

MOTORSPORT

THE ORIGINAL MOTOR RACING MAGAZINE

+ HISTORIC RACING GUIDE

FORMULA 1 2018 - THE PREVIEW

Exclusive World champions & key insiders on a critical year for Grand Prix racing

SIR JACKIE STEWART *People say the halo is ugly, they said that about Chapman's wing cars*

ALAN JONES *We need grid girls back - what a joke!*

MARIO ANDRETTI *Max is the next superman*

+

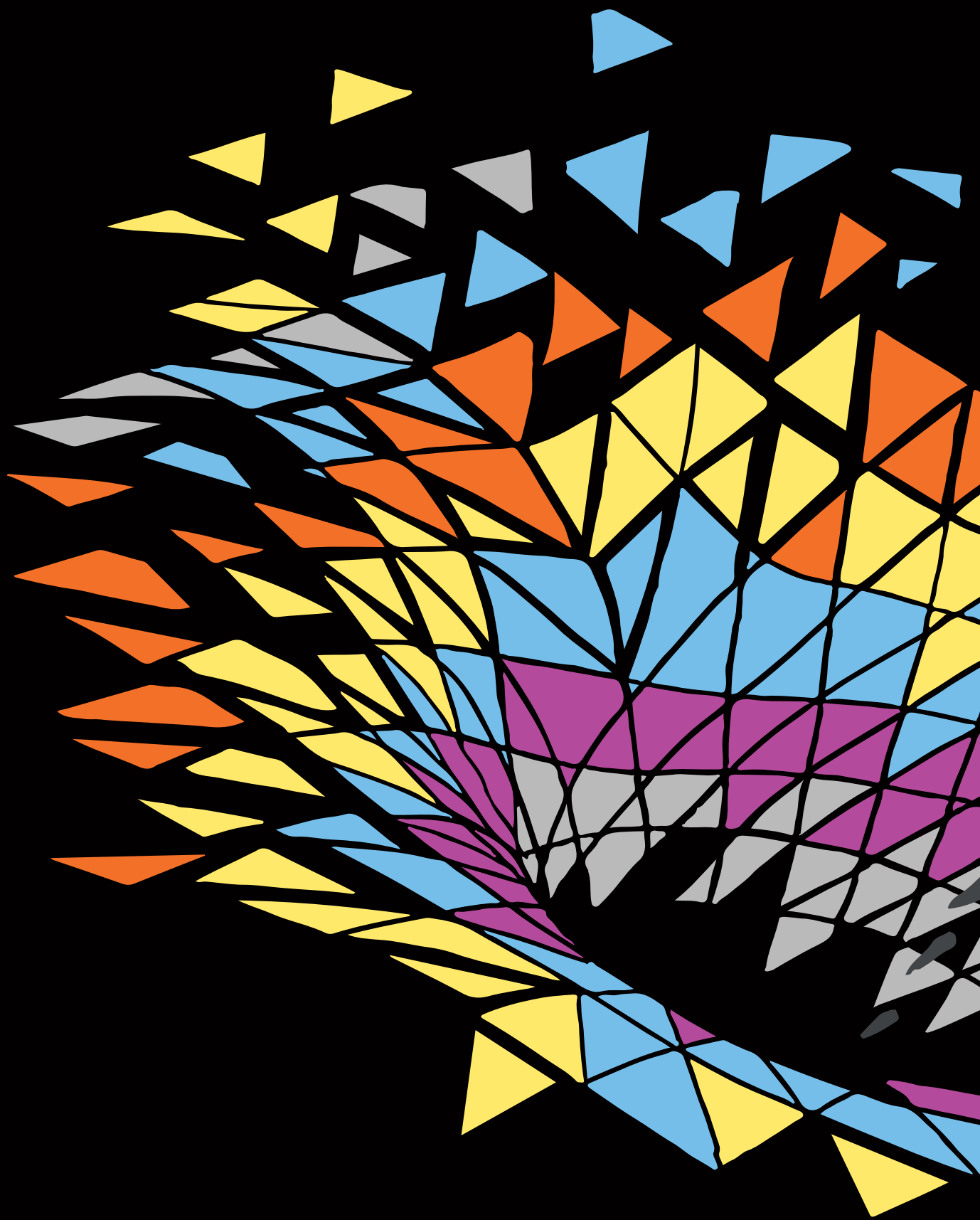
PORSCHE ON ICE
Retracing the steps of Björn Waldegård

D-TYPE MECHANIC
Original Jag man recalls the 1950s

ALONSO'S 24
Fernando on his Le Mans attempt



R / **EVOLUTION**
An entirely new class of yacht








PRINCESS
CRAFTED IN PLYMOUTH, ENGLAND

PRINCESSYACHTS.COM

THE MONACO SALE

An invitation to consign

The ex-Ayrton Senna, record-setting, Monaco Grand Prix-winning

**1993 MCLAREN-FORD MP4-8A
FORMULA 1 RACING SINGLE-SEATER**

Chassis no. 6



LES GRANDES MARQUES À MONACO

Thursday March 8, 2018
Villa La Vigie, Monte-Carlo

This exclusive auction will be limited to just 40 handpicked motor cars and coincide with the Monaco Grand Prix Historique.

Further exceptional entries are now invited.

ENQUIRIES

+44 (0) 20 7468 5801
ukcars@bonhams.com

Motor Cars (Europe)

+33 1 42 61 10 11
eurocars@bonhams.com

Bonhams



MOTOR SPORT MAGAZINE

Incorporating Speed and The Brooklands Gazette
Founder Editor Bill Boddy MBE
Proprietor Edward Atkin CBE
18-20 Rosemont Road,
London NW3 6NE, UK
www.motorsportmagazine.com

EDITORIAL

020 7349 8484
editorial@motorsportmagazine.com

Editor Nick Trott
Deputy Editor Joe Dunn
Editor-at-Large Gordon Cruickshank
Features Editor Simon Arron
Grand Prix Editor Mark Hughes
Art Editor Damon Cogman
Digital Editor Jack Phillips
Project Manager
Zamir Walimohamed
Designer Andy Coates
Photographer Lyndon McNeil
Writer Samartha Kanal
Filmmaker Hamish McAllister
Contributing Editors
Andrew Frankel, Doug Nye,
Mat Oxley, Richard Meaden
Special Contributors
Paul Lawrence, Gary Watkins,
Paul Fearnley, Nigel Rees
Picture Library
LAT Photographic 020 8267 3000

ADVERTISING

020 7349 8484
sales@motorsportmagazine.co.uk
Commercial Director Sean Costa
Commercial Manager Mike O'Hare
Advertising Manager Laura Holloway
Account Manager Sanjay Gandecha
Sales Executive William Hunt

PUBLISHING

Managing Director Giovanna Latimer
Publisher Steve Kendall
Financial Controller Niall Colbert
Marketing & Operations Director
Gerard O'Brien
Brand & E-Commerce Manager
Sarah Fawcett
Digital Marketing & Analytics
Executive Joel Fothergill
Senior Customer Services Executive
Denise Bernard
Circulation Marketing Executive
Oliver Ring
Event & Content Manager
Camilla Royce

SUBSCRIPTIONS

UK & Overseas subscriptions
+44 (0) 20 7349 8484
US subscriptions (Toll Free)
+1 866 808 5828

Motor Sport (ISSN No: 0027-2019, USPS No: 021-661) is published monthly by Motor Sport Magazine GBR and distributed in the USA by Asendia USA, 17B S Middlesex Ave, Monroe NJ 08831. Periodicals postage paid New Brunswick, NJ and additional mailing offices. POSTMASTER: send address changes to Motor Sport, 701C Ashland Ave, Folcroft PA 19032. UK and rest of world address changes should be sent to 18-20 Rosemont Road, London, NW3 6NE, UK, or by e-mail to subscriptions@motorsportmagazine.co.uk. Distribution: Marketforce, Blue Fin Building, 110 Southwark Street, London SE1 0SU. Colour origination: All Points Media. Printing: Precision Colour Printing, Telford, Shropshire, UK. No part of this publication may be reproduced in any form without the written permission of the Publisher. Copyright © 2018 Motor Sport Magazine Limited, all rights reserved. We take every care when compiling the contents of this magazine but can assume no responsibility for any effects arising therefrom. Manuscripts and photos submitted entirely at owners' risk. Advertisements are accepted by us in good faith as correct at the time of going to press. Motor Sport magazine is printed in England.



In the spirit of Bod and Jenks

Contents

Volume 94 / Number 4



FEATURES

- 58 **FORMULA 1 PREVIEW**
All you need to know about 2018
- 71 **F1 TEAMS AND DRIVERS**
Facts, figures & who drives where
- 74 **SPECIAL SALOONS**
Wild, imaginative one-offs that enlivened the '70s - and this year they're back in force with bygone sponsor Wendy Woods
- 82 **BEING BJÖRN**
Few could wrestle a 911 quite like Björn Waldegård - but we have a go. On ice

REGULARS

- 9 **Matters of Moment**
- 10 **International News**
- 16 **Formula 1 News**
- 22 **Historic News**
- 26 **Club Racing & Beyond**
- 30 **Events**
- 32 **Tomorrow's World**
- 34 **Road Car News**
- 36 **Mark Hughes**
- 38 **Dickie Meaden**
- 40 **Mat Oxley**
- 42 **Doug Nye**
- 44 **Gordon Cruickshank**
- 47 **Letters**
- 197 **Books**
- 199 **Art & Memorabilia**
- 200 **Model Cars**
- 202 **Parting Shot**
- 204 **You Were There**



- 92 **LE MANS TRIO, IN D**
Talking to a man who was crucial to Jaguar's three D-type victories
- 98 **JOEST ONCE MORE**
Famous team returns to Daytona just months after being left partnerless
- 106 **LUNCH WITH DALLARA**
Legendary manufacturer whose machines are central to racing today
- 114 **YOU WERE THERE**
Special edition: an American on the road
- 121 **HISTORIC RACING GUIDE**
What not to miss in the forthcoming year
- 139 **ROAD CAR TESTS**
The latest from Alfa, BMW and Kia
- 147 **SPEEDSHOP**
- 177 **GARAGISTA**

OTHER WAYS TO READ...

Our digital edition is available on any device, on desktop, tablet and smartphone



ADRENALINE



SEEKER

SET YOURSELF FREE FROM
£199 PER MONTH*
PLUS INITIAL RENTAL



124 spider

Official fuel consumption figures for the Abarth 124 spider range mpg (l/100km): Combined 42.8 (6.6) – 44.1 (6.4), Urban 31.0 (9.1) – 33.2 (8.5), Extra urban 54.3 (5.2) – 55.4 (5.1). CO₂ Emissions: 153 – 148 g/km. Fuel consumption and CO₂ figures are obtained for comparative purposes in accordance with EC directives/regulations and may not be representative of real-life driving conditions. *Personal Contract Hire. Abarth 124 spider 1.4 MultiAir 170hp Automatic (with Portogallo 1974 Grey Metallic paint at £600 incl. VAT). Initial rental £2,985, followed by 23 monthly rentals of £199, inc. VAT & excl. maintenance. Based on 6,000 miles p.a. Excess mileage charges apply. Vehicles must be registered between 09/02/18 and 31/03/18. Subject to status. Guarantees may be required. Participating Dealers. Ts&Cs apply. SL1 0WU. **LEASYS**





Nick Trott
Editor

@NickTrott27

Lewis Hamilton has just returned from his longest break, from F1, in 10 years. Since his 2017 campaign ended at Abu Dhabi in November, he has been snowboarding in the USA (“It was icy in Colorado - too dangerous”), then more snowboarding in Japan (“We didn’t have any snow”), then surfing in Hawaii (“Not the greatest surfer yet, but it’s good for working out”).

He looks absurdly fit and healthy, but he smooths down the front of his race suit and admits that the aim is “to keep the same strength but lose some of the fat for the first race”. I look at him and wonder: what fat?

We’re at Silverstone, at the launch of the car that could allow him to match the five world titles won by Fangio and Michael Schumacher. To do it, he’ll have to beat Sebastian Vettel - another man chasing his fifth. But does this matter, does Lewis chase numbers?

“I saw something in the last few days about being up with Fangio and that is an exciting prospect, but honestly when I left Abu Dhabi and when I’m with my family, I don’t have a single thought about racing. It helps that I had no one reminding me that I’m a four-time champion - so I went back to reality.

“Then I went into the new year, started training, and you ask, ‘Why are you training? What are your goals?’ It’s not as simple as writing it down - you have to find out where you’ll find your determination and drive.”

He says he is better prepared for 2018 than ever, but admits that he needs to find ways of “getting through” the training. Listening to music helps, he says, but - as you would expect of a racing driver - he can’t sit still. Surfing, snowboarding, jogging, Lewis needs to keep moving.

Until last year, however, perhaps the only chink in Lewis’s armour was psychological - not physical. Dramas in his personal life seemed to affect his racing, and there were Grands Prix when he just didn’t seem to turn up. He’s had another drama in his personal life this winter, with a misguided Instagram post and subsequent winding down of his social media activity. Did this affect him?

“We had already planned to have a clean slate [on social media] at the beginning of this year - it just turned out it was an opportunistic [sic] time. I have been very open with my life for several years, and it’s always difficult to make a change because I like being open. But we are living in a strange time in the world, when things are magnified a lot more than previous years. It will continue to be part of my life, to connect with fans, but maybe I’ll be a bit more strategic in what I do and don’t show.”



How then does he handle the pressure of being in the spotlight? “For me, to get around a stressful scenario I go for a run. It helps me work out solutions. Trying to live my best life very day. We all handle different scenarios in different ways. Our journey is determined by how much you put into it.

“I put a lot of positive people around me. I don’t put people around me who suck my energy. I only have people around me who make my light brighter. You’ve got to remember that life is a challenge for all of us. We all come across hurdles. It’s not how you fall it’s how

you stand up. We have Billy Monger here, and he is racing British F3 this year - so anything is possible.

“When I’m racing it’s easy. I put on the helmet, put on the blinkers and enter a different zone.”

What about mind games. If he feels threatened by another driver, does he then look away from ‘self’ and see if he can affect the performance of others? His reply is brusque, but satisfyingly so. “Honestly I don’t play mind games; I just drive faster...”

He admits that he “tries to veer off negativity” but his body language shifts when the discussion moves to the weight of the

“I hope things don’t get heavier. There are parts about lighter cars I prefer - like they’re easier to manoeuvre in combat”

current F1 cars. Accommodating the new halo device has forced the rulemakers into increasing the minimum weight by 6kg (to 734kg) to compensate, but the actual impact of the device including the mountings is thought to be as high as 14kg - much of which is placed high-up, thus affecting the centre of gravity. When Hamilton won his first F1 world championship, in 2008, the cars weighed 605kg...

“Cars are getting heavier,” says Lewis, “and after braking zones, brakes are on the limit. I hope things don’t get heavier. There are parts about lighter cars I prefer - like they’re easier to manoeuvre in combat...”

Nice line, that. Say what you like about Lewis the man, but he’s always been a racer.

