racer, but had the dual intention of both competition and a quality appearance. Yes, well...

Dad was a complete nutter over everything automotive. This centred eventually on the Bentley Drivers Club, but an engineering background and an



The Gooda Bentley is an unusual choice for racing, but it was perhaps odder still as an autocross weapon

unceasing wish to tinker with technology all led to the car in question – though his immense sense of fun had a lot to do with it.

He loved to tour in 1950s European Rallies in his series of Rolls-Bentleys, sometimes winning the *concours d’élégance*, later entering for similar honours in the BDC and competing trackside regularly through the 1960s.

He then contributed a piece of land to Chislehurst MC for autocross and the car regularly appeared there. It didn’t handle too badly, for those days.

In 1965 he decided to put together a competitive, high-finish, multi-purpose Bentley for both track and concours. He wanted an improved power-to-weight ratio, a few handling mods and a design that would be controversial.

I can’t now recall all details across 47 years, other than the seatbelt’s primary function being to help avoid sliding off the seat, but I do remember Dad and friend Brian Dumps behaving excitedly like a pair of kids when picking up the unpainted car.

It came back to Sevenoaks where my siblings and I were made to assist with fitting it out, which included using much Evo-Stik. Seeing the car now with red seats and carpets means some poor person must have had somehow to strip out the buff carpets and headlining and the grey seating.

In mid-1966 the finished car was re-registered as in the photos – which was a bit irritating as that number had been my birthday present. The car was entered for the BDC Concours at Kensington Gardens in 1967, when the love-hate rumblings began in earnest. The following weekend it was sideways at our autocross.


After Dad and Brian let the car go I lost track of it until I found it at a BDC gathering, surrounded. Its owner then was a charming French lawyer who was having much fun touring with it before it was sold to the States.

The family is delighted to find this oddball car is still going – a tribute to a man of humour and independent vision. I don’t think he would entirely approve of the mock-racing livery, a bit too tongue-in-cheek for an intended concours competitor. He would be both amazed and amused, and perhaps a little proud, to know it still exists, still divides opinion and is still properly used.

Robert Gooda, Ochtrup, Germany

## Multi-tasking Sarrazin

So many times in the pages of *Motor Sport* we read of the “good old days” when drivers could race in F1 one week, F2 the next and then jump in a touring car for good measure.

Well, just recently Stéphane Sarrazin won the Corsica Rally, a round of the 



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European Rally Championship, and six days later shared victory in the Bahrain round of the WEC with Toyota. A shame that it went largely unnoticed.

At least Sébastien Loeb and Kimi Räikkönen can appreciate this.  
*Pierre Genon, Harbury, Warwickshire*

## Austin powers

Paul Watson's letter about Jonathan Williams was a real memory jerk for me. I still run the family garage business in Harrow that looked after the road cars and transporters for those reprobates who lived in Pinner Road, Harrow, part-time home for so many young racers in those days. Apart from those mentioned, Jochen Rindt, Innes Ireland and many others also frequented the place.

I competed in the Molyslip saloon car series in 1962 with Frank Williams and Jonathan, all in our Austin A40s, all about 20 years old. At Cadwell Jonathan's clutch failed in qualifying so, being the only one with sufficient mechanical knowledge, I offered to lead the effort to replace it, with Frank assisting. I think Frank was on pole, Jonathan second. I was on the second row, if I remember. In the race Frank led off into the lead but spun into the mountain on lap one. Jonathan went on to win and I was second. What fun and camaraderie existed in those days. I'm not sure Ron Dennis would be putting spanners on a Williams today...

*Roger Bunting, Harrow*

## Sharp-eyed

I am sure I'm not the first to mention this, but the image on page 104 of the December issue is wrongly captioned. As a former McLaren employee I can confirm that the person on the right is not Mike Hailwood but our chief mechanic of the time, Phil Sharp.

*Bob McMurray, Auckland, New Zealand*

## A very British Mercedes

Not only should we celebrate Lewis Hamilton's great season, and his well-deserved F1 title, but we should also acknowledge the British team that helped him to victory and won the championship for constructors.

Yes, the car may have a German

badge, but it is designed, built and maintained by a British team of engineers. Furthermore, its engine is designed and built by a British company, albeit one now owned by Mercedes.

*Jeremy du Plessis, Berkhamsted, Hertfordshire*

## He was there

In the 1950s I was at Beaumont College, a now-defunct public school. One of my best friends, Tony Parish, a fanatical Ferrari fan, was desperate to go to the 1958 British GP and made up a story that he had to go to a memorial service.

He came a bit unstuck when next day

a photograph appeared in the *Daily Mail*, showing Tony between Ferrari drivers Mike Hawthorn and Peter Collins. That's how close you could get to the drivers then. Tony got off lightly as the school authorities saw the funny side. Tony is still a Ferrari fanatic and lives in Milan.

Thanks for a great magazine, which I have read for 60 years.  
*Guy Bailey, Monte Carlo, Monaco*



Front page news: Messrs M Hawthorn, P Collins and A Truant during a busy school day...

## Degree of support

Why is it that in the United Kingdom, the home and capital of motor sport, Formula Student teams are so vastly under-funded compared to their continental counterparts?

I came to the UK last year from San Francisco to pursue a degree in motor sports engineering at Oxford Brookes. The university has a proud tradition of competing in Formula Student and this past year reclaimed the top spot for a UK team, but still we are often thwarted by our German, Austrian and Swiss counterparts and their vast resources.

Shouldn't the industry here see this as a fertile breeding ground for budding engineers? If it were a lack of drive, talent, or hard work that prevented us from winning overall, it would be one thing. But we lack none of those things. Some continental teams have budgets 10 times ours, and nearly unlimited resources from their industry partners.

Their resources do not come from universities but from sponsors, who see Formula Student as an opportunity to

spark interest in engineering and provide the best possible competitive learning platform for students.

Industry in Europe understands that contributing sponsorship to these teams is not about marketing, but ensuring the future of their trade.

*Trevor Green-Smith, St Clements, Oxford*

## Race of future champions

At the end of the season, before F1 testing gets fully into swing, I think there should be a one-off race for the test/reserve drivers.

I know the season is now a long and busy one, but this would be a good way of letting these undoubtedly talented drivers show their skills. It doesn't have to be of full Grand Prix length, but needs to give youngsters a chance to prove their racecraft, tyre management and so on.


*Mike Spivey, Thorpe St Andrew, Norwich*

## Making plans for Nigel

Having read both Nigel Roebuck's and Mark Hughes's excellent reviews of the 2014 F1 season, I am left wondering what the F1 authorities are planning to do to reverse the declining fanbase.

I've followed F1 for more than 40 years and believe the past decade or two have been increasingly boring. Yes, this year's intra-team Lewis versus Nico fight was interesting, while the emergence of Ricciardo/Bottas and Massa's return to form added interest. But after seeing the Mercedes team's technical superiority, was Hamilton's dominance unexpected? Did we really enjoy a two-car championship chase while backmarkers were three or four seconds off the pace?

I never thought the day would come when I'd say I'd rather see the top drivers in equal equipment, but now I've said it. A strictly controlled spec series? I hope not, but if we continue to push the technical envelope and don't 'dumb down' and stabilise the technical regs, then only the rich will survive and spectators will evaporate. If that's the direction we are taking, then let's get down to a small number of four-, five- or even six-car teams. It would be great to see Hamilton, Rosberg, Button and Ricciardo in one team, with Alonso, Vettel, Massa and Bottas in another.

That would be a team principal's nightmare and an enthusiast's paradise.  
*Colin McArthur, Franklin, Tennessee, USA* 

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## KEEPING AN EYE ON THE TIME: NEW RELEASES AND BYGONE CLASSICS

by Richard Holt

### ROGER DUBUIS

You know where you are with cars. Whether you are in the market for a road-legal racer or a frill-free shopping car, you have access to a load of information telling you just what it can do: your purchase is underpinned by stats.

With watches things are less simple. Not that the performance of mechanical watches isn't important, far from it. Very many hugely skilled people dedicate their genius to making wristwatches with inner workings that function with ever-increasing brilliance.

It's just that, for the average punter, such things are a little difficult to quantify. That's why reputation is so important. You may not know exactly how your watch is better than the next person's, but you know it should be because it is from a grand old brand with a long and lofty history, whereas his is from some newbie maker barely old enough to vote. So it's all the more impressive to consider the speed with which Roger Dubuis has gained repute.

The company was formed in 1995 on the crest of a wave of confidence in an industry getting used to that fact that no amount of electronic gizmology would stop people feeling passionately about the lovely little clockwork machines on their wrists.

Founded by a Geneva watchmaker who gave the company his name, Monsieur Dubuis and business partner Carlos Dias concentrated on carving out a place in a crowded market using a combination of exuberant design and horological excellence. Roger Dubuis rightly makes much of the fact that every stage of the manufacturing process is certified by the Geneva Seal, a rigorous quality control system.

Now part of Richemont's enviable stable of high-end brands, Roger Dubuis has made a speciality out of skeletonisation, the process of painstakingly trimming away all unnecessary parts from the watch mechanism, allowing you to see the wheels and the gears working away. It has now revealed two new watches and with it is rather boldly declaring 2015 the "Year of the Skeleton".

The Excalibur Spider Skeleton Flying Tourbillon takes the theme beyond the movement itself, cutting metal from the hands and case as well. The Excalibur Automatic Skeleton, meanwhile, is its first self-winding skeleton, incorporating a micro-rotor in the pared-back design.

Both watches display the signature Roger Dubuis star, a reminder that, however important the engineering may be, these watches are a bold style statement. In a world where it can be hard to know what you are getting, Roger Dubuis puts it all out there for you to see.

### MEISTERSINGER

From a watch that gives you a lot to look at, to one that is an exercise in beautiful simplicity. Seeing it for the first time, you may be forgiven a double-take at its singularity. But the concept of one-handed timekeeping is nothing new, with sundials and early mechanical clocks rendering the minute hand a bit of a latecomer.

MeisterSinger has been making one-handers since 2001 and has won many design awards. The new Circularis is a first for the company, having a movement that is designed in-house, although made in Switzerland. The large 43mm face and five-minute intervals make it easy to tell the time as accurately as you need for anything short of a rocket launch, but this is not a watch for those worried about counting the seconds.

The £3500 Circularis comes in three different colours with either an alligator strap or stainless-steel wristband.

[www.meistersinger.net](http://www.meistersinger.net)

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*past master*

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### REF. 1579 CHRONOGRAPH

From young upstarts to a grand master. Celebrating its 175th year, Patek Philippe is a watchmaker that commands respect from all corners. One of its most sought-after pieces is the Ref. 1579 chronograph, introduced in 1943.

Most of them were made in yellow or pink gold, but much more rarely in steel, like this 1947 example.

It is only the ninth steel example to appear in a public sale, according to Christie's, who sold this one in the Hong Kong Important Watches sale for HK\$4.7m (circa £390,000).

That is a relative bargain, however, compared to the even rarer platinum model.

There are said to be only three in existence, with prices comfortably into seven figures, providing you can find someone willing to sell.

[www.patek.com](http://www.patek.com)  
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# YOU WERE THERE

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## JOHN SISSON

You're unlikely to see Ron Dennis taking snapshots during a Grand Prix weekend, but John Sisson did exactly that when acting as team manager for Alain de Cadenet's Le Mans team in 1972 **1** Pit stop for de Cadenet **2** Designer Gordon Murray **3** Lola-DFV towed from London behind a Ford Transit **4** Murray (pink shirt) supervising prior to leaving hotel for circuit **5** Chris Craft prepares for opening stint **6** Pedals adjusted to suit Craft **7** Murray central once more prior to the start



## SEND US YOUR IMAGES

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

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[editorial@motorsportmagazine.co.uk](mailto:editorial@motorsportmagazine.co.uk)



## The Hall's great haul Classic racers under one roof

For 2015, the *Motor Sport* Hall of Fame will be on display at the London Classic Car Show with a celebration of the careers of each founding member and the cars that helped define them.

They include the Benetton B193, one of Michael Schumacher's earliest F1 cars. Ayrton Senna's first Grand Prix victory will



be marked by the actual Lotus 97T he used to take the spoils in Portugal in 1985 (above), while Jackie Stewart will be represented by a Tyrrell 006.

Two Ferrari by-gones will be on display: an Alfa Romeo P3 from 1934, and a 1952/53 Ferrari 500, Enzo Ferrari's first world championship winner.

Two great British cars have been chosen to represent the careers of Juan Manuel Fangio and Stirling Moss: the BRM V16 and the actual Vanwall Moss shared with Tony Brooks to win the 1957 British Grand Prix. Completing the display will be a Lotus 25, the first F1 racer built around a complete monocoque chassis, which gave Jim Clark several GP wins in 1962 and his maiden title in '63.

The London Classic Car Show takes place from January 8-11 at ExCel London.

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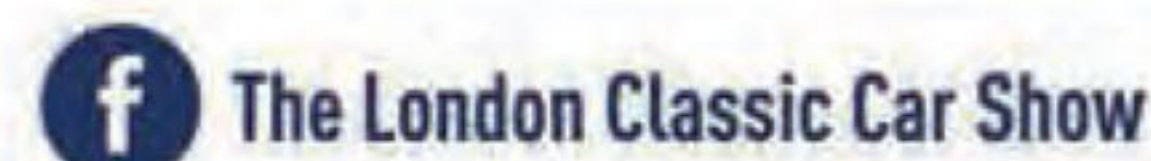


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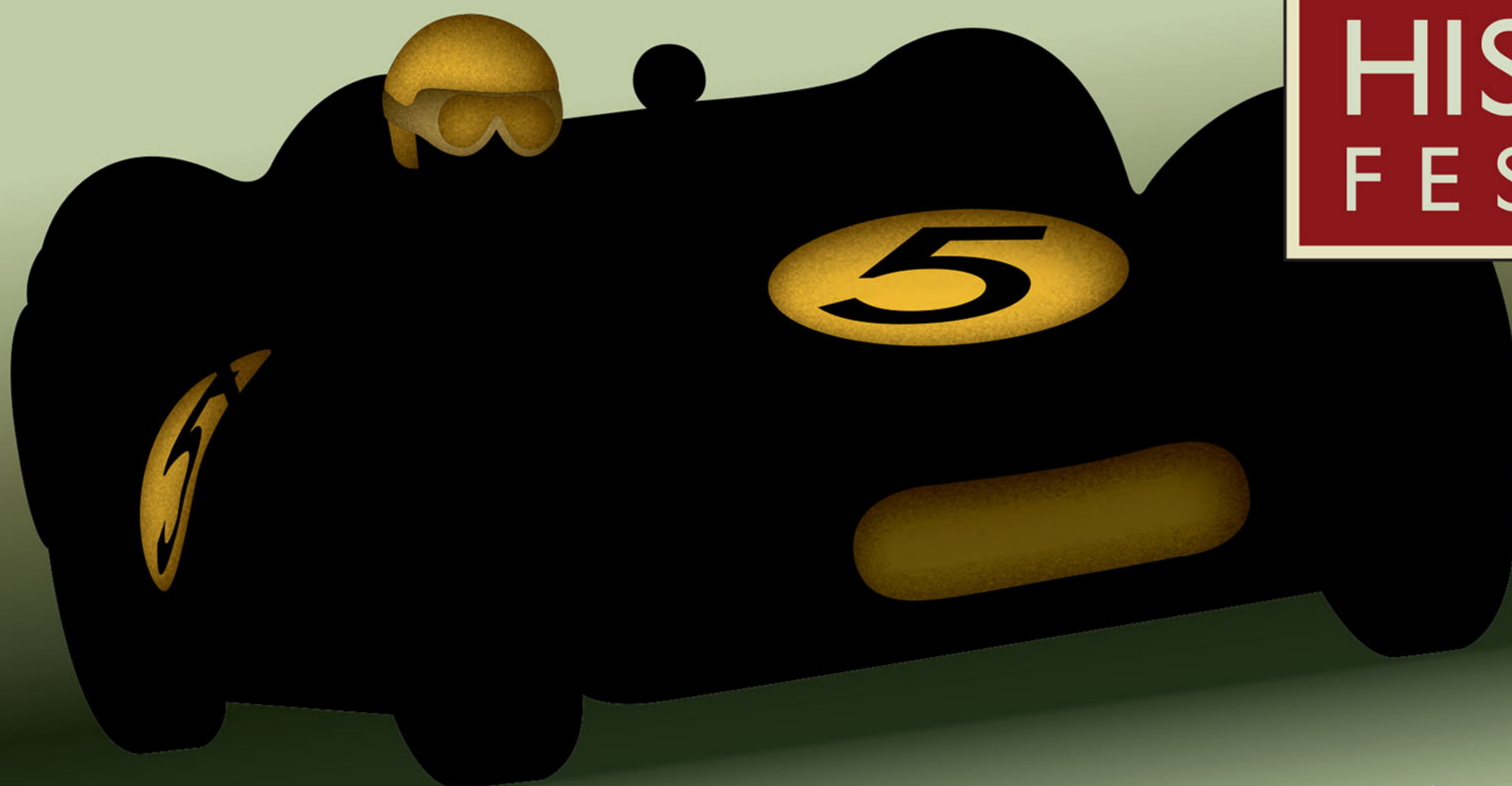


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MAY 17	MOTO GP
JUN 13-14	LE MANS 24 HOURS
JUL 3-5	KARTING 24 HOURS
SEP 25-27	WORLD SERIES BY RENAULT

# ROAD TO TRADITION

The Hotel de France was once a popular sanctuary for Le Mans racers. Now refurbished, its history will surely make it so once again

writer DAMIEN SMITH



**T**HE PAST IS PRESENT IN any trip to Le Mans for purist pilgrims to the 24 Hours. We've paused en route at Rouen to discover the glorious old Grand Prix circuit, retraced the original Le Mans course that led into the town itself, then lingered over the racing relics in the museum at the track's entrance. Now we have another must-see diversion that will lure us for an hour or an afternoon during Le Mans week in June.

The Hotel de France has always been there. But now it is restored to its charming Art Deco best that made it a popular haven for race teams from the 1950s to the '80s. It echoes to the days when drivers took refuge in its serenity, mechanics prepped Aston Martins, Triumphs,





The Hotel de France through the ages. Below, Ferrari F12 mimics GT40 scene of yore



Ferraris and even Porsche 917s in its courtyards – and then drove them on the public road ready for action on the Circuit de la Sarthe. The hotel reflects simpler days now romanticised by the passing of time, and its resurrection is all down to the enthusiasm of an Englishman abroad.

We paid a visit last July on the Friday before the Le Mans Classic meeting, picking up the scenic D304 to gallop the 25-odd miles south-east of the circuit to the picturesque village of La Chartre-sur-le-Loir. The sweeping road offered a flavour of how Le Mans used to be before Armco and run-off areas, and in a thoroughbred Ferrari F12berlinetta the drive alone was worth the trip.

Outside the hotel, the Place de la République was packed as gendarmes corralled a wide range of classics into the square. The F12 doesn't count – yet – but I was directed to reverse park the Ferrari into the side courtyard. We recreated scenes from ancient photos when Ford GT40s squeezed in the same spot, and if it wasn't for the stark modernity of the F12 you'd find it hard to believe that 50 years have passed.

Inside, every table was taken in the bustling dining area where the walls are plastered with fantastic photos, some of which we've reproduced here. There's even specially commissioned wallpaper that tells the history of the hotel, which opened for business in 1905. Motor racing has a strong heritage in this part

## ESSENTIAL TRAVEL GUIDE



### WHERE TO STAY

It's possible that you might fancy taking in a round of the Peugeot RCZ Cup on the Bugatti Circuit, but the chances are that the **24 Hours** will be your primary target. Just as at a Grand Prix, prices escalate when there's a captive audience in town, but local residents let spare rooms on a **B&B** basis, the tram network connects the circuit to **city-centre hotels** and **camping** facilities abound. You can also find packages that include Channel crossing, race ticket and four nights in a

nearby chateau for about £550. That said, it's Le Mans: you should be prepared to sleep **al fresco**, on Saturday evening at least.

### ROUTE TIPS

**By road**, it's better to avoid Paris – although that is an option if you want to watch locals forcing Peugeot 407s into parking spaces big enough for only a Twingo. Instead, take the A16 west from Calais and thread via Boulogne towards Rouen on the A28 and then south on the A11 to Le Mans – allow about 3hrs 45min for the trip. The alternative is to travel to **Paris by air or train**, then catch a **TGV** from Montparnasse to Le Mans: that bit takes about an hour, less than half the time it would take to complete the same journey by car. If you happen to own an **executive jet**, there is a convenient

airstrip directly opposite the circuit. If ever you should have the privilege of arriving by plane, it's quite something to see the familiar asphalt silhouette from above.

### INTERESTING DIVERSIONS

The **Musée des 24 Heures du Mans** is worth a visit when you get there, but **Rouen** is the most obvious place for motor sport tourists to pause. Racing ceased at the French GP's five-time home in the early 1990s, all circuit furniture was demolished in 1999 and its signature – a cobbled hairpin – is now asphalt. It is still possible to drive most of a lap, though, and in parts you can see the crumbling remains of what used to be grandstand steps. From Rouen, head south-west towards Elbeuf, locate the D938 and dream.





Raoul Pasteau by the Brooks/Parnell Aston DBR1 in '56. Below, Leston/Rothschild Triumph TR4S in '60







1



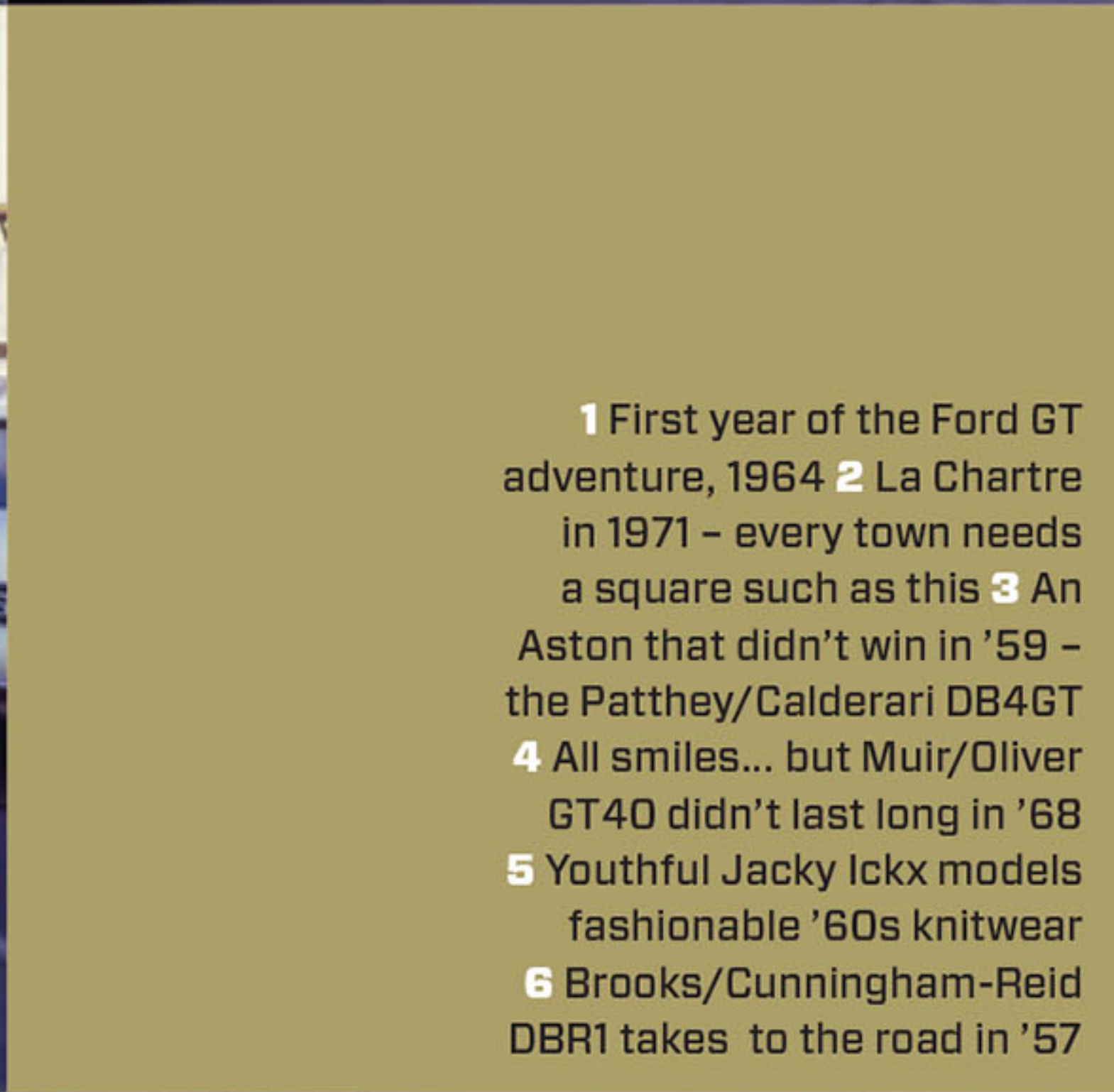
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1 First year of the Ford GT adventure, 1964 2 La Chartre in 1971 - every town needs a square such as this 3 An Aston that didn't win in '59 - the Patthey/Calderari DB4GT 4 All smiles... but Muir/Oliver GT40 didn't last long in '68 5 Youthful Jacky Ickx models fashionable '60s knitwear 6 Brooks/Cunningham-Reid DBR1 takes to the road in '57