Our next issue is on sale from March 30

Alonso: road to Le Mans

Fernando Alonso will race a Toyota TS050 Hybrid this year, and not just at the Le Mans 24 Hours. The McLaren Formula 1 driver will contest the full 2018/19 World Endurance Championship superseason with the Japanese manufacturer. That's presuming there are no clashes between the three events in 2019 and next year's F1 calendar. But there aren't any conflicts this season, because the WEC has changed its one date that did fall on a Grand Prix weekend.

Moving the Fuji round to avoid a clash with the US Grand Prix in Austin has been controversial, and even viewed as cynical in some quarters. But it is a clear indication of the importance of the arrival of a two-time F1 world champion in a series that needs an important story line in the wake of the disappearance of first Audi and then Porsche from the LMP1 class at the front of the field.

The shift of the Fuji date is contentious because it has already been changed once. The original calendar listed the Fuji 6 Hours on the same weekend, October 13/14, as the Petit Le Mans round of the IMSA SportsCar Championship in North America.

A clamour from WEC drivers who were working on deals for the long-distance rounds that make up IMSA's North American Endurance Cup resulted in it being moved back a week shortly after the original calendar was announced last year.

The desire to accommodate both Alonso and his WEC employer, which owns and runs the Fuji circuit, has resulted in a volte face. It comes at a time when the WEC and its promoter, the Automobile Club de l'Ouest at Le Mans, are trying to deepen a long-standing relationship with IMSA: they are lobbying the governing body of North American sports car racing to adopt the new LMP1 rules they are planning for 2020/21.

WEC boss Gerard Neveu has steadfastly defended the U-turn, insisting that it was necessary to "protect the interests of the championship".

"How can you imagine having someone like Alonso in your paddock, racing for Toyota, and saying that we are going to Japan without him?" Neveu said. "Fernando wants to fight for the world championship; he cannot miss one race. It was logical.



RUCKS IN ALONSO'S RED CARPET

WEC is keen to indulge Toyota and its star F1 driver – but it's meeting hidden complications

Gary Watkins

"When you take a decision like this, you know always some people will be happy and some will be unhappy. It made sense for us to do it and I am very sorry for drivers who have a clash."

He pointed out that IMSA knew what having a driver of Alonso's profile on the grid meant. The Spaniard, of course, contested the Daytona 24 Hours IMSA opener in January with the United Autosports team co-owned by McLaren boss Zak Brown. His presence brought the race to the attention of a whole new audience.

Neveu raised the hope that the date of Petit, which falls a week later than usual, might be able to change. But a matter-of-fact statement from an IMSA spokesman ruled that out.

"The WEC did ask IMSA to change the date of this year's Motul Petit Le Mans, and IMSA did respectfully consider this request and explored doing so," he said. "Due to some



factors such as television coverage, IMSA's year-end banquet on the same weekend, and competitor and manufacturer logistics already being in place, it was determined there were too many hurdles to overcome to move the event."

A raft of WEC drivers who have deals to race in the NAEC events have hit out at the date change. Ganassi WEC driver Olivier Pla, who is signed with the Extreme Speed Motorsports Daytona Prototype international squad for the IMSA enduros, suggested that the move wasn't "nice and wasn't fair".

"When there was a clash on the first version of the calendar, we went to the WEC and asked them to change it. When they did, I went back to them and thanked them," he said. "I understand that they have done it for Alonso, but they have put a lot of drivers, maybe as many as 10, in a difficult situation."

Bruno Senna, Nicolas Lapierre and Harry



Tincknell are among the high-profile WEC drivers with additional IMSA rides. Then there are the factory GT drivers who join the IMSA series for the long races. Gianmaria Bruni, for example, had been set to race at Petit.

Alonso's pulling power is just too important to the WEC to ignore in its hour of need, as is its on-going relationship with Toyota. The Japanese manufacturer is a major player in the rule-making process for 2020/21. It has made no guarantee to continue beyond the superseason, but it is the nearest the WEC and Le Mans have to a manufacturer with a commitment to LMP1.

Its signing of Alonso can be interpreted an indication of a commitment to the WEC. It knows that if it is winning as it pleases against a band of P1 privateers, the profile of a championship that has hung its hat on the fierce battles between itself and Porsche and Audi will undoubtedly suffer.

The gaze of the world's media will be on the WEC courtesy of Toyota's signing of one of the best Formula 1 drivers of his generation. His bid to complete the unofficial triple crown of motor sport by adding Le Mans and Indianapolis 500 victories to his pair of Monaco Grand Prix wins adds another dimension to the story.

But Alonso's presence in the Toyota Gazoo Racing squad will be a double-edged sword for arguably the biggest underachiever in the history of Le Mans. Toyota has never won the 24 Hours, but it has come close multiple times. It was six minutes short of victory in 2016 and should have won last year and in 2014, the year it took the WEC drivers' and manufacturers' titles.

The problem for Toyota should it finally notch up a Le Mans victory will be one of perception. What will the headlines scream should Alonso triumph together with

team-mates Sebastien Buemi and Kazuki Nakajima? 'Toyota wins Le Mans!' or 'Alonso wins Le Mans!' That's any easy one to answer.

And what if the Alonso car doesn't win? Or more to the point, what if the TS050 shared by Kamui Kobayashi, Mike Conway and Jose Maria Lopez wins ahead of the sister car, and narrowly so. At some point in the race, Toyota would have to tell its drivers to hold station if they are running one-two at the front of the field. Alonso, the consummate pro that he is, would understand the need for that, but would the watching world?

Alonso's arrival in the WEC in pursuit of the triple crown, something previously achieved only by Graham Hill, has clearly overridden any such fears. It's the same at the WEC. The boost he will provide is more important than keeping its regular drivers happy, and perhaps even than keeping its transatlantic accord with IMSA on the rails. ☐

Alonso: road to Le Mans

Speaking to... **FERNANDO ALONSO**

Nick Trott chats to the versatile Spaniard about the challenge of competing in different disciplines in 2018 – Formula 1 and the World Endurance Championship

It's late in the evening. Toyota has booked the Portimão track in southern Portugal for an epic 30-hour endurance test. We have 20 minutes to discuss the season ahead - in which Fernando Alonso will, uniquely in the modern era, contest two world championships, F1 and the WEC. He's typically sharp-witted and articulate, even if there's a hint of weariness in his body language.

Outside, his Toyota prototype continues to pound around. He is driving the car for multiple stints during this test, and has just emerged from his first night session in a 1000bhp sports car - arguably the most sophisticated racing car ever built.

When he announced his intention to race WEC and F1 he said he looked forward to the 'challenge'; he's certainly got that...

You need to be sharp

Adapting to the new car - the new driving style, new environment, new team, new rules - everything is different. You need to do your homework and you need to be flexible and adaptable every time you are in the car. The thing about endurance, and about 24 hours, it's that every single lap is different. It's not like Formula 1 where you do continuous laps, in known territory. Here, in one lap you find two GT cars, another you are alone, another is at night, another is 30 degrees. Every lap is different so you have to adapt.

I came close to doing Le Mans when I was with Ferrari

I waved the green flag at Le Mans in 2014, and I was very close to racing there in '13 and '14, but Ferrari was not very keen on sharing anything with other brands. When I joined McLaren it was very close, but it didn't happen for different reasons. Now it has finally happened - with the best team possible so I am extremely happy now.

I train a lot in karting

It still helps. I have done some 24-hour kart race to prepare for this. All the kids I follow and help, even when they are 14-15 they want to switch to cars and I stop them. The highest level in karting is 100 times higher than an F4 or F3 championship, so karting is not only the best school, it is



probably the third- or fourth-biggest arena in motor sport.

I am preparing for Le Mans much more deeply than I did Indy

At Indy we were leading the race, it was very demanding, it was very challenging. At least with this I am able to test here and I have done Daytona. So I have done some traffic management and driver changes. And the speed is there. For this I am more prepared than Indy. You have to be.

The acceleration is just amazing

The car is giving you different challenges and different feelings. The electronics are very sophisticated, you have everything optimised from the four-wheel drive and the traction control. You know, with 1000 horsepower - it's amazing. It's very impressive because the whole thing is about endurance but also about consistency.

The four-wheel drive and the tyres are probably the biggest difference

How the car works, and how the tyres work to be very consistent over 60 laps, is very impressive. Normally with the other [F1] cars you drive around the tyre degradation and you change your style because the tyre is not able to cope. This car you can drive with your own style for 60 laps because the car



Alonso, Buemi, Conway and Nakajima engage in Toyota engineering chat

will give you that opportunity - and that's good. When you drive a corner with this car you rely on the systems - you rely on the traction control, the four-wheel drive, the front motor and the rear motor.

To have the confidence to do this sort of thing takes a little bit of time

Here [at Portimão] in the last corner, in testing, you have a blind corner. When it's night and you can't see... you are still flat out because the car will do the best to go out of the corner. You have to trust that it will know what to do on that corner to optimise the acceleration. Sometimes it's difficult to rely on that [trust]. ☑



Fernando Alonso's 2018-19 racing schedule

2018

<i>January 27-28</i>	Daytona 24 Hours
<i>March 25</i>	Australian Grand Prix
<i>April 8</i>	Bahrain Grand Prix
<i>April 15</i>	Chinese Grand Prix
<i>April 29</i>	Azerbaijan Grand Prix
<i>May 5</i>	WEC Spa
<i>May 13</i>	Spanish Grand Prix
<i>May 27</i>	Monaco Grand Prix
<i>June 10</i>	Canadian Grand Prix
<i>June 16-17</i>	Le Mans 24 Hours
<i>June 24</i>	French Grand Prix
<i>July 1</i>	Austrian Grand Prix
<i>July 8</i>	British Grand Prix

<i>July 22</i>	German Grand Prix
<i>July 29</i>	Hungarian Grand Prix
<i>August 19</i>	WEC Silverstone
<i>August 26</i>	Belgian Grand Prix
<i>September 2</i>	Italian Grand Prix
<i>September 16</i>	Singapore Grand Prix
<i>September 30</i>	Russian Grand Prix
<i>October 7</i>	Japanese Grand Prix
<i>October 21</i>	United States Grand Prix
<i>October 28</i>	Mexican Grand Prix
<i>November 11</i>	Brazilian Grand Prix
<i>November 18</i>	WEC Shanghai
<i>November 25</i>	Abu Dhabi Grand Prix

2019*

<i>March 16-17</i>	12 Hours of Sebring
<i>March</i>	Australian Grand Prix
<i>April</i>	Bahrain Grand Prix
<i>April</i>	Chinese Grand Prix
<i>April</i>	Azerbaijan Grand Prix
<i>May 4</i>	WEC 6 Hours of Spa-Francorchamps
<i>May</i>	Spanish Grand Prix
<i>May</i>	Monaco Grand Prix
<i>June 15-16</i>	24 Hours of Le Mans

Dates for 2019 Formula 1 Grands Prix based on 2018 calendar

Alonso: road to Le Mans



Portimão allowed Alonso serious mileage in the Toyota, which he'll race for the first time at Spa

I've never driven the Le Mans track, not even on the simulator

I'm curious to see how the feeling is. At night too. Singapore, Bahrain, Abu Dhabi - even at Daytona it's quite well illuminated but here [Portimao testing] it's dark and I think Le Mans is somewhere in the middle. After some testing I think Le Mans will be easier, hopefully, but you put some traffic and some cars around that will be the biggest challenge.

Sharing the car with other drivers? It's part of the game.

Knowing what others may need, and what setup they are happy with, and why they are happy with that setup. How they can make that setup work, how they enter a corner and don't have the problems you have. It's part of where you can learn.

I'm learning a lot. The atmosphere is amazing, from the first day, everyone really friendly. We have a WhatsApp group that we are constantly chatting. Today we were taking pictures of the others, if they are cutting the track here or there. Atmosphere is so different, so open, and so friendly.

The first race at Spa will feel different.

It will feel strange - but maybe not the circuit. We will see. The prototype training I have done so far has been on new circuits, so everything has been strange. Even the rain. At Spa it rains a lot. One of the three days, if it rains it will be the first time in a closed cockpit car with the rain. So we will have to see how good the wiper is...

I watched some of the WEC races, and the visibility doesn't look that bad - but we will see. Maybe it's the covered rear wheels, and maybe that doesn't spray as much as F1.

I know every single day in the year where I will be and what I will do.

The calendar is something I look at very carefully. Everyone looks at the races, but the biggest time and most energy-consuming things will be the marketing events with the F1 team, the personal commitments, media activities and the travelling - that will be the worst part. For 27 Sundays - the racing will be the easiest thing. You close the visor and you go. But there is Russia, Japan, Fuji, Austin, Mexico, China, Brazil so there will be seven or eight consecutive races in different parts of the world. But I know every single flight I have to take. I have everything in the calendar very efficiently.

If I have any days free in my diary I will be at home.

I will be doing my training, I will jump on the bicycle with friends, I will be busy with my family. I will not spend any free energy. Even now, in February, and I have a little more time now, I will save because the batteries I will need in September and October.

I have been a long time in the garage in the last three years...

You know, waiting for my car to be repaired [laughs]. I know from Daytona, even after a [team-mate] crash, I was surprised that everyone in the pitlane was ready to go. With this car the team is ready, they are ready to change the front corner, and they are ready to go.

I don't have any plan beyond this superseason.

We will see if we are in that position to be in [to do Indy]. Last year the Indy experience, being happy there, feeling competitive there, it opened my eyes. Now if I can be competitive here as well, and we have the chance to win Le Mans, maybe I could have another attempt in the future and hopefully be competitive again. ☑



HOT TOPIC

SAFETY FIRST

Le Mans circuit to modify its famous Porsche curves

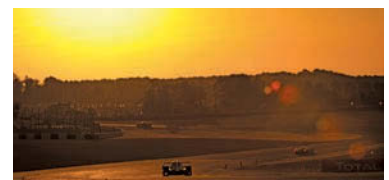
The Porsche Curves stand up there with the Esses and Tertre Rouge, the Mulsanne Straight, and the right and the left-hander at Indianapolis as an iconic sequences around the 8.47-mile Circuit de la Sarthe at Le Mans. Some are arguing that the completion of a round of safety upgrades at the four-corner section of permanent track created back in 1972 has robbed them of some of their challenge and much of their character.

The hemmed-in nature of the track, with unyielding walls on either side, helped give the Porsche Curves a flavour of their own. They were traditionally corners in which the best - and perhaps bravest - drivers excelled.

Critics of the changes argue that a bit of what makes Le Mans unique has been eroded. The track was opened up on the outside of the final right-hander for last year's 24 Hours and the process has now been completed with the addition of new asphalt run-off on the inside for this year.

The character of the final right will inevitably change, but the powers that be at the Automobile Club de l'Ouest argue that improving the safety features around the existing layout was preferable to the alternative. That might have involved a wholesale rejig of the Porsche Curves or, perish the thought, the addition of a chicane.

They point out that the Porsche Curves have survived the latest safety improvements with their route intact. The corners themselves haven't changed. We should be thankful for that.



MONACO

12 MAY 2018, THE GRIMALDI FORUM, MONTE CARLO



1950 Ferrari 195 Inter Coupé
Coachwork by Ghia
Chassis no. 0113 S

NOW INVITING AUCTION CONSIGNMENTS



Sotheby's

www.rmsothebys.com Car collectors gather here.

UK +44 (0) 20 7851 7070 CORPORATE +1 519 352 4575 FRANCE +33 (0) 1 76 75 32 93





How the start of a Grand Prix might look without Ferrari and Mercedes - but is it likely ever to come to that? Left, Zak Brown

CRUNCH TIME

Can Formula 1 survive without Ferrari and Mercedes? Zak Brown, McLaren's commercially savvy boss, thinks the sport has to take that risk

Mark Hughes

The next few months are going to be crucial for F1's future according to McLaren's chief Zak Brown. Although the new era encompassing different technical regulations and commercial terms doesn't begin until 2021, Brown believes that a map of what that future looks like needs to be in place some time this year.

"We have a chance to course-correct 2021 now," he says, "but Liberty and the FIA need to move quickly to minimise the period of negotiations because they will be turbulent and the longer that goes on the more disruptive it becomes. If new engine manufacturers and teams are going to come in it takes a couple of years to gear up - and time is ticking. I'd like to see what 2021 is going to look like by the middle of this season. After that, it begins to get very hard technically... In terms of costs, [Liberty is] talking of a 150 million [euros] cap. We would be in excess of that cap at the moment, some others more so. But we have - as do the others - an automotive business, a technology business and other forms of racing. So if those decisions were made this year, it would give us all enough time to redeploy resources we have today that we won't need in 2021."

Brown is effectively challenging Liberty and the FIA to set out its stall early, to give Mercedes and Ferrari the choice of either


agreeing - or leaving. Because it's becoming increasingly clear that the Ferrari/Mercedes position is different to everyone else's. Whether that's a difference in fundamental beliefs or one of negotiating position isn't clear.

There are three basic areas of discussion:

1) ENGINE REGULATIONS

The four current engine manufacturers are in broad agreement on future engine regulations - which is for a continuation of the current hybrid with ERS-h - but the would-be new manufacturers would not countenance coming in under that formula. The independent teams, by and large, favour the presence of at least one independent engine manufacturer - and therefore by default *disagree* with the continuation of ERS-h. Ferrari's Sergio Marchionne has been vocal in dismissing the idea of abolishing this technology as 'dumbing down' and against Ferrari's brand values. Mercedes is in broad agreement.

2) REVENUE DISTRIBUTION

Liberty is on record as saying it wishes to create a more even spread of F1 revenues between the teams, but hasn't publicly stated the scope of the redistribution. Force India and Sauber have recently withdrawn their long-running joint complaint to the European Union about anti-competitive practices, 

whereby the big teams (but most notably Ferrari) receive disproportionately more than the rest. They withdrew it because of their belief in Liberty's Chase Carey and his team. "Their approach has brought a new culture of transparency to the sport and illustrates willingness to debate fundamental issues such as the distribution of the prize fund monies, cost control and engine regulations," read a joint statement from the two teams. Obviously, Liberty isn't talking about giving *its* share of the money to the less favoured teams - that money has got to be surrendered by Ferrari, Merc, Red Bull. Not an easy sell...

3) COST REDUCTIONS

The FIA has recently engaged McLaren's former boss Martin Whitmarsh to help it frame a post-2020 control upon costs, with Liberty having floated the idea of a future team cost cap of about 150 million euros per year.

Martin Whitmarsh is back in F1. Below, bosses Arrivabene, Kaltenborn (no longer in situ), Steiner, Wolff, Horner, Boullier, Tost and Abiteboul



— WHAT'S BEST FOR F1? —

"I CAN UNDERSTAND WHY FERRARI AND Mercedes want to protect their position," says Brown, "but I think we need to ask: if Mercedes wins seven championships in a row, is that good for the sport? Is it healthy for anyone in the sport? On current spend and regs, they are odds-on favourites to win the next three years."

The imbalanced payments - largely created when previous owner CVC needed the signatures of the top teams as it tried to float the sport on the stock market - are constantly expanding and reinforcing the advantages of the big teams over the small. But even that is being compounded by a highly complex cutting-edge engine that only one, maybe two, manufacturers have truly mastered even after four years. That unfortunate combination has frozen in place a static competitive order - and, if not radically changed at the 2021 opportunity, threatens to freeze things indefinitely. The two main beneficiaries of that

"If Mercedes wins seven championships in a row, is that good for the sport? They are odds-on to win the next three years"

competitive order, carrying enormous political weight, don't want it radically changed.

Liberty's Carey and Ross Brawn have been at pains not to conduct negotiations in public and have stated they will negotiate for as long as is required to get something that all parties can live with. But the concern that Brown outlines is that this very delay could be what ensures nothing will really change. "I think Liberty needs to focus on what's best for the sport and what's best for the fan. If that means a team/manufacturer not supporting that, then I think Liberty and the FIA need to be

prepared to recognise you're not going to make everyone happy. So they need to just centre on what's best for the sport. If someone feels that's to the detriment of their team and leaves, I'd rather that than have just two teams that can win."

So, call the bluff of Ferrari and Mercedes? What if they do leave? "I think that's highly unlikely but anything's possible," says Brown. "So we need to land on a set of rules that allows other teams to enter in the unlikely event of one or the other of the existing ones not continuing. Ferrari is a unique case but ☑



TAILORED FINANCE
FOR STUNNING SPORTS
& RACING CARS

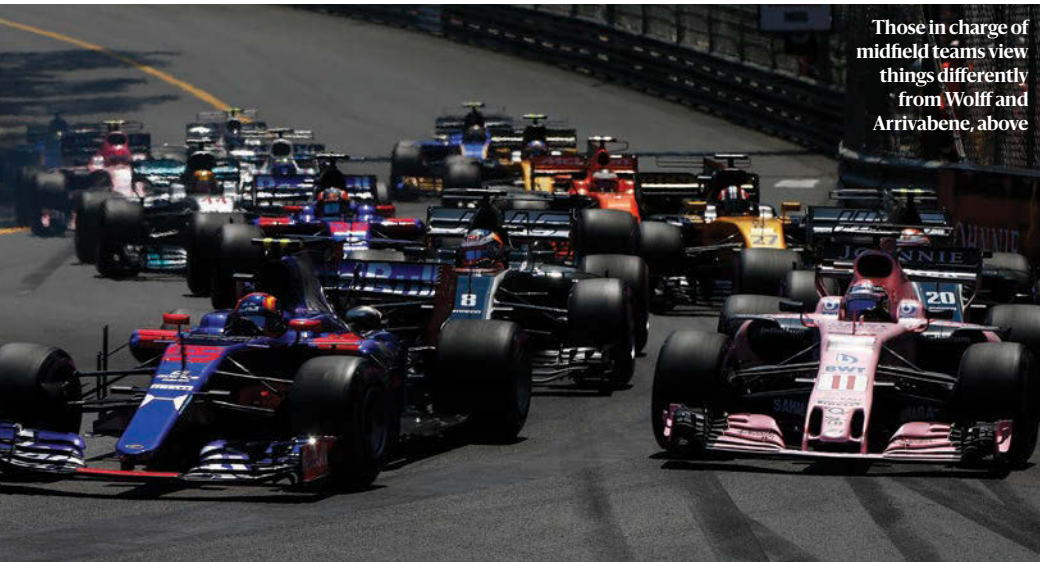
JBR
CAPITAL

Call us now for a competitive quote on **020 3603 0083**
or visit our website: **jbrcapital.com**

Finance and terms subject to status. Advances between £25,000 and £3m.



Official
Finance
Partner



Those in charge of midfield teams view things differently from Wolff and Arrivabene, above

we've all seen manufacturers come and go in the sport. We have to write rules that are best for the sport, not what's best for today's manufacturers."

So what does Brown hope 2021 F1 will look like? "F1 of all the major sports has the biggest revenue discrepancy from first to last. We've got to close that. Costs are totally out of control. We're probably the only industry in the world, let alone sport, that hasn't

addressed costs in today's age. I think that's the highest priority. If people are making more money than others, I'm OK with that, so long as they are not able to spend it to increase this great gap in competitiveness. The engines are obviously complicated, and expensive, and there probably needs to be an independent manufacturer in there to give teams greater choice because the engine situation does get very political. The FIA announced a direction

of more simplified engines. We support that. I'm not exactly sure of the FIA's position on cost cap vs cost containment, but I think cost containment is very difficult and cost cap is the way to go. If you have the money you'll figure out how to use it. Like the wind tunnel hours restriction. Teams just spent money instead on extracting more data from the more limited running. That's a good example of how cost containment doesn't really work."

So McLaren, like most teams outside the Ferrari/Mercedes alliance but against the current engine suppliers, supports a simplified technical formula that would allow an independent engine supplier and make entry to F1 for new teams easier. This plus a radically tough cost cap of about half the budget of the top two teams. Sailing a smooth path through these troubled waters to 2021 is going to take some feat of diplomacy.

Brown: "It's going to get pretty aggressive, I think. There's going to be talk of breakaways. I hope not because a breakaway isn't feasible, but I'm sort of resigned to the fact it'll be used as a threat. But hopefully the conversations are more constructive in trying to get a solution and can be concluded quickly." □



**Hand
AND
Hand**
AUCTIONEERS
FOR THE CLASSIC COLLECTOR

CELEBRATING
25
Years
Est. 1993

1950 Jowett Jupiter
Estimate: £38,000 - 42,000*

- Documented race history with supporting photographs at Dundrod, Silverstone and Isle of Man British Empire Trophy
- 1951 Monte Carlo rally entrant



The Imperial War Museum Duxford Auction

An Auction of Selected Classic Cars | Wednesday 21st March



1951 Nash-Healey Roadster
Estimate: NO RESERVE*



1977 Porsche 911 S 2.7
Estimate: £42,000 - 52,000*



1960 Austin-Healey 3000 MK1 2+2
Estimate: £38,000 - £41,000*

ORDER YOUR CATALOGUE TODAY

+44 (0)1925 210035 | www.HandH.co.uk

* All hammer prices are subject to a buyer's premium of 15% (inclusive of VAT)

Period competition cars will feature prominently at two Grand Prix weekends this summer as Masters Historic Racing further strengthens its links with contemporary Formula 1.

Against a backdrop of changing race weekend schedules and a push to enhance the appeal of modern F1 events, Masters Historic Formula 1 cars will race at the British Grand Prix and the new Masters Endurance Legends series, for Le Mans prototype and GT cars built between 1995 and 2012, will appear at the revived French Grand Prix.

In recent seasons, European Grand Prix weekends have existed on a staple support race package of GP2/F2 and sometimes uninspiring GP3 and Porsche Supercup races. However, the Silverstone and Paul Ricard race weekends will now feature race action from spectacular bygone machinery, and the quality of the new support races is likely to gain favour with race fans.

Continental European F1 races are now slated to start at 3.10pm rather than 1pm, while the French race will start at 4.10pm to avoid live a TV clash with the Football World

Cup. The later starts have come on the back of audience research, both live at the track and on TV, and have opened the door to an increased support race programme.

Historic Formula 1 cars will return to the British Grand Prix weekend at Silverstone (July 6-8), marking the 70th anniversary of the circuit, and a grid of about 30 cars from 1966 through to 1985 is expected.

Masters Historic Racing founder Ron Maydon said: "The fact that we have been asked to organise a support race at the British Grand Prix certainly reflects the quality of the show we put on at Montréal, Austin and Mexico City last year."

However, the big surprise was the announcement that the fledgling Masters Endurance Legends series, pictured below, had earned a slot at the revived French Grand Prix at Paul Ricard (June 22-24).

The series, which caters for cars as young as six years old, will have two races at Paul Ricard as the French Grand Prix returns after a 10-year absence. The Paul Ricard circuit has not hosted the race since 1990, when it was won by Alain Prost's Ferrari 641/2.

OLD-STYLE BOOST FOR MODERN GPs

Historic racing series have been enlisted to turbo charge contemporary events

Paul Lawrence



"I'm proud that in its first year Masters Endurance Legends will be able to showcase its spectacular variety during the French Grand Prix weekend," said Maydon. "The Paul Ricard circuit is perfect for these cars and I'm sure we will put on a good show for the crowd."

WHIZZO WALTZES OFF

Barrie Williams, one of Britain's best-loved racing drivers, has retired from competition after 60 years.

Once dubbed a 'whizz kid' by journalist Andrew Marriott, Williams gained the nickname of 'Whizzo' and has thrilled race fans with his sideways style ever since. He made his first start in a Morris Minor at Rufforth, on Easter Sunday 1960.

Williams, who will be 80 in November, is stepping down from racing but will remain involved in the sport through his roles with a number of clubs and organisations.

"I've had a bloody good time racing," he said. "It's all I've ever really done and I've got huge memories. But I've got to be sensible. I

still want to put something back into the sport that has given me so much."

Williams was renowned for his success in saloon and sports cars and only briefly dabbled with single-seaters in the mid-1960s. The death of Jim Clark in 1968 persuaded him to focus on sports and saloon cars and he raced a works Colt in the BSCC and won a series of one-make titles. In his earlier years he rallied extensively and won the 1964 Welsh Rally in his Mini Cooper - his first experience of forest rallying.



In 1986 Barrie made his debut in historic racing and over the last 25 years competed extensively in historics. He raced ERAs, Jaguar C-types, BRMs and much more and was a regular Goodwood Revival winner. His exuberant style, both on and off the track, won him many friends and he's always had time for everyone, no matter what their position in the sport.

But now he has decided to call time. "I raced every year for nearly 60 years and it was a way of life," he said, "but now it's time to stop."

ULSTER REUNION

Walter Röhrl, one of the most respected rally drivers of a generation, will celebrate a landmark performance in Irish rallying when he stars at the Titanic Déjà Vu Ulster Rally reunion on Saturday September 1.

The German star will return to the scene of his dominant win on the 1984 Ulster Rally for Déjà Vu Motorsport's latest rally celebration, organised to raise charity funds.

Thirty-four years ago Röhrl and Christian Geistdörfer entered the Ulster Rally in their Group B Audi Quattro S4 and decimated the best of the domestic two-wheel-drive opposition, headed by the Opel Mantas of Russell Brookes and Jimmy McRae.

The Ulster event will be based in Belfast's Titanic Quarter and will include a non-competitive 150-mile run over classic Circuit of Ireland and Ulster Rally terrain.


Röhrl will head a cavalcade of historic rally cars over famous Antrim stages like Glen Dunn and the spectacular Torr Head coast road. He will be then joined by other rally stars at a gala dinner in Titanic Belfast on Saturday.

"I'm delighted that he has accepted an invitation to headline our event," said Dr Beatty Crawford from Déjà Vu Motorsport. To date, the Déjà Vu programme has raised £70,000 for charity.

DHF'S FRESH LOOK

The 2018 Donington Historic Festival will feature 14 grids and up to 19 races over three days, taking in some of the UK's leading historic categories. Races for the May 4-6 event range from the Mad Jack Trophy for Pre-War Sports Cars to the opening races of the season for the Super Touring Trophy. Racing will run throughout Saturday and Sunday after qualifying on Friday.