5



6



7



8



9



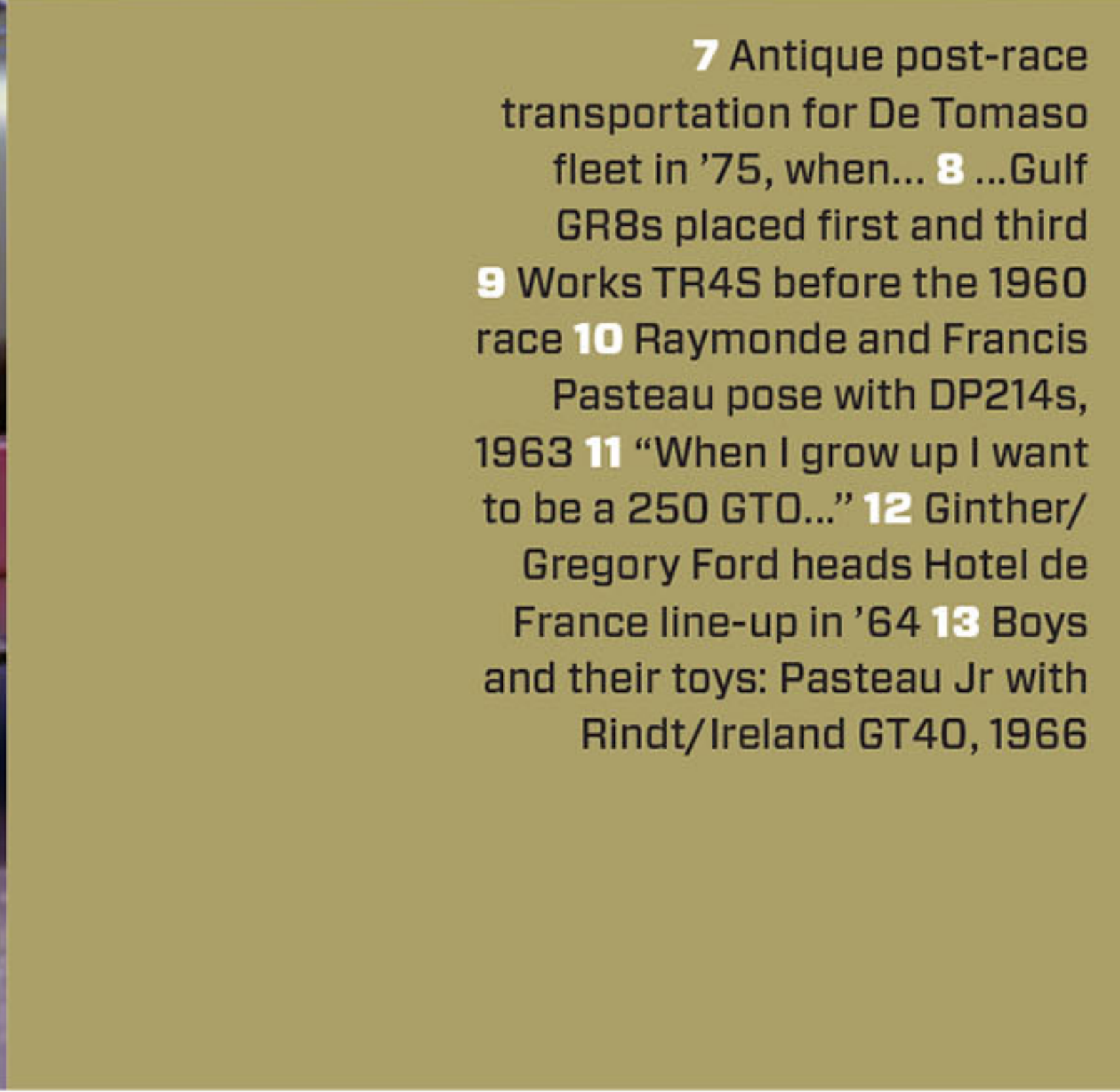
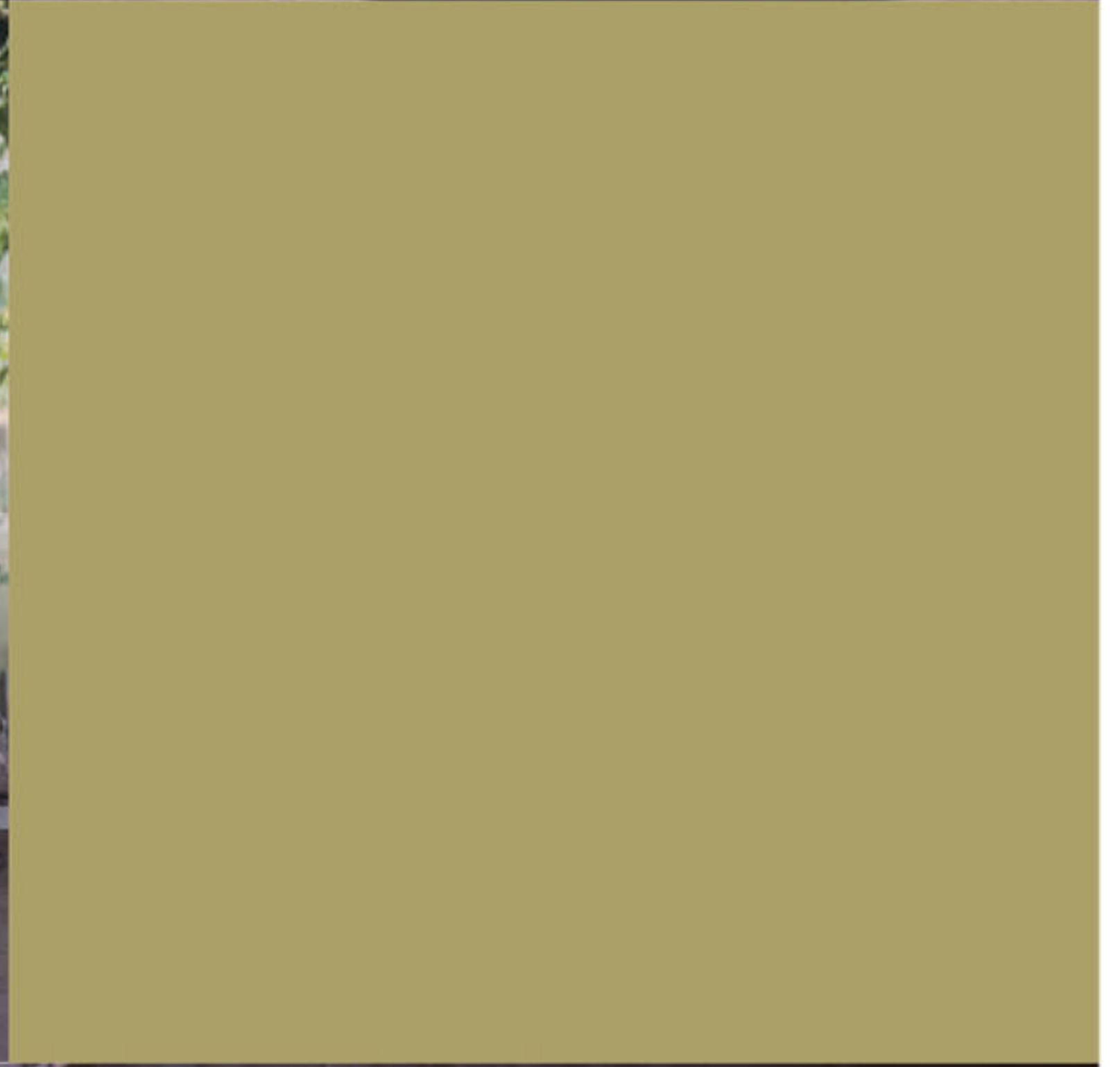
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11



12



7 Antique post-race transportation for De Tomaso fleet in '75, when... 8 ...Gulf GR8s placed first and third 9 Works TR4S before the 1960 race 10 Raymonde and Francis Pasteau pose with DP214s, 1963 11 "When I grow up I want to be a 250 GTO..." 12 Ginther/Gregory Ford heads Hotel de France line-up in '64 13 Boys and their toys: Pasteau Jr with Rindt/Ireland GT40, 1966



13





“JOHN WYER DISCOVERED THE HOTEL IN '53 AND WAS SO ENAMOURD HE MADE IT HIS HOME DURING LE MANS WEEKENDS”



The Hotel de France today, both inside and out. Note the Citroën SM, far right



of France. Henry Segrave, who won the 1923 French GP in his Sunbeam on a road circuit north of Tours, dined at the hotel. Its reputation for food led John Wyer to the hotel in 1953. He was so enamoured, he made it his home during subsequent Le Mans weekends through the Aston Martin, GT40, 917 and Gulf Mirage years. Drivers such as Derek Bell, Jacky Ickx, Phil Hill, Jochen Rindt, Bruce McLaren, Carroll Shelby, Stirling Moss, Jackie Stewart and Mario Andretti were among the many to take a room.



DECADES LATER, BUSINESSMAN AND racing enthusiast Martin Overington was bowled over by the charm of the place when a friend suggested they stay there for the 24 Hours in 2001. “We went back every year thereafter,” he says. “But I noticed over a period of five or six years that the hotel was dying off. Not to put too fine a point on it, the guys who were going there in the 1950s, '60s and '70s were falling off the perch... and there was no one younger feeding in from the bottom. I found this rather sad.”

Overington would prove his credentials as a potential new owner in suitable fashion. “I bought a Bentley Blower six years or so ago and started racing it at Le Mans Classic, and I guess it must have been four and half years ago that I finished the race and thought it would be a great idea to drive the Blower back to the hotel, with oil spewing out of it! But it got there. It was then that someone said, ‘Look, you really need to do something about this place, you’re the right person to do it’. And after a couple of bottles of good red wine I decided it was a fantastic idea, put the wheels in motion and made an offer. It got accepted, and then the panic set in about what I’d done!”

“It took two to three years to go through the rigmarole of physically buying it. It was fraught with various issues and we eventually completed the sale on December 10 last year [2013]. But then the biggest challenge was renovating the place to a standard that wouldn’t alienate our regulars or the guys that made their annual trip over for the 24 hours, while attracting younger Le Mans fans and bringing back the locals who’d left the hotel over a period of time.”

Having spent so long working on the sale completion, Overington didn’t waste time on a project that was a “passion” rather a fortune generator. It helped that he’d made his money in exactly this business.

“We spent a lot of money on it and completely stripped the hotel,” he says. “All the rooms have been refurbished down to the last stitch. Everything is new: electrics, light fittings, plumbing. We shut it on New Year’s Day [2014], and then had three weeks before our first guests began to arrive. We used English labour because that’s my business: I build hotels and restaurants. So we imported everything, which we cleared with the French before we began because I was concerned they might boycott me. I spoke to all the local artisans and tradesmen in the village, they understood what we were doing and they let us get on with it. In fact they and the mayor were incredibly supportive.”

That in itself sounds remarkable. “It is unusual, but I kind of made myself known to them over a period of about three years by driving French cars. I’ve got a 1952 2CV, Citroën DSs and a Citroën H Van which is used by the hotel. I became obvious to the village as an eccentric Englishman who loved French cars. I try to speak French too, and they got used to me. They’ve been fantastic. If there’d been another French hotel and I was trying to start a new one, it might have been a different matter.





The Siffert/Redman JWAE 917 begins making its way to the track on race morning, June 13 1970

But the village appreciates the role the hotel plays within the local economy, so they've been supportive."

Overington's research into the hotel's history continues to uncover fascinating snippets. The children of Presidents John F and Bobby Kennedy stayed here, and so did Steve McQueen. "Having been owned by the same family for 100 years the heritage they had built up was perhaps overlooked," says Overington. "For the family, the hotel was their living, but to me it's more than that. It's a special place and it is that history which makes it unique."



THE WONDERFUL PHOTOS WE PRESENT here were taken by the hotel's former owner Noel Pasteau, and it was his son Francis who agreed to sell to the 'eccentric Englishman'. "Monsieur Pasteau was a bit miffed when he first found out," says Overington. "He didn't know until the end of last year; they'd kept it quiet from him. I found him in the car park looking rather forlornly at the hotel in January when we were refurbishing it, so I marched him into the hotel to introduce him to everyone. When he saw what we were doing, and why, he gave us his blessing. He now visits for his morning coffee every day, which makes it all worthwhile. Even Jacky Ickx popped by unannounced and gave his approval!"



# Win

## A package trip to the 2015 Le Mans 24 Hours



Win a trip of a lifetime to the biggest sports car race of the year – the Le Mans 24 Hours on June 13-14 2015, in association with the Hotel de France and Speed Chills.

*Motor Sport* has teamed up with the Hotel de France and Speed Chills to offer one lucky reader a self-drive package for up to two people to the race.

The prize includes P&O Dover ferry crossing, a pitch at Hotel de France Camping, Speed Chills Club Membership, circuit parking and up to two general admission tickets. The winners will also receive a complimentary dinner on the Saturday night of the race weekend in the hotel's restaurant, Le Relais de Ronsard – the scene of many celebrations over the years!

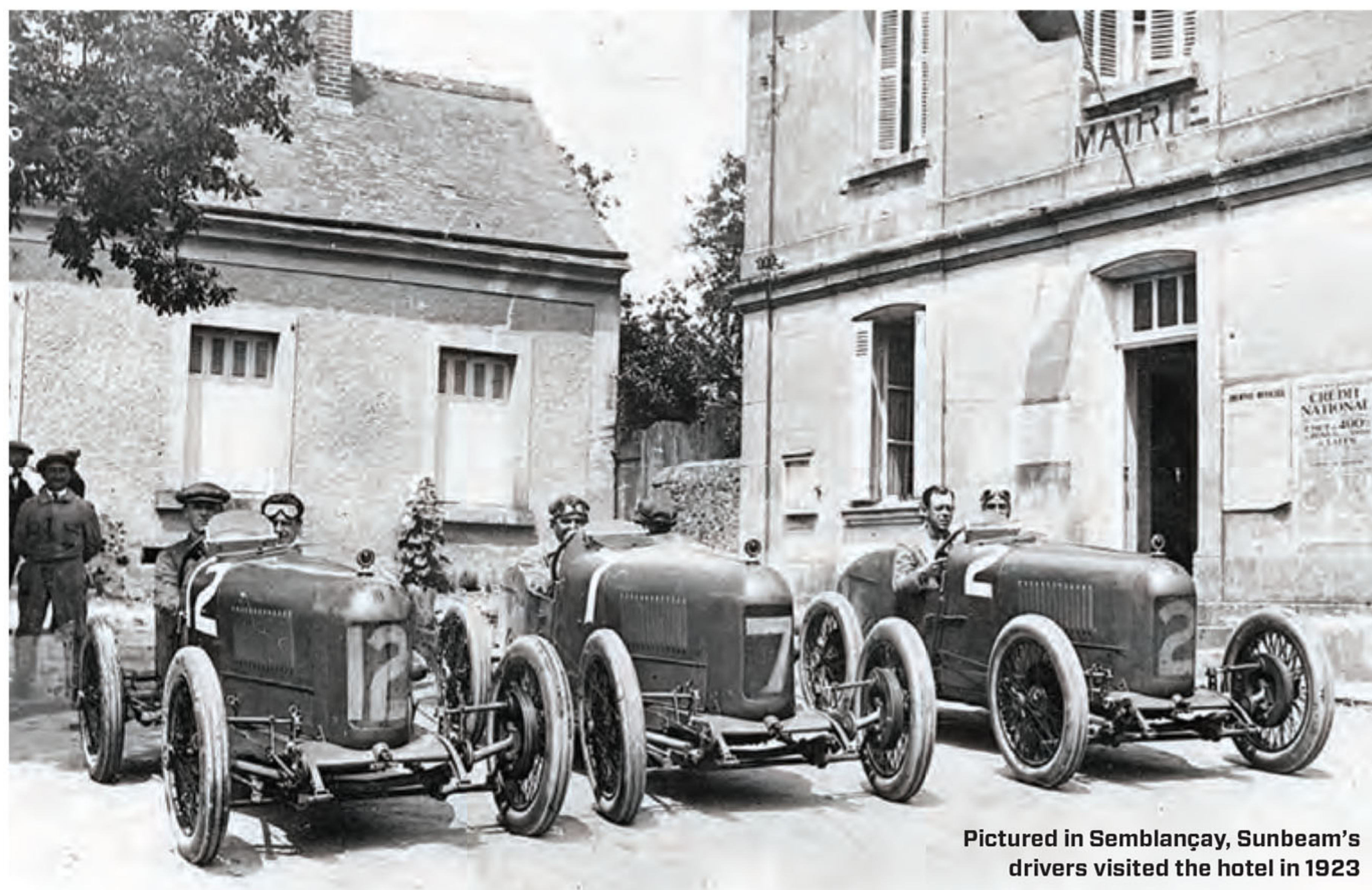
Hotel de France Camping is located on the edge of Le Chartre-sur-le-Loir, on the famous Route du Mans; the hotel itself is a short walk away. At the circuit, Speed Chills Bleu Sud Private Camping is conveniently located near the Maison Blanche entrance to the circuit and Speed Chills Club Membership will give the winners access to the Speed Chills private bar, restaurant and entertainment.

With this prize our winner will be at the heart of the action for Le Mans 2015.

To be in with a chance of winning the package, please go to the competition area under the 'Magazine' tab at [www.motorsportmagazine.com](http://www.motorsportmagazine.com)

The deadline for entries is February 28 2015. The winner will be drawn on March 2 2015. Full terms and conditions can be found on the website.





Pictured in Semblançay, Sunbeam's drivers visited the hotel in 1923

## “DEREK BELL DROVE A PORSCHE 962 ON THE D304 AS A LOVELY NOD TO THE PAST, THANKS TO HELP FROM THE LOCAL GENDARMERIE”

For an Englishman to ingratiate himself so completely into a rural French community suggests Overington could switch careers and join the UN. But the locals have been won over because he's always kept them at the heart of his plans. “The temptation is to make it a mecca for motoring, but it absolutely isn't,” he insists. “It's a local hotel in a local village for 50 weeks of the year, and quite frankly for most of its customers its association with motor racing is not the overriding factor. The rooms in the main hotel are named after racing drivers, but the only thing corresponding to that is a small portrait with a description. It's not overtly about motor racing.”

Still, from what we saw the Hotel de France is already a 'destination' for car nuts, whether they drive Bentleys or Subaru Imprezas, and plans are brewing for special motoring events involving car clubs. Last season Derek Bell drove Overington's Kenwood-sponsored Porsche 962 on the D304 as a lovely nod to the past, thanks to help from the local gendarmerie, and we can expect more of the same soon, perhaps with a Gulf theme.

But as Overington says, the hotel needs to


function beyond race weekends at Le Mans and for people who don't necessarily love cars. “My long-term desire is to increase trade through the off-season, from November to March,” he says. “Certainly it's a great destination for winter with open fire places and the village is beautiful that time of year. We'll put on wine-tasting tours and visits to châteaux. And it's less than two hours from Caen.”

You can bet the Place de la République will be mobbed on Le Mans weekend in 2015, and demand for rooms will be off the scale. Another

option to enjoy the atmosphere at the hotel would be to camp a short walk away with travel experts Speed Chills, which is running one

of its superb sites in La Chartre for the second time. A pleasant and civilised alternative to the usual Le Mans campsites is guaranteed.

Beyond the 24 Hours, a visit at a quieter time of year would have its own charms, as Martin suggests. The countryside, towns and villages are a delight in this part of the world, just on the northern edge of the Loire valley. Perfect for a romantic weekend away – with only a tasteful and convenient hint of a motor racing link.

We'd recommend it. 



Watch highlights of the 2014 Le Mans 24 Hours, when Audi managed to beat Toyota, Porsche and the elements @ THE MOTOR SPORT DIGITAL EDITION

## TAKE THE LONG WAY HOME...

There's no point rushing back from Le Mans, even if you don't have a Ferrari

**D**ASHING AWAY FROM Le Mans on Sunday night is always a chore on the back of very little sleep. Better to take an extra day off work and head home at your leisure on the Monday – especially as that allows a chance to retrace the wheeltracks of the heroes you've just been watching.

The day after Le Mans Classic, we took the Ferrari F12berlinetta for a tour of the bits of the Circuit de la Sarthe that are public road for most of the year. It's an exercise that never grows old, especially at the wheel of something special.







Accessibility gives everybody the chance to experience the Circuit de la Sarthe's narrow confines

MATT HOWELL

There's a delicious contrast between the spectacle of hard-core motor racing on a Sunday and a mundane rush hour on the same roads the following morning. We join the circuit between white vans and articulated trucks at Tertre Rouge, where the D338 passes under the D323 and becomes the Mulsanne. In traffic conditions we can

happily bypass the dreaded chicanes – although a couple of roundabouts that are not in play for the racers break up the great straight anyway. Still, it's enough to get a feel for the length of the famous stretch of road and take in the views the drivers absolutely don't see from side to side as they pound down it during the race.

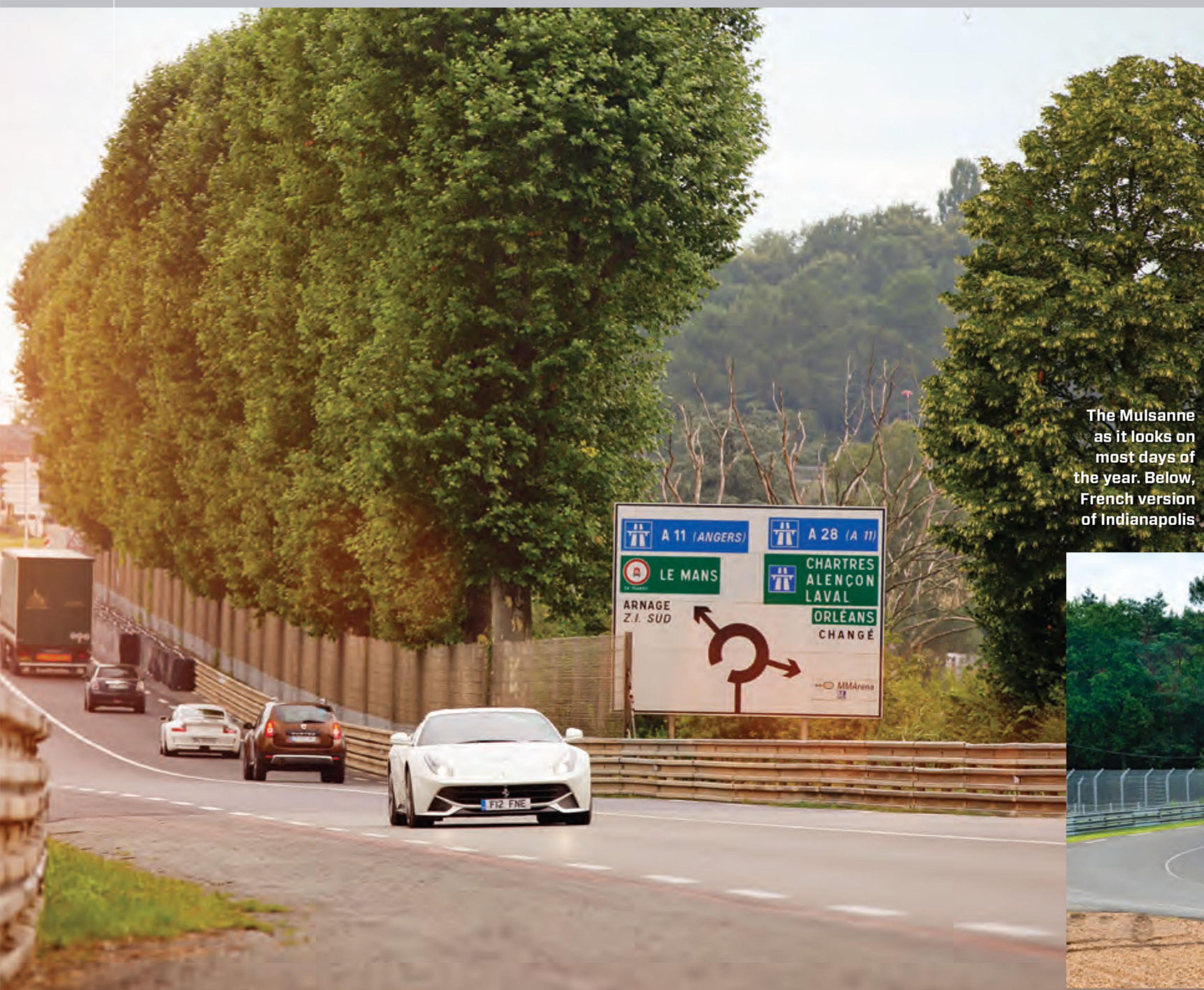
The D338 is busy, but when we turn off at the Mulsanne Corner roundabout we find the D140, better known as the run up to Indianapolis and now the fastest part of the race track, is much quieter. This is my favourite bit of Le Mans, largely because this remarkably narrow blast through the woods looks unchanged from previous eras. It's so

atmospheric and the Ferrari's 6.3-litre V12 soundtrack bounces off the trees in a pleasing manner.

The right-hand kink at Indianapolis is always more of a corner than you expect and it's fun to imagine how it feels to brake heavily from 180mph for the banked left-hander. Today, the racing line would risk a head-on collision, which would be unfortunate in a car worth £240,000, so we stick to the wide line.

Arnage is a junction where the D139 crosses and here we turn right for my other favourite bit that hasn't changed much. The force of the Ferrari's incredible acceleration gives us a fleeting glimpse, just for a second, of what it must be like... But instead of sweeping right at the Porsche Curves, we trundle away from the track and down to the following roundabout. Barriers and a chap sternly wagging his finger warn us away from a cheeky blast along the circuit's most challenging permanent race-track section.

Still, it had been a perfect coda to another memorable visit to a grand old lady among Europe's race venues.



The Mulsanne as it looks on most days of the year. Below, French version of Indianapolis







CIRCUIT FIRST OPENED 1921  
CLASSIC CIRCUIT LENGTH 8.761 MILES

## SPA-FRANCORCHAMPS



### 2015 EVENT CALENDAR

MAY 2-3	WEC 6 HOURS
MAY 30-31	WORLD SERIES BY RENAULT
JUL 24-27	SPA 24 HOURS
AUG 22-24	F1 BELGIAN GRAND PRIX
SEP 19-21	SPA SIX HOURS (CLASSIC)

# BLAST FROM THE PAST

Ask anybody to name a classic circuit and Spa will feature close to the top of their list – even though the original was long since sliced in two. You don't need to go far to find the missing half... and it's worth the trip

writer SIMON ARRON

**S**OME PEOPLE ARE STIRRED by the sight of a Ferrari 330 P4 or the sound of a Matra V12 – and I count among their number. Fewer, perhaps, will feel the emotional draw of a media car park, but this one is rather more than the sum of its parts. In essence it's a stony, muddy wasteland riddled with potholes and puddles, but it also happens to lie in an Ardennes valley, immediately adjacent to

one of motor sport's most alluring landmarks.

It matters not how many times you've been to Spa-Francorchamps – my first visit was in 1983, to cover the 24 Hours – the effect is always the same. Your neck hair bristles as soon as you see a gap between the pine trees, where the racetrack reaches a crest and there appears to be little more than sky beyond. This is Raidillon, the peak beyond Eau Rouge, a symbol of speed since 1939 (when it was implemented to bypass the Ancienne Douane hairpin, and make a natural road circuit even faster).

Nowadays, of course, Spa is a permanent racing venue, whose contours have been closed to passing traffic for 15 years or so. The sanitisation has been relatively mild, however, and many parts of the modern track – Eau Rouge, Raidillon, Pouhon, Blanchimont – evoke the spirit of what went before and are in some instances almost identical. While you might no longer be able to drive a lap of the current Spa, you can still sample much of the 8.7-mile original, from Les Combes through Haut de la Côte to Burnenville, Malmedy, the Masta Kink and the banked right-hander at Stavelot, shortly after which there are barred gates that symbolise the end of the road for this living museum, for the 21st century lies just beyond. Most of this bygone section remains unchanged since it was last used in 1978, although close to Malmedy there's a complicated junction that rather ruins the flow of the Masta Straight. This does little to diminish an overwhelming impression of speed:





**Masta  
Stavelot**



Welcome to  
**CIRCUIT DE SPA  
FRANCORCHAMPS**  
*En plein cœur de la plus belle des régions*

Spa's essence:  
McLaren heads  
for '68 GP  
win (left); van  
Lennep/Laine  
917K in '70



if you are sufficiently privileged to visit the new Spa you should capitalise on an opportunity to explore the old.

Jackie Stewart rated the Masta Kink as a challenge as stern as any in motor racing and relates a good yarn about spotting *Motor Sport's* continental correspondent Denis Jenkinson watching there, during Belgian Grands Prix in the 1960s. "You'd think, 'Oh no, Jenks – next time I'll have to take it flat'," he says, "and you'd have a whole lap to think about that."

Nigel Roebuck never attended a Grand Prix at the old Spa – more of which in a moment – but did speak at length to DSJ on the topic. "Jenks used to make a point of watching a session from a house at the Masta Kink," Nigel says, "and the house is still there. I don't know whether it was derelict in those days or whether he'd made some arrangement with the owner, but he'd watch from one of the bedroom windows that gave a perfect view of the exit from the Kink. As much as look, though, he'd listen. I remember him saying how unlucky Jean-Pierre Beltoise and Henri Pescarolo were to be in Matras in 1970, because it was more apparent when they backed off than it was for drivers in other cars. Jenks reckoned Masta was the truest test in motor racing, and always felt Spa was a sterner challenge than even the Nordschleife. For him this was *the* circuit. 📺

## ESSENTIAL TRAVEL GUIDE



### WHERE TO STAY

**Auberge du Père Boigelot**, Basse-Bodeux – reasonable prices, 20 minutes away by car, fabulous restaurant. **Hostellerie Le Roannay**, Francorchamps – popular with top brass during F1 weekends... and the bill is likely to reflect as much. Many local houses run a B&B service during major race weekends and campsites are plentiful.