The 1000Kms race for Group 4 sports cars, which has run in the prime early Saturday evening slot in recent years, is not on the 2018 schedule and a new race will take centre stage as the sun sets on the second day of the festival.

For the first time the HSCC's Derek Bell Trophy will feature and will bring out a grid of mainly Formula 5000 and Formula 2 single-seaters of the 1970s. The DBT pack will appear twice, with 25-minute races on Saturday and Sunday. 



LYNDON MCNEIL

LE MANS CLASSIC

A star-studded entry has been revealed for the 2018 edition of the Le Mans Classic (July 6-8), including Derek Bell and five other former Le Mans 24 Hours winners.

The Classic features six 50-car grids, which all race several times during a 24-hour period. In addition a Group C race, for the cars of the 1980s and early 1990s, will run as a curtain-raiser on Saturday morning.

Five-time winner Bell will be joined by three-time winners Klaus Ludwig, Henri Pescarolo and Marco Werner for the event, which features cars that contested the Le Mans 24 Hours between 1923 and 1981. Stéphane Ortelli and Jochen Mass will complete the gathering of former 24-hour winners at the biennial celebration.

Bell is provisionally scheduled to race a Porsche 917LH, in a rare racing appearance for the 917 long-tail evolution developed for the 1971 race. Now 76 years old, Bell will race at Le Mans more than 30 years after his final Porsche 962 victory in the 24 Hours and 48 years on from his debut in the race alongside Ronnie Peterson in a works Ferrari 512S. Bell contested the 24 Hours race 26 times in 27 years from 1970 to 1996.

Porsche is using the event to celebrate 70 years of the marque with a special Porsche-only race on Saturday afternoon, ahead of the main event. The promoters are targeting a grid of 70 cars spanning the early 356s to the 2.8 RSR from 1973, along with the short-wheelbase 911s from the new 2.0L Cup race series.



F5000 TO STAR AT MM

One of the biggest gatherings of Formula 5000s ever seen in the UK will feature at the 76th Members' Meeting at Goodwood (March 17/18). As many as 30 of the thundering 5-litre monsters will take to the track for high-speed demonstration sessions to mark the 50th year of the category, which started in North America as Formula A.

Most F5000s have never run at Goodwood and cars are being shipped from the other side of the world to join the celebrations. From the UK will be the ex-Peter Gethin McLaren M10B and several cars from Frank Lyons, including a stunning Gurney Eagle FA74.

Meanwhile, two rare Begg Formula 5000s will be there as Scott and Lindsay O'Donnell are coming from Christchurch, New Zealand, with two of the seven cars built between 1968 and 1974.

"For me it completes a mission of restoring and racing this car over the last 15 years to celebrate the 'Kiwit ingenuity' of characters like George Begg," said Lindsay. ☑



HOT TOPIC

CAVEAT EMPTOR

Should classic car buyers rely on logbooks for authenticity?

A former AC Cobra owner is suing the Driver and Vehicle Licensing Agency over his car's apparent loss of value, after it was deemed to be built in 2002 (using old and new parts) rather than in 1964 as originally stated on the logbook. But does he have a valid case?

Julian Seddon claims the change in status on the DVLA's documents slashed the car's value from £250,000 to £100,000. His barrister John Black said that his client 'would not have purchased the vehicle' had he known that its status as a historic vehicle was 'liable to investigation'. He explained that the purchase of the Cobra was made in good faith, partly relying on the integrity of its V5C logbook.

The DVLA's case is that it does not owe a duty of care to buyers, and that the car's logbook cannot be taken as proof of its age and provenance. The DVLA refused to comment further.

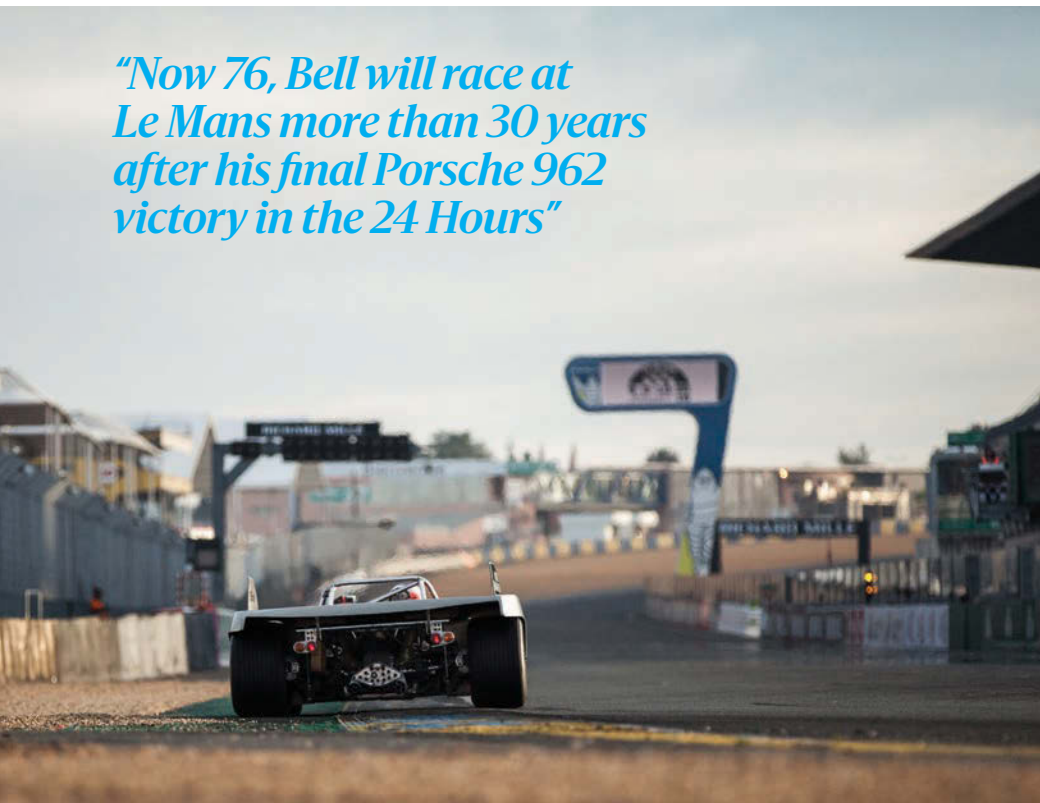
Black also claimed that the DVLA 'made a conscious decision' to delay its investigation into the car's history until after the vehicle had been sold to Seddon. Two months before Seddon purchased the Cobra, the DVLA already 'had reason to suspect that the integrity was in doubt', Black said.

Whatever the rights and wrongs, this is not the first time that a row over the provenance and value of a classic car has ended in court. But this case is unusual in that it is against the DVLA rather than a former owner.

With the values of period road and racing cars heading into millions of pounds, the potential for dispute is growing. Little wonder, then, that prudent buyers go to strenuous lengths to prove a car's history, sometimes using period drivers, designers and mechanics to verify the car.

The High Court will make a ruling on the case at a later date.

"Now 76, Bell will race at Le Mans more than 30 years after his final Porsche 962 victory in the 24 Hours"





THE GINETTA RACING DRIVERS CLUB

GRDC ARRIVE AND DRIVE

£10,990 deposit plus 6
monthly instalments of
£1,250 ^{+VAT}

The series for first-time racers

New for 2018, our Ginetta Racing Drivers Club Arrive and Drive package offers a low-risk way to join Ginetta's novice racing series. The arrive and drive format allows you to use one of our Ginetta G40 Club cars for the 2018 season, taking away the up-front cost of a new car purchase and minimising the time commitment and effort required during the course of the year. All you have to do is turn up and drive.

THE PACKAGE

GRDC Arrive and Drive

If you don't want to own your own car, this is the option for you. Arrive and Drive customers get to enjoy the full GRDC racing series - track days plus eight races - but without having to worry about storing a car or transporting it to events. Ginetta takes care of that, leaving you free to enjoy the racing.

GINETTA



GINETTA.COM | 0113 385 3836



Circuit racing might grind almost to a halt beyond October, with a few honourable exceptions, but the 'off-season' contains plenty of weekend alternatives that don't involve pubs, garden centres or television sets. For instance...

BRANDS HATCH

The rain wasn't heavy, initially at least, but remained irritatingly persistent. As its volume intensified during the day, the temperature dropped: chill factor, moisture factor... who knows? And yet, throughout it all, a couple of blokes on the spectator banks thought it perfectly acceptable to wear shorts. Fine on the grounds of taste, perhaps, but less so in terms of common sense. They appeared to be enjoying themselves, though, which arguably counts for more than comfort - a perfect snapshot of local resolve.

In truth the day was probably better suited to sitting indoors and listening to goals rattle in on BBC 5 Live with a glass of Sauvignon Blanc to hand, but I have an internal trigger that forbids such indulgence: it's January, Brands Hatch is stirring, get thee to the A20...

Third round of the 2017-18 *Motorsport News* Circuit Rally Championship, Chelmsford MC's MGJ Winter Stages is now well established as

WINTER'S WINNING FORMULA

UK motor sport doesn't ever truly switch off. And if proof were needed...

Simon Arron

part of the circuit's repertoire. The recipe is tried and trusted - eight stages that blend the regular racetrack with access roads, the pit lane, both paddocks and the undulating course that hosts Brands Hatch's own rally school - but familiarity doesn't breed complacency. By the day's end there were sufficient scars to vouch for both the event's challenging nature and the commitment of those taking part, though the conditions probably didn't help. And the pit exit hairpin, a tight squeeze for anything much

bigger than a Fiesta, proved as always to be a chaos magnet. One driver stalled there for two consecutive laps, making navigability even more marginal and costing several rivals a second or three.

It says much for the Ford Escort's emotional pull that about one third of the 80-plus entry were in either Mk2s or Mk1s, most of them with modern running gear (sequential transmission and so forth) beneath a recognisable cloak, but that doesn't make them any less engaging to behold.

There was also a trio of Ferrari 308s, one destined to end its day in the Paddock gravel, one not especially quick and the other - shared by Lee Jones and Thomas Grogan - taking a worthy sixth overall among the more conventional weaponry,

The winners? Mark Kelly and Andy Baker. In a Mk2 Escort. Obviously.

BROOKLANDS

Some locations retain an aura even when there's nothing going on - and Brooklands is one such. That the Vintage Sports-Car Club happened to be present, performing antique gymnastics against the clock, was merely a bonus.

Entries for the traditional New Year Driving Tests have dwindled slightly - down from



ALL IMAGES SIMON ARRON



Rally winners Baker & Kelly, far left; the flying 308 of Jones & Grogan, left; VSCC assembly includes Edmund Burgess's T13 and Katie Forrest's Rolls Silver Ghost

60-plus in the previous two years to 47 on this occasion - but it remains deeply satisfying to see the extant bits of Brooklands being used, even at speeds significantly south of John Cobb's 143.44mph record, set as recently as 1935...

The nature of the event had changed slightly, with no reversing tests (the rules used to allow cars without a suitable gear to be pushed backwards) and the banking being used only lightly. Perhaps understandably, given the acclaim surrounding its relatively recent reopening, greater emphasis was placed on a series of exercises on the Finishing Straight.

Eddie Williams (1929 Frazer Nash Super Sports) is a regular front-runner at VSCC race meetings - and he underlined that he has dexterity as well as speed by taking outright victory from class winner Edmund Burgess

(1924 Bugatti T13) and Richard Marsh (1929 Austin 7 Ulster). Among the most eye-catching entries were the 1925 Trojan Utility of Frazer Sloan, which just about conquered the Test Hill (with its one-in-four gradient towards the summit), and Katie Forrest's 1912 Rolls-Royce Silver Ghost, which required a three-point turn simply to access said Test Hill but otherwise performed with abundant grace.

And then there's all the other stuff that was accessible to visitors on the day - the sprawling collection of sheds housing one of the planet's finest assemblies of subjects automotive and aeronautic, everything from pre-war Grand Prix cars to Concorde via a Morris Eight.

Plus, of course, the on-site café retains its period urinals - strictly not for use, and bereft of graffiti as 'the right crowd' presumably

"About one third of the 80-plus entry were in Mk1 or Mk2 Escorts"

didn't do that kind of thing - but a charming throwback of the kind you simply don't find elsewhere.

Walking into the new Flight Shed, the first thing one sees is a Sopwith Camel replica, with twin machine guns perched just behind its propeller. It would be impressive today if somebody came up with adequate synchronisation technology to prevent such planes shooting themselves down, but the Sopwith Camel is 101. ☐



STANDLAKE

There is something defiantly grandiose about the word ‘arena’ - a term you might apply with equal certainty to Madison Square Garden or the Camp Nou. You might not associate it with a small plot of land just off the B4449, about 14 miles to Oxford’s west, but Standlake Arena has been a sporting hub since 1972.

Originally a dirt track, it was paved during the early 1980s but that’s about it as far as facilities go. There is raised banking upon which early arrivals may park to obtain a weather-sealed view from the comfort of their car, plus a tea hut, but for the most part it’s a friendly, laidback place carpeted in mud and gravel (with a bit of ice thrown in if you happen to be there for the Heavy Metal Classic - a January staple that once attracted a UK record entry of 266 bangers, though that is now capped at 236).

Standlake prides itself on an old-school approach - only the driver’s door and floorpan may be welded for strengthening, but that’s it. Anything considered to have been too zealously prepared will

be rejected at scrutineering. That apart, almost anything goes: the multi-class structure admits Nissan Micras at one end of the scale and Rolls-Royce Silver Shadows at the other, though some things - including Ford Mondeos and Toyota Previas - are barred on the grounds of inherent natural strength. The 2018 entry included an Austin Allegro and two Morris Minors, though science is powerless to explain why you’d choose either for durability or handling...

Many people remain dismissive of short-oval competition, but in all its forms (banger racing included) it’s a good place to fine-tune one’s car control, peripheral awareness and reflexes.

Standlake calls itself the ‘home of motor sport in Oxfordshire’ - a claim the Williams and Renault F1 teams might validly contest, ditto Brookes University - but for

£12 per head (including programme) and with at least 20 races (depending on the survival rate) it provides competitively cheap racing on both sides of the fence.

Welcome to the school of very hard knocks. ☑



CLUB RACING SPOTLIGHT

James King, once an F3 winner, now a historic front-runner

“When I look back at 1977,” the American says with a smile, “F3 wins seemed to be shared out between several drivers. I’m not sure if everybody was very good - or if we were all a bit average!”

King took his works March to victory at Cadwell Park that season, but returned home soon afterwards and picked up where he’d left off before his European sojourn, racing in Formula Atlantic and winning the SCCA National title in 1982.

He retired five years later, not long after sharing 12th overall - and second in the GTP Lights class - in the Daytona 24 Hours. In 1993, however, he was lured back by the appeal of historic competition - and 25 years on he’s still active, racing on both sides of the Atlantic in a small fleet of cars that includes an ex-Dan Gurney Brabham BT7 (he was there to watch the American win with it at Rouen in ’64), a March 761 and a March 712.

His adventures have led him to the top steps of podia at events as diverse as the GP Historique de Monaco and the Goodwood Members’ Meeting - and he was also a co-founder of Historic Grand Prix, which continues to sanction old-time F1 races in the States (though King sold his interest a few years ago).

Now 72, he plans to take in another blend of clubbies and celebrated classics during the campaign ahead. “I still absolutely love racing,” he says, “and the people I’ve met along the way have been essential in fuelling my passion to compete. I’ve always considered myself a lucky dog - and that holds true to this day.”





CARNET DE PASSAGES EN DOUANE
PROVIDED UNDER AGREEMENT WITH FIA AND AIT

Tel: +44 (0) 1284 333 812

Email: carnetservices@carseurope.net

CARS

Classic Automotive Relocation Services

TRADITIONAL VALUES
MODERN THINKING

- SEA AND AIR FREIGHT
- WORLDWIDE CUSTOMS BROKERAGE
- RACE AND RALLY TRANSPORTATION
- INTERNATIONAL STORAGE
- UK AND EUROPEAN TRUCKING
- UK REGISTRATION

OFFICIAL EVENT PARTNER



AMELIA ISLAND 2018
CONCOURS D'ELEGANCE



DUBAI

+971(0) 4882 1334
info@carsmiddleeast.com
www.carsmiddleeast.com

JAPAN

+81(0)45 306 7043
info@carsjp.net
www.carsjp.net

NEW YORK

+1(718)947 2277
info@carsusa.com
www.carsusa.com

EUROPE

+44(0)1284 850 950
info@carseurope.net
www.carseurope.net

LOS ANGELES

+1 310 695 6403
info@carsusa.com
www.carsusa.com

EVENTS



APRIL 2018

COMING ATTRACTIONS

INTERNATIONAL Apr 7-8 - FIA Formula 2, Sakhir, Bahrain

The most promising young single-seater drivers face off as the Formula 2 grid lines up in Bahrain. Lando Norris will make his full-time debut, as will GP3 champion George Russell.

INTERNATIONAL Apr 15 - World Rallycross Championship, Barcelona

About 20 drivers will tear around Circuit de Catalunya for the opening WRX round, as Johan Kristoffersson prepares for his title defence against the likes of double champion Petter Solberg (in the new Volkswagen Polo GTI).

INTERNATIONAL Apr 15 - Long Beach Indy

Long Beach hosts its 44th GP and its 35th consecutive Champ Car/Indycar race. There have been six winners since 2012 on the 1.968-mile palm tree-fringed circuit.

IN THE UK Apr 22 - Rally Tending and Clacton, Clacton-on-Sea

The first rally in England on public roads, under the new Closed Road Motor Sport legislation, will take place on the Tending Peninsula over 45 miles. More than 100 cars are entered.

INTERNATIONAL Apr 20-22 - Hockenheim Historic, Germany

This weekend celebrates the life of Jim Clark and commemorates his passing at the circuit. The event marks the 50th anniversary of Clark's death and also recognises Lotus's heritage.

INTERNATIONAL Apr 28-29 - WTCR, Hungaroring, Hungary

The first World Touring Car Cup (WTCR) hits Budapest for its second round. Drivers such as Yvan Muller, Rob Huff, Gabriele Tarquini and 2017 WTRC champ Thed Björk are confirmed.

Apr 5 **WRC** France

Apr 7 **INDYCAR** Phoenix

Apr 8 **F1** Bahrain

Apr 14 **FORMULA E** Rome

Apr 15 **F1** China

Apr 15 **NASCAR** Bristol, Tennessee

Apr 28 **FORMULA E** Paris



SHORT BREAK

ISLAND GAMES

The 30th Manx Classic hillclimb continues a local tradition that dates back to the first Gordon Bennett trials in 1904

This three-day event, from April 26-28, consists of one sprint and two hillclimbs on closed public roads, attracting a wide array of vintage and classic cars to the island.

Jaguars, Frazer Nashes and Bentleys, the GN Spider, modern sports cars and Edwardian entries have starred in the past - and more than 100 entries are expected. Viewing is free of charge, but be aware that many roads and pavements will be closed off.

The event starts with The Sloc sprint on Thursday 26, in the south of the island, with spectacular views the full length of the track, then moves onto Creg Willey's hill (part of the TT course) on Friday.

Friday also heralds a spectacular finale as drivers tackle Lhergy Frissell - another section of TT course and the longest hillclimb in Britain.

These roads also formed part of the Gordon Bennett Trials route in 1904 and the following year's RAC TT, so the Classic maintains strong links with the island's rich, proud motor sport heritage.

The TT Grandstand serves as one of many points to view the trials, but you can also volunteer with the Manx Motor Racing Club and contribute to an organisation that once had the late John Surtees as patron. Find out more at www.manxmotorracing.com.

HOW TO GET THERE

Packages from ferry operator the IoM Steam Packet Company are available with double/twin rooms (from £94 for two nights) and foot passenger crossings from Liverpool or Heysham, with an extra £89 charge for a car or low van.

ALSO GOING ON

The Isle of Man Motor Museum holds a collection of more than 400 exhibits spanning 100-plus years of motoring history, including 200 motorcycles, at former RAF station Jurby on the north side of the island. Admission is £12.50.

DON'T MISS

Marshals were brought in from all over the UK for the 2017 Manx Classic. You could volunteer for the 2018 running, though you'll need to be present for the Tuesday - an extra night's B&B might be useful.

PAUL WELDON



practical CLASSICS
CLASSIC CAR & RESTORATION SHOW

With Discovery



SPRING'S BEST CLASSIC CAR SHOW

23 -25 MARCH 2018 • NEC BIRMINGHAM

1,000 Classic cars on display | Over 150 Classic Car Club stands
350 Specialist exhibitors & traders | Spring's largest indoor autojumble
Lancaster Insurance Pride of Ownership | Classic cars for sale & leading dealers
Classic Car Auctions | Practical Classics live stage | Carole Nash Barn Find
The Workshop, sponsored by SkillShack | Sporting Bears Dream Rides

BOOK NOW & SAVE UP TO 15%*

NECRESTORATIONSHOW.COM QUOTE: PCRS18MSM

In association with



Official Show Partners



*Savings are based on the door ticket prices. Savings are pre-applied to all prices on the website. The code stated above is used for marketing purposes only. To book by phone, call 0844 858 6758. Calls cost 13ppm plus network extras. All bookings are subject to a single transaction fee of £1.50. Tickets include a show guide worth £4.00. Advance tickets are available until midnight Thursday 22nd March. After that date, tickets will only be available at the show. All information correct at time of publishing. Full T&Cs online at necrestorationshow.com.



HOT TOPIC

FORMULA E READIES SEASON FIVE

*Bigger battery, futuristic look
– and halo*

Formula E's season five car puts the series at a pivotal point. Gone is the first point of ridicule: the cars are now good for full races on one battery.

That was an important step from a marketing perspective and also for manufacturers, because the implication that you can only run an electric car for 20 minutes has now been removed. Battery capacity has all but doubled, and peaks at 900 volts. Power is boosted by 40kW, but in speed terms you can expect the cars to still be inhibited by the tracks.

The series has always pointed to its relatively futuristic looking cars, but that's taken a step further with the new car: it looks straight out of a sci-fi film. That's the point: this is the future, now.

Wheels are enclosed, with a big rising diffuser and simple rear plane behind. It's not a wing, as such. The mandatory halo houses an LED strip.

What happens next is up for discussion, with pitstops supposedly remaining.

Official testing begins in March at Montebelco, with another scheduled for April, meaning the teams will be developing two cars concurrently. The dynamic could well shift this year as development focuses on the future rather than the present.

But that's something Formula E has done from the off.

For full insight into the new Formula E car, visit motorsportmagazine.com/formula-e



ELECTRIC GT RACING

TESLA SERIES SPARKS OFF

*Electric racing's silent rise
continues, as Electric GT nears*

Jack Phillips

It's been a while coming, but the new Electric GT Series appears finally to be on its way to the race track. The series, which has no support from the Tesla factory, was initially announced to the world two years ago in March 2016.

In the intervening months there has been plenty of bluster but little in the way of concrete information. Now, two pieces of good news have followed in close succession: the Tesla Model S P100D-based race car has passed the FIA crash tests and the series has been ratified by the FIA.

That it's a private endeavour from organiser Mark Gemmill may go some way to explain the delay in Electric GT going from idea to fully-fledged series. There may be benefits of no factory

involvement; it could conceivably open up to be a mixed-make series - TCR goes electric? But costs would inevitably rise and soon spiral out of control.

Its first season is supposedly this year, though there's no calendar as of yet. But there's long been talk of 'electric festival' events, featuring only electric-powered racing and plenty of fan engagement. That's since been clarified as ekarting and esports races.

The main GT races will be 60km long, with one held during the day and another at dusk, after a 'three-heat qualifying format'. "The longer race isn't really what the public wants," Gemmill said last year.

Evening racing is no problem for a silent racing series, for obvious reasons. Gemmill also claimed the circuits have been very receptive, because "it's the right message and projects the right image".

The top two from the weekend will contest a 'Drift-off' for three additional championship points, too. Different, if nothing else.

As for the cars, the series has confirmed a maximum output of 778bhp/585kW. Drivers have seemingly been impressed by the car, which has been on a long

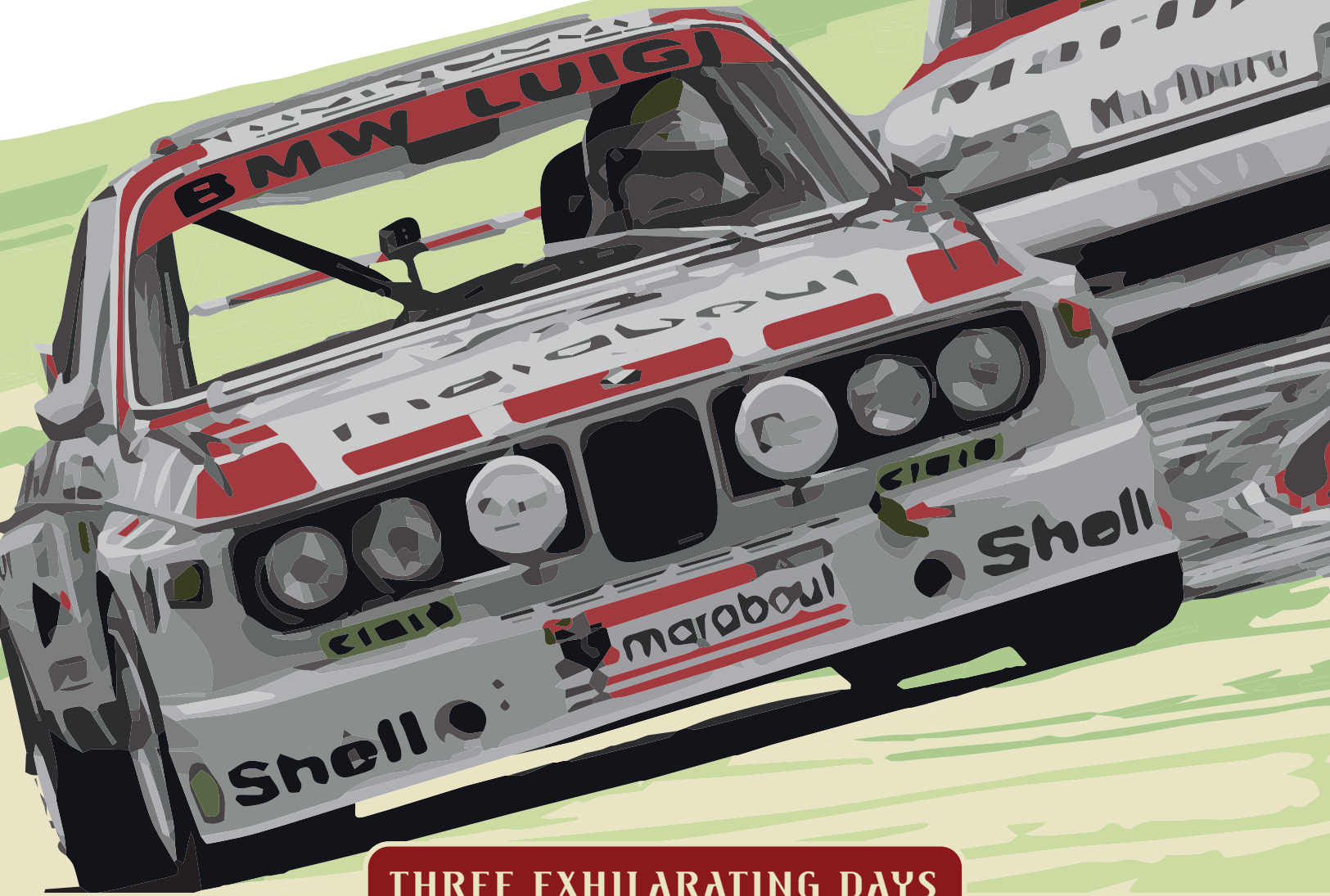
development curve. It has good torque, as is to be expected, fast with a 0-60mph of less than two seconds, and it's grippy. But it's heavy, the final car weighs in at 1800kg.

There's a persistence behind Electric GT, which bodes well, and it's got ahead of most in the electric racing stakes. Now it's a case of fulfilling aims.



DONINGTON HISTORIC FESTIVAL

*Advance discounted
tickets available now*



THREE EXHILARATING DAYS

Friday 4th | Saturday 5th & Sunday 6th May 2018

 QUALIFYING

 RACE DAYS

Featuring race cars from nine decades: Le Mans cars, single-seaters, GT cars, sports cars and Touring Cars. Plus all-access paddock, pitlane walks, 1993 European GP 25th Anniversary celebrations, historic rally cars and karts, passenger rides, parade laps and classic car displays.

www.doningtonhistoric.com

 DUNLOP

 MOTOR RACING
LEGENDS

 HISTORIC
PROMOTIONS

 DoningtonPark 

Ferrari has unveiled its fastest ever V8-powered sports car. Called the Ferrari 488 Pista it is a heavily revised version of the standard 488 GTB and boasts performance figures that challenge the Italian company's range topping LaFerrari.

The 3.9-litre twin turbo produces 711bhp and 568lb ft of torque giving a top speed of 211mph and a 0-62mph time of 2.85sec.

The car is the latest in Ferrari's V8 engaged special series, following the 360 Challenge Stradale, 430 Scuderia and 458 Speciale. However, the company claims the Pista is a "significant step forward" from previous models in the series in terms of the sporting dynamics and level of technology carried over from racing.

According to Maranello, "The car's development evolved directly from the company's involvement in the FIA World Endurance Championship - where it has won five manufacturer titles in the GTE class in the six years since the series' inception, taking 29 out of 50 race wins - and 25 years of experience in running the Ferrari Challenge one-make series."

The 488 Pista features an F1-inspired S-duct at the front while the design of the front diffusers feature a ramp angle that was optimised for the 488 GTE to create strong suction for increased downforce.

The underbody vortex generators have also been redesigned, and the rear diffuser incorporates the same double kink as the 488 GTE to increase the air extraction and downforce generation compared to a traditional diffuser. Together these modifications result in a 20 per cent increase in downforce.