### ROUTE TIPS

**Eurostar** to Brussels is a comfortable option if starting from the Home Counties, then

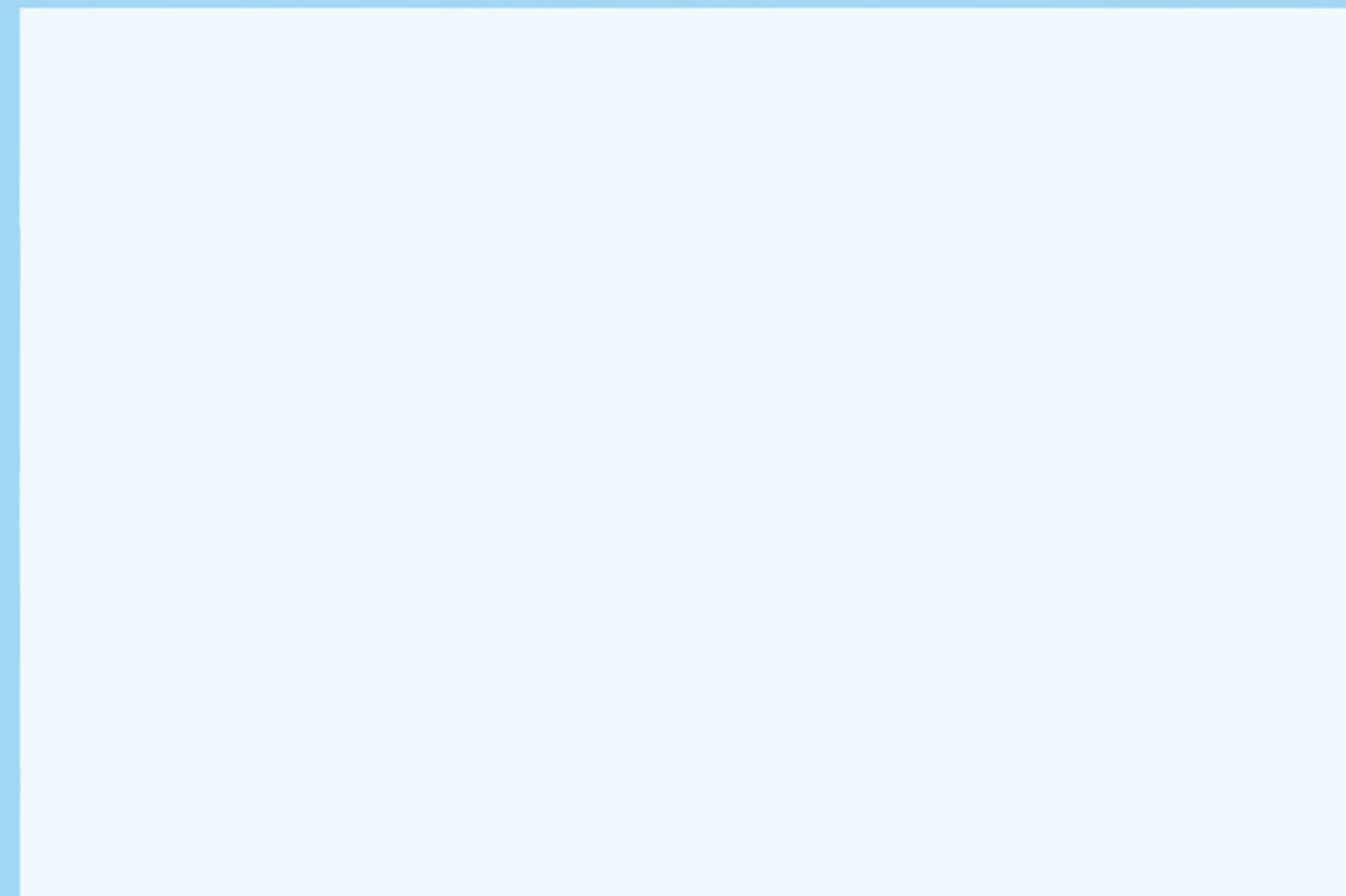
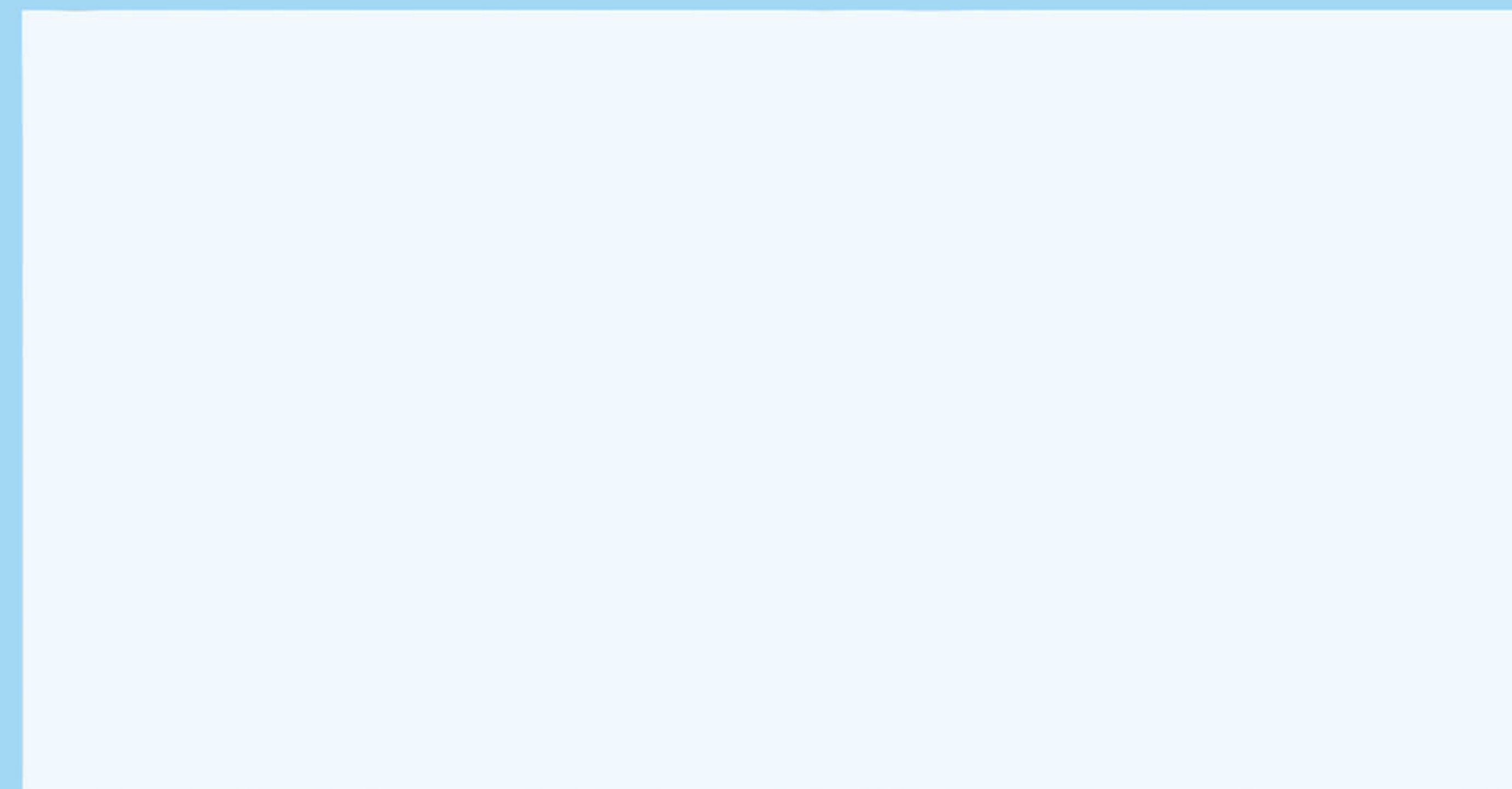
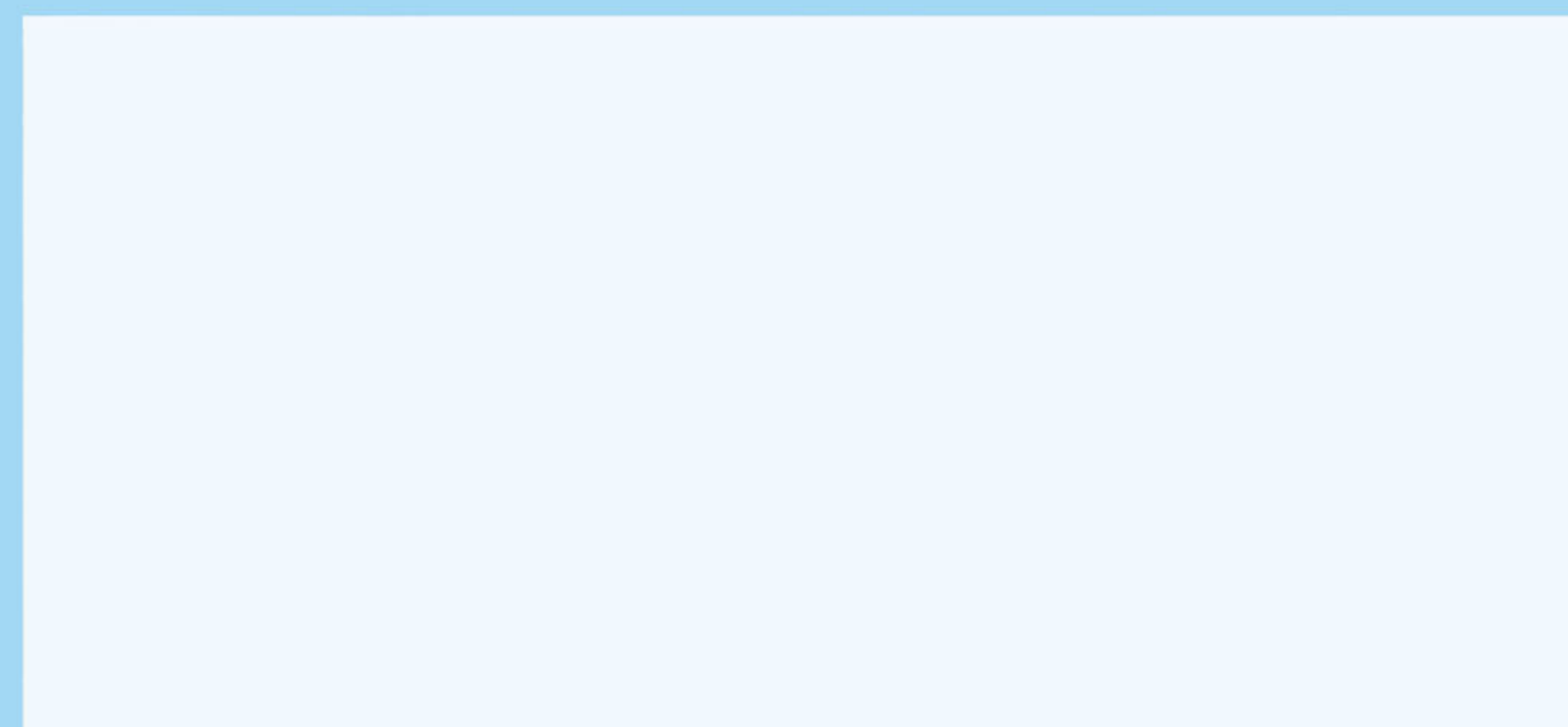
allow about an hour by hire car. Note that schizophrenic Belgian politics means road signs frequently switch between French and Dutch: you should be heading initially for Liège... or Luik. They are one and the same. **The best road route** is to bear east from Calais on the E40, towards Brussels, then take the Brussels ring road (R0) before rejoining the E40 towards Liège/Luik and then taking the E42 for Verviers (exiting at junction 10 for Francorchamps). Note that Belgium has a strictly enforced 120kph motorway speed limit – and the police around Brussels tend to be hyperactive whenever race traffic is due to pass. **There's little point flying** from southern England, because the circuit is no more than three hours from the train terminal or ferry port in Calais. If setting off from farther north,

Liège has the closest major airport but Brussels is better served, while Luxembourg is a viable alternative.

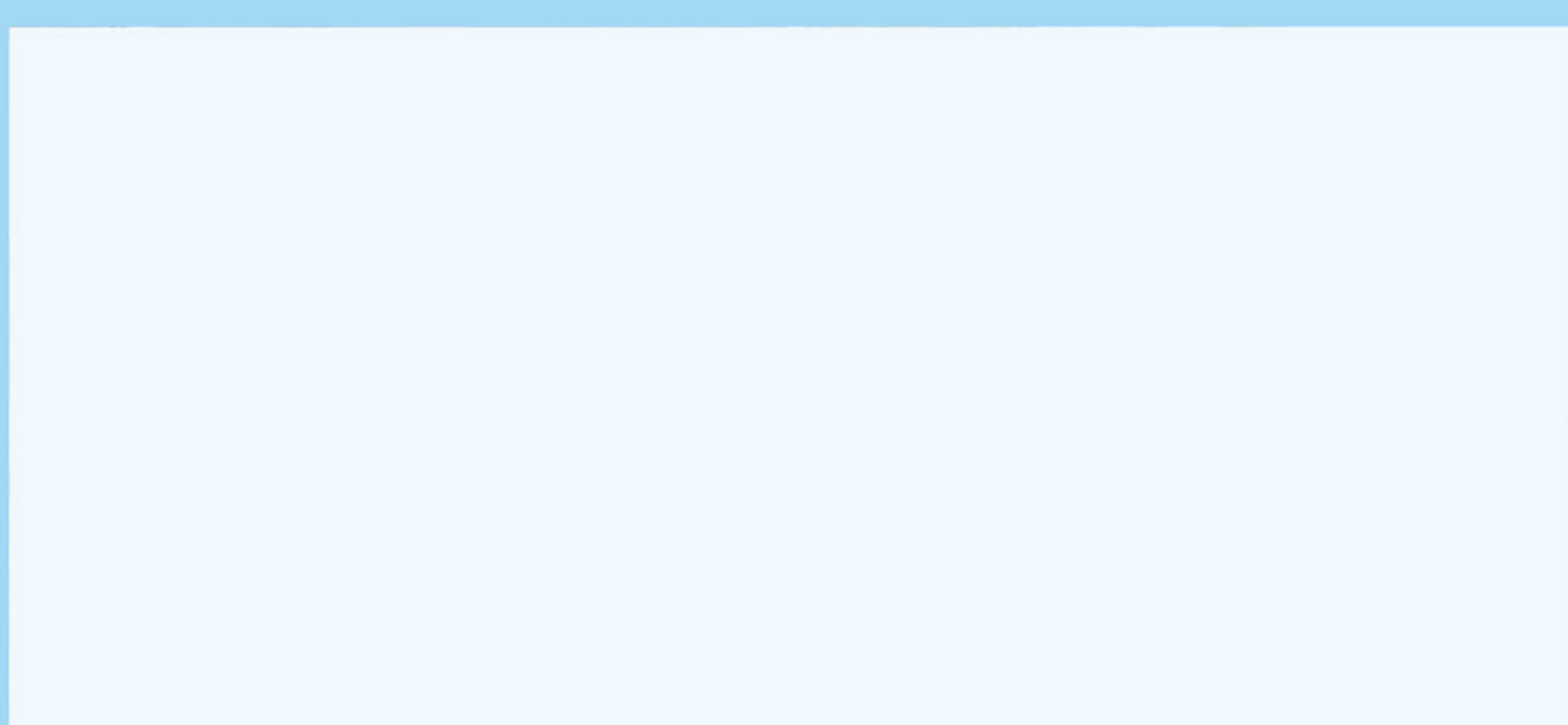
### INTERESTING DIVERSIONS

**The original Spa road circuit** – bear left at the mini-roundabout between Francorchamps and La Source, go straight ahead at the next roundabout (you'll see Raidillon through the trees to your right) and keep going until the road bears left at the top of a hill, at which point you'll be on the old track; remains of the **Nivelles-Baulers racing circuit** near Brussels; the disused **Imperia car factory** (with roof-top test track) at Nessonvaux; the **Nürburgring** (about an hour away by road, via the E42 and then the B410 through Prüm, Gerolstein and Kelberg. [www.spa-francorchamps.be](http://www.spa-francorchamps.be)





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**“JENKS ALWAYS RECKONED TONY BROOKS WAS THE BEST HE SAW AROUND HERE”**

He didn't think the Nürburgring was quick enough, although obviously it was very fast in parts. It's interesting that Pescarolo averaged 163mph in a Matra during the 1973 Spa 1000Kms, given that Jenks hadn't rated him for lifting through the Kink a few years earlier!

“In the past I've spoken to three drivers who particularly adored Spa: Chris Amon, Phil Hill and Tony Brooks. Amon always talks about chasing Pedro Rodriguez during the 1970 Grand Prix, when he was literally hanging on by his fingertips. Rodriguez overtook him on the uphill drag towards Les Combes and Chris says Pedro didn't even have the decency to get a tow – he just drove past. Chris was in his awful March 701 and decided he was going to have to take the Kink flat on the last lap in an effort to tow the BRM in. He did, but soon lost out again. He was back in 1973, to drive for Matra, but for all he loved Spa he concluded that by then it almost wouldn't be a Grand Prix circuit any more. In 1970, in a dreadful car, he'd managed to take the Kink flat once and it was a real hold-your-breath number. In the Matra it was easy flat every lap. Even 40 years ago, the aero was starting to remove the challenge from some corners and, ridiculous as it might sound, it could have turned into a giant Monza-type

slipstreamer. How lethal might that have been?

“Phil interested me, because he was always blindingly quick here. It didn't frighten him and he never understood why. It was the same with Brooks, who thought the Nürburgring – where he also won – bore no comparison. Jenks always reckoned Tony was the best he saw around here.”

The Belgian GP stayed away from the original road circuit after 1970, so does Roebuck have a valid excuse for not embracing what has come to be accepted as one of racing's great lost spectacles? “Not really,” he says. “After leaving school I periodically attended events abroad – Monaco and Le Mans, for instance – but can't offer any logical explanation for why I didn't watch F1 at Spa. In 1970 I went to Zandvoort, but didn't come to Spa even though I knew the axe was hanging over it. I saw only one race on the long circuit, the 1000Kms in 1972. I watched from a variety of places and for part of the time was up at the old Les Combes. It was always going to be a Ferrari walkover, but it started to rain and that's an aspect of the race that has always stuck in my mind. People started putting up umbrellas left, right and centre, but while it was raining at Les Combes it wasn't raining elsewhere. Brian Redman noticed the umbrellas going up and just about teetered through, then Ronnie Peterson arrived, didn't notice the umbrellas and went straight into the guardrail.

“It was a pretty unremarkable race, because it was just a Ferrari demo, but it was still one hell of an experience.” ☒

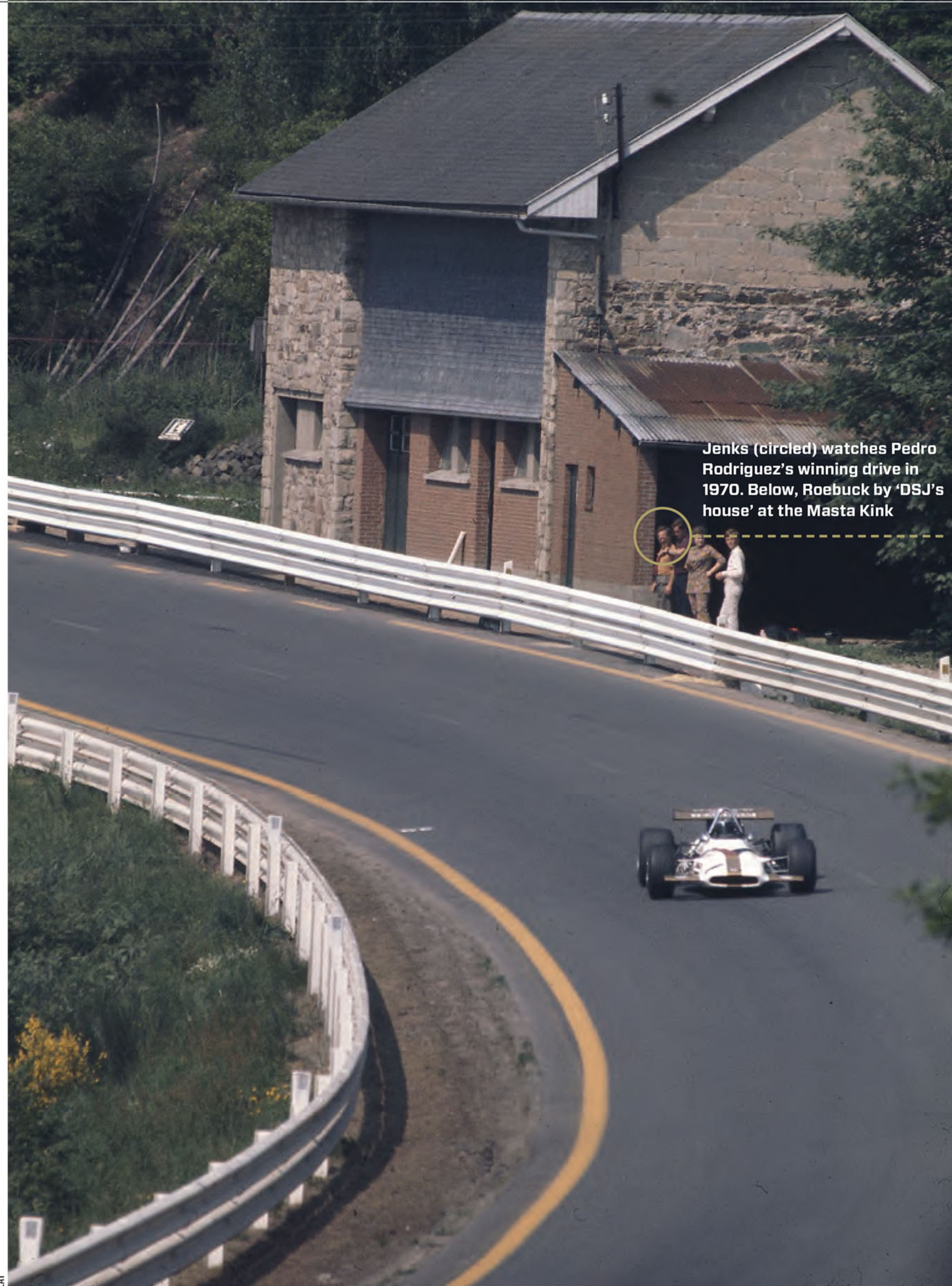


1970 – A Year to Remember, the story of JW's successful assault on the World Sports Car Championship

@ THE MOTOR SPORT DIGITAL EDITION

Henri Pescarolo (Matra MS120) passes a bus shelter en route to sixth place in the 1970 Belgian GP





Jenks (circled) watches Pedro Rodriguez's winning drive in 1970. Below, Roebuck by 'DSJ's house' at the Masta Kink

In my day you could hardly breathe after you'd taken Eau Rouge, because there was so much pressure on the car. We didn't talk about g forces at the time, but there was plenty of that. You needed the whole of the following straight to recover. The corner wasn't flat back then, but you knew you needed to take it as quickly as possible to keep your momentum up the long hill that followed."

Did he hold the Nürburgring in parallel awe?

"No, funnily enough," he says. "I did a lot of races at the 'Ring, in Formula Vee and so on, but never had the same kind of feeling I got at Spa. The Nürburgring was challenging, but Spa was by far the scariest circuit I've ever seen. We were doing about 300kph on the straights in a 917, and if there was a bump it would be enough to upset things. The circuit surface wasn't smooth, either, so it was more like dancing than driving. When they resurfaced any part of the track, the new bit was always one centimetre higher than the old – and whenever it rained that meant there was always so much standing water. And that was the other thing, because it was quite regularly dry on one side of the track and wet on the other, but there was no way anyone would consider refusing to go out."

"I was at the Porsche Museum a couple of years ago and Klaus Bischof, who runs it, used to be my mechanic. He showed me a 917 in detail and I couldn't understand what on earth I'd been doing driving it. Klaus also recalled some of the problems that occurred, which were unknown to me at the time: they'd wonder whether or not to change the brake discs, because they were already cracked, and the same with other parts that weren't really broken but were still not quite right. But that was part of [motor sport director] Ferdinand Piech's philosophy: if it crossed the line and fell apart, it was a good racing car."

And how did he feel whenever he set out to race at Spa?

◆  
NOWADAYS HEAD OF RED BULL'S DRIVER development programme, Helmut Marko harbours vivid memories of the original Spa from his own racing days. "I didn't compete there in Formula 1," he says, "but I did drive a Porsche 917 – and that was probably worse, much more frightening! At that time we had a problem with the 917 because the rear tyres were moving on their rims, so all of a sudden you'd get a puncture. At Spa once I was following Pedro Rodriguez when he had a deflation and began to spin, three, four or five times, left and right, within a narrow road. There were wooden telegraph poles instead of guardrails, but he was lucky not to hit any of them. The circuit layout was unbelievable. The very first time I saw it, I thought, 'Jesus Christ! How on earth do you go quickly here?'"



"I first raced at Spa in a 908 and got sideways at the Masta Kink on my second or third lap [he makes a shivering sound]. That tended to frighten you for the rest of the day. Today you see racing cars sliding around, but they seem easy to control. At that time, if a 908 or 917 got sideways it wasn't quite so easy to get it back in the right direction."

"During the 2014 Belgian GP, Daniel Ricciardo was taking Eau Rouge as though he was sitting in a comfy chair having a drink. That's the biggest way things have changed in modern racing. He was flat, no problem at all."

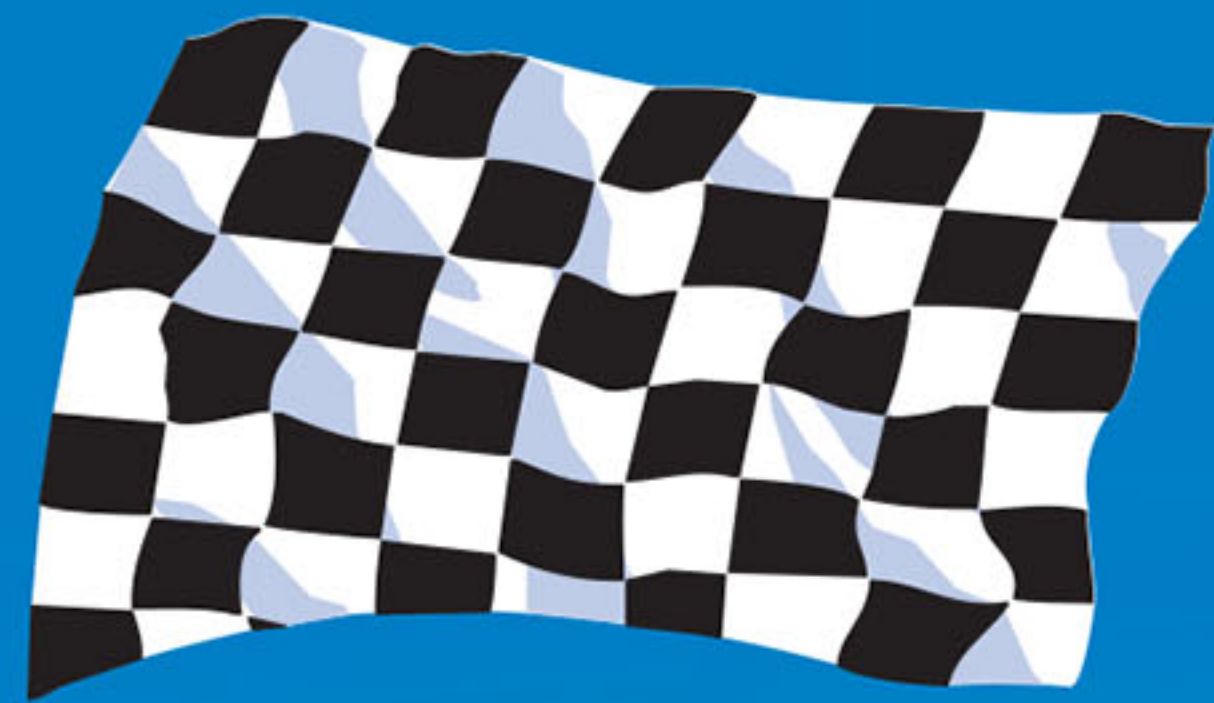
"Let's put it this way," he says. "When you left your hotel room, you made sure everything was tidy and didn't leave your bathroom towel on the floor, because you might not be coming back and didn't want to be remembered badly..."

Attitudes might since have changed, but much of the old Spa remains exactly as it was, bordered by skimpy guardrails, trees, houses, telegraph poles and barbed wire fencing. At the Masta Kink, opposite the house that once served as Jenks's watchtower, there's a chip shop.

Is there a better place on earth to sit and contemplate the past? 📍



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CIRCUIT FIRST OPENED 1922  
CURRENT CIRCUIT LENGTH 3.60 MILES

## MONZA



### 2015 EVENT CALENDAR

APRIL 11-12	BLANCPAIN GT SERIES
MAY 25	FERRARI CLUB ITALIA
MAY 30-31	EUROPEAN F3 CHAMPIONSHIP
SEPT 4-6	ITALIAN GRAND PRIX
SEPT 26-28	GT INTERNATIONAL

# MAGICAL HISTORY TOUR

Hallowed cradles of motor sport in Italy and England linked by a famous marque, as a Bentley wafts our man home via a pause at an evocative French site

writer ED FOSTER

**P**ORCA MISERIA!  
An Italian sitting behind us in the grandstands at Monza is screaming as a Ferrari 458 loses a place. Loosely translated it means 'bloody hell!' and even though we're watching GTs in the Blancpain Endurance Series rather than Formula 1, it's clear the Italian passion remains. Ferrari is Ferrari, after all.

The Blancpain Endurance and Sprint series should be celebrated. Many racing fans bemoan the proliferation of single-make championships and the fact that most cars in F1 look the same. GT racing is the opposite. Yes, there is the Balance of Performance, which means that a Bentley Continental can compete with a Ferrari

458, but that means that the top 10 at the Monza round of the Endurance Series last spring included two McLarens, two Audis, a Mercedes, a BMW, two Bentleys and two Ferraris. They all look different, yet resemble their road-going cousins, and they all *sound* different.

For the start of the race we wandered down to the first chicane where the original banking is still visible, veering off to the right. It's where old meets new and you get a proper flavour of Monza – the Italian crowd covered in Ferrari flags and Prancing Horses. We sat in the ever-filling grandstand, listened for the roar of GT cars at the start and waited.

They arrived, hard on the brakes for the right-left in front of us and past they went: Porsche, BMW, Audi, McLaren, Mercedes, Bentley, Nissan, Lamborghini, Ferrari and Aston Martin. Diversity is the spice of GT racing. There was some light contact, but all the cars made it through and powered on



Bentley's GT3 Continentals were just warming up at Monza: victory lay ahead





down to Curva Grande. This was proper racing at Monza, the Italian crowd cheering when Ferraris pass, booing when one of them loses a place.