Rumours had been rife prior to the car's launch, with some commentators predicting that Ferrari would dust off the old GTO moniker for the car. In the event it has opted for the Italian word for "track" to reflect the car's more hardcore nature.

Like the 458 Speciale, the Pista has dropped the kerb weight of the host car by 90kg, thanks to lightweight crankshaft and flywheel, as well as additional features, such as titanium con rods and carbon-fibre intake plenums.

The car will officially be launched at the Geneva Motor Show this month. No price has been announced.

LISTER'S NEW JAG

Lister Cars has announced the first of a series of modified Jaguars it intends to sell to the public. Just 99 Lister Thunders will be made, each based on the Jaguar F-type and selling for £139,950. However with 666bhp from its 5-litre supercharged V8 motor, each Thunder will have 100bhp more than the most powerful official version from Jaguar, the F-type SVR. Lister says it has a 0-62mph time of 3.2sec and a top speed of 208mph and has its own suspension tune with adjustable dampers,

bespoke 22in tyres and an exhaust system that not only gave the car its name, but also lops a useful 10kg off its weight. Inside there are bespoke Nappa leather seats with Lister logos, and there's a carbon-fibre body pack option.

Lister Cars is no stranger to tuning Jaguar coupés - in the late 1980s (and in a previous incarnation with Laurence Pearce at the helm) it produced a number of fast and well built modified XJS coupés before creating the all-new Lister Storm, of which a handful of road-going examples were made before the car's more famous life as an FIA GT race car.

Lister's current boss Lawrence Whittaker has busied the business of late selling recreated Knobbles for road and track use, but has made no secret that his ultimate desire is to create a bespoke Lister supercar.



FERRARI LAUNCHES 488 PISTA

Newcomer takes use of race-inspired technology to fresh levels

Andrew Frankel

TOYOTA'S TEASER

Toyota is teasing images of the car said to be an all-new Toyota Supra, also due to have its global reveal in Geneva this month. The long-awaited first fruits of a joint venture with BMW, the new car will feature a 3-litre turbocharged straight-six engine sourced from its German partner and be not only the first new Supra in 24 years, but also the first road-going Toyota to share its branding with its in-house race team Toyota Gazoo Racing. The plan seems to be to develop the Gazoo brand into a credible

alternative to BMW's M division and Mercedes-Benz's AMG tuning house.

We must wait until they pull the wraps off for further details but all those who were in Detroit in 2014 when Toyota showed a concept called the FT-1 will hope its appearance is not too different to that. The FT-1 was an unlikely star of that show and was every inch the muscular, curvaceous and purposeful sports car you might hope a modern Supra to be. Power output at present is estimated to be around 340bhp, but that's very modest for a 3-litre turbo engine these days, so hopefully more sporting versions will offer 400bhp or more. A manual gearbox is possible as an option, but thought to be unlikely.

HIGH AND MIGHTY

Rolls-Royce has confirmed what many suspected for a long time, namely that its forthcoming SUV will use its 'Cullinan' internal code-name as its actual title when sales start later this year. Except according to Rolls it's not an SUV but a 'high-sided vehicle' which I'm not sure sounds a lot better given that the only time you usually hear that term is about lorries getting blown over when there's stiff breeze.

The Cullinan will be based on the brand-new bespoke architecture already seen in the second-generation Rolls-Royce Phantom and likely be powered by a version of BMW's twin-turbo 6.6-litre V12 engine. Hybrid versions are certain and an all-electric model shouldn't be ruled out: seven years ago Rolls-Royce produced an electric Phantom and in all regards save range and recharge time, it felt a natural fit for the brand. Technological advances in the interim now mean we should regard all-electric Rolls-Royces, whether high-sided or not, as only a matter of time.

STRATOS UPDATE

Ten years after work began and eight after a prototype was first shown to the public, a modern take on the Lancia Stratos is about to go into exceptionally limited production. Manifattura Automobili Torino says it will make 25 versions of the new car, costing from around £500,000 depending on specification.

Although light in weight and diminutive in stature relative to modern supercars, the new Stratos is still substantially bigger than the rally legend that won 18 World Rally Championship rounds. Prospects can choose to specify theirs as a track car, a road-going supercar or in rally-inspired 'Safari' trim.

Like the original Stratos, power is likely to come from a Ferrari engine, said to produce 550bhp driving through a paddle-shift gearbox to the rear wheels alone. Inside, the cosy two-seat cockpit will retain the original Stratos's iconic doorbins, designed to hold crash helmets in place during transits between special stages. Apparently right-hand-drive is possible if any owner requests it. ☑

Be part of the
world's biggest classic
motor racing festival



2018 highlights include:

- An incredible array of iconic Formula 1 cars marking 70 years since Silverstone's first British Grand Prix in 1948
- A special spotlight on more than 60 years of epic endurance racing history featuring the new Masters Endurance Legends grid
- Tin Top Sunday celebrating the 60th anniversary of BTCC with no less than 4 touring car grids racing

All-inclusive tickets are fantastic value, providing:

- A packed schedule of the best historic motor racing on the famous GP Circuit
- Full paddock access and viewing from all open grandstands
- Live music with Soul II Soul headlining on Friday and UB40 on Saturday evening
- Plus driving experiences, live demonstrations, a vintage funfair & much more!

... all included in the ticket price

*"We just couldn't believe the access.
It changed it from being an event we went to
watch to one we felt like we were part of"*

2017 visitor



/silverstoneclassic @silverclassic @silverstoneclassic /silverstoneclassic

Book before 31 March to take advantage of Early Bird prices at
www.silverstoneclassic.com

Official Partners



ADRIAN FLUX



Official Charity





Mark Hughes

As the 2018 Formula 1 season gets underway, Ferrari's thoughts are turning to succession plans

J

ust as in a race when you are competing against a phantom - a driver many places separate from you but on a different pitstop strategy that will converge with yours at some point to put you on the same piece of track - so it can be in career terms. In this coming season Kimi Räikkönen and Charles Leclerc are rarely, if ever, going to compete wheel-to-wheel,

but they will absolutely be fighting over the 2019 Ferrari drive alongside Sebastian Vettel.

Räikkönen, 38 years old, is going into the fifth year of his second stint at the Scuderia, his contract having been extended for one season at a time for the last three years. This time around he's performed a very different role for the team than in 2007-09. Partly through the effects of time, partly management plan, his second stretch has been one of support - certainly since the recruitment of Vettel in 2015. Kimi was initially brought back to the fold as an insurance against Fernando Alonso leaving at the end of 2013, probably in the assumption that Kimi would be a ready plug-in provider of similar performance. As it turned out, Alonso stayed for one more year, during which he completely annihilated Räikkönen.

That season changed the internal perception of Räikkönen's value to the Scuderia. He still had one, but it was different to that originally envisaged. The cutting edge of speed he once possessed was dimmed, but he was a seasoned old hand, didn't make waves, said nothing controversial to the outside world, a team player providing a solid bass line.

If he could be provided with a quick car, he was still comfortably quick enough to back up the number one. In this way, with Sebastian Vettel recruited to replace Alonso, the team could revert to its preferred number one/number two structure. Even though this has never been specifically spelt out, it's been evident in the way the team has operated, with Räikkönen never on the prime race strategies, often staying out well beyond the optimum stop time in order to be tail gunner for Vettel's strategy. In the second half of 2016, there were several occasions when Räikkönen was running ahead but pit timing strategy was used to spring Vettel in front. These favours were never reciprocated.

But nothing stays the same forever. Räikkönen's presence there works as an extension of the dynamic around Vettel. But at some stage Vettel will be gone, too. There needs to be a succession plan, ideally with some overlap. Which is where Leclerc could come in.

It would be no exaggeration to say he has looked fantastic in his junior career, his speed and style marking him out potentially as a 'special one'. But that was true of McLaren's Stoffel Vandoorne too, and in his first full season last year he found out just how tricky F1 can be. He's probably good enough to come out

the other side of that tough baptism, but Vandoorne's experience highlights the risk of putting a gifted rookie in a top team alongside a top driver in this era of restricted testing. Leclerc's seat at Alfa-Romeo Sauber, as a Ferrari junior driver, is the perfect introduction. If that special quality is still visible there and he maintains that momentum of perception, he's perfectly placed to make the switch to the main team in 2019, alongside Vettel - and Ferrari's succession plan is then in place. As a bonus it would make for a touching story of maintaining the thread with Jules Bianchi, the late Ferrari junior driver who was a close friend of Leclerc's from childhood and who had been set to follow the Ferrari-backed Sauber path that is now Leclerc's.

But if Leclerc, against expectations, doesn't create waves in his Sauber, doesn't regularly deliver drives that transcend his machinery, what then? Another extension for Räikkönen? Or Daniel Ricciardo, currently in the final season of his current Red Bull contract? There are people in a position to know who stated categorically that Vettel had a number one contract with the veto over team-mate choice. But that was before he'd reached his new three-year deal with the team last year. Do those conditions still hold true? And if they do not, does Ricciardo have a realistic shot at that drive?

The last time they were paired, in 2014 at Red Bull, Ricciardo handily outperformed Vettel over the season and it was noticeable that, as Ricciardo spoke last year of his career choices, he made reference to the fact that Seb probably wasn't keen on having him as a team-mate again. Were these comments made in frustration? There then followed a few sugar-coated but barbed observations from Ricciardo, the latest of which is that Max Verstappen is 'the first team-mate to challenge me'. Is this Ricciardo laying down the gauntlet to Vettel?

In many ways Ricciardo is a less ideal fit for Ferrari than if Leclerc shows himself to be imbued with Verstappen-like ability to perform at the top level in his first season. Not only because a Vettel-Ricciardo pairing might be contractually impossible to engineer, but also because it gives a less clear succession. At 28, Ricciardo is only two years younger than Vettel. Leclerc is 20. Besides, from Ricciardo's perspective, if he wishes to leave a Red Bull team that appears to have aligned its future with Verstappen, there's probably an easier fit for him at Mercedes than Ferrari.

Räikkönen's been there/done that demeanour probably won't have him checking upon Leclerc's Sauber lap times at the end of each race weekend, and each season is a bonus for him at this stage of his career.

But a sequence of eye-catching performances in that Alfa-liveried C37 could be the springboard to Leclerc becoming the next in the Schumacher-Alonso-Vettel lineage of totemic Maranello heroes. ☑

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

“
If Ricciardo wishes to leave Red Bull, there's probably an easier fit for him at Mercedes than Ferrari
”

NANKANG TYRES



NS-2R

- MSA List 1B approved
- **Fast road / Track** - designed for fast road and track day use
- **Available** in 13" to 20" sizes
- **Endurance compound** for grip lap after lap come rain or shine



AR-1

- MSA List 1B approved
- **Race** - designed for the racing driver chasing lap times
- **Available** in 13" to 20" sizes
- **Unique compound** optimised for fast track use



Dickie Meaden

The likes of Elford, Gurney and Andretti were ever adaptable – versatility as an art form, if you like. Today, more drivers should take a leaf from Alonso's book

F

ernando Alonso's recent announcement, that he will be adding a full WEC campaign with Toyota to his Formula 1 commitments with McLaren, gave me great joy. I've always been a fan of his mercurial talent and never-say-die attitude to racing, something underlined by his hunger to chase victories outside F1.

True, he has demonstrated an uncanny knack of putting people's noses out of joint. He also appears to have terrible timing when it comes to switching F1 teams, yet there's no denying he is one of the greatest drivers of his or any generation.

That's a big statement, but one that's easier to make of a driver who is prepared to test himself in other top-flight categories. His efforts in last year's Indy 500 were sensational. Such raw pace and canny racecraft, despite minimal experience of the car, track or oval racing, showcased his natural, instinctive talent. The fact he was so clearly relishing every moment made it all the more refreshing.

I'm sure I'm not alone in finding his WEC announcement timely in the wake of Dan Gurney's death, for the great American racer was one of motor sport's true all-rounders. It seems remarkable now to consider Gurney was a winner in F1, Can-Am, Indycars and NASCAR. In particular his victories at Le Mans and the Belgian GP (on consecutive weekends in 1967) are not only the hallmarks of a driver at the height of his powers, but one who could adapt effortlessly.

Gurney wasn't alone in demonstrating enviable versatility. Fellow American Mario Andretti was as happy on a USAC dirt oval as he was at Indy. He won the Pikes Peak hillclimb, the Daytona 500 and the Indy 500. He won the Sebring 12 Hours three times, the Indycar title four times and took the F1 crown, too. Jim Clark was another noted genius, as was Vic Elford, who revelled in the ever-changing conditions of rallying and applied those skills to the Targa Florio, where he was a true virtuoso. He also raced in F1, Can-Am and NASCAR.

Without question theirs was the age of the complete driver. Were they better than today's counterparts? Sadly that's an impossible question to answer. If you take Elford's year-of-years in 1968, however, not only do you get a sense of his freakish abilities, but it highlights how even if today's drivers wished to emulate such achievements (something Alonso is apparently alone in doing) they simply wouldn't have the time.

In '68 Elford was a factory Porsche driver in both rallying and the World Sports Car Championship. He was also racing in his debut single-seater season in both F2 and F1. In January he won the Monte Carlo Rally in a Porsche 911, then immediately flew to Daytona for the 24 Hours, which he also won. In May he won the Targa Florio with Umberto Maglioli, followed by the Nürburgring 1000Kms with Jo Siffert, both in Porsches. He came within a few laps of winning his second F2 race, then secured an F1 seat with Cooper, making

his debut at Rouen in the French GP. He qualified last in the dry, but the race was wet - conditions that suited 'Quick Vic' to a tee. Despite the Cooper's porcine handling, Elford wrestled it to fourth place.

Take a look at today's extensive racing calendars and you can see the problem. In 1968 there were a dozen Grands Prix, eight of them held at European circuits. In 2018 there will be 21, more than half of which are fly-aways. Add another eight weekends for WEC's 2018/19 'Superseason' and it's clear Fernando is going to be a very busy boy.

His desire to join Graham Hill in taking racing's elusive Triple Crown (Monaco Grand Prix, Indy 500 and Le Mans) is a captivating prospect. One clearly not lost on the WEC organisers. Witness their controversial decision to shift the date of the 6 Hours of Fuji in order to avoid a clash with the US Grand Prix in Texas. Understandably some in the WEC paddock aren't happy, but if his participation brings half the attention he brought to the Indy 500, it's surely win-win for endurance racing, the wider sport and fans who long to see one of the very best current F1 drivers racing the fastest sports-prototype ever built.

I wish more drivers had Alonso's appetite for racing and appreciation of our sport's history. Granted, I doubt he'd be quite so distracted if he had a winning McLaren at his disposal, but his awareness of the world beyond the vacuous vacuum of F1 is refreshing - and his willingness to pit himself against the best Indy and WEC has to offer is fantastically exciting. After all, it's one thing to curate a career that segues from one race series to the next, quite another to mix it up simultaneously at the very highest level.

It's something we've glimpsed tantalisingly in the fairly recent past. In 1996 Colin McRae wrung the neck of a Jordan F1 car at Silverstone, posting a time that would have put him comfortably on the grid for that year's British GP. Then in 2004 he finished third in class and ninth overall at Le Mans in a Prodrive Ferrari 550. Similarly, Sébastien Loeb finished second at Le Mans in 2006 and shone in a Red Bull F1 test back in 2008. At the time, both were at the top of their game in WRC.