It's all light-hearted fun, thankfully, as we were sitting with five people in official Bentley team kit. We'd arrived to watch the Bentley Continental GT3 cars in action and then to drive a Bentley Continental GT Speed from Monza back to Brooklands via the Champagne region of France and Reims circuit. It's an appropriately indulgent trip on which to use a Bentley.

First, the racing: Bentley had a difficult pitstop, but still finished with both cars in the top 10. In the next race, at Silverstone, the manufacturer would notch up its first major win since the 2003 Le Mans 24 Hours. Victory

at the following race at Paul Ricard would follow as well. Bentley was back.



EARLY THE NEXT MORNING WE WAFT out of Milan in the road-going Continental – far heavier and far more luxurious than the racers we watched the day before. What traffic there is lets us politely out of junctions while the locals, on their way to grab a morning *caffè* and *brioche*, stare at us for an appropriate amount of time. But then we are in a convoy of three Bentleys.

Having lived in Milan for two years I know enough about Italian traffic to understand that driving through it can be as dangerous as a stock car meeting at Cowdenbeath. Race-suited

Scots in bangers might be replaced with Gucci-wearing Italians on scooters, but the rules as to how close you can get to other vehicles remain largely the same. The thought of piloting a car worth northwards of £156,000 through such unforgiving traffic is more of a wake-up call than the treacle-like double espresso we all have before leaving.

Thankfully the traffic is quiet and we creep down sleepy streets and between parked cars without any trouble at all. From the back streets of eastern Milan we head north and then west towards Turin. Before we reach Italy's motor city, though, we bear north again and set off for the skiing villages of Chamonix and Courmayeur.

It's along the twisty dual carriageway on

Monza and Brooklands are among the few circuits that retain steep bankings



## ESSENTIAL TRAVEL GUIDE



facilities are available close to the circuit, inside and outside the park: these are engagingly boisterous, but quieter than they were when Michael Schumacher was winning regularly for Ferrari and most of Germany turned up. It's common to see fans using wire-cutters to create their own entrance, but nobody seems overly concerned.

### WHERE TO STAY

The four-star **Hotel de la Ville** is an annual treat for those who can get in, but tends to be reserved for a repeat clientele. That has the benefit of being close to Monza's royal park, which would rightly be regarded as a thing of wonder even if it didn't contain a racetrack (few other places on earth have goats grazing quite so close to an F1 paddock). For standard-spec mortals, there are decent hotels in nearby towns such as **Arcore** – only 15 minutes away by car. There are several park and ride options, with coaches linking Monza's outskirts to the track. Camping

### ROUTE TIPS

If flying, **Bergamo** (served by budget airlines) and **Milan Linate** are less than half an hour from the circuit car parks. **Malpensa**, Milan's principal airport, is about 50 minutes away. Book early and you can usually pick up a return ticket to Bergamo for less than a tank of fuel. That's quite significant, given that you need to allow more than 10 hours (and several pitstops) to drive from Calais. It's a nice run, though, heading down the A26 and A4 through eastern France before bearing towards Chamonix and entering Italy via the Mont Blanc tunnel.

### INTERESTING DIVERSIONS

The most obvious is a few minutes by foot from the main hub. Close to the paddock entrance lies a crossroads around which fans gather in numbers. Teams and officials approach this via a crumbling tunnel, before turning right or left into a car park. If they were to carry straight on, along a path lined by fields full of peckish hooded crows, they would pass through another tunnel that runs beneath the current track (between Ascari and Parabolica) before bisecting the disused straight connecting the banked corners of yore. Turn left to explore the **Curva Nord**, right for the **Curva Sud** – but allow time to do both. Few disused sporting temples retain such atmosphere. One that comes close is **Reims-Gueux**, located close to the preferred route from Calais. Exit the A4 at junction 22 and head west along the N31. You'll soon see the surviving buildings to your left; those with a soul are likely to loiter awhile.



the way to the Mont Blanc tunnel that the scenery goes from pretty to stunning and the Bentley comes into its own, no longer hindered by stop-start traffic.

However, if you're at all greedy with your right foot – and it's very tempting to be when you're in the Continental GT Speed, Bentley's fastest ever production road car – the fuel consumption ('obliteration' might be a better word) is pretty hefty. No surprise there, considering the coupé is capable of a whopping 205mph and has 626bhp and 607lb ft of torque under its bonnet. Couple that with a 2320kg kerb weight and it's amazing it can even do its stated 19.5mpg. To worry about things such as fuel consumption in a Bentley, though, is missing the point. If you can afford to spend more than £150,000 on a car, regular three-figure fuel stops are less of a concern.

Most manufacturers are trying to save weight at the moment, but not Bentley. The seats in the Continental GT Speed weigh a whopping 43kg. However, if you want a seat that comfortable with all the gizmos inside, that's what it weighs. When we put the idea of saving weight to a Bentley employee he pointed out that if they did, the cars would no longer be what makes Bentleys desirable; they wouldn't be so luxurious and comfortable.

After a quick coffee at the entrance to the Mont Blanc tunnel we carry on west until the A40, which takes us up past Dijon and on to Epernay where we stop for the night.

There's a lot of talk from the Bentley team

about how refreshed you feel even after a long drive in one of its cars and, despite us wondering how an 800-mile trip is ever going to be anything but tiring, we emerge in the Champagne region feeling as though we'd only done 100 miles in a normal car. Certainly, subsequent long distances in my 1992 750cc Fiat Panda go quite a way to confirming this.

The next morning we leave Epernay, cruising past the Champagne houses of Mercier and Moët & Chandon on the way out, and on to what remains of the Grand Prix circuit at Reims. The part-renovated pits are an eerie sight in the morning sun, the occasional passing car on the D27 from Thillois to Gueux breaking the countryside's silence.

The main pits are in the middle of a long-running restoration by a local enthusiast (he relies on donations) and while some of the paint is new, much of the originality remains. As we step over the low wall between the 'track' and

the pit boxes we spot a stamp on the garage asking visitors to not damage the site out of respect for those who raced there: *Mémoire des pilotes, respect du site*. The half-crumbling, half-renovated remnants are a wonderful window into the past.

The circuit was first used in 1926 for the Grand Prix de la Marne – won by François Lescot aboard his Bugatti T35B in a shade under three hours – and still hosted races 43 years later. Its last F1 meeting came in 1966 when Jack Brabham won for the first time in a car carrying his name – the Brabham BT19. As we stand on top of the pits and stare down the D27, the thought of 3-litre V12 Ferraris and Cooper-Maseratis hammering down the road is chilling. Safety was low on the list of priorities back in the '60s; although there weren't trees and telegraph poles to hit as there were at many other circuits of the period. The spectators' proximity to the open road must have been a visceral experience.

We are snapped back to the present day with the sound of a Bentley V8 starting up – it's time to finish our journey and head for Brooklands.



## “THE DRIVER SNATCHES SECOND, THE REVS RISING AS IT APPEARS UNDER THE BRIDGE”

BENTLEY AND BROOKLANDS WILL BE forever linked – many of the former's successes came on the famous banking and fittingly, as we wind our way through the museum's many 'planes towards the Members' Banking, we are faced with 'Old Number 1', one of the most famous Bentleys of all time.

Before we get a chance to have a close look at the car, it disappears off under the bridge, heading the wrong way round the old circuit, its six-cylinder 6½-litre engine pulling the car's two-tonne weight briskly away. We can hear the car making a turn and heading back towards us. There's a pause in engine note as the driver snatches second, the revs rising once more as it appears under the bridge. It's a fantastic sight, the grey bodywork of 'Old Number 1' glistening in the sun. This is Woolf Barnato's Bentley, the same one that he drove to victory in the 1929 and '30 Le Mans 24 Hours. Its French victories were matched on the Brooklands' banking with a Six-Hour race win in 1929 and success in the 1930 500 Miles race. It was an era of Bentley domination that we haven't seen since, but at least there are Bentleys back on track today.

When you hear the words 'Bentley' and 'motor sport' it's easy to think of that great era of the Bentley Boys, Speed Sixes and lap records at Brooklands. But at the start of our journey we were reminded just how seriously the manufacturer should be taken on the modern stage. From GT3s at Monza to its racing history at Brooklands via a great tourer in the GT Speed, Bentley is back doing what it does best – heading into the future, with an eye on the past. 📺



Watch footage of the 1957 Race of Two Worlds, featuring F1 machines against USAC Indycars at Monza

@ THE MOTOR SPORT DIGITAL EDITION





## Lamborghini Miura P400

This P400 Miura is presented in its breath-taking original colour combination and retains its original matching numbers motor. One of the most iconic shapes in car design, this car is stunning in every respect.



### Ferrari 330 GTC

This matching numbers 330 GTC benefits from a recent restoration including a bare metal repaint to Stunning Grigio Mahmoud with the original Nero leather seats having been retained. This vehicle has recently been Classiche Certified by Ferrari and wants for nothing.



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ASTON MARTIN



CIRCUIT FIRST OPENED 1927  
COMBINED CIRCUIT LENGTH (24 HOURS) 15.7 MILES

# NÜRBURGRING



## 2015 EVENT CALENDAR

MAY 14-17	NÜRBURGRING 24 HOURS
AUG 7-9	OLDTIMER GRAND PRIX
AUG 15-17	DTM
AUG 28-30	WORLD ENDURANCE CHAMPIONSHIP
SEP 18-20	BLANCPAIN ENDURANCE SERIES

# 24-HOUR PARTY PEOPLE

Irrespective of venue, dwindling crowds mean the German Grand Prix no longer rocks to the firecracker symphony of old. The nation's bygone racing traditions exist still, but you need to look beyond Formula 1

writer DAMON COGMAN

**T**

HIS ISN'T SO MUCH A racing weekend as an immersive social experience – and it begins in the ferry queue, before you've left Dover. That's partly because my troupe tends to travel in older cars, so strangers are naturally drawn to chat.

And the ferry is definitely recommended for a trip such as this. In a modern car, the Nürburgring is an easy flit. The Eurotunnel service from Folkestone shortens the journey by at least an hour each way, but sea travel somehow makes Calais seem more distant, adding to the sense of adventure and permitting time for a leisurely breakfast while herring gulls peer in hopefully through the window. And besides, there's no point trying to rush when you're driving something designed for the roads of the Sixties. However long it takes, the reward justifies the effort.

We're heading not to the Nürburgring that hosts the German GP every other year, but the adjacent Nordschleife. F1 might have moved away after 1976, but the circuit has rarely lain silent and for one weekend a year is among the



The event's old amateur spirit survives to a degree, but pro-level teams now dominate

PORSCHE



most raucous (yet welcoming) places on earth. You'll know this if ever you've attended the Nürburgring 24 Hours...

The recipe has been similar ever since the race began in its present format in 1970, with fields of up to 200 vastly different cars, although the tapestry has changed in the recent past. Moves were made to outlaw some of the slowest entries and the grid has been trimmed to about 170 (cars start in three batches), although the field still ranges from professional teams running cutting-edge Audi R8s, Mercedes SLS GT3s, Aston Martin Vantages and Porsche 911s to optimistic amateurs in Renault Clios. Kissling Motorsport's well-driven B-series Opel Manta is still allowed to race (and remains a crowd favourite), but there is a three-hour


You are certain to encounter quirky stuff among all the sociable mayhem – in my case it was people dancing around a bus in a forest clearing. It felt a bit like walking into a set from *The Wicker Man* – but that seems almost normal in a landscape such as this.

And then there are the temporary trackside structures in which groups sit, sleep and carouse. Typically, these involve a few scaffold tubes, with planks inserted at a sort of mezzanine level and plastic sheeting to protect occupants against the probability of rain. Just below the planks will be several crates of beer (or possibly a few kegs) and, obviously, a barbecue. History does not record what health and safety might think about the potentially combustible fusion of lager, fire, gas, wood and

plastic, but here nobody bats an eyelid. It's far less confrontational than the Wild West, but you suspect there might be certain similarities.

And while all this is going on, of course, the bellow of modern GT cars – one of the finest symphonies in modern racing – is seldom far away. Just as the night hours at Le Mans provide one of modern racing's greatest spectacles, the same applies here.

In a world of constant change, it's refreshing to know that most of the Nordschleife is just as it has always been. The pit complex – shared with the modern track – might be a giveaway, but out in the forests time stands still.

The word 'unique' is very often used incorrectly, but for an event such as the Nürburgring 24 Hours it is most appropriate. 

Action and atmosphere: boisterous campsites set the 'Ring 24 Hours apart



mini-enduro on Friday afternoon for all other older cars.

The race, though, is almost a backdrop to an event with an atmosphere that has much in common with a music festival. Most racegoers seem to camp – and it all feels delightfully haphazard. An annual Le Mans pilgrimage remains wonderful, but you have to pre-book a pitch for your tent and such conformism adds sterility. Here, you just turn up and slot in – and many set up their weekend base within a few metres of the track.

Hiking boots are essential – and a bicycle is useful – but getting around is not too much of a drag, despite the circuit's 15.7-mile length (with the 'new' track bolted on to its illustrious antecedent). If you're not quite sure where you are in the forest, tag along with the next group of locals you meet – they'll lead you somewhere good. And if you're walking near a public road, just stick out a thumb: this is a helpful, friendly place and everybody is in it together.

There is no glitz and no glamour (although you can mingle with the stars by joining in the pre-race grid walk that's open to all): rather, it's a raw, visceral experience that any enthusiast should experience at least once (although after you've done that there's a fair chance you'll return – the number of British visitors seems to grow by the year).

The forests contain sounds, sights and scents that would be alien at almost any other venue – and don't be fooled into thinking the trees have caught fire, it just looks and smells that way. Beer, barbecues and loud music are a given (a fondness for heavy metal will give you a head start), but there are other elements, too.

## ESSENTIAL TRAVEL GUIDE



### WHERE TO STAY

The **Hotel Dorint** is located adjacent to the pit straight, within an easy stroll of the paddock. Favoured by teams and VIPs at Grand Prix time, when you can't get in without a special pass because of security goons. Worth a punt at other meetings, though it won't ever be cheap. At the other end of the scale, there are lots of camping options close to the circuit: noise-insulating earplugs recommended, unless you're partial to the Michael Schenker Group's back catalogue being played very loudly at 3am. There are

reasonably priced hotels in nearby Adenau and Hohe Acht, while you can rent a three-roomed chalet at **Center Parcs, Kelberg** (about 20 minutes from the track, but likely to feature shrill cabaret singers of an evening). Local houses often have 'Zimmer frei' boards outside, even at Grand Prix time – an indication that you may rent a room. The delightfully rural **Campingpark Dockweiler Mühle** is about 25 minutes away: you can pitch a tent or rent a small cabin (with bed, shower, toilet and kitchen) for a very reasonable price and cook your own chicken curries away from the circuit's bustle (although ducks might hassle you for leftovers). For provisions, there's a Lidl twixt track and tent. Note that the site's credit card machine is usually broken, but a nearby ATM facilitates cash payments.

### ROUTE TIPS

It's about four hours by road from Calais, via the E40, E42 and B410. The latter is a good road, but is often populated by

slow-moving trucks. There are several airports within easy reach, not least Düsseldorf, Cologne/Bonn and Frankfurt. The latter should be little more than an hour by road, but one journalist took nearer eight after confusing the Nürburgring with Nuremberg. It didn't help that he kept checking his map in a bid to find the town of Ausfahrt, which was clearly huge because it appeared on the signs at every turn-off. He now knows this means 'exit'...

### INTERESTING DIVERSIONS

If you're attending an event on the modern track, the obvious highlight will be a chance to pay €27 to take your road car on a lap of the Nordschleife (although this isn't always available on Grand Prix weekends, because it can be pressed into service as a car park for officials). Multi-lap options are available at slightly discounted rates. Otherwise, you could pop into your local Spa on the way down. [www.nuerburgring.de](http://www.nuerburgring.de)





CIRCUIT FIRST OPENED 1929  
CURRENT CIRCUIT LENGTH 2.075 MILES

**MONACO**



**2015 EVENT CALENDAR**

JAN 19-25	MONTE CARLO RALLY
JAN 28-FEB 4	HISTORIC MONTE CARLO RALLY
MAR 20-22	ZERO-EMISSIONS RALLY
MAY 9	FORMULA E
MAY 21-24	MONACO GRAND PRIX

# MONTE CARLO AND BUST

A 2000-mile round trip to Monaco threw up more than we bargained for at the Grand Prix Historique last May

writers ANDREW FRANKEL & DAMIEN SMITH

**AF** In the last week of May 1952, a motoring journalist called Tommy Wisdom drove the second production Jaguar C-type from England to Monaco. There, on June 2, he took part in the only Monaco Grand Prix ever to be held for sports cars. The race lasted for a gruelling 100 laps and the first five cars over the line were all professionally driven Ferrari 225S models. But in sixth place came Wisdom, who promptly packed up the C-type and drove it back to England.

This C-type is that C-type, chassis XKC005, and last year it returned to Monaco to be raced by another motoring journalist. Me. It was never going to be possible even to approach the

efforts and achievements of the intrepid Tommy, but we still thought we'd have an adventure. And for reasons both planned and not so planned, if nothing else we managed that.

Driving the C-type down there was sadly impractical. Tommy drove with his equally capable wife Elsie (known to all as Bill) and how they managed to pack even a change of underwear between them in the C-type is hard to imagine. I expect they had a support car. With me and editor Damien Smith on board, my race gear, computers and assorted clobber, it was all we could do to squeeze everything into the hatch of one of its descendants, a brand new 542bhp F-type R coupé.



So the least we could do was drive to Monaco non-stop: from my home in Wales, that is a less than convenient 1043 miles away. Leaving home at 3.30am and despite two motorway closures, I was still outside Redhill train station at 6am to collect Damien, the Jag having swallowed this first bite of the journey without pausing to chew.





**DS** The grind of a rail commute into London is a daily reality, but this time the early alarm call and heavy silence of a packed morning train would be no hardship. At Redhill I was going against the human flow rather than with it, for a change, and waiting for me was Andrew with the maroon F-type. Freedom.

You can't beat a road trip: the chance to switch off from the routine of normalcy to concern yourself with only the horizon ahead of you. *Motor Sport* readers had their imaginations piqued regularly by Denis Jenkinson and his continental journeys, and it's a tradition we uphold today whenever we find an excuse – and the biennial Grand Prix de Monaco Historique was perfect.

Cramped is too strong a word for the F-type's cabin, but for two men of above average size (height in Andrew's case, width in mine) the snug sports car would offer a firm test of friendship. At this stage, we could have no idea just how. 📺

## ESSENTIAL TRAVEL GUIDE



### WHERE TO STAY

For the best value, try **Nice** in one direction or **Menton** in the other. Whichever event you attend, both locations are convenient, have a good range of restaurants (more reasonably priced than those close to the circuit) and are well connected to the principality by rail. There are many comfortable two-star hotels within an easy walk of Nice station. At the other end of the spectrum, there are yacht and/or hotel packages for a variety of four-figure sums (or more) in Monaco. As an

example, you can book a weekend suite at the **Fairmont Hotel** from €2200 per person and enjoy clear views of the hairpin... but the price doesn't include accommodation. For that, you might fancy a couple of nights in the **Columbus Hotel** – once co-owned by David Coulthard. Located within an easy stroll of the track, it has rooms from €5000 per night during the Grand Prix weekend.

### ROUTE TIPS

**Low-cost airlines** fly from many UK destinations to Nice, but prices rise sharply once the operators clock that it's GP time. The same applies to traditional carriers. The **drive from Calais** takes 10-11 hours – and parking will be either expensive or non-existent when you arrive. Doing the whole thing by **train** is a relaxing option and allows you to enjoy

France wafting past while you enjoy a glass of Merlot or similar: book early and you can reserve a **first-class seat** for about half the price of an air ticket (but you need to be very prompt, clicking 'buy' before breakfast on the day sales begin). From London, you can change in either Lille (which involves crossing a footbridge) or Paris (two stops on RER Ligne D from the Gare du Nord to the Gare de Lyon).

### INTERESTING DIVERSIONS

Plenty, if you opt for the car, but that is likely to become a full holiday rather than a short break. On foot you could try retracing the route of the **Grands Prix de Nice** (six races between 1932 and 1947), but there is no enduring evidence that Bugattis once roamed freely in these parts.





Frankel follows a path Tommy Wisdom had trodden in the same car, 62 years earlier

Elsewhere, Damon Cogman espouses the virtues of a ferry crossing over the channel tunnel, and I quite agree with his sentiment. But the responsibilities of everyday life could not be ignored entirely on this trip and we were watching the clock. So the choice of tunnel it was, followed by endless miles of smooth but largely uncluttered autoroute. Jenks wouldn't have approved, especially as progress would be tempered by the constant threat of speed cameras, but such is the reality of modern life and motoring.

Our route was simple: due south, then east a bit. The A26/E17 runs from Calais all the way to Reims, pushing on to Troyes and then Dijon. Beyond that, the E21 leads to Lyon's sticky congestion.

Then we took the A7/E15 that drifts south-east after Avignon, before picking up the eastbound E80. Beyond Cannes, the traffic snarls up again around Nice, where we spot the Mediterranean for the first time and plunge



through the mountain tunnels towards Monaco.

It takes little time at all to read that description, but 11 hours of straight driving, with two fuel stops for the thirsty 5-litre Jaguar, reminded us once again of France's considerable size.

**AF** Having signed on, the next most important item on the agenda was to get a look at the circuit. I'd driven it in traffic years ago and even booked an hour in a simulator to try and teach me the lines, but by far the most valuable contribution to my understanding was doing a lap on foot in the company of ace racer and preparer Gary Pearson.

Gary's advice is as terrifying as it is useful. He starts by pointing to the kerb at the exit of Antony Noghes, the corner that leads onto the pit straight. As kerbs go it's pretty innocuous but instead of flowing gently into grass, gravel, concrete or Tarmac, it ends instantly in a vertical barrier. Yet as Gary points out, "It's a good angle, changes the camber of the road and gives you a terrific drive onto the straight."





bewinged modern F1 device, but not only completely on the limit for the Jaguar but also simultaneously the fastest point on the track. Enter the tunnel and you wonder what all the fuss is about, but about halfway through there is an evil tightening of the radius and, if you turn in too early, you're in the barrier at a three figure speed before you see daylight. Get it right and you're still not out of trouble because you have to brake from flat out to almost nothing for the hideous little chicane that breaks the lap's otherwise mesmerising flow.

Research complete, there's nothing else to do save wait until Saturday for our two qualifying sessions. Nothing, that is, save look around the most glamorous historic race meeting in the world.

**DS** To get the most from any trip to Monaco, be prepared to walk. At the Grand Prix de Monaco Historique, the traffic and the mass of humanity isn't quite as intense as it is for the Grand Prix proper, but that's just relative. Around the circuit itself and the hilly streets above, don't expect to move anywhere fast. Still, at least by foot it's easy to explore all the nooks and crannies of this fascinating, other-worldly place.

The 400-plus entry ensures the paddock is 100 times more pleasant than it is during the modern Grand Prix. There's familiar exotica from the UK scene, but so much else that's fresh. A pit pass offers further delights, with a spectacular line-up of 1970s F1 cars poised in the open garages.

When the track goes live, views are always limited and access is a headache without a photographer's tabard. Sitting in a harbour-front grandstand to watch a practice session, I was disappointed yet again by how little paying punters can see of cars passing just a few metres away. The best, unobstructed views are gained from the opposite side of the track, from the pitwall, where one can look down on the swimming pool complex and the short run to Rascasse. Then the other option is a balcony invitation... in Monaco, the privilege of access is everything.

it has now. And the track is fabulous, so full of challenge and exhilaration you'd think it had been designed for racing. Ste Dévôte is just about being brave with entry speed but Massenet is as difficult as they come, tempting you to turn far too early and wipe out at the exit. The run down the hill through Mirabeau and Loews to Portier is the most famous part of the track but, to a driver, the slowest and least exciting. The tunnel is more about nerve than talent, but Tabac and the entry to the swimming pool are utterly thrilling sweeps, a unique sensation to add to my racing experience.

## “IF I DAMAGED THE C-TYPE I'D RUIN THE MILLE MIGLIA FOR ITS OWNER”

I just about manage to behave in the first session, but in the afternoon I find myself braking later, re-applying the power sooner, using more road and, just once, not lifting in the tunnel. That scared me. The result was an unexpected midfield qualifying position, exactly where I'd promised myself never to be: right in the thick of it.

Sitting on the grid, the nerves ranked with sitting in a Caterham at Brands for my first ever race 20 years ago. I wasn't worried about hurting myself because I think that's pretty unlikely even in a car without a cage or belts. But if I damaged the C-type, I'd ruin the Mille Miglia for its owner and it would be all I'd ever remember from racing at Monaco.



Historic racers use same track as F1 drivers, but the atmosphere is more relaxed... at least for those watching



Really you have to use it.” In someone else's multi-million pound, totally original C-type that's due to start the Mille Miglia four days after racing here.


The tour continues. Ste Dévôte is apparently faster than it looks and, farther up the hill, Gary points out the precise pedestrian crossing at which you must brake for Massenet. It looks miles away from the curve on foot, but then I'm not doing 100mph right now.

Perhaps his most useful advice comes in the tunnel, a simple acceleration zone for a

**AF** In the pits I decide not to try to set a time at all. The C-type is factory standard with 220bhp and, while I would hope to be thought a competent racer of old cars, I am just as surely no superstar. Unlike most other events, the only priority here is to preserve the pristine machinery. If everyone else wants to behave like this is a race that matters, it's my job to let them.

But it's hard. You're at Monaco, the streets are closed and you're in a fabulous racing car that once competed here for real. The engine, chassis, gearbox and body it had then are those

So when the race starts I'm cautious. Far too cautious. Cars go flying past left and right. But, hey, I'm driving at Monaco. What do I care?

Quite a lot, as it turns out. In front is an Aston Martin DB3; having tested it for this magazine, I know it's a sight faster now than it was then. I can get as close as I like going into and through every corner, but at the exit he powers away. And I haven't the nerve to post one up the inside at the tunnel exit, the only realistic passing opportunity. What I need is a distraction, and Al Buncombe in the 



nuclear-powered JD Classics C-type provides it. He's in a race of one at the front and blasts past at the exit of Tabac. The Aston driver sees him and courteously steps aside at the entry to the swimming pool, so a little less courteously I follow Buncombe through.

Time is running out, but one more interesting challenge remains in the form of another very standard C, the beautiful Ecurie Ecosse car driven by Alain de Cadenet. I believe our cars are in similar spec, because his also has twin SUs, the first thing you'd bin in favour of triple Webers if you were hotting it up. But I have something he lacks: disc brakes.

As soon as it returned to the UK in 1952, Jaguar borrowed XKC005, fitted discs and sent Stirling Moss to Reims, where it became the first car ever to win a race wearing them. Which is why it still uses them. Alain is driving splendidly and the challenge is the reverse of that presented by the Aston: I can keep up on the straights but through the corners he's as quick as you'd expect for someone who's stood on the podium at Le Mans.

But I can see his brakes tiring. The speeds are too low and the buildings too close to allow decent cooling and there are four big stops on each lap. With one to go he runs a little wide at Rascasse. Had I not known who was at the wheel I'd probably not have tried it, but I nip past, defend furiously for the last lap and am the 24th car to take the flag, out of an entry of 46. I'd qualified 23rd...

Having finished a race not quite as well as I'd started, I really didn't have much to celebrate, but I fear my whoops of joy still disturbed the serenity of the Hotel de Paris. All I had to do now was get home.

**DS** By the time I got back to the paddock, Andrew's adrenaline levels had calmed, but I suspected the sense of elation would carry us all the way to Calais. Not quite, as it turned out.

To avoid losing a working day, the plan was to leave Monaco as the flag fell on the final race and drive through the night. Two up? No problem.

As the Jag climbed out of the principality, the pair of us jabbered away reflecting on our experiences of racing's gaudy jewel. Andrew drove into the growing darkness until just before midnight when we stopped for fuel and I took over.

Minutes later I became aware that he wasn't happy in the Jaguar's firm bucket seat. He'd mentioned a back complaint over the course of the weekend, and bumping around Monaco in a 62-year-old sports car was never going to help. But now the adrenaline-fuelled joy had turned to paralysing agony.

We were somewhere just south of Dijon when he pleaded with me to pull up on the hard shoulder. The complete darkness was punctured only by the headlights of cars and trucks thundering a few feet past our open door. Andrew wanted to take a walk, but he couldn't move his legs. "I'm so sorry, but I need to get to a hospital," he groaned. It was half-past midnight.



Our man qualified and finished in mid-field: he was classified 24th in the 46-strong pack

## “DARKNESS WAS INTERRUPTED ONLY BY THE HEADLIGHTS OF TRUCKS THUNDERING PAST OUR OPEN DOOR”

Time to call on the Jag's rudimentary sat-nav. It did at least find a hospital in Dijon, so on I drove as slowly and smoothly as I could, but any slight jarring left Andrew on the brink of tears.