The annual Race of Champions should be the perfect way to sidestep the perils of clogged world championship calendars and enjoy the best of the best going head to head, but in truth it's nothing more than a romp around a glorified kart track. Great fun for those involved, but a bit of a Mickey Mouse spectacle and a million miles from the ballsy, elbows-out benchmarking exercise we'd love to see.

The aforementioned achievements of Gurney and co tell us the truly great drivers can win in whatever category they choose. Alonso is a glorious anachronism. I for one hope his WEC adventure yields the Le Mans victory he desires, and that he returns to Indy to complete the Triple Crown. From such achievements legends are made. ☑

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

“
The Race of Champions should be perfect, but in truth is nothing more than a romp around a glorified kart track
”

MAXTED - PAGE

HISTORIC RACING PORSCHE



1990 Porsche 962C | Chassis #962-163 | Brun Motorsport / REPSOL

"Possibly the lowest mileage and most original 962 in existence"

We are delighted to offer this genuine factory-built Porsche 962 which was supplied new to Brun Motorsport for the 1990 World Championship and liveried in the famous Repsol sponsorship. Chassis 962-163 was built by Porsche in July 1990, being one of the final 962 chassis constructed at the factory and fitted with a fully water-cooled 3.0 litre Turbo engine with Bosch MP 1.7 ignition and fuel system.

Raced only twice, its debut at Montreal in 1990 resulted in retirement after just 22 laps, chassis 163 then completed a further 56 race laps in Mexico, before a broken drive-shaft forced retirement at this, the final round of the World Sportscar Championship. As such and having been in storage ever since, the present condition of this car is similar to that of an ultra low-mileage road car.

An outstanding, factory-built Porsche 962 with excellent provenance and outstanding investment-grade potential. This car is waiting to be prepared as a highly competitive entry for the new Peter Auto / Group C Racing series and future historic Le Mans races.



P.O. Box 7039 • Halstead • Essex • CO9 2WL • United Kingdom
Tel: +44 (0) 1787 477749 • Mob: +44 (0) 7771 922433 (7 Days) • Email: enquiries@macted-page.com

www.macted-page.com

Follow us



Mat Oxley

Valentino Rossi's career has played out like a rollercoaster, so what are his most successful and least successful seasons?

V

alentino Rossi will commence his 19th season of premier-class Grand Prix racing in Qatar on 18th March. The Italian won his first world championship, the 1997 125cc title, the month before Max Verstappen was born. You probably already know this is a unique achievement across world-class motor sport.

What you probably don't know is that Rossi rode his most successful Grand Prix season way back in 2003. It hasn't exactly been downhill ever since, but the Italian's second year in the new four-stroke MotoGP class was something very special. He won nine of the 16 races and finished second or third in the other seven, the only time he's completed every race on the podium.

Rossi undoubtedly rides a motorcycle better today than he did 15 years ago, so how come he has never again ridden such a perfect campaign?

The 24-year-old had everything on his side in 2003. Most importantly, Honda's sublime RC211V. The company's 990cc V5 was easily the best bike on the grid: very fast and rider-friendly. Honda had played a clever game during the development stages of the four-stroke category, which in 2002 took over from the 500cc two-strokes. When the factories negotiated the rules, Honda suggested that five-cylinder machines compete under the same minimum weight limit as four-cylinder machines. Rights-holders Dorna and the Fédération Internationale de Motocyclisme naively agreed. Some months later Honda unveiled its RC211V (which translates thus: Racing Cycle, 21st century, model one, vee engine configuration).

A narrow-angled five-cylinder vee design was an inspired choice. A 75.5-degree V4 would produce too much primary vibration, so Honda circumvented this potential problem by adding a suitably timed fifth piston on a central third crankpin. Keeping the vee angle of the block narrow is useful in motorcycle racing because it allows better engine packaging, which helps the chassis engineers do their work with fewer compromises.

Mass centralisation was a key philosophy in the design of the RC211V, which contributed much to the bike's remarkable handling and steering. Project leader Hejiro Yoshimura wanted his creation to be "easy to manage, like a motocross or trials bike". I was lucky enough to get a go on Rossi's RC211V and that's pretty much what it felt like: a 220-horsepower trials bike.

Rossi and his RC211V dominated the inaugural 2002 MotoGP season, but not quite as much as during the following year, when Honda introduced anti-spin software. "When I tried the traction control for the first time I went back into the pits and I say 'fuck, noooo'," he recalls. "I mean, with this system everybody can ride the bike."

However, good traction control doesn't make a good racing motorcycle. Rossi made this

discovery when he moved to Ducati in 2011, after six years with Yamaha. If his second season on Honda's RC211V was his best in MotoGP, his first season on Ducati's Desmosedici was his worst. In 2003 Rossi averaged 22.31 points at each race. In 2011 his average score slumped to 8.17. (MotoGP awards 25 points for a victory, down to one point for a 15th-place finish.)

During that most dismal of campaigns Rossi made it to the podium just once. Even in his rookie 125cc Grand Prix season, when he was 16 years old, he achieved three podium results. In 2011 he was living through the worst days of his career and he knew it. When he finished a lowly sixth in that year's soaking wet British GP at Silverstone, more than one minute behind the winner, I was one of only two journalists who turned up for his usually packed post-race debrief. "This is the correct number for my result," he joked, mustering a little black humour from the bottom of his gloomy heart.

Ducati was in a mess back then. The Desmosedici's Magneti Marelli rider-control software was probably just about as good as Honda's and Yamaha's electronics, but even the best electronics in the world cannot fix a poorly configured engine and chassis.

Ducati's desmodromic-valve engine was the most powerful on the grid but produced its power in such a way that it overstressed the frame, suspension and tyres. The frame didn't help either.

The most important aspect of race-bike performance is front-end feel. Without a real understanding of what's happening where the front tyre meets the racetrack a rider cannot attack corners properly. Rossi could never feel the Desmosedici's front tyre, so not only was he uncompetitive, he also crashed a lot.

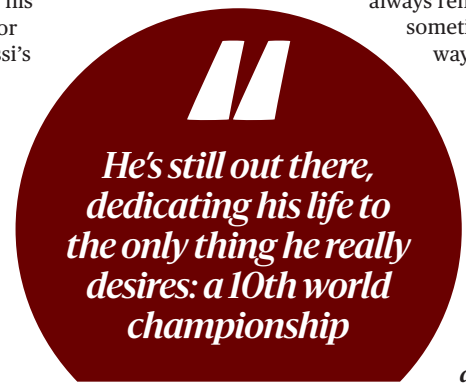
As his results plummeted his accident rate skyrocketed, from his usual four or five tumbles per season to a thumping dozen during 2011. In 2003 he crashed only once: that's the difference between a motorcycle that allows you to go fast safely and another that won't allow you to be fast or safe.

"We cannot create enough front grip to stop and turn the bike," Rossi said at the time. "We don't understand why or where the problem is, so we cannot fix it. We change the setting, we move the weight forward and backwards, up and down, but the problem always remains. Sometimes we go a little bit faster, sometimes we go a little bit slower, but there is no way to fix this problem."

Many people expected Rossi to quit after his bitter 2011 and 2012 seasons, but he's still out there, still dedicating his life to the only thing he really desires: a 10th world championship.

There's little doubt that he will ride as well as ever and he has already revealed that he is on the verge of renewing his contract for 2019, when he will celebrate his 40th birthday. ☑

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



He's still out there, dedicating his life to the only thing he really desires: a 10th world championship

BOTB

feefo
95%

TRUSTPILOT
★★★★★



BOTB.COM
WINNER
BOTB.COM

AS SEEN ON
TV

£20,000
CASH

WIN YOUR DREAM CAR

GUARANTEED WEEKLY WINNER - TICKETS FROM JUST 90p AT BOTB.COM



FIRST
GO FREE



£23 MILLION OF
DREAM CARS WON



AS SEEN IN UK AIRPORTS
SINCE 1999



1 YEAR FREE SERVICING
AND INSURANCE



OVER 180 CARS
TO CHOOSE FROM



WATCH OUR WEEKLY CHAT SHOW **BOTB TV** ON YOUTUBE





Doug Nye

Time spent with bygone Formula 1 data is always well spent. Here's how McLaren progressed from the era of Senna to that of Hamilton

Y

ears ago now, I got bored with merely writing about racing cars. Friends and colleagues derived tremendous enjoyment from covering races, somewhere in the world, every weekend. In contrast I proved too thick to work out how to make that pay - but I did find that great drivers, designers and team principals had much more time to talk mid-week, when

back home. So I saw them there...

Ever since I was a tiny kid - well, relatively small - I've been totally starstruck by racing cars. Show me a car that somebody raced - no matter whether it's from 1896 or 1956 or 2006 - and, well, it brightens my day.

I wanted to get hands-on, largely to teach myself more about these wonderful things. I wrote for a Japanese magazine, and one day my editor there asked if I could help a wealthy Tokyo businessman who wanted to collect some racing cars. *Whoopee-nerdle*. We bought a glorious Alfa Romeo T33 Stradale, a late 1930s Alfa 6C, I commissioned a Lister-Jaguar 'Knobbly' to be assembled from largely original parts including a real chassis - and we bought the ex-Graham Hill Lotus 49, now at Beaulieu. It lived in my corrugated-iron garage for 18 months while I painstakingly dismantled and stripped it. Short of you know what, unthinkable even on the Surrey/Hampshire border, one could not have developed a more intimate knowledge of that wonderful car.

Around the same time I got to know auctioneer Robert Brooks. Like-minded, we gelled and have worked together ever since, right through to the modern Bonhams auction house, handling hundreds of great cars, and again I got to explore and handle - and sometimes drive - the major ones among them...

Now we have been asked to offer Ayrton Senna's 1993 Monaco GP-winning McLaren-Ford MP4/8A to the market, back at Monaco this May. Ooh what a bore... spending time searching the McLaren archives - and with the car itself, oh my.

This 25-year-old lady was sitting there, body panelling removed, cable-connected to two contemporary high-tech laptops. Her 3.5-litre Ford HB engine - a relatively simple-for-the-time 75-degree V8 - already had warm oil and coolant. Carer Paul Lanzante nodded his head and said to his guys, "Let's give it a go." The hand-held starter-motor wand somewhat ingloriously jammed up the gearbox tail, whirred, one second, two seconds, three and *WHAAAAAAHHHH!* - the V8 fired with a creamy, clean, confidently reassuring blare. Right there the car in which Ayrton had scored his record-breaking sixth and last Monaco GP win burst into renewed life.

I touched the nose of its carbon-composite monocoque fuselage, which was vibrating in sympathy with that roaring V8 engine. My word, she has a pulse. That's the joy, you see - these things really live. The great Champion

driver might be lost to us, but the great Championship cars live on...

Within the F1 world of 1993, McLaren MP4/8A-6 was relatively simple. The Woking team had just lost its then-great engine supplier Honda, and a renewed major partnership with Peugeot (now there was a mistake) would not emerge until 1994. So '93, with second-string Ford engines, was just an interim year, yet Ayrton would still win five GPs, including Monaco, so the MP4/8's potential was not too shabby.

Relatively simple though chassis 6 might have been, it still featured active suspension, and later power brakes as well. Its design was by a team led by Neil Oatley while its Henri Durand-devised aerodynamic package performed at best when presented to the airstream upon a stable platform, provided by active suspension. As developed during that year by Pat Fry and Giorgio Ascanelli, the active system continually reset ride-heights and trim automatically while the car was running. They divided the circuits up into a number of sensing segments and by the end of the year the system was so precise it it was sensing and providing ride-height adjustment every five to 10 metres...

Now, however much chief designer Oatley might describe his MP4/8 as having been a relatively simple car, it pushed everywhere against the limit of what contemporary regulations allowed. The Formula 1 car is a bomb upon the brink of exploding. In action it's a vibrant, incredibly dynamic man-carrying capsule that will challenge any mere human strapped into its seat to explore its outermost performance limits, while still maintaining at least a semblance of control.

That's what makes these guys special - just to live with the car's capabilities, to use all it has to offer. From McLaren's incredibly fine-detailed contemporary data read-outs, chassis 6's explosive performance around the Monte Carlo street circuit is eye-popping. Just imagine keeping on top of this rampaging street fight...

Approaching Ste Dévote Corner in 1993, Ayrton Senna had MP4/8A-6 reaching a maximum 265kph (164.6mph) in sixth gear, its Ford HB engine screaming - by contemporary standards - at 12,070rpm. His mid-corner Ste Dévote speed was then 90kph (55.9mph), 7048rpm in second gear.

His maximum speed up the long hill towards the Casino was 259kph (160.9mph), 11,827rpm in sixth. He slammed right in front of the Hotel de Paris, 122kph (75.8mph), 7959rpm in third. Down into Mirabeau 213kph (132.3mph), 12,565rpm in fourth. Locking left into the Loews Hairpin, 46kph (28.5mph), 4634rpm, bottom gear, and then up and away through the curving tunnel, reaching 277kph (172.1mph), 12,636rpm in sixth.

Through the quayside chicane 63.0kph (39.1mph), 4922rpm in second gear. After the Tabac turn through the swimming pool complex, 164kph (101.9mph), 9639rpm in fourth. Pitching the car into the right-hand entry to Rascasse, 48kph (29.8mph), 4897rpm, again in first gear. And so back across the timing

“
That's what makes these guys special - just to live with the car's capabilities, to use all it has to offer
”



Pace and progress: Senna at Massenet (1993), Räikkönen at the chicane (2006) and Hamilton at Mirabeau Inférieur (2008)

line and away beyond 160mph again towards Ste Dévôte... Conjure 78 repeats to win this Grand Prix for the sixth time.

Now spool forward to check right and proper progress - in 2006 at Monaco, Kimi Räikkönen qualified third in his McLaren-Mercedes MP4/21. Here's a data-log comparison with Senna's, 13 years previously.

Before braking for Ste Dévôte, Kimi's 2.4-litre V8 engine hit a maximum 18,051rpm in seventh gear, 272kph (169mph). His mid-corner Ste Dévôte speed was 109kph (67.7mph), 14,337rpm in second. Maximum recorded up the long hill was then 286kph (177.7mph), 19,581rpm in eighth. He slammed right in front of the Hotel de Paris, 128kph (79.5mph), 13,968rpm in third. Down into Mirabeau 216kph (134.2mph), 19,596rpm in fifth. Locking left into the hairpin, 44kph (27.3mph), 7056rpm, bottom gear, and then up and away through the tunnel, reaching 284kph (176.5mph), 18,898rpm in seventh.

Through the quayside chicane 61.0kph (37.9mph), 10,170rpm in first gear. After the Tabac turn through the swimming pool complex, 238kph (147.9mph), 19,610rpm in fifth. Pitching the car into the right-hand entry to Rascasse, 53kph (32.9mph), 8550rpm, again in first. And so back across the timing line and again up around



170mph towards Ste Devôte...