The hospital, like the rest of Dijon, was in complete darkness and now Andrew was beyond the point of desperation. Eventually, we spotted a small sign directing us to A&E. I parked up and ran inside.

The magic of, ahem, 'international sign language' convinced an orderly to bring a wheelchair out to the car, but it took another 10 minutes to ease Andrew out of the F-type and into the hospital.

For an hour I sat slumped in the waiting room. Would I be leaving my colleague here in the middle of France and going on alone? But then how would he get home, and when? What the hell would I tell his wife? The buzz of Monaco was long forgotten as I returned to the Jag to get some kip.

A tap on the window woke me abruptly. The towering figure outside was Andrew, who had finally

convinced a doctor to give him an injection to dull the pain. The transformation from the figure I'd last seen was miraculous. To my astonishment, Andrew eased into the driver's seat and declared he was ready to go – eager to make time before the pain returned – and that it would be more comfortable for him to drive. It was 3am as we set out once again for Calais.

I took over from the next fuel stop as a glorious dawn broke over the rolling meadows north of Reims. Had it all been a nightmare?

At Redhill station at 10am on Monday, Andrew bid me farewell, then turned the Jag in the direction of Wales and a much-needed doctor's appointment. So began another routine week. Having spent much of the previous one swanning around Monaco, I had to catch up with some work. Exhaustion and a pounding headache would be met with little sympathy as I slunk into the *Motor Sport* office. Not quite Wisdom and Jenks, but a trip to remember. As for F-types, glorious as they are, I'll never look at them the same way again. ☑



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# Esteban Ocon

Max Verstappen stole the headlines, but didn't win the Euro F3 title. Adam Cooper caught up with the Dutchman's conqueror

**A**MID THE EXCITEMENT OVER Max Verstappen's graduation to Formula 1 it was easy to overlook the fact that the Red Bull driver was beaten to the 2014 European Formula 3 title by 18-year-old Esteban Ocon. Fortunately the attention that Verstappen brought to the series did the lanky Frenchman no harm at all, and his established connections with the Lotus F1 Team mean that his own promotion is surely not far away.

The contrast between their paths to the top couldn't be greater. While Verstappen had the advantage of a well-connected dad planning his every move, the amiable youngster from Normandy came to the sport of karting by chance. "My father had a small garage where he sold cars and repaired them," he says. "But there was no plan for me to race."

Like countryman Alain Prost, Ocon's passion was ignited when he discovered a kart track on a family holiday, aged four and a half. He subsequently received a mini kart for Christmas and spent the next few years driving around the garden, until he was old enough to race properly.

"All the top drivers were in teams but we had a small truck, the same one my father worked with. At one point my father sold our house and we were living in a caravan. After the races I was sleeping in front of the school in the caravan, to go to school in the morning."

Despite the hand-to-mouth existence he won French titles in 2007 (Minime) and '08 (Cadets). After he turned 13 in September 2009 he was able to race internationally in the KF3 category, but at that point the money ran out. Then at the start of the following year a fairy godmother arrived in the form of Gravity Sports Management, a sister company to what was then still known as the Renault F1 team.

He joined a stable that included the likes of Romain Grosjean. "I had a meeting with Eric Boullier – but didn't know who he was. If they didn't take me at that point, that was it for me. For 2010 they just helped me with the money, and my father was still my mechanic."

In 2011 he finally moved to a professional team, with his father now as second mechanic. He won the French KF3 title, and finished second to Verstappen in the WSK Euro series. He was on his way.

At the age of 15 in 2012 he became a Lotus F1 junior, and graduated to Formula Renault 2.0 as team-mate to Daniil Kvyat at Korainen GP.


After a tough learning year he moved to ART for 2013, finishing third in the European series.

He made an impressive F3 debut with Prema at Macau, finishing 10th after stalling at the start, and continued with the Italian team this season. Nine wins and 21 podium finishes allowed him to clinch the Euro title in some style. Lotus subsequently gave him a test in a two-year-old car at Valencia and, having proved himself, he was given Romain Grosjean's E22 for FP1 in Abu Dhabi, where he put in a faultless performance.

"Usually I adapt quite quickly," he says, "but I was surprised to be only three-tenths off Pastor

Maldonado, because I left a good margin."

Lotus engineering boss Alan Permane was impressed, and not just by his pace. "He's got his feet on the ground and his head screwed on," he says, "and he has a good attitude."

A move to GP2 looks likely for 2015, and clearly he's waiting in the wings for an F1 opportunity. The personable 18-year-old certainly deserves one. "I do everything I can to achieve the best level," he says. "I know where I come from, I know how much we had to sacrifice and I will not miss the opportunity if there is one." 



## CAREER IN BRIEF

**Born:** 17/9/1996, Évreux, France

**2007** French Minime kart champion **2008**

French Cadet champion **2009-10** KF3 karting

**2011** French KF3 champion **2012** Euro Formula

Renault, Korainen GP **2013** Euro Formula Renault,

ART, Macau GP, Prema **2014** Euro F3 Champion,

Prema; FRenault 3.5, Comtec; F1 tests, Lotus



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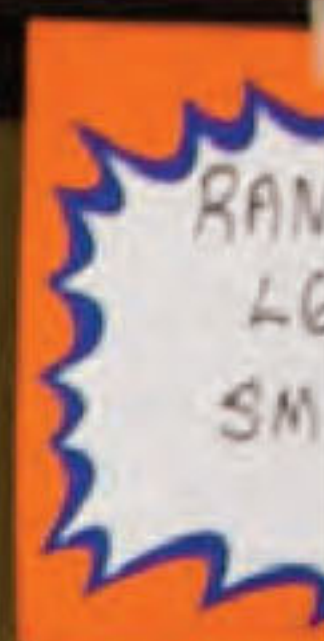




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## { LUNCH WITH }

# AJ FOYT

Having honed his craft in the toughest of racing schools, he conquered Indy, Le Mans, NASCAR... and pretty much everything else he tried

writer SIMON TAYLOR | photographer JULIE SOEFER



**F**LYING IN FROM LONDON I had to clear US immigration at Newark, New Jersey, which is not one of the world's loveliest airports. At last I got to the end of the disgruntled queue to have my passport and fingerprints checked. The paunchy border official, slumped behind his desk, was ungracious and unsmiling, barely lifting his hooded eyelids to look at me as he grunted through his routine: "Where from? Destination? Reason for visit?" In reply to the third I said, "I'm a journalist" and, because this often produces an unwelcome reaction, I added diffidently, "I'm flying on to Texas to interview AJ Foyt."


The effect on the official was instantaneous and galvanising. He sat up straight, opened his eyes fully, and beamed at me. "Hey, you goin' to see ol' AJ? He still kickin' ass?"

Yes, I replied, ol' AJ is still kickin' ass.

At that moment I was reminded, not that I needed any reminding, that Foyt remains today what he has been for half a century: a true coast-to-coast, blue-collar, all-American hero.

Not many hours later I am driving west out of Houston, across Texas plains that stretch from horizon to horizon, until I find a road arrowing off left that is called, in his honour, AJ Foyt Parkway. Some miles further on a large spread of anonymous low buildings tells me I have arrived at AJ Foyt Racing. I am met by the gentle and charming Anne Fornoro, who has been AJ's PA and publicist for nearly 30 years, and is herself the daughter of Russ Klar, a noted 1950s sprint car and Indy racer. Her brother Greg is currently working on the Foyt premises, restoring their father's 1940s Midget racer.

At the front of the main building a packed museum contains generations of racing cars, trophies, flags, helmets and posters from AJ's long career. At the back are the spacious, surgery-clean workshops where the current cars are prepared, for AJ Foyt Racing is very much a hard-edged Indycar team, with AJ's son Larry in the role of Team Director. In 2015 they are running Takuma Sato and promising Brit Jack Hawksworth, using Honda engines, and during the season they'll be based at their own dedicated facility in Speedway, Indiana.

Between museum and workshops are the 



offices. In the biggest of these, sitting at a big desk and surrounded by yet more memorabilia from a lifetime's racing, is the big man. His reputation has always preceded him as someone who doesn't like to have his time wasted and can display a short fuse. But as he shakes my hand in an iron grip, his greeting is welcoming and genuinely friendly. He is 80 years old this January 16, and carries more weight than at the start of his long career. But the determined jaw and piercing eyes are exactly as they have always been.

The first task is to settle where we should eat. I always ask my *Lunch With....* guests to choose their favourite restaurant. Says AJ: "Nothin' around here but The Back Door. A burger there do ya?" To lunch with AJ, I'd eat grass. I say that a hamburger is fine, and mention – unwisely – that when I went to Nazareth for *Lunch With Mario Andretti*, we had a hamburger. For a moment the eyes harden and the jaw juts a little further. Clearly he doesn't like to be compared with SuperWop, and I have briefly forgotten that, somewhere along the line, Foyt and Andretti had issues.

We set off along the dusty road, AJ driving his favourite truck with Anne, who's also coming to lunch, while the photographer and I follow in our car. The Back Door turns out to be a wooden shack standing lonely by the roadside, with a friendly proprietor, a list of various burgers listed above the counter, and a couple of road-menders the only other occupants, sitting in their overalls at one of the few small tables. With the confidence of long familiarity AJ chooses our burgers, and when they come mine is very large, and very good. Politely I comment to AJ on its excellence and, very briefly, the eyes go hard again: "Better than Andretti's burger, huh?" Yes, AJ, definitely.



ANTHONY JOSEPH FOYT II WAS BORN IN Houston 80 years ago, and grew up in a tough area called The Heights – "so tough people locked their car doors when they drove through it. Right from a kid you learned to take care of yourself, or someone'd beat the shit out of you." His father Tony had a garage with an old Air Force friend, Dale Burt, and both of them raced on the local dirt tracks on Friday and Saturday nights. As soon as he could walk AJ became a keen member of the team, and when he was five his father made him a little lawnmower-powered racer with which he wore a groove in the yard.

When he was 11, one evening when his parents were out, AJ got his daddy's Ford V8-powered Midget racer off its trailer. He climbed aboard and was roaring around the back of the Foyts' little two-room bungalow when a blow-back through the carburettor set



## AJ FOYT CAREER IN BRIEF

**Born:** 16/01/1935, Houston, USA  
**1953** Began career in Midgets **1958** First of 35 consecutive Indy 500 starts **1960** Won USAC Sprint & National titles **1961** Scored first of four Indy 500 victories **1964** First NASCAR win **1967** Triumphant Le Mans 24 Hours debut **1972** Daytona 500 winner **1983 & 1985** Won Daytona 24 Hours **1993** Retired from the cockpit – during Indy 500 qualifying – to focus on running his racing team

the car on fire. He tore off his shirt and smothered the fire with little more than blackened paint for the car, but badly burned hands for AJ. "But I reckoned my ass was goin' to hurt worse when my daddy got home." He got the racer put away, and when his parents returned he was in bed with his eyes tight shut. His father wasn't convinced, but maybe he'd resigned himself to his boy being a race car driver, because nothing more was said.

AJ was driving his friends' cars before he was legally old enough, and as soon as the licence came he bought an ancient Oldsmobile, and

hopped it up within an inch of its life. Having worked on Tony's and Dale's cars, he was already a very good mechanic. He challenged his pals on the local roads, and they also broke into the local Arrowhead track at night and raced there under cover of darkness. Stories began to filter back to Tony, and he told AJ he had to stop racing on the street "or he'd whup my butt."

"I decided logarithms and Wordsworth weren't going to help my racing career, so I quit school, found a 1939 Ford coupe for 100 bucks and built it up into a stock car. My first race was on dirt at Playland Park." He learned fast, and the wins started to come. Next he talked his way into a borrowed Midget, an old and uncompetitive car, and put on such a hairy sideways show keeping up with the newer machinery that his dad and a friend scraped together \$800 for a decent Kurtis Midget chassis. Its four-cylinder Offy engine came from the wreck of a friend's fatal crash. "Those little engines had about 100 horsepower, so they went pretty good."

And AJ went pretty good, too. In his first outing he won everything: the initial Trophy Dash, then his heat, then the semi. In the final he fought past local hero Tommy Rackley to win that too – although it was an elbow-to-elbow battle, and Rackley wanted a fist fight in the paddock afterwards.

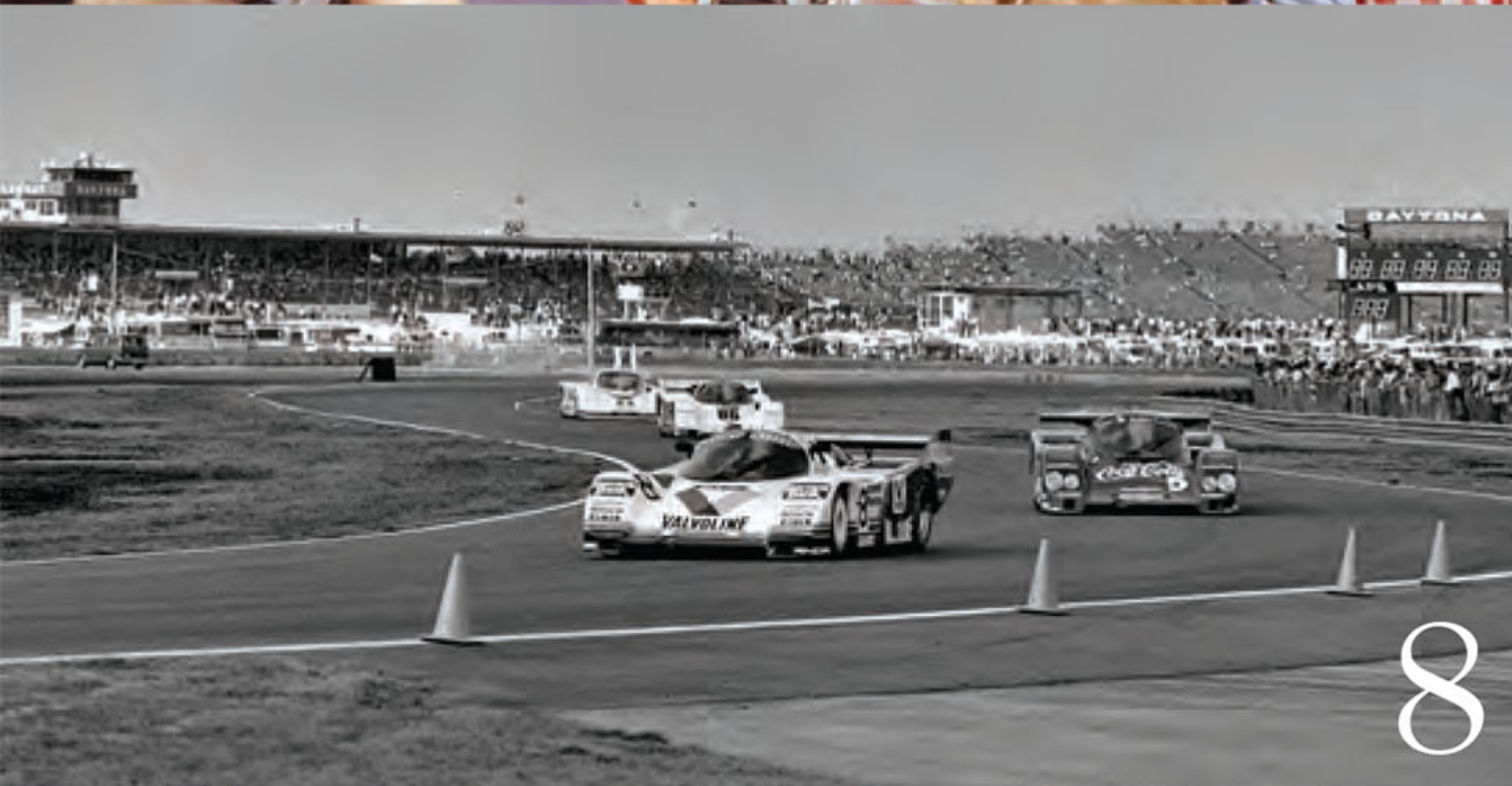
In those days jeans and an oily T-shirt were a driver's normal race wear, but now AJ was racing in red silk shirt and immaculate white pants. "I wanted the car and me to look smart. I had no money, the few dollars I won I put back in the car. I kept just back enough to eat. I'd sleep in the towcar or, if the weather was dry, on the ground. I was the cheapest racer around." All over Texas, into Louisiana and



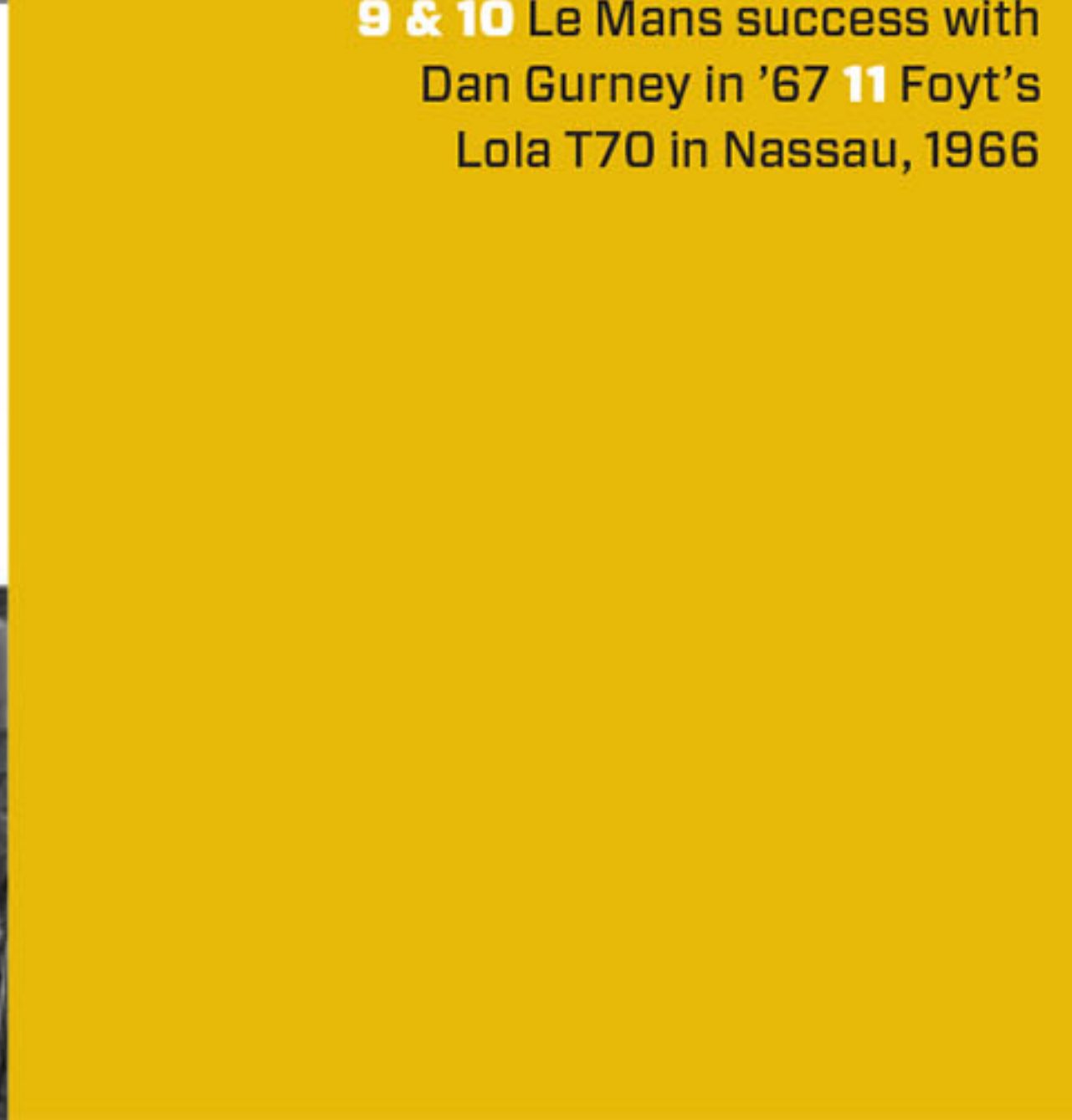




1 Playland Speedway, 1956: Foyt scrambles clear following a tangle with Billy Wade 2 Foyt in 1961, the year of his first Indy 500 victory 3 Foyt with entrant George Bignotti and the winning Bowes Seal Fast Special. Indy was dropped from the F1 world championship schedule in '61. Otherwise Foyt would be classified as a winner in that, too...



4 Celebrating a fourth Indy 500 success in 1977 5 Sprint car action from Sacramento in 1965, with Foyt heading for second place in the Golden State 100 6 Legends united: Foyt and King Richard Petty at Indianapolis in 1991 7 Preparing for the start at Indy in '91, with Foyt lining up second between pole-sitter Rick Mears and Mario Andretti 8 Foyt won the 1985 Daytona 24 Hours in a Porsche 962, shared with Bob Wollek, Al Unser and Thierry Boutsen 9 & 10 Le Mans success with Dan Gurney in '67 11 Foyt's Lola T70 in Nassau, 1966





Oklahoma, the teenage Foyt became the man to beat. It was a school of hard knocks: after one race a guy punched him while he was still in the car. "I couldn't get to him, so Daddy beat the hell out of him." There was cheating, too. "Guys would punch out their engines [increase their capacity] but every time my engine was protested I'd say, Go ahead, pull it down, I don't care. They always found it was legal."

In 1955, now 20, AJ used his prowess in Midgets to wangle rides in the bigger Sprint cars, and started to go further afield. St Paul, Minnesota, 1200 miles from Houston towards the Canadian border, was called the Indianapolis of Sprint car racing. Against a 60-strong entry, AJ qualified on pole and won the race. There was a fight after that one, too, but even though AJ was outnumbered by the locals he gave as good as he got.

"As well as Sprint cars I was still driving Midgets, Stock Cars, anything I could get into. Wally Meskowski gave me some Sprint car rides, and that got me noticed some more, and in 1958 I got my first ride in the Indianapolis 500, in the Dean Van Lines Special run by Clint Brawner. Because I was the new guy Pat O'Connor, who'd had the pole the year before, offered to lead me around for a few laps. He was really good to me. I had to do my rookie test: 10 laps each at average speeds of 120, 125, 130 and 135. It had to be just right, one mistake and you were out. Did that, and then I started to work away to find my groove. At Indy all four corners are completely different, you have to learn the characteristics of each. And how the wind was blowing was much more of a factor than later, when ground-effects came in. The track felt big and the car felt big." The youngest driver there, AJ averaged over 143mph to qualify 12th fastest.

The race started in the worst possible way. "The drivers tell you, watch for the draft, watch for this, watch for that, then everybody's crashing, what the hell do you watch for now?" On the first lap front row men Dick Rathmann and Ed Elisian touched, and started a 15-car accident that ricocheted down the field. AJ's new friend Pat O'Connor, from the middle of row two, was caught up in it, and his car cartwheeled into the air, landed upside down and burst into flames. O'Connor was incinerated inside. Foyt, from row four, spun to avoid the carnage, and managed to drive on. "I come round next lap and Pat's burning there. I say to myself, AJ, is this tough or not? I raced on, and after 400 miles I had a water hose break in Turn One, spun on my own water but missed the wall. That was me done, but they gave me 16th place. That was my first Indy."

What almost defies belief is that AJ was still racing at Indy 34 years later. In those three and a half decades racing car design changed out of all recognition. He started as a young charger in the big solid-axle front-engined Offy roadsters,

and he was still a charger in the rear-engined monocoques with multi-cylinder, multi-cam turbocharged engines and ground-effect aerodynamics. His wins spanned the generations: he was a great racer in the Fifties and a great racer in the Nineties.

For Indy in 1959 rollover bars and fire suits became mandatory, but Jerry Unser and Bob Cortner both died in practice. AJ qualified 16th after blowing an engine, got up to fifth, then more problems dropped him to 10th.

That year he travelled out of the US for the first time, to Italy for the Race of the Two Worlds. "The high Monza banking was unbelievable. We were doing 175 around there." AJ took over the Kuzma-Offy that Maurice Trintignant had started and finished sixth, despite breaking his crank before the end.

Double USAC champion Jimmy Bryan, who'd won AJ's first Indy in 1958 and also the first Monza Two Worlds race, finished second that day. "Jimmy always raced with a cigar butt in his mouth. In 1960 he retired after a 10-year career, but the Langhorne promoter paid him a lot of dollars to come back and do one last race. Jim Hurtubise was on pole, Jimmy qualified second with me third. From the start we went into Turn One, Bryan went end over end and was killed. I won the race."



BY 1960, HIS SECOND FULL YEAR IN THE top USAC category, AJ had started a successful but often stormy working relationship with legendary engineer George Bignotti. At Indy a blown clutch ended his race, but thereafter things came right. AJ won four of the last six races of the season, and took the title from under Rodger Ward's nose. At 25, he was USAC champion. He would be champion again three times in the next four years, and seven times in all.

The longed-for Indianapolis 500 victory came in 1961 – and there was a surprise in the paddock. AJ said later: "We all think green is a bad colour. You don't wear green socks, or drive a green hire car. And this guy turns up with a green race car. If that wasn't enough, the son of a bitch had its engine in the back." Another Indy wag described the visitors as "Guys with college degrees who didn't know their ass from their elbow." But Jack Brabham's Cooper-Climax started 13th and finished ninth, and quietly sowed the seeds of a revolution.

Indy started badly that year when 1958 USAC champion Tony Bettenhausen offered to try Paul Russo's car in practice to help sort its tricky handling. "He told them to put more castor on. They took a bolt out to adjust it and didn't put it back in tight. Going down into Turn One the suspension came apart." In the ensuing fatal accident the car wrapped itself up in a length of steel wire fencing. AJ counted



Bettenhausen as another friend, and when he heard the news he threw his helmet across his garage in fury. Then he picked it up and got back in his car.

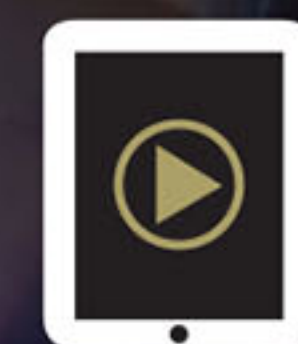
In the race he came up from ninth on the grid to fight an enthralling battle with poleman Eddie Sachs, an Indy veteran whose motto was, "If you can't win, be spectacular." One of AJ's refuelling stops went wrong and he had to make an extra stop, but he won by 8.3sec, netting the Bignotti team \$118,000 – a huge sum half a century ago. AJ's share was 40 per cent. Afterwards he went back to work in his father's little garage as usual. "A lady came in, said to my daddy, 'Now your boy has won the big race, I guess we won't be seeing him in here no more.' He said, 'He's under the dash of that car over there, changing a speedo cable. He's the same today as he was last week'."

AJ's second Indy win came in 1964, the last for a front-engined car. "These strange rear-engined things had started to appear. Colin





“THE HIGH MONZA BANKING WAS UNBELIEVABLE. WE WERE DOING 175 AROUND THERE”



*Parnelli Jones and Bobby Unser share their memories of racing against Foyt in Indycars during the 1960s and '70s*  
@ THE MOTOR SPORT DIGITAL EDITION

Chapman had an inside line to Ford, so his Lotus got their new four-cam V8 engine.” The fastest of the visiting Europeans, one Jim Clark, took a sensational pole, and led until chunking tyres broke his suspension. On the second lap Dave MacDonald lost control of his unconventional Mickey Thompson car, which hit the wall and exploded into flames. Eddie Sachs hit the burning wreck in front of him, and his car went on fire too.

By tradition the Indianapolis winner, as soon as he got the laurel wreath around his neck, had a bottle of milk thrust into his hands to drink for the cameras, plus a newspaper hot from the presses with his own name in the headline. In 1964 the headline said: *Foyt winner in 500: Sachs, MacDonald die.*

The victory pictures show Foyt stern-faced. “It was a win, but not a win I liked. I didn’t have to learn it from the newspaper, I already knew they were dead. There was too much fire out there.”



BY THE END OF 1964 AJ HAD ALREADY scored the most USAC championship wins in history, at 28. But he was still racing in Sprint cars and even Midgets when he could fit them in – and an incident in a Sprint car race at Terre Haute briefly got him banned. “I was going around Johnny White and he put me in the fence. I told him: Quit flying up inside me to get me into trouble. Next race, at Williams Grove, I’m on the outside and he swerves in front of me, I get into the wall a little bit, so I wind up second. Afterwards I went over, he gave me some sauce, so I hit him.” But AJ’s licence was returned after fellow racer Roger McCluskey said in his evidence that AJ had manhandled White but hadn’t actually hit him. “If he had,” said McCluskey, “he’d have tore his head off.”

AJ and White had made up their differences by the next race, at Terre Haute again, when AJ

broke the track record in qualifying. “Johnny went out after me, wanted to beat my time, and flipped over the wall. He was paralysed from the neck down after that. They used to wheel him around to my pit so I could say ‘Hi’.” White died a few years later from his injuries.

Foyt didn’t want to be thought of as just a USAC driver, and would always drive anything that was on offer. His first NASCAR victory came just five weeks after his 1964 Indy win, in the Firecracker 400 at Daytona in a Ray Nichols-prepared Dodge. He won the same race in 1965. “My daddy never liked me running NASCAR. He used to say, ‘You runnin’ those damn taxi cabs again?’ But you got some pretty tough guys in that lot, and I enjoyed going into their back yard and trying to beat them.

“I had my troubles with NASCAR too. At Talladega in 1988 I was running good, and one of the NASCAR boys [Alan Kulwicki] hit me under a yellow. I thought, You son of a bitch. I went after him and spun him round. So they



black-flagged me. I come through the pits at about a hundred miles an hour, the guy was holding up a board for me to stop, I wasn't going to stop, and he had to jump over the wall." NASCAR imposed a six-month ban and a \$20,000 fine, reduced on appeal to a two-month ban – and a \$35,000 fine.

One of the biggest accidents in AJ's career happened in 1965 in a NASCAR race. "I was in a Holman Moody Ford on the Riverside road course, chasing Dan Gurney, Junior Johnson and Marvin Panch. At the end of the long back straight I stand on those big old drum brakes to slow that big old car, and the brakes just fell apart. To avoid hitting the others I had to dive off the track over this steep drop, and the sumbitch took off and went end over end. Next thing, I was waking up in hospital with a broken back, a punctured lung, a smashed heel and several other bones broke. It was the first time I'd really hurt myself in a racing car. The newspapers quoted one of the doctors saying I'd never race again. I said to the doctors, 'That's a bunch of bull crap'."

Eleven weeks after the Riverside accident AJ, still in considerable pain, turned up at the Phoenix USAC race, qualified on pole, and ran near the front until an oil leak stopped him. One week later he did the 500-mile NASCAR race on the oval at Atlanta. His throttle jammed open, he hit the wall hard, and he needed a check-up at the circuit hospital. As he walked back to the pits, race leader Marvin Panch came in and collapsed from heat exhaustion. The Wood Brothers grabbed Foyt, put him in the car, and he drove it to the finish to share the win. It was classic Foyt.

In 1972, driving for the Wood Brothers again, he won NASCAR's most prestigious race, the Daytona 500. He also won the IROC Series two years running, in 1976 and 1977, in a Chevrolet Camaro. There were Yurup-style sporty cars too. In 1967 he was recruited as part of Ford's steamroller effort to vanquish Ferrari in endurance racing. In the Daytona 24 Hours, sharing his 7-litre Mk 2 with Dan Gurney, he was hobbled by various problems, but at Sebring he and Lloyd Ruby were placed second despite a broken camshaft half an hour from the end.

That June he flew to France for his first Le Mans 24 Hours, sharing one of the phalanx of Ford Mk4s and Ford Mk2s with Gurney once again. "Dan and I were good friends, but Le Mans was a new type of race for me. Driving

through the night, at about 2am my shift ended, and I came in to hand over to Dan. They said, 'AJ, we can't find Dan! You've got to stay in.' So I had to go back out again, driving into the dawn, when it's really dangerous because the fog moves in and you can't see. Man, I was tired: Dan was taller than me, his arms were that long, I had to drive stretched out to fit his cockpit position and my arms were killing me. Dan told me later he was asleep, but I told him, 'Damn you, Gurney, you did it on purpose.'

"At about 4am Andretti crashed his Ford, just about cut the car in half, and they took

chance to see how blindingly fast the Indycars were: at Silverstone pole position was 2.5sec under James Hunt's F1 lap record. AJ forged through the field and towed up on leader Rick Mears on the 190mph run down Hangar Straight into Stowe. "Because of rain in practice, I hadn't really learned the place. But Jackie Stewart had told me I could go into that corner very tight, it was faster than it looked. I went in there getting on Mears, and I said to myself, Jackie, I hope you ain't lyin' to me, if you are I'm gonna end up in that grandstand. I came out of the corner ahead of Rick and I won the race.

At Brands I think I got fourth."

In the 1967 Indy 500 Parnelli Jones in the STP turbine car dominated until a \$6 bearing failed with four laps to go, handing the lead to Foyt. "I was a lap ahead, and on the last lap going down the back chute something told me: Just be careful. When I come off Turn Four cars were spinning everywhere, I didn't know who I was going to hit. I took second gear and somehow got through them to the flag. If I hadn't slowed down I'd have been right in the middle of it." His fourth Indy 500 win came 10 years later, in 1977.



WHATEVER TYRE DEAL AJ had, he would always run on the most competitive equipment. In 1964 he was on a Goodyear contract and tested for months, developing a tyre that would run 500 race miles without a change. "Then they swapped technicians and the tyre they came up with for Indy was shit. Well, winning a race is more important to me

than losing a race and moaning to everybody it was the tyres' fault. So I put on Firestones, and I won the race. Goodyear were pissed, but I sent back Firestone's bonus cheque.

"In 1974 I was sitting on the Indy pole, and the same weekend there was the Hoosier Hundred, the Friday night race at the Indiana State Fairgrounds, under lights. I hadn't run my Sprint car on dirt for about five years, I had George Schneider driving it for me. Then he got a chance to drive another car that was winning all the races, and he told me he wanted to switch. I said, 'George, my car'll run the hell out of that one.' He said, 'Your car can't beat it.' I said, 'Fine, off you go. I'll drive it.' Then Parnelli and me, we had a wager. He said, 'Bet you can't outrun those top guys who run dirt every week.' I qualified about ninth, I wasn't getting the traction I needed, so for the race I

him off to hospital. We drove on, 3250 miles, and we won the thing. Fastest Le Mans ever up to then: we averaged over 135mph, day and night. I haven't been back. I went there as a rookie, I won, what else have I got to prove?" Winning the Indianapolis 500 and the Le Mans 24 Hours 12 days apart, two of the world's greatest motor races in entirely different disciplines, proved a whole lot.

"I did some more of those endurance races. I won the Daytona 24 Hours in 1983 in a Porsche 935, and I won the Sebring 12 Hours in 1985 in a Porsche 962. I came to Brands Hatch in the 1960s with a sports car, a Scarab. Far as I remember, I stuck it in the wall. And in 1978 we had two Indycar races at Silverstone and Brands a week apart."

This was a brave promotion by Grovewood boss John Webb, giving British crowds the



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put Firestones on the back, kept Goodyears on the front. Well, I won both 50-mile parts, and Leo Mehl, the Goodyear competitions boss, got really mad. He said, 'AJ, you are embarrassing us'. I said to him, 'Listen, the Goodyears came home first, the Firestones chased them all night'."

There are far too many other exploits to list, but I'll mention AJ's closed-circuit record. On the Firestone test track at Fort Stockton in 1987 he drove an Oldsmobile Aerotech, a March Indycar chassis with a 2-litre turbo Olds engine and all-enclosed body, at a lap speed of 257.123mph. And there were more crashes, more broken limbs, although: "Not bragging, but I can say all my bad accidents were not because I made a mistake, they were because something broke." One of the worst came in the CART race at Road America in 1990.

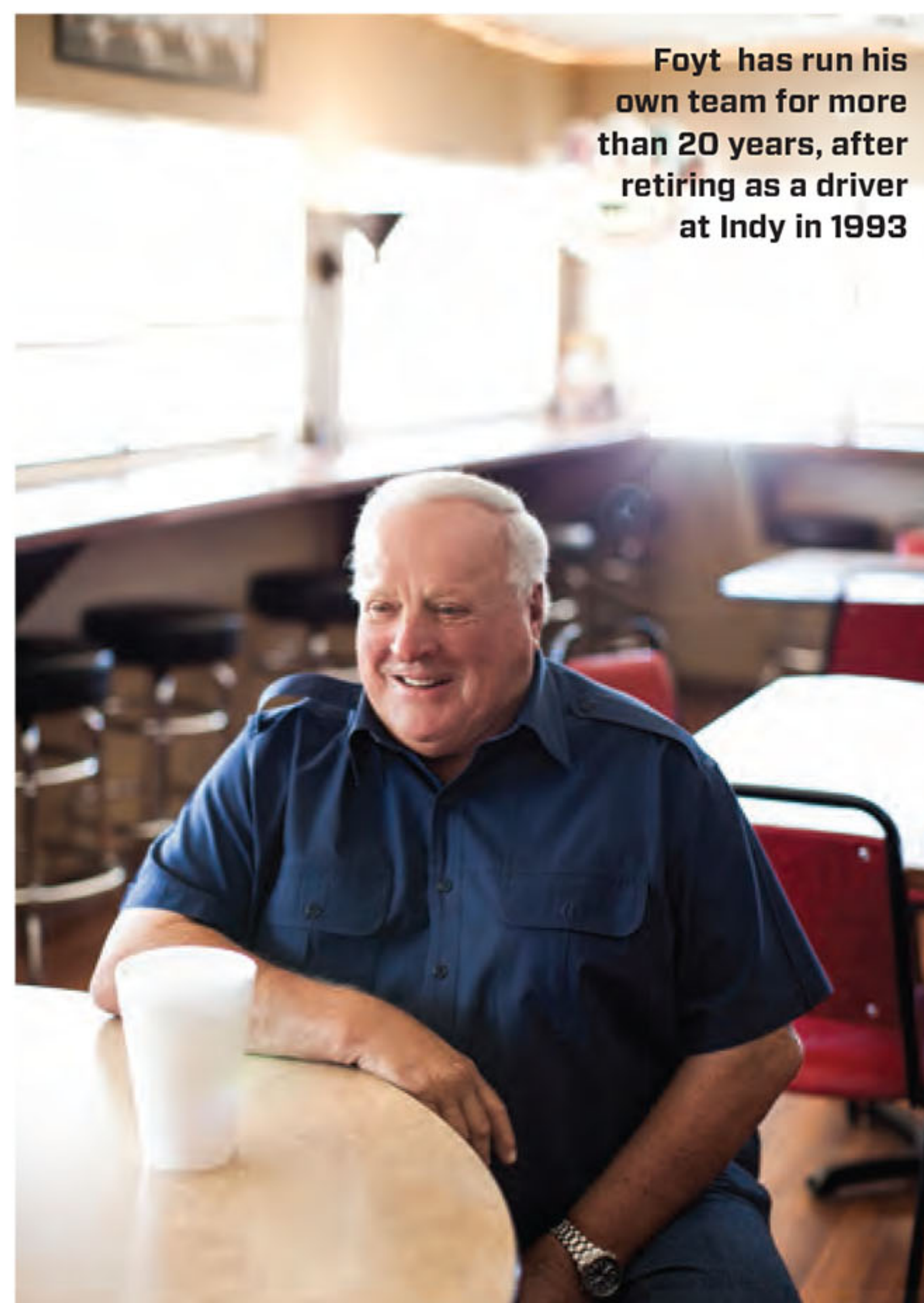
"I blew an engine in qualifying, had to start from the back. I was coming through, and as I was going under someone I hit the brakes real hard and the pedal broke away under my foot. I took off over the bank, and I thought to myself, Sheeyit, this is going to be bad. And it was bad. Took them 45 minutes to cut me out. Both my legs were broke, my feet were back in my face, my toes were all crushed, everything was screwed up. But I never lost consciousness. I said to Terry Trammell, the race doctor, 'Have you got a big hammer? Hit me over the head, put me out of my misery'."

"They stopped the race, a helicopter came from Milwaukee and landed on the track. I needed lots of blood to keep me alive [one of the donors was his faithful PA, Anne Fornoro]. They talked about amputating one of the smashed legs, but eight months later I was back at Indy. They were expecting me to be in a wheelchair, or at least on crutches, but I managed to walk to my car, managed to get myself in, and I qualified on the front row.

"One thing I am proud of, I never missed an Indy 500, 35 years from 1958 until 1992. And I was there in 1993. I knew I could have a good shot at pole, and I was running over 220mph in practice. [He was now 58 years old.] Then the yellow came on. It was Robbie Gordon in my other car and he'd hit the wall. It was about the third time he'd wrecked. There and then I decided, I can't have a team and race as well. I came into the pits and got out. Everyone said, 'What are you doing?' I said, 'I'm through. It's over, that's it'."

"Ever since I left Bignotti in 1966 I'd pretty much had my own team. I've now been working just as a team owner for more than 20 years, and I've run a NASCAR campaign as well for much of that time. You watch the mistakes your drivers make and you tell them, anything you say, you're not going to impress me. I don't care if you hit the wall soft or you hit the wall hard. I've done it both ways.

"Of all the drivers who have raced for me, Kenny Bräck was the most professional, he



Foyt has run his own team for more than 20 years, after retiring as a driver at Indy in 1993

## “ABOUT THE ONLY THING I SEE ABOUT RACING THAT’S BETTER TODAY IS THE SAFETY”

knew what he wanted. He won Indy for me, and the championship. Scott Sharp was good, he won me the championship too. Darren Manning was fast but he wasn't strong, with all the downforce now you need to stay in shape. Martin Plowman is a super nice kid, can't really judge him yet, but when he has run for us he has run good. Of our two guys this year Sato is a little guy, he has to work hard to be strong, but he's fast. Hawksworth, he's only 22 years old, I think you'll hear a lot more of him.

"As for the Foyt family, well: Tony, one of my sons, he wasn't into racing, he's always loved animals. My other son, Larry, he did NASCAR and Indycar, but he broke his back in the 2005 Indy 500. Now he runs the team with me. My grandson, AJ Foyt IV, we ran him in Indy Lights and he won the series, and in 2003 he became the youngest-ever Indianapolis 500 starter, on his 19th birthday. But he got to thinking he knew more than everybody else, and during Indy qualifying in 2010 I got mad at him and I fired him. He ain't drivin' for nobody no more. Now we've got my great-grandson, Anthony Joseph the Fifth, he's four years old. He

comes to the shop, walks around the cars, points at one of them and says, 'That's me'. Give him 12 years and I tell ya, he'll be out there."

Somehow AJ has found time to breed racehorses in Kentucky, invest in the Houston Astros baseball team, and become the biggest Chevrolet dealer in Texas. "I'm not a banquet kind of guy, I don't like hanging around in bars. I get more of a kick out of baling hay or building a fence." Behind the scenes he has quietly been very generous to people working for him, and to various charities, but he doesn't want to talk about any of that. Anne Fornoro has said, "The public sees AJ as mesquite-tough, with a nitro temper apt to flare in a New York minute. What they don't see is his heart. It's as big as his home state of Texas."



AS A TEAM OWNER, AJ IS WELL AWARE of how the sport has changed. "What I liked about my day as a driver was, when you were out there you didn't have a computer telling you what you were doing wrong. You and your chief mechanic worked together, and if you weren't fast enough you figured out what to do. A lot of drivers today, if they didn't have the computer they wouldn't know what to do next. You got a driver out there, but at the same time you got a computer.

"About the only thing I see that's better about racing today is the safety. It's 100 per cent safer now than how it was then, and I'm real happy about that – although I have to say the accidents they have today, they mostly walk away, so they don't learn anything.

"Back then a lot of my friends died. You had to be brave or you weren't fast, but you didn't win races by being stupid. If you ran out of brains you got killed. Or you lay looking at a hospital wall for a long time and you thought about it, and you decided to try not to make the same mistake twice. I've got false knees, false hips, burns, scars all over my body. I guess I paid the price, the price for always wanting to win."

The burgers are long finished, and AJ wants to get back to running his race team. Once more that iron handshake, back into the truck with Anne, and he's gone. I'm left totting up the statistics which, if you like such things, are extraordinary. Historians disagree about how many career wins AJ had in different disciplines, but it's probably more than 250. No one else has won seven USAC titles. No one else has won the biggest races in Indycar, and in NASCAR, and in endurance racing. No one else has been part of the American racing scene, as driver and team owner, for more than 60 years.

But set aside the statistics. For me, more extraordinary is the man. There has never been a motor racing hero quite like AJ Foyt. And surely there never will be again. ☑



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## Aston Martin DB4GT

For the 12 years that he has enjoyed the car, the current owner has had it serviced, enhanced and maintained by RS Williams Ltd. He chose their specialist upgrade to a 4.7 litre unleaded specification with gearbox and axle modifications to match for performance and cruising comfort.

Added to this, the body and chassis have been maintained to the highest standards and the addition of fully trimmed Recaro seats compliments the image and performance of this enduring classic.

The engine has been warmed before use and his DB4GT has been kept in a dehumidified garage during his ownership. Whilst the Recaro seats have been fitted for comfort together with practicality and the bumpers removed for aesthetics, both the original seats and the bumpers are available to the new owner.

The owner is familiar with Ferrari 250GT and 275GTB and reflects that his enhancements have produced a car that has an equivalence of performance but with far greater practicality and

a clear justification for equal value. When those values soar, too many classic cars spend time as museum pieces. The DB4GT was bred for competition and it is a car whose value lies not in its badge but in its preparation, maintenance and its preparedness for performance.

This DB4GT is not a dusty collector's relic, it is a car that has spent the past decade being cared for under the direction of one of the finest Aston Martin specialists in the World and she is ready for her next owner. £ Principals Only



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# Pho







Fire crew tends to smouldering T43 during the 1928 TT at Ards

# enmIX from the flames

This Type 43 has had a harder life than most Bugattis, after being both scorched and submerged at separate times, but it's one of motoring's great survivors

writer GORDON CRUICKSHANK

**H**OW RACING SAFETY has changed. I'm not talking belts, HANS or Nomex; I'm talking about cheerfully exposing pit crews to fumes that can cause liver damage or even coma. Why? Because between the wars a nasty chemical called carbon tetrachloride was a common fire extinguishant, and when the car in these photos caught fire just two laps into the 1928 Tourist Trophy, gallons of this harmful stuff were pumped over it. *Motor Sport* commented that the dense fumes drove nearby spectators back, but despite these health-risking efforts the car burned furiously on, its race well and truly run. However, enough of it was salvageable to get it back on the road within the year, and since then it has given successive

owners the same delight it gave its initial purchaser, multiple Land Speed Record smasher Sir Malcolm Campbell.

Having raced a stable of Bugattis already, Campbell was bound to be interested when Ettore's firm revealed a new model, more useable than its svelte Grand Prix cars but almost as fast. A car, in fact, that qualified as a Grand Tourer before the term appeared, and which had plenty of competition potential. Appearing in early 1927 it was labelled 'Type 43 Grand Sport', and easily merited both descriptives. Essentially a sports version of the GP car, slotting the 35B's 2.3-litre blown eight into a long chassis with a tougher gearbox and electric starter, its tight four-seater torpedo body and tapered tail gave it a racy look, with a single door on the passenger side. Capable of 110mph or more, it had few if any rivals in the sports car field – or the price list. It cost more than the GP car, at £1200 about the same as



a Rolls-Royce, but wealthy buyers weren't hard to find – at the beginning. By the close of 1930 when production petered out, the aftershock of the Wall Street crash meant that the last few of the 160 Type 43s assembled sat unsold in Molsheim's warehouse.



BUT IN 1927 A HIGH-PERFORMANCE sports car was a useful weapon. With Grand Prix racing ailing despite new *Formule Libre* rules for 1928, other fields beckoned and a 3-litre sports model was ideal for endurance events and fast touring, yet still a strong contender on hill and track. *Motor Sport* tried one, describing it as “sheer joy” with its “almost unconscious cornering and terrific acceleration”. Who more likely a customer than the newly crowned Fastest Man in the World, Malcolm Campbell? A regular Bugatti customer,

he had already raced a 43 in a Brooklands handicap race in September 1927 and contacted his friend Col Sorel, the UK importer, to order one for the following season. By April, two months after Campbell pushed the LSR to 206.9mph at Daytona, chassis 43171 was in his Brooklands garage to be prepared for its race debut in the Essex 6 Hours – where it was sidelined with a fuel problem. Unfazed, Campbell entered it for the Tourist Trophy across the Irish Sea at Ards in August, a patch of British soil where road racing was permitted.

In place of the 43's tapering tail, for the TT Campbell fitted a barrel-back rear body shrouding a sideways upright spare wheel instead of the usual side mount, the only one of the three Type 43s competing at Ards to feature this design. The other two belonged to Lord Curzon (later Lord Howe) who shipped two over, one for practice and one to race. These shared a modification with Campbell's car that both would regret.

With the Bentley team withdrawing, the Bugattis' main class rivalry in this 410-mile

handicap event was likely to be Birkin's and Cook's private Bentleys and a pair of Austro-Daimlers for Mason and Paul. As the clock chimed 11am drivers sprinted to their cars – and paused to put the hoods up. That was production car racing at the time: two hooded laps were compulsory, but conveniently the 43 could boast a rather skimpy canvas lid. Sure enough, when engines barked into life Birkin led off, pursued by Curzon with Campbell fifth away. He was still fifth when two 12-minute laps later he headed for his pit to lower his hood – but as *Motor Sport* put it he was “followed by a large sheet of flame”. Unaware, faithful mechanic Leo Villa leaped out to undo the canvas, and the rear of the machine erupted as fuel from a split tank met hot exhaust, possibly aggravated by pooling in the 43's full-length undertray. Mechanics leapt to drag fuel churns away from the flames while officials aimed their carcinogenic fluids at the inferno,





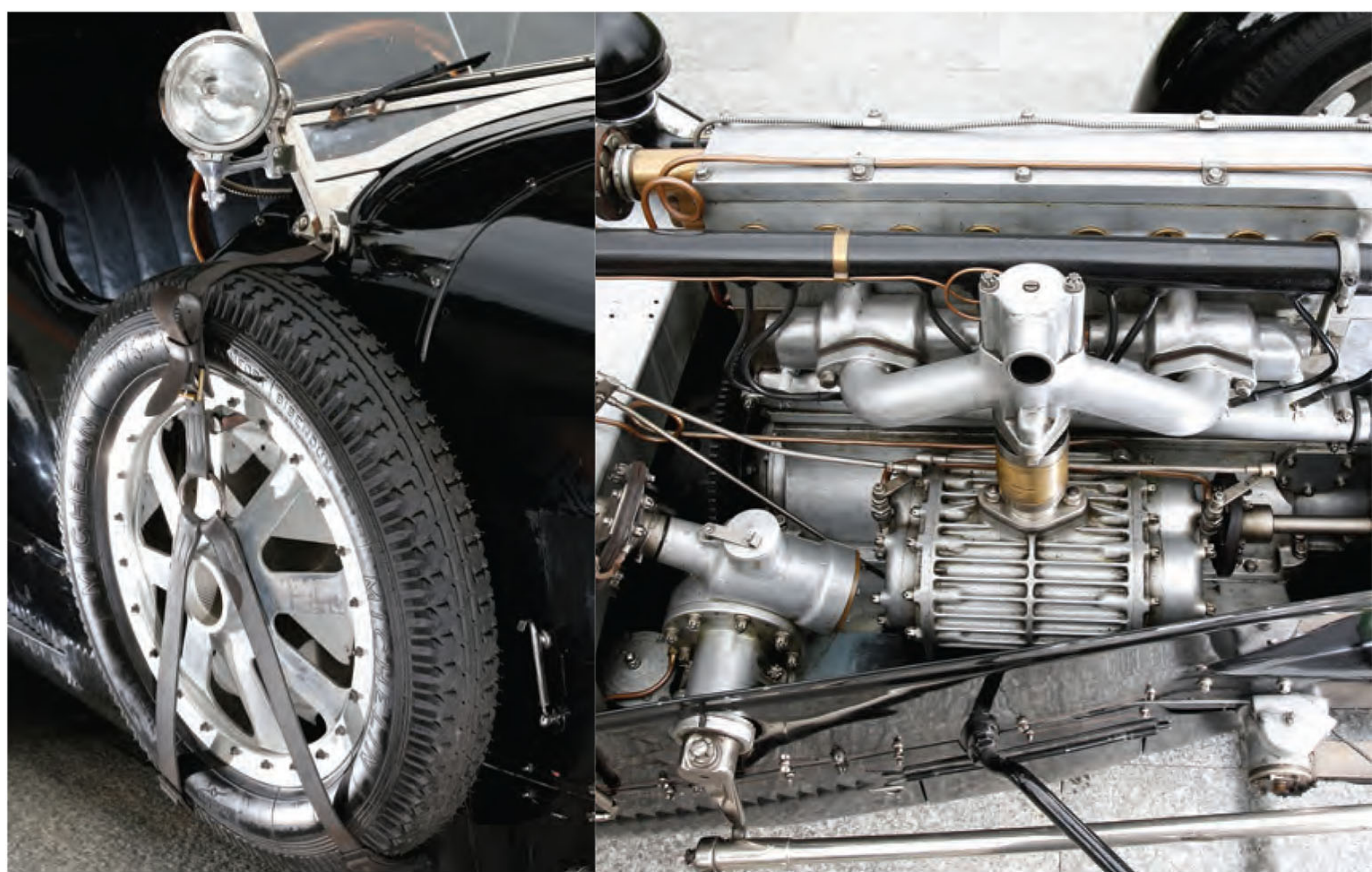
other drivers having to surge on through the dense black smoke blossoming across the track. And all the time Malcolm Campbell was shouting “Save the engine! Save the engine!” As it burned, some of the pit crew got a rope on it and dragged it past the pits, away from the hundreds of gallons of petrol waiting along the counter for refuelling stops. There it smouldered, the rear badly damaged but the front end saved as its fretful owner hoped.

According to Bugatti historian David Venables the car had an aircraft-type bag tank fitted in the UK in place of the factory one – and so had Curzon’s 43. Soon his tank proved to be leaking as well, and he sensibly retired before the same fate could befall his machine. A third 43 in the race, probably a stealth factory entry as it was driven by works tester Louis Dutilleux, finished ninth – with a sound fuel tank.

Bad as it looked, the car was worth rescuing. It took a while, Campbell having so many racing irons in the fire, but early in 1931 the Brooklands Motor Co ran an advert for it stating “capable of 110mph, raced by Sir Malcolm Campbell”. The price? £375. But presumably you could haggle...



SO FAR IN THE STORY THERE IS NO trace of road certification, so the new owner WM Faulkner had it registered PJ679 before entering it in Brooklands races and hill climbs. Photos from these events show it restored to standard 43 form, with tapered tail and side-mounted spare. From Faulkner it passed to Leslie Bachelier, a well-known marque dealer and racer, from whom Peter Hampton bought it in 1934. He wrote extensively about it in *Motor Sport* in March 1943, saying the performance took his breath away. It was, he said, “My first real motoring thrill and I shall never forget it; the stink of Castrol R, the scream of everything as we accelerated at a fantastic pace; the straight-through gear changes, the heat from engine and exhaust on the floorboards, and the amazing



**“EARLY IN 1931 THE BROOKLANDS MOTOR COMPANY RAN AN ADVERT. THE PRICE? £375. BUT PRESUMABLY YOU COULD HAGGLE...”**

rapidity with which we were doing 90-100 mph on short by-roads and seemingly suicidal speeds round corners with no roll or slide – this was too much for me. I said ‘Yes, I’ll take that one.’”

A renowned vintage car figure, Hampton had many adventures with PJ679, including having to be dragged backwards out of the River Exe by a horse, and over his 10,000-mile ownership he made many changes – new interior, dash, instruments and sweeping wings – but also had a pile of trouble with it, changing carb, gears, pistons, dynamo and more. His sad summary on selling it was, “I had a lot of fun with the car, but could never be sure that I would reach my destination other than on the wrong end of a rope.”

After a string of short-term owners 43171 settled down in the early 1960s with a Dr Mirrey, who kept it until 1982, as an advert in *Motor Sport* confirms. During the 1990s Bugatti specialist Ivan Dutton conducted a complete restoration so, barring black paint instead of Campbell blue, it now looks once again as it did in Sorel’s Brixton Road depot before Campbell made his ill-fated alterations.

There has been debate about which chassis Campbell drove in that disastrous race, but it seems clear from the paperwork that this is not the car Campbell raced in 1927 and that other contenders suggested from time to time had not in fact arrived from France by race date. Marque expert David Sewell concurs that this is the TT entry. In addition the car still boasts corresponding chassis and engine numbers but has the rear axle from a Type 44, the less grand touring brother to the 43. Which is only to be expected, looking at photos of the burnt car.

With room for four and its famed ability to pull away from rest in top (fourth) gear, the model is still seen as one of the most driveable Bugattis, even if the jewel-like roller-bearing crankshaft does need to be stripped and rebuilt every 5-6000 miles. This one has seen many changes, starting within weeks of delivery from the Molsheim factory, but as it stands it’s a proud survivor of a dramatic moment in racing history, in the hands of one of the legends of British motor sport. 📌

*The Campbell Type 43 appears in the Artcurial Retromobile auction in Paris on February 6*



**T43 is now black rather than Campbell blue. Right, Bugatti patents and proof of provenance**



Moody



Blue





Taking a slice out of its road car gave Aston Martin  
a moment of glory on the track, but it also shaped  
the marque's styling approach for a decade

writer RICHARD HESELTINE | photographer MATT HOWELL

W

HEN VIEWED THROUGH the cold gaze of the sceptic, there can be only one firm conclusion: the Aston Martin DB4GT wasn't a great racing car. The history books will tell you that it won straight out of the box but was soon eclipsed by Latin rivals; that it was

too heavy and abusive of its tyres to be a front-runner. It's a model that matters more because of what it led to – the critically canonised DB4GT Zagato and the mighty Design Project cars – than for what it actually achieved. As such, it's a relative footnote in marque history, you might argue.

However, when viewed in a studio, it's a different matter entirely. The car pictured here is arguably the most famous example, the much-campaigned ex-Moss, ex-Sears, ex-people who matter chassis 0151/R, still resplendent in

the familiar indigo blue and white livery of Ecurie Endeavour, which fielded the car in period. It is truly striking, a glamorous alchemy of beauty and potency. But while the outline may appear familiar, that's only the half of it. This wasn't just a road car, it was a blunt instrument. A surprisingly versatile one, too.

Thanks to its reduced length and smoother nose the DB4GT's profile appears more taut and compact than a regular DB4. Touring of Milan's Federico Formenti created a sublime outline, retaining the regular car's elegance but infusing it with muscularity. The Perspex headlight covers, sizeable bonnet scoop and air intakes offer all the desired racer reference points, the reduction in length over the standard DB4 being mostly evident in the shorter doors. Much like a Ferrari 250GT SWB, the Aston's outline looks just as enticing denuded of bumpers and other trinkets as it does with brightwork. While it's easy to mistake it for a DB5 – the frontal



treatment ensures this – the DB4GT undeniably has a character of its own. And dispel all thoughts of James Bond and *Goldfinger*; the DB4GT beat its descendant to the big screen, featuring in the wonderful Peter Sellers vehicle *The Wrong Arm of the Law*.

The Aston's cabin, by contrast, appears to be from another era altogether. It feels as hand-wrought as any Newport Pagnell product should. The outline of the main instrument surround mirrors the shape of the grille, the classic white-on-black Smiths gauges proffering the desired old-school thoroughbred vibe. Three GTs received token rear seats in period, but with the boot packing a 32-gallon fuel tank and a full-sized wheel/tyre mounted on top, you really need the extra space for luggage. And while shorn of anything you might consider frivolous, what with this being a racer and all that, it really is a lovely office.



THE DB4GT WAS CONCEIVED WITH THE aim of maintaining the marque's relevance in the GT category. It would also double-up as a range-topper in the road car line-up. Chief engineer Harold Beach took the existing Touring-penned DB4, which had been introduced at the 1958 Paris Motor Show, and removed five inches from its wheelbase. The new variant retained the existing Superleggera (super light) method of construction, but here with a Rizla-thin 18-gauge magnesium alloy skin rather than the regular car's 16-gauge. Other weight-saving measures included fixed Perspex quarter windows and frameless door glazing. Distinct from the 'lesser' DB4, the GT also featured a sleeker new frontal treatment that would become styling shorthand for subsequent Astons to the end of the following decade and beyond.

Beauty here was more than skin deep. A new cylinder head was developed for the existing Tadek Marek-devised 3670cc straight-six, with two plugs per cylinder, timed by a pair of distributors, and the same 92mm bore and stroke. Triple Weber 45DCOE carbs were also added along with reprofiled cams (with different valve timing) in addition to a 9.0:1 compression ratio, polished conrods and other tweaks. The net result of all this was a useful hike in horsepower to 302bhp at 6000rpm, up by 62 over the standard car, although many marque experts claim this figure is at best optimistic: 280bhp would be closer, and even then only in racing trim. Transmitting the power to the road was a four-speed David Brown 'box, although contrary to popular belief this wasn't used only in the GT and Zagato. It had the same non-overdrive four-speed unit as a regular DB4, but with close-ratio gears. It was allied to a twin-plate clutch and Powr-Lok diff. Save for revised spring rates and dampers, the suspension was



**“IT IS TRULY STRIKING –  
A GLORIOUS ALCHEMY OF BEAUTY  
AND POTENCY, INFUSING ELEGANCE  
WITH MUSCULARITY”**





carried over wholesale from the regular DB4, so unequal-length double wishbones and coils up front, and solid axle with a Watts linkage, parallel trailing links and lever-arm dampers at the rear. The rack and pinion steering was also carried over without modification. Bigger brakes – Girling discs front and rear – were fitted, although there was no servo assistance. However, despite being shorn of 185lb over the regular DB4, it still abused the scales at 2798lb.

The prototype, chassis DP199/1, was entered in the 12-lap Grand Touring Car race that kicked off the May '59 International Trophy meeting at Silverstone. The car had yet to be homologated but, regardless, it was fielded for Stirling Moss against an assortment of four-door saloons and production sports cars, with only Roy Salvadori in John Coombs' Jaguar MkII offering even token opposition.

*Autosport* reported: "From pole position, Moss took an immediate lead in the DB4... There was considerable jockeying for position as the field swept under the bridge into Copse and, although no one actually shunted, there were many near misses. By the end of the first lap, Moss had pulled out a considerable lead over Salvadori and, as they came through Woodcote, the 3.7-litre Aston was very steady, while the smaller Jaguar was cornering almost on the door handles, accompanied by a characteristic ululant howl from its tyres... Moss continued to build up his lead, getting further and further away from Salvadori on each successful lap. He set up a record for the class on his third tour when he returned an electrifying time of 1min 55.8sec. Moss's margin of victory over Salvadori was 16.8sec."

A month later, the same car was entered in the Le Mans 24 Hours equipped with a 3-litre 'six' borrowed from the DBR3/1 sports-racer. Swiss privateers Hubert Patthey and Renaud Calderari were only the second driver pairing to retire from the race: while the factory DBR1s famously scored a 1-2 finish, the coupé ran its bearings just 21 laps in. Following the demise of his DBR2, Moss found himself back in a DB4GT during the end-of-season Bahamas Speed Week. On November 29, he beat Salvadori's Austin-Healey 100S to take a class heat win in the Nassau Tourist Trophy.



THE DB4GT HAD BEEN UNVEILED IN production-ready form at the Earls Court Motor Show a month earlier and its makers reckoned it was the fastest production car then on sale. What's more, while the horsepower figures may have been massaged a little, the factory's performance claims were more than mere PR hype. This was a graceful gentleman's express that could reach 152mph and complete

the 0-60mph dash in just 6.4sec, with driver/manager Reg Parnell cracking 0-100mph-0 – for so long Aston Martin's promotional party piece – in just 20.8sec at the MIRA proving ground. He also set a personal best 0-100mph time of 14.2sec. This was just the ticket, therefore, for the moneyed amateur racer looking to trade in his workaday double-breasted pinstripes and bowler hat combo for a powder blue 'romper suit' and Herbert Johnson pudding basin helmet come the weekend.

And it would be left to amateurs – gentleman drivers in modern parlance – and privateer teams to maintain the marque's relevance in motor sport after Aston Martin officially withdrew from sports car racing at the end of the year. Save for its stop-start Grand Prix



programme, its involvement in motor sport would, for the time being at least, be of the tacit variety. All told, 75 DB4GTs would be made, five 'lightweight' – or 'Build Sheet' in factory speak – DB4GTs being built in 1960. 'Our' car was one of them. Precise information about this run within a run for favoured customers remains sketchy. Chiefly, there is a degree of confusion about how much additional weight was saved and from where. It would appear that the quintet were built with the same gauge of aluminium skin as the standard GT, savings being made by means of drilling the chassis, installing ally floor panels and removing what little trim remained.

Chassis 0124/R was supplied new to Tommy Sopwith, who entered it in the April 1960 Oulton Park Spring Meeting, but it failed to arrive. Intriguingly, two other DB4GTs were due to compete in the same Closed Car race and they too were no-shows. The Ecurie Endeavour car was then entrusted to Moss for the Goodwood Easter Monday meeting. The Aston was once again the dominant force over a field of saloons and small-capacity sports cars. *Autosport* reported: "The Closed Cars race was something of an anti-climax, providing Stirling Moss with the opportunity of proving just how rapid the GT DB4 is. Yet Roy Salvadori put up a splendid

show with a perfectly normal Jaguar 3.8, and managed to keep ahead of Jack Sears in the Equipe Endeavour car, the blue 3.8 being stable-mate to the newly-acquired DB4."

And the DB4GT was rapid; demonstrably so. Sears drove the car – then registered AM400 – in the April '60 Aintree 200 meeting where it once again steamrolled the opposition. According to *Autosport*: "Sears, despite a somewhat juddery start owing to axle tramp, immediately took the lead and narrowly missed being rammed from behind by a Lotus Elite. He was chased by Dick Protheroe's veteran XK120, now with a 3.8-litre Jaguar engine, and John Wagstaff in a works Elite." He proceeded to "establish a clear lead, lapping in around 2min 15sec, to the horror of Tommy Sopwith who almost 'did his nut' in the pits, giving him various slow down signals".

A week on, Sears savoured further glory, this time at Oulton Park where he comfortably defeated Lotus Elite man Tommy Dickson in the GT race, despite the inconvenience of an unsecured bonnet obscuring the Aston's windscreen under braking. Then at his local Snetterton circuit he claimed his personal hat-trick and the Aston's fourth win on the trot: on May 22, 'Gentleman Jack' romped home clear of Lotus ace Chris Summers, the field including cars as diverse as an Austin A40 and a Daimler Dart. Just to rub it in, the DB4GT also collared its fourth consecutive lap record.

Fast-forward to the August Bank Holiday of that year, and Sears picked up where he left off at Brands Hatch during the BRSCC's Silver City Trophy meeting. While Jack Brabham would emerge victorious in the headline race for Formula 1 cars, Sears blasted the Aston clear of the opposition in the 10-lap Wrotham Trophy opener. He led from start to finish, comfortably beating Mike Parkes in Sir Gawain Baillie's Lotus Elite (also entered by Ecurie Endeavour). And, just as night follows day, the Aston made mincemeat of the existing lap record.

There appeared to be no stopping the march of the Sears/Aston pairing. However, they faced fresh opposition on a return visit to Brands at the end of the month for the Kentish 100 meeting. Pitted against them in the Redex Trophy race for GT cars was Moss in the Rob Walker/Dick Wilkins Ferrari 250GT SWB; the same car in which he had vanquished the John Ogier/Essex Racing Team DB4GTs of Salvadori and Innes Ireland in the Tourist Trophy – by a lap, while famously listening to Raymond Baxter's radio commentary of the race. In its TT report, *Autosport* unaccountably proclaimed that "From the result, the DB4GT can stand comparison with the Ferrari 250GT."

It couldn't. At Brands, Moss and the Ferrari were once again in a class of one. They came



home first after 27 miles of racing at the Kent venue, some 18sec clear of 'Gentleman Jack' and the blue and white DB4GT. This result marked the end of 0124/R's frontline competition career, Ecurie Endeavour concentrating on its successful Jaguar saloon campaign to the end of the season ahead of a Ferrari and E-type campaign the following year.



THE DB4GT'S BRIEF SPELL RUNNING AT the front was over. Aston Martin pushed ahead with the Ercole Spada-styled DB4GT Zagato evolution, results for the existing car being somewhat mixed thereafter. Jim Clark and Bruce McLaren retired Ogier's entry in that year's Nürburgring 1000Kms, Ireland managing fifth in the Tourist Trophy aboard the same car.

Once its Ecurie Endeavour career came to an end, AM400 was re-registered 587GJB and passed through assorted owners, competitive outings being limited to a few hillclimbs and speed events. In the mid '70s the car was acquired by David Ham, a man better known for his spirited handling of a Lister-Jaguar. Ham raced the Aston on occasion before selling it to historics veteran John Harper, who in turn moved it on to Pink Floyd's manager Steve O'Rourke. In 1978, the car was dispatched to Richard Williams for sorting, the engine and gearbox being rebuilt (the twin-cam 'six' was


**“I CONSIDER IT A GREAT PRIVILEGE TO HAVE BEEN ASKED TO RACE IT. WE HAD VERY ENJOYABLE TIMES WITH IT”**

reputedly producing 295bhp at this juncture).

The car was acquired by Hexagon Classics' principal Paul Michaels in 2005 via broker David Clark. The former F1 team chief then entrusted David Jack of Aston Engineering with preparing the car for competition, and has since employed a roll-call of past masters to steer it. The car's most memorable victory in historics – the Royal Automobile Club Tourist Trophy race for Pre-1963 Grand Touring Cars at the 2011 Silverstone Classic – was achieved by former Le Mans winner Richard Attwood and motorcycle GP racer turned touring car star Stuart Graham. “I consider it a great privilege to have been asked to race it,” Graham says. “I always found the car to be fun to drive, with pleasant and forgiving handling. The Aston

Engineering team prepared it well. We had very enjoyable times with it, especially at Goodwood, which suited the car well.”

Just don't expect to see this old warhorse venturing trackside any time soon. 0124/R retains its original coachwork and its keeper is keen for it to stay that way. Given the robust driving that has come to typify historic racing in recent seasons, and taking into consideration its seven-figure value, Michaels is no longer prepared to risk it in competition. The Aston is currently in the throes of being made more tractable: it will continue to be exercised, just not at ten-tenths.

While the DB4GT had its moments, its time in the limelight was fleeting. It may have been lighter than a regular DB4 but it was heavier than a Ferrari 250GT SWB – about 25 per cent heavier. It was driven by some legendary names from the period and won races, but few of any real consequence. But that's only part of it. This glorious machine has looks to die for and an engine note that could wake the dead. It's a GT car in the accepted sense rather than a competition tool with only token concessions to road-going usability. It's big-boned and brawny, but also intense and entertaining. It's everything an Aston Martin should be, and more. 

*Thanks to Paul Michaels at [www.hexagonmodernclassics.com](http://www.hexagonmodernclassics.com)*





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# EVEN EVENTS OF THE MONTH

DAYTONA 24 CLASSIC ❖ ROGER ALBERT CLARK RALLY ❖ FORMULA E



First Daytona Classic drew more cars than fans. Here, the Gray Gregory/Randy Buck Chevron B16 leads

ERIC SAWYER

## Daytona 24 Classic

**T**

HE INAUGURAL DAYTONA 24 CLASSIC NOT ONLY proved to be a huge success, but was also very much a father and son affair. Conceived along the lines of the Le Mans Classic by Brian Redman and son James, three of the event's six categories were won by American 'dad and lad' combinations while German and British father/son teams also graced the famous Florida victory circle.

With its somewhat loose rules and generous track time, the meeting attracted a host of former Daytona winners and an eclectic mix of cars, many with extensive Daytona histories, even if the timeline was pretty short on some of them. Competitors included AC/DC front man Brian Johnson, who raced Pilbeam and Lotus, and Genii Capital boss Gérard Lopez with his rare 7-litre Ford GT40 Mk2.

Organisation was in the hands of the Florida-based Historic Sportscar 



# EVENTS

OF THE MONTH



Racing Ltd, run by James Redman and expatriate Brit Dave Hinton. Despite their laid-back approach, the race schedule ran like clockwork.

The entry was split into six categories, five of them based on the age of the car while the sixth was a catch-all for cars without 'papers'.

The day-night timetable called for each of the six groups to take part in four 45-minute races, so they raced at five-hourly intervals and had two races in daylight and two in the dark. The combined times of all four races produced the results.

Total flexibility was allowed as far as drivers were concerned. A few drove

solo, some stopped halfway through each race and switched drivers, others took it in turns to drive, while one German team split the event up so that the two father-and-son combinations did two races apiece.

The opening 1960-1972 group was won by the ex-Mecom Racing Zerex Special Lola T70 driven by Mark Devis and Christian Träber. British duo Graham and Oliver Bryant beat several GT40s (including that of Lopez) to take second in their 1967 Chevrolet Camaro, although Philip Walker and Mike Jordan were unlucky to miss out on a podium in Phil's GT40.

The 1973-1982 race produced a

Andy Wallace back in the old routine, in Champion-liveried Audi R8. Didier André's Corvette, below left, was in the wars. Devis/Träber Zerex T70, below right, won the 1960-1972 section

Chevron B36 one-two, American dad and lad Robert and Josh Boller beating Masters Racing boss Ron Maydon and US car owner Rick Carlino. Several Porsche 935s and the thundering Greenwood Corvette of Didier André hit trouble.

For many the headlining race was for Group C cars from 1983 to 1993 and it attracted six Porsche 956/962s. No one got near the ex-Kremer 962 superbly driven by British GT regular Aaron Scott, ably backed up by Irish-born owner Tommy Dreelan.

Second place proved to be a fairytale story. Check the results of the 1993 Daytona 24 Hours and you will find that Germany's Heico Motorsport finished third overall with a Porsche 964 Cup car driven by Dirk Ebling, Karl Wlazik and Ulli Richter. With the car still in the original yellow livery, Ebling and Wlazik returned to the high banking of Daytona with their sons Leon and Philip to push the Park/Kempnich ex-Schuppan 962 back to third.

The Group E race for cars from 2002 to 2010 (or actually 2013!) yielded an emotional victory for Andy Wallace and Doug Smith in a Champion-liveried Audi R8. Andy raced for Champion in period. They didn't have the speed of the ex-Rollcentre 2007 Pescarolo-Judd of expatriate Scot David Porter, but an incident put him out of the running.

Groups D and F were won by John and Paul Reisman in a Lola B2K and Porsche 911 respectfully.

On this evidence, the Daytona 24 Classic will surely become one of America's most successful historic race meetings. *Andrew Marriott*







Matt Edwards won the RAC on the road, but would later be excluded



## Formula E Punta del Este Uruguay

FRESH FROM sealing the FIA World Endurance Championship title with Anthony Davidson in

November, Sébastien Buemi concluded a stellar season by winning a frantic third round of the inaugural FIA Formula E Championship on the streets of Punta del Este, Uruguay.

The DAMS driver inherited the lead after the mandatory 'car-swap' pitstop, when Nick Heidfeld was adjudged to have made too quick a stop. Buemi then resisted a late-race charge by series debutant and pole sitter Jean-Eric Vergne, who put in a fine performance in his Andretti-run Spark-Renault.

Vergne had lost the lead at the start to Nelson Piquet Jr, but soon muscled his way through after the first of four safety car periods. But after Vergne lost out to Buemi during the car swap, he soon reined in the Swiss ace. After the final safety car was deployed for Matthew Brabham's crashed Andretti car to be recovered, a grandstand finish looked to be on the cards.

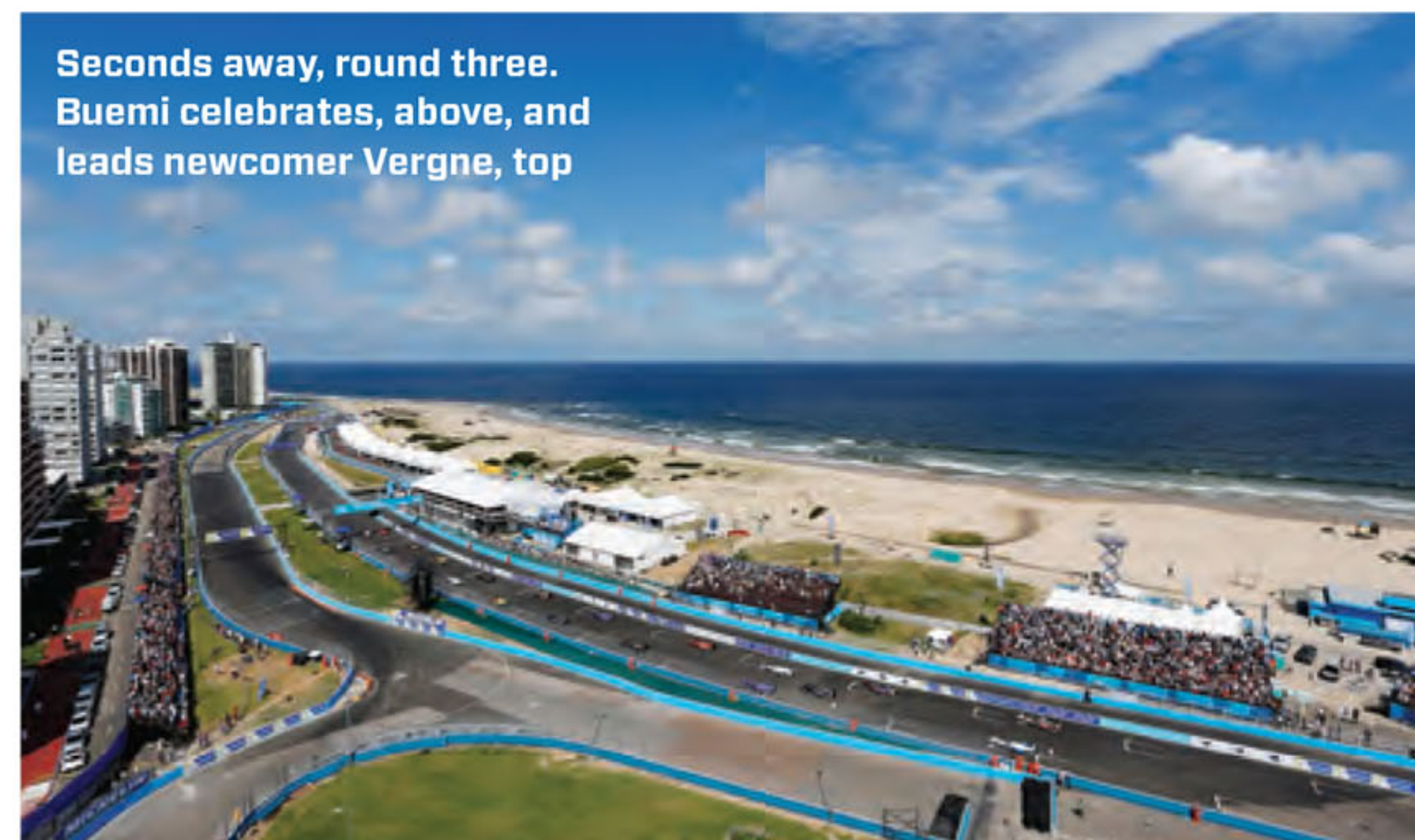
With just three laps remaining, however, Vergne pulled off the track when a right front wishbone gave way and Buemi was able to cruise to the chequered flag ahead of Piquet and points leader Lucas di Grassi.

Sam Bird, winner of the second round in Malaysia, suffered a weekend to forget after crashing in both qualifying and the race. Jarno Trulli enjoyed his most competitive showing to date by finishing in fourth.

The FIA Formula E Championship stays in South America for its next round, in Buenos Aires on January 10. *Sam Smith*



Seconds away, round three. Buemi celebrates, above, and leads newcomer Vergne, top



## Roger Albert Clark Rally

MATTHEW ROBINSON AND SAM COLLIS capped a mighty season of historic rallying by winning the 11th Roger Albert Clark Rally, after 27 special stages in and around the vast Kielder forest complex in Northumberland.

A year after crashing out, Ford Escort driver Robinson showed how his driving has matured by setting a cracking pace and seldom putting a wheel wrong in typically testing conditions.

However, victory only came after the controversial exclusion of Matt Edwards and Paul Morris, who arrived at the finish in Sunderland with a winning margin of 34sec after a tremendous performance. Sadly, Edwards and Morris were found to be in possession of route information during the rally and were excluded for contravening event regulations.

The exclusion, which was for an oversight rather than an attempt to break the rules of

this non-route note rally, came as a massive blow for Edwards, who had taken the lead in thick fog on the opening evening and then driven a brilliant rally while under intense pressure from Robinson.

"We'll have to come back next year and win it properly," said Robinson after a sporting contest between the two Ford Escorts. Edwards, meanwhile, was devastated, but also vowed to return and challenge for victory in 12 months' time.

Nick Elliott and Dave Price were thus promoted to second after a solid performance. They lost too much time in thick fog in Hamsterley Forest to challenge the two pace-setters, but ended the rally clear of the Fiat 131 of Julian Reynolds and Patrick Walsh. The first major finish for the Fiat was a mammoth achievement for the team.

With a route that took in classic stages such as Kershope, Shepherdshield and Ogre Hill, the event was a big hit with the fans and maintained the special atmosphere for which the event is revered.

Best of the overseas visitors – in an excellent fourth overall – was the Category 2-winning Porsche 911 of Belgian ace Grégoire de Mevius and Andre Leyh, while Ian Beveridge and Peter Joy headed Category 1 in their Volvo PV544.

A great performance from Vauxhall Astra crew Nigel Barber and Stuart Popplewell netted victory in the Open Rally.

*Paul Lawrence*





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Winner Stephen Simpson tackles water splash close to the (mostly) defunct Range Corner



ALL IMAGES SIMON ARRON

## HOME ON THE RANGE

Oulton Park, November 8: one of the modern era's surprising success stories continues to evolve

**G**IVEN THIS MAGAZINE'S sometimes quirky past, it seems wholly appropriate that Bill Boddy chose to 'preview' the new Oulton Park circuit in the March 1954 issue, even though the first meeting had taken place the previous August. WB liked what he found, though, and discussed a future extension that would take cars left at Cascades and on towards an "Avus-like" banked, right-handed hairpin. He wrote, "This will cut out the only really dangerous part of the present circuit, where a car

could fall down an embankment and into a lake if it got out of control at Range Corner."

Cars raced through Range for only a few meetings, but it exists to this day to serve as an occasional link road. A hint of its original purpose was glimpsed last autumn, however, when Bolton Le Moors Car Club chose to incorporate it as part of the route for its increasingly popular Neil Howard Stages – and added a water splash. That's why I found myself standing on the very embankment WB described, wondering whether I might have need of the lake should evasive action be required. □



# SIMON ARRON

There was little sign of the paddock's "large refreshment marquee" to which Bill referred, but its fried breakfasts might not have been a match for those in the present circuit café...

Club-level events have a habit of attracting the same few die-hards, but the Neil Howard Stages has taken on a life all its own – mostly, it seems, through word of mouth. It is not part of circuit owner MSV's roster of promoted events, but you'd never guess as much from the congested parking lots. This was the third time the rally had taken place at Oulton, attendance has grown by the year and a close-of-play fireworks display was very much a bonus rather than the main draw.

This year's format was the best to date, with four of 10 stages using the

water splash and a couple of 'super-specials' on the circuit's rally school course, which – oddly – hadn't previously featured.

The surface at Range is significantly fractured nowadays, but that apart the route is asphalt all the way (by design, at least), with the regular circuit tackled in both directions and interspersed with chicanes formed of cones, tyres and oil drums.

Richard Sutton's engaging V8-engined Triumph Dolomite didn't show this time, but the oversubscribed entry was as diverse as always, with everything from original Minis to World Rally Cars via countless Mk2 Ford Escorts (a good thing, that). In the end, Stephen Simpson and Patrick Walsh (Subaru Impreza) scored a fairly comfortable victory in mostly slippery conditions, despite initially taking one of the widest lines ever seen through Lodge Corner. Kevin Procter and Derrick Fawcett were second in another Impreza, having overhauled previous winners Graham Coffey and Victoria Myers (Fiesta WRC) on the final stage.

Down in 49th overall (and ninth in Class B), one of the most popular cars in the field was the pleasingly yellow Ford Anglia 105E of Peter Sharples and James Swallows – but even that was much too fresh to have been acquainted with Range Corner in period.



Bath time for the Sharples/Swallows Anglia. Above, Kevin Procter snatched second place as the event drew to a close



Formula Vee drivers shelter before their Festival's Grand Final. Below, Will Palmer heads for the Winter F4 crown. Below right, Ian Clark's Capri chases diverse Meldrew pack



## GROOVE ARMADA

Slot car racing, 1974-2014: telemetry now available in 1/32 scale

**M**ODEL SHOPS WERE ALWAYS designed to lure impressionable schoolboys – and then frustrate them by sticking impossible price tags on the best kit – but 40-odd years ago an establishment in Manchester was having something of a clear-out. And there, among the cut-price bargains, was an MRRC Lotus Cortina slot racer.

Nobody else in the shop seemed quite as excited as I was, but I dived on it anyway while my mate went for the more prosaic option of a Mini. At that time, few Scalextric racers looked much like whatever they were supposed to





## I DON'T BELIEVE IT...

Brands Hatch, November 23: the best way to determine a race's outcome?

**I**N A PREVIOUS LIFE I'D HAVE BEEN IN Abu Dhabi, bathed in 34-degree heat while the Formula 1 finale unravelled. Now, though, I was in the Swanley suburbs, where it had been raining non-stop since about Thursday and it was so dark at 10am that bringing a camera looked like a masterclass in futile optimism. It probably didn't help that the second Abu Dhabi GP3 race was on TV when I squelched into the media centre.

These two meetings were not, however, the polar opposites they might have appeared.

Brands Hatch's last event of the campaign featured, among other things, the conclusion of the BRDC F4 Winter Championship (clinched by Will Palmer, adding another trophy to the family's seasonal haul in the slipstream of elder brother Jolyon's GP2 title success), the Formula Vee Festival (won by Gac driver Martin Farmer) and the Victor Meldrew Challenge... which threw up a few parallels with events in the Middle East.

There, of course, the double-points initiative (since mercifully canned) created the possibility of Nico Rosberg being able to bumble around to finish fifth and yet still wrest the title from Lewis Hamilton, despite the Grand Prix victory score being 10-5 in the Englishman's favour beforehand. At Brands Hatch, the Meldrew Challenge thrived on its

traditional handicap formula involving drivers' weights, ages, marital status and other criteria. Barnaby Davies (Toyota Starlet) and Jody Halse (BMW M3) won one race apiece and Halse was declared the 2014 Victor victor. A deliberate bit of fluff, perhaps, but no sillier than what might have unfolded 4250 miles away.

Despite much fuss about the 2014 F1 scoring system, the fact remains that the world title would have remained open under all but one of the previous scoring methods – the exception being 10-6-4-3-2-1 to the top six, implemented from 1992 until 2002. That was scrapped after Michael Schumacher clinched the title on about the third day of pre-season testing (well, July 21) and Bernie decided such meritocracy was bad for business. In its place came 10-8-6-5-4-3-2-1 for the top eight... and we toddled off to Japan for a 2003 title showdown between Schumacher, who'd won six races, and Kimi Räikkönen... with just one to his name. Justice prevailed, but it was still a system with the potential to reward relative mediocrity.

There are no perfect solutions and there will always be quirks, but the evidence points to 10-6-4-3-2-1 being the fairest option to date. If it were my show, I'd reinstate that pronto for the sake of sporting purity.

Otherwise, they might just as well peel a leaf from Victor's laudable book.

represent (and would lose a rear wing as soon as they spun into a chair leg, something I attempted to redress by making catch-fencing from an old net curtain), but the MRRC alternative was a little less crude – and also quite scarce. One bus ride later, my friend's Mini stuck to the track like glue while the Cortina understeered off at any corner, irrespective of approach speed. I spent weeks trying to improve the weight distribution via the miracle of Plasticine, but nothing seemed to work and the sense of bitter disappointment lingers still.

The industry has moved on in the past 20 years, with scale accuracy and exquisite detail now the norm. Spanish company Fly has produced all sorts of stuff (including, commendably, Chevron B19s), while Scalextric and Revell both make beautiful Lotus Cortinas that turn in as required. Carrera has come up



with a splendid Ford Capri RS3100 and it's probably quicker to list the cars you can't buy than those you can.

With the modelling standard now so high – and lane-changing digital sets long since established – the scope for innovation is

Scalextric app is free to download and smart devices can be connected to the circuit via Bluetooth

becoming more slender, but Scalextric has just produced ARC (App Race Control) One, a £99.99 set that allows you to connect a smartphone to the track (via Bluetooth) to record lap times, set race distances and factor in elements such as tyre wear and fuel loads, both of which necessitate pit stops. There is also a real-time throttle trace on the screen. ARC One comes with two generic GTs, but the power base is compatible with older sets and Lotus Cortinas may thus be twinned with the new technology.

Our first attempt to set up the MotorSportring resulted in E Foster and S Arron being disqualified, possibly because I'd pushed the wrong button at some point during the set-up phase, but a second attempt was more successful. The app eliminates all sorts of potential arguments and points out a few harsh truths: around a 3.5sec lap, a couple of tenths are beyond an eternity. 📱



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HISTORIC SCENE WITH

# GORDON CRUICKSHANK



One wheel in the past: searching out what's new in the old car world

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Paul Grist forsaking his more usual Alfas for a Ferrari Monza at the Goodwood Revival

JEFF BLOOMHAM

## ACTOR'S LIFE ISN'T FOR ME

How restorer Paul Grist chose the roar of vintage engines over the sound of theatre applause

SOMETIMES YOU GET A feeling about someone. While watching an embassy scene in a rather hokey 1960s film about Secret Service business recently, I noticed one actor and thought 'he looks like someday who'd make a top-notch racer and restorer of old Alfa Romeos'. And I was right. The credits confirmed that the diplomatic sidekick was played by Paul Grist, well-known fixer-up and racer of vintage Alfas, who set out many years ago to be an actor. As the racing season wound down I wound my way

up to his quiet rural patch just north of London to ask him how acting turned to engineering

It's years since I last visited Paul's discreet coachyard of red brick buildings, and I don't think a thing has changed. No expansion, no vast metal sheds, no double-deck transporters, despite all the racing Paul and later his son Matt have done over the past 40 years. You'd swear it was the same spread of maroon 6C and 8C Alfa Romeos inside, too.

"There are hardly any little yard restorers like us left," Paul says, as we settle in his small office, packed with



# GORDON CRUICKSHANK

books, models, a Bob Freeman drawing of an 8C motor and the gearshift from a V12 Ferrari, the gift of a grateful client. "It's all big trucks and flash facilities now. We're out of our time."

As cheery and energetic as ever despite his 75 years, Paul has actually retired from the business, in a way that means he's still in the office most days, and Traction Seabert is now run by his long-time business partner Terry Butler. But it's not where Paul set out to be.

"I went to RADA and had a full career as an actor," says Paul. "Three years in the West End, played in rep, did films and TV. I was in two series of *Dr Who*, and I still get royalties!" (It's only later he mentions playing in the film of *Under Milk Wood* with Elizabeth Taylor and Richard Burton.)

But he had always driven old cars, he says. "My everyday transport at college, which I maintained myself, was a Delage D8. It was a different world in the 1960s – you'd see vintage Bentleys standing by the kerb with flat tyres." When a restorer friend died he was persuaded to help finish off the man's car projects, "and as an actor you'd have lots of days with no work so it fitted well. The restoration became more and more successful – very few people were doing it then – until I had to choose one career or the other." Going into business with Terry, they got into vintage Alfas. "People were frightened of them then," he recalls. "They were all avoiding them, so they were cheaper than Bugattis and I was able to buy an 8C in bits."

As well as reviving them, Paul became a bit of a hot-shot behind the wheel, especially in his well-known Alfa Monza (the car Terry Cohn would sacrilegiously later use to tow a trailer...) and the 8C35 he assembled.

"In those days it was only the Brits who were running these cars. We used to camp at the first HGPCA races, and back then we even got start money!"

Over the years Paul has tackled many endurance road events including early revivals of the Mille Miglia, which led to a memorable meeting.

"I was with my son Matt driving the Monza with its Scuderia Ferrari badge on the side. We were following the other cars out of town when a man stepped out and directed us down a side road. At the bottom another man stopped us and pointed to one side. Sitting in a leather armchair in his dark glasses was Enzo Ferrari! He spread his arms wide



Grist's office, top, features Ferrari gearshift and tinplate Alfa P2 model. Mille Miglia Healey retains bug deflector and rare AH aero screens

and began talking about the great days when he was running these cars, taking off his glasses and dabbing his eyes. Then we were waved on, and as we drove away Matt – he was only about 19 – said 'Who's the old geezer?'"

Those fabulous supercharged Alfa Romeos have been a mainstay of the outfit's work, so it's no surprise to see the splayed driveshafts of a Tipo B on the bench. They're from chassis 50003, the Scuderia Ferrari team car Matt used



to win this year's Monaco historic race, even beating the ERAs.

"Absolutely nerve-wracking to watch," says Paul. "I've raced old cars for years, but watching your son on that circuit with those barriers..."

Matt now lives in Italy so the Tipo B hasn't been out much, but Paul aims to run it in 2015, "maybe at a VSCC event or the Grand Prix car race Sean Danaher organises". Before that, it needs to be back in one piece by January, when it is going on display on the *Motor Sport* Hall of Fame stand at the London Classic Car show. Paul has used it on the road – it has removable wings and



lights and now has an electric starter as it's almost impossible to crank. "It produces between 360 and 400bhp on methanol," says Grist, "and about 600lb ft of torque. And that's from below 1000rpm".

Meanwhile Terry and their small staff maintain various Alfas for clients and are working on a 20hp Rolls-Royce and a beautiful Lancia, a sleek Castagna-bodied coupé Astura V8. In another building sits a real find – a Healey 100M that did the Mille Miglia twice in the 1950s and had been more or less mothballed since; it still carries the scrutineer tags on its steering column, along with bug screen and lights fitted by Scaglietti in Italy for the event. Its American owner told Paul he remembered Moss and Jenks passing him in their 300SLR "like an airplane".

Its slightly matted maroon paint is not as old as it looks – it needed repair so the team matched its faded patina using well-honed skills at ageing. "I must have been the first to do that," Grist reckons, "but I'm appalled how badly it's often done now". I concur – I've seen cars completely covered in 'craquelure' paint more suited to antique furniture, whereas when I first saw Paul's Monza in the 1980s I asked how old the faded, grimy, worn paint was, to be told with a grin "six months..."

Much else has changed in Paul's time. "We used to have a lot of German customers because there was nobody over there doing Alfas. Now there are plenty. And by now all the good cars have been found and restored, and lots are sitting still in private collections."

Which is a shame for the rest of us, but if Paul takes the Tipo B to a VSCC meet it will give spectators a proper flavour of the old days.

## INSIDE LINE

Our clogged motorways could run better with a little more courtesy and forethought

I'VE DISCOVERED A NEW WAY BACK TO London. It's one car wide, smooth and virtually empty of traffic, and leads towards the heart of town. The name? It's called The Inside Lane. Hardly anyone uses it; they're mostly in the middle lane alongside, cruising in dreamland, throttling following traffic and causing queues, cursing and concertina crashes.

Often cited as a top driving annoyance, middle-lane hogging is far more frequent in the south-east – we've had a release from Direct Line Insurance showing the M4 and M25 as hotspots. Any trip on London's orbital will confirm that: on one recent run I had on six occasions to move from the inner to the outer lane to pass cars that had three and sometimes four empty lanes to their left. Is it ignorance? That survey says most drivers know it's wrong. Is it insecurity? Fear of lorries? Some weakness of the arms that makes it too tiring to change lanes? Or lack of brain power to compute traffic movements? Maybe it's a secret policing thing: I'm going fast enough – he shouldn't go any faster. Yet it's not the job of the individual to police our roads.

It's about stratification: it doesn't matter whether lanes are running at 20/30/40mph or 70/100/130 in limit-free Germany; if you keep left you clear the passing lanes. That's what they are: the left lane is the driving lane, all others are overtaking lanes and cited as such in *The Highway Code*.

Look for yourself how a lightly trafficked motorway quickly develops a high-speed knot when three or four faster cars encounter one of these mirrorless drones. Whatever the

reason, creating a danger zone by forcing drivers of differing speeds to close up and queue to pass you is not an acceptable attitude. The government spends millions in taxpayers' money expanding motorways from three to four and even six lanes, but one selfish (or to be charitable, unaware) driver in the wrong lane effectively squeezes the highway to a two-lane road with a five-lane hard shoulder. And it's an offence, worth £100 and three points. Not that I've ever seen anyone being pulled over for it.

A common response is "Oh, you shouldn't swerve from lane to lane." Correct. And nobody is suggesting that. What ought to happen is called forward planning – keeping left, but looking more than 50 yards ahead and also watching anyone coming up from behind. Plan



your passing move, signal before you cross the white line, move smoothly out and smoothly in again. It's not difficult. Of course in the densely packed south there can be constant traffic in the lane you want to join, but if you signal right and wait a few moments, someone will make room.

One solution might be to allow passing on both sides, as in some US states, but that's only really workable where everyone is travelling at similar speeds. My favourite idea I saw in another magazine years ago: that the law should specify a new offence punishing not the 'undertaker' but the undertaken – the offence of allowing yourself to be passed on the inside. I'd vote for that. Rant over.



## FILL 'ER UP – BUT WHERE?

Signage scarcity can contribute to forecourt frustration

PLEASE TO FUEL COMPANIES AND filling stations: could we please have better advance labelling facing the driver as he approaches? How often after queuing for fuel do you roll up to a pump and discover it only serves premium, which you don't need, or doesn't have diesel, which you do? Now that filling stations are as

rare as an NHS dentist, my home-time fill-up queue is as long as a Soviet shopping line, yet you can't read the front of the pump until you get there. Gamble on the wrong slot and there's no chance of backing up.

French forecourts do it right, as this Total fuel station picture shows. It just takes a little signage... ☒



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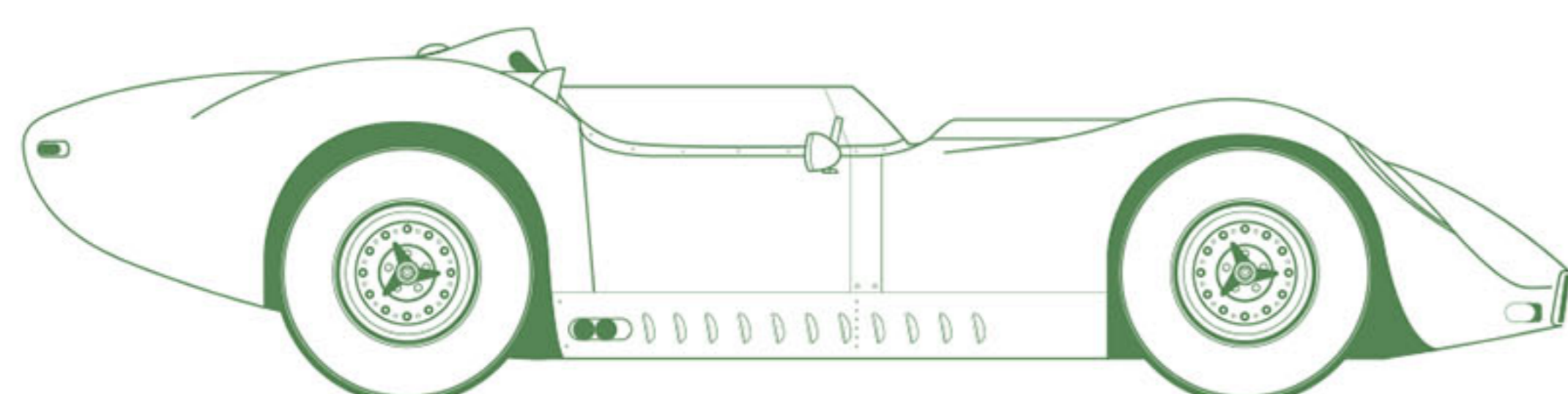
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FROM THE ARCHIVES WITH

# DOUG NYE



Our eminent historian dips into the past to uncover the fascinating, quirky and curious



TWR Jaguar XJS packed more than the scrutineers bargained for...

## TOM'S LITTLE SECRET

Tom Walkinshaw had a reputation for stretching the regulations – sometimes to breaking point

**A** FRIEND OF MINE USED to own an ex-TWR team Jaguar XJS. Tom Walkinshaw had launched his TWR concern by modifying BMW 3.0 CSL touring cars, but soon won a contract to campaign Mazdas in the British Touring Car Championship. With Win Percy driving, the TWR Mazda RX-7 won both the 1980 and '81 titles. Walkinshaw then forged a tie with British Leyland using the Jaguar XJS and the Rover 3500 Vitesse for the BTCC and European Touring Car

Championship series. European success, plus the French Championship title, provided the foundation upon which TWR then took prime responsibility for Jaguar's return to FIA Sports Car World Championship racing in the later 1980s.

Of course the TWR Jaguar XJRs then won the WSCC title outright in 1987-88 and 1991 and won both the Le Mans and Daytona 24-hour races in 1988 and 1990.

The team's hard-bitten, battle-hardened Scottish commander had always seemed even more prepared than most of his rivals to stretch racing regulations to the extreme. Evidence



of this was perhaps overlooked when the XJS my pal acquired was prepared for sale. Why so? He described how his restorers had found under the driver's seat a rubber bulb connected by pipe to a bladder within the car's fuel tank. Pump on the bulb and the bladder would inflate, reducing the tank's capacity when scrutineered to within the maximum allowed. Popping a valve on the bulb would relieve the pressure, the bladder would deflate, and the tank's over-capacity would return – saving a pit stop in some of the longer races as the big V12 wowed observers with its fuel-mileage capability.

Well, that's how the story went. One can seldom be absolutely confident that anecdotes one hears in the pub are really well founded. However, when Tom Walkinshaw became a shareholder in the Benetton Formula 1 team in 1991, he sought rapidly to establish himself as a new-found F1 mover and shaker. But no matter how big the beast in the jungle might be, there is often an even bigger beast lying in wait.

At perhaps Tom's very first Formula 1 constructors' meeting, Bernie Ecclestone, no less, apparently button-holed him just as the meeting was breaking up and the various team execs were heading for the door. "By the way," Mr E is alleged to have said: "Don't try it on too much in Formula 1. We know your cars have had more tanks than Rommel..."

TWR's chief designer, responsible for the Jaguar XJR series of endurance racing Group C Coupés 1984-91, was the great Tony Southgate. After his departure from the Walkinshaw team he joined Toyota to create for them the TS010 using a new 3.5-litre V10 engine. Tony introduced an entirely new aerodynamic configuration for Japan's new hope, introducing the tiny bubble canopy roof that later became so familiar. The new car made its debut at Autopolis, Japan, late in 1991, and finished sixth co-driven by Andy Wallace and Geoff Lees.

Through 1992 Toyota and Peugeot slugged it out for the world championship, Toyota being soundly beaten into second place. For 1993, both the World Sports Car Championship and Toyota's home All-Japan Sports Prototype Championships were cancelled, leaving the TS010s with nowhere to race except Le Mans that year, deploying the biggest budget (by far) in the entire field, but failing yet again. After that race the TS010 was officially retired and Toyota concentrated

on IMSA racing in the USA... in which it was rather easier to excel.

Tony Southgate had been staggered by Toyota's way of racing. When he asked upon his arrival about engine rebuild routines his question was greeted by puzzled frowns. "We do not rebuild engines," he was told. "We use new ones, once only..."

He also found that the Toyota way was the corporate way, with decisions made big industry-style by committee. While this might – more or less – have worked in rallying's world championship from 1990-99, amidst the white heat of a world championship endurance racing calendar this was simply a passport to perpetual defeat – and so in effect it proved.

When Toyota then tried to flex its vast industrial and financial muscle in Formula 1 during 2002-2009 its approach and practices became even more of a public embarrassment; for a brand of its prominence and global stature the failure to win at all over such a period was pretty shameful. The stark contrast between tiny little Mazda having won Le Mans in 1991, on something like a \$400,000 budget, and Toyota scoring a Le Mans duck despite



investment of \$20-million plus must certainly have given the Japanese board real pause for thought.

Against this background Toyota deserves considerable credit for trying again with the current TS030/040 Hybrid Coupés, introduced at Le Mans 2012 as the first petrol/electric-engined hybrid design in the World Endurance Championship. This season has seen them overcome rival factory programmes by Porsche and Audi, winning at Silverstone, Spa, Fuji, Shanghai and Bahrain to clinch that long-elusive world championship title, while team-mates Anthony Davidson and Sébastien Buemi became the current world champion drivers. Very well done.

A huge budget doesn't always guarantee results – witness Toyota's TS010 at Le Mans in 1993



## WINTER WONDER

Longford's risk-ridden Tasman track served up one of the 1960s' finest single-seater contests

**A**T THIS TIME OF YEAR THE LEADING Grand Prix drivers used to race down under in the wonderfully evocative Tasman series in New Zealand and Australia. From 1964-69 it catered for Formula 1-style cars with reduced fuel tankage powered by engines limited to no more than 2½ litres.

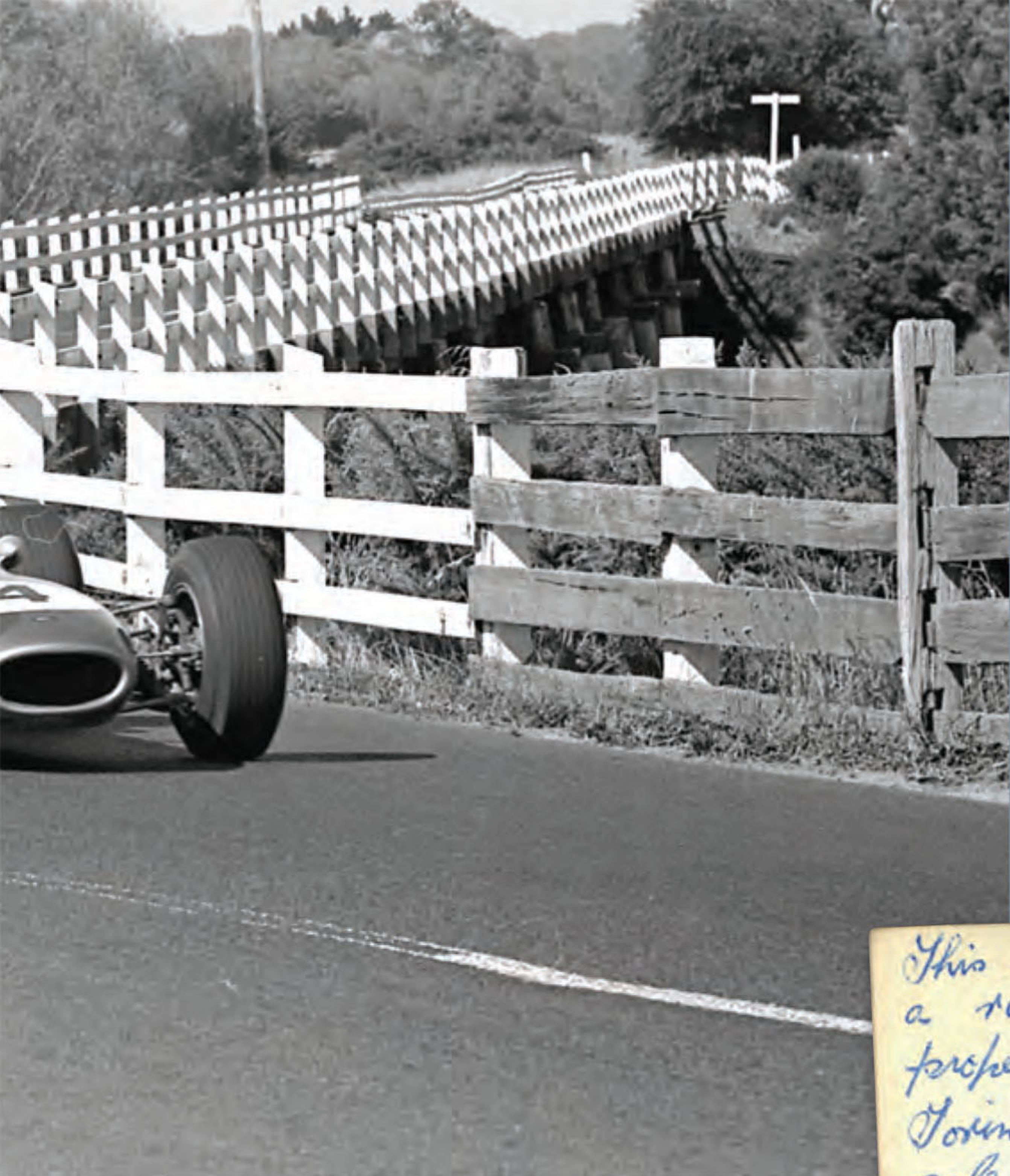
The category was tailored to accommodate the large number of Coventry Climax four-cylinder FPF engines that had been sold to Antipodean owners of predominantly Cooper chassis, with a sprinkling of new Brabham frames also finding eager custom. The engines were being reproduced by Climax licensee Repco of Melbourne. Team Lotus and BRM both supported the Tasman Championship and even Ferrari had a successful dabble come 1968-69.

But of all the Tasman Championship races ever run, perhaps the greatest was the 1965 Australian GP at Longford, Tasmania. Not only was the island's 4½-mile farmland circuit laid out on public country roads, including two corners over timber-fenced bridges and a tricky ess-bend beneath a brick-built railway viaduct, but it was also blindingly fast – 'The Reims of the Pacific' indeed.

And the 1965 Australian GP there featured no fewer than four F1 world champion drivers: Jimmy Clark (Lotus 32B), Jack Brabham and Graham Hill in Brabham BT11As, and Phil Hill in the Bruce McLaren Motor Racing team's second-string (McLaren-concept) Cooper – all with four-cylinder Climax engines.

Bruce himself led Jack Brabham (just) in the opening laps, being timed at 272kph – 169mph – on the flying mile straight. Graham Hill in David McKay's red-liveried Scuderia Veloce Brabham lay third with Clark's Lotus and Phil





Hill's Cooper swapping fourth place to and fro between them. Jack took the lead, Bruce retook it, Brabham (above) broke the lap record, McLaren lapped a half-second faster.

Graham Hill latched onto Jack's tail, and the pair sailed into Mountford Corner to find Roly Levis's little Brabham BT6 in their path. Jack took the outside line to pass, only for Levis to lock up and slither straight into the BT11A's flank, bundling them both down the escape road. Jack swept into the pits where his mechanics found a wheel-rim chip missing, complete with balance weight.

Jack rejoined fifth behind Clark, and put in a series of simply shatteringly rapid laps to recover. Up front, McLaren was faster. Phil was also flying, grabbing third from Clark, but both were being caught by Brabham who displaced the Lotus and latched onto Phil's tail. At Tannery Corner Brabham overtook after lapping in 2min 18.7sec, but on the Tannery Straight Phil repassed, setting a new record at 2min 18.2sec. Jack regrouped, took the deepest of breaths, and responded with a 2min 18.0sec – over 117mph average – to set another new Longford lap record.

Up front, Bruce McLaren's clutch was beginning to slip. Phil was signalled to defend his team leader, retook Brabham, then outbraked Graham Hill into Mountford. The two Firestone-shod white Coopers were first and second. With three laps to run Brabham displaced Phil on the flying mile and closed on the slowing McLaren. Phil Hill came back at Jack Brabham, but at the flag Bruce just won, by 3.3 seconds from Jack, Phil and Graham Hill, with Jim Clark fifth.

Too often forgotten today, this 1965 Tasman classic had been one of the greatest single-seater races of the 1960s, bar none. What price Formula 1?



*This is not the start of a race but all the property of one owner in Torino, Italy, & are for sale at the present time. These 3 litre cars are only used for hill climbs nowadays. The car marked x is the same as the one in the accompanying photograph L.J.F. 23-9-47*



## IDENTITY PARADE

Two photographs from DSJ's collection raise more questions than they answer

**A**T THE END OF MASERATI'S centenary year, so memorably celebrated at the Goodwood Revival Meeting, I was hunting for something in Denis Jenkinson's archive when a tiny little photographic print slipped from a buff envelope. It recorded a line-up of four big pre-war Maserati GP cars, and had 'Torino 1947' scribbled inkily onto its face. I flipped it over and on the back found the following: "This is not the start of a race but all the property of one owner in Torino, Italy, & are for sale at the present time. These 3-litre cars are only used for hill climbs nowadays. The car marked X is the same as the one in the accompanying photograph (sadly no longer attached). 23-9-47 L.J.F."

Well, I know that the initials are those of 'Jock' Finlayson, the very highly rated British racing mechanic of the period, who had been with Dick Seaman and later Hans Ruesch pre-war. Not all of the cars look like 3-litre

models, but never mind close scrutiny. We have no way of knowing whether he sent the print to a potential buyer here at home, or indeed to this magazine for publication. But the 1947 line-up of modified-body Maseratis that he captured is indeed fascinating.

I believe they came probably from Piero Dusio's Scuderia Torino team which was in jeopardy at that time as the flamboyant entrepreneur's hyper-ambitious Cisitalia empire was stumbling towards collapse. He needed all the customer interest he could generate, and Jock was probably just one of those spreading the news...

And accompanying this tiny print in that buff envelope was a larger shot taken by Jenks himself and captioned on the reverse 'French oddity c.1956'. This would disqualify the car in question from being the freshly rebodied Ian Metcalfe Barnato-Hassan Bentley 'Whale' – which it resembles – but I wonder if any of our readers can identify what it really might be?







# PARTING SHOT



JANUARY 4-7

# 1968

KARLSTAD, SWEDEN

The Jerry Larsson/Torsten Palm Saab 96 leads the way on a snow-bound pony-trotting track that formed part of the route on the opening round of the 1968 European Rally Championship. Björn Waldegård/Lars Helmer (Porsche 911) won, with Tom Trana/Sölve Andreasson (Saab 96) second and Larsson seventh.



To buy this photo or other classic racing shots, visit [photos.motorsportmagazine.co.uk](http://photos.motorsportmagazine.co.uk)



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