Back in Monte Carlo two years later, in 2008, Lewis Hamilton's winning McLaren-Mercedes MP4/23 achieved a spine-tingling 18,915rpm - 276.2kph (171.6mph) - before he backed off and braked for Ste Dévôte. His mid-corner speed there was 98.5kph (61.2mph), 12,176rpm.

Maximum towards the Casino was then 271.8kph (168.9mph), 18,978rpm in sixth gear. Hotel de Paris right-hander, 135.8kph (84.4mph), 13,700rpm. Down into Mirabeau 219.1kph (136.1mph), 19,108rpm in fourth. Locking left into the hairpin, 42.7kph (26.5mph), 6,194rpm, bottom gear, and then up to 290.5kph (180.5mph), 18,903rpm in seventh, through the tunnel.

In the quayside chicane 69.0kph (42.8mph), 10,261rpm in first gear. After the Tabac turn through the swimming pool complex, 231.4kph (143.8mph), 18,867rpm in fifth. Pitching the car into Rascasse, 53.3kph (33.1mph), 8,184rpm, again in first gear. And so back across the timing line up beyond 170mph towards Ste Dévôte again...

Blimey - I always knew these blokes should be locked up. ☹

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



Gordon Cruickshank

**Meeting the owners of two pre-war British supercars - the only pair built.
And homing in on a missing circuit in the grounds of a French château**

“W

hen I wrote my last book I said it was my last book. Well, this one is definitely my last one. Although there is just one in the pipeline...”

That was Jonathan Wood, award-winning author of 35 previous works, on the launch of his magnum opus on the rarest of rarities, the Triumph Dolomite. No, as I’m sure Jonathan is by now tired of explaining, not the four-seater

family box that in Sprint form livened the British race and rally scene in the 1970s. Nor the uninspiring late Thirties saloon that tried to glamorise its merely adequate underpinnings behind a fancy grille and a foreign name.

No, we are (or at least Jonathan is) talking about one of the most gloriously doomed projects, commercially speaking, that ever soaked up money to no effect - the Dolomite Straight Eight conceived and developed by Donald Healey when technical manager at the Coventry firm. Only two were ever completed, and in January both arrived at the RAC club in London to herald the book - their first public appearance together since they were assembled at Triumph’s works in 1934.

It’s an amazing tale, not because it was a glorious conceit that evaporated in a puff of market reality - there have been plenty of those over the years, including the subject of Jonathan’s previous ‘last’ book, the Squire. Again one man’s conception, quality placed high above viability - result, a mere seven desperately costly cars made before Companies House recorded another sad winding up.

The Dolomite differed because of Healey’s completely open borrowing of another designer’s work. His supercharged 2-litre engine was identical in form to Vittorio Jano’s straight-eight Alfa Romeo 2300 motor, then the most sophisticated and successful power unit on the racing scene - not an absolute copy as parts weren’t interchangeable, but clearly an illustration of the adage that if you’re going to copy, copy the best. So Triumph’s people took apart an 8C to look at the works. Even the in-house body was reminiscent of the Touring coachwork many an 8C 2.3 wore. Seemingly Alfa-Romeo was flattered, not annoyed (in any case it had just stopped making 2.3s), and Healey briefly suggested calling it the Triumph-Alfa though that would have taken the wind from the ‘It’s British!’ flag the home crew and UK press wanted it to sail under. In fact, Wood Informed me at the launch, only *Motor Sport* pointed out the similarity at the time.

In the end it was never going to fly and in 1935, a bad year for Triumph, production plans died. Just three chassis were built, which by a convoluted route well described in Jonathan’s book have crystallised into the pair of magnificent machines we are all admiring in the Pall Mall clubhouse. And by a quirk of kismet these rare birds have come to roost only a mile apart, in Yorkshire - owners Tim Whitworth and Jonathan Turner, both present with their charges, are practically neighbours.

It was Turner, CEO of oil company Bayford Group and an arch enthusiast who frequently drives his cars on long-distance classic rallies, who triggered both of Wood’s recent works, as the author explained. Having acquired a Squire, Turner also purchased Wood’s extensive archive - and then along with three other Squire owners, commissioned him to do the book. He continued the pattern by purchasing the Triumph and then suggesting Wood write a Dolomite history.

“I said, won’t that be a bit dull? There are only two of them...” smiled the author. It’s not. There’s more than enough in the story to keep it rolling; the photo of what happened when Healey took one car on the 1935 Monte Carlo Rally and had an argument with a Danish train tells a drama in itself. That is now Turner’s car, and rare as it is he doesn’t baby it: he’s tackled the Flying Scotsman rally in it and raced it in the Brooklands Trophy at Goodwood.

“Goes like the clappers and corners on rails!” says the always exuberant collector. I’ve seen him described elsewhere as “swashbuckling entrepreneur” - not far wrong for someone who flies from Yorkshire to his lochside Scottish holiday home by seaplane, touching down by his own front door.

Turner had his car restored at Blakeney-Edwards Motorsports, and Patrick B-E was here too, telling me about the job and how they added stylistic tweaks such as the chrome side-sweep and vestigial fin to the 1930s Corsica body to reinforce a Touring flavour. Some say the British chassis improved on the Italian, and Patrick, who often shares Turner’s cars in competition, confirms its terrific handling.

The second car was restored in the 1980s by erstwhile restorer and racer Tony Merrick, and it was good to meet him again at the launch, inspecting his work. Faced with worn-out Corsica bodywork, Merrick replicated the original Triumph body - interesting to see the cycle-mudguard British take on flowing-winged Italian style. Choice? I’d be thrilled to find either in my Christmas stocking.

I also met Donald Healey’s grandson Peter, who recalled his grandfather reminiscing about serving in the Royal Flying Corps aged just 17. He was blown out of the sky by friendly fire, ending his aerial career. Another titbit new to me was that when starting his own firm

after WWII Donald didn’t want to name it after himself, but his one-time employer Victor Riley persuaded him it was a good idea. Peter wrote the book’s Foreword.

So now that Wood has told us everything about a seven-car run and a two-car run, where can he go next? About the only thing more abstruse would be a book on the fabulous Viime, invented by graphic fantasist Bruce McCall - tag-line, ‘a car so exclusive that none will be built’.

ALL OF US MUST HAVE DREAMED OF THE perfect car collection and the perfect place to house it, plus somewhere to exercise the cars. Many years ago on a press launch I was bowled over to be taken to a private motoring paradise centred on a beautiful château. And like *Le Grand*

“
The photo of Donald Healey’s car on the Monte after an argument with a train tells a drama in itself



Turner (l) and Whitworth with all the Dolomites ever made. Below, not the lost chateau but our test GTA with ancestor

Meaulnes in the classic French novel, I couldn't remember where it was.

It was in 1986; the car was the new Renault GTA, which had dropped the Alpine part of its patronym so as not to confuse the British public with the Chrysler Alpine. (So easily done - bland FWD Simca-based Euro hatch versus low, sleek, rear-engined GRP sports car.) We toured Alpine's Dieppe factory, source of the tail-happy A110s which had slid



their way to so many rally victories, where I was impressed by the new 2+2's design - rear subframe carrying complete Renault V6 engine, transaxle and suspension, radiator placed flat in the nose to leave luggage space above - and the construction process - floorpan bonded onto backbone chassis, then complete body sides and roof glued in place like a vast Airfix kit.

For me it was a fine package - eye-grabbing looks, luggage space, plenty of poke in the turbo version. Was it sorted like a 911? Not a hope. Unless you were Jean-Claude Andruet or some other rally hero you were inevitably going to be caught out some wet night when you backed off mid-bend, triggering torque reversal followed by total reversal. But on our launch trip as we headed towards lunch I didn't push it, especially as I had ex-racer and colourful commentator John Bolster aboard and was concentrating on smoothness so as not to interrupt his flow of stories about racing characters.

Then we arrived: what a sight. A classic French chateau, towering roofs, lake and all. But the real treasure came after lunch - we were escorted to a long stone building with Formula 1 and sports cars racked up the walls, plucked off the shelf when wanted by a giant fork-lift. Ferraris - 312PB, T3, 625, 126; Tyrrell, Williams, Renault RS01, D-type, GT40. Plus - a private racetrack. Short and tight, yes, but somewhere to safely play whenever you wanted. It seemed like heaven to me. Aiming not to damage the nation's favourite deerstalker wearer - he was happy to let me drive having enjoyed a fine claret at lunch - I didn't push the whistling turbo GTA on the track, just fantasised about waking up and finding myself the owner of the place.

But where was it? We weren't told the owner's identity, and my photos are lost; for years I didn't know the location, and part of me said that like the narrator of Alain Fournier's book I should simply keep the chateau's image as a mystery, a perfect memory. But when I asked Doug Nye he immediately identified it as the Jacky Setton collection at Château de Wideville, west of Paris. It was disbanded not long after my visit when Setton sold up, and the chateau is now owned by a fashion designer. On Google Earth I see - sacrilege - an empty grassy field where the track once ran; not everyone's idea of heaven is the same.

So my romantic memory will remain just that - a memory. ☺

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

HALL OF FAME TICKETS ON SALE NOW

Buy your ticket for one of the most anticipated events of the year as Motor Sport celebrates some of the greatest names in motor racing



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

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

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

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

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

Write to: *Motor Sport*, 18-20 Rosemont Road, London NW3 6NE
or e-mail: editorial@motorsportmagazine.co.uk

Wolf at the door

Your admirable pair of articles 'From Russia with cash' and 'Winds of change at Williams' (*Motor Sport* website) make the point about the long-term ownership of the team.

Virginia Williams's book reminds us all that FW sold out to a Canadian billionaire before. Didn't end well!

Nicholas Binns, Wirksworth, Derbyshire

Sharp practice?

Regarding the story on the Porsche 956/962, Nigel Rees fails to mention that the only reason Porsche won the 1982 Group C championship is because they added points from a totally unrelated Porsche 930 wrongly stuck in the P class in one of the races, to beat the French Rondeau-Cosworth team. For many of us, Porsche acted improperly there by 'fishing' these points, and it is a sore subject, as I was the Rondeau agent in the USA. (Not for long: Jean Rondeau was not the nicest person to deal with and had a very bad temper.)

Not to demean the 956 - a great car, superior in all respects to the one built by a team of amateurs in Le Mans. But fair is fair, and Porsche acted improperly.

Regarding Gordon Cruickshank's always entertaining pages, it was not in a Ferrari 275 GTB that the short Lelouch film, *C'était un rendezvous* was shot, but from the cockpit of a Mercedes-Benz 450SEL 6.9. This has been well documented. Only the soundtrack was manipulated to sound like there were four more pots.

Philippe de Lespinay, Newport Beach, California, USA

Decadent decade

I can but agree with Colin Goodwin on his choice of 1985 as the greatest year in motor sport. Having been to my first motor race at Mallory Park aged 11 in 1965, bought my first *Motor Sport* in 1966 (and every one since), seen my first rally in 1969 and competed from the mid-80s until 2014, 1985 remains the standout year.

I was lucky enough to be at Club Corner for Keke Rosberg's 160mph qualifying lap and sneaked onto the pre-chicane Mulsanne to see the Lancias and 962s.

But the over-riding memory of that incredible year was the sheer culture shock of standing within inches of the S1 Quattro Sports. Group B cars had to be banned, but what a memory for those of us lucky enough to have been there.

Martin Shaw, by e-mail

Cub reporter

I memorably encountered Stirling Moss in 1953 when as a motor sport-mad 14-year-old I wrote to him asking for an interview. Not having mentioned my age the great man and his manager Ken Gregory must have been startled when the reporter turned up in his school

uniform. But Stirling answered all my naive questions with every sign of taking me seriously and he has remained a hero of mine ever since. When I sent my hopeless report to the *Kent & Sussex Courier* they ran only a brief piece headlined 'Sevenoaks Schoolboy Meets Famous Racing Driver'. It was years later that I came to experience the special thrill of encountering him, even briefly, on the track and he will remain for me the best of the best.

Frank Barnard, Shapwick, Somerset

In, out, don't shake it about

Our country is polarised by Brexit and this is no doubt reflected across the *Motor Sport* readership. Mr Nye is entitled to his views, but *Motor Sport* is not the platform for them.

The happenings in Monte Carlo over 50 years ago are nothing to do with Brexit and should not be tenuously linked to it now. Whilst the Minis were entered by an English team, their drivers were not English. The exclusion from the results may not necessarily be down to simple Anglo/French (and I mean English, not our other British nations) xenophobia. The French wanted a French car and driver to win. Had the Minis been German, Italian, or from any other country would we have had the same scenario? Possibly, but we will never know.

By all means mention politics if it is relevant

to our sport, cars, or motoring and how they affect us. Otherwise please keep political comment out of *Motor Sport*.

Anthony Schofield, Newton, Mumbles

Behind every great man...

I too was sad to learn of the passing of Bette Hill. I was involved in motor racing circuit support whilst working for an oil additive company in the mid-60s to mid-70s and I have several memories of the Hill family during that time. At the final race meeting at the Crystal Palace circuit. Graham squeaked onto the F2 grid at the last minute only to be involved in a shunt which left a large tyre mark on the side of his helmet. My abiding memory is of Bette storming through the pits swinging the helmet trying to locate the culprit, presumably to quietly remonstrate with him!

Another memory was at Brands Hatch during one of the first races after Graham returned to racing from the crash which broke his legs. My son Nick went into the toilet block only to see Graham sitting in a cubicle with his pants up and the door open. He told my son that he was having a rest as he had been jostled walking through the Paddock. Everyone wanted to talk to him or get his autograph.

Bette was a beautiful, clever and infinitely likeable person who will be sadly missed.

James Meacham, West Sussex.



High-octane Motor Sport

Getting together some photographs I took during my drive in a Mini Countryman from England to Pakistan and then on to Australia in 1963, I found this photo, taken in Iran. I thought you might like to see that *Motor Sport* magazine was put to good use on this trip. Please look carefully at the 'funnel' for the petrol top-up.

Bruce Rix, by e-mail ☑

Risk – and reward

I thoroughly enjoyed the article on the '80s, and I'm sure like many people, we all have our favourite years and decades...

My decade is the 1970s, chosen because you could still go to Montjuich Park in Barcelona for the GP, Zandvoort pre-chicanes and James winning for Hesketh, Monza at the Lesmos pre-chicane, Nürburgring with not a sign of debris fencing, just wooden waist-high barriers with unimpeded views, standing in fields at the Masta Kink, with just a barbed wire fence in front and Alfas, Porsches and BMWs coming through nearly flat, Mulsanne straight behind straw bales and double-layer Armco at 200mph, and the cafe conveniently directly behind, not to mention Rouen and Brno, ultimate unspoiled road tracks. We thought these things would never come to an end, and it makes me thankful that I was just lucky enough to go when I did. It was the end of an era.

Things like pre-season F1 Internationals at Brands and Silverstone we took for granted, and again I was fortunate enough to see the 917s at Le Mans in 1971 for the last time - not forgetting the uninterrupted scream of the Matra all the way down the Mulsanne in the dead of night. Wonderful memories, all.

Some things just don't always change for the better...

Julian Nowell, Walton-on-Thames

Mini mistake

Paddy Hopkirk may indeed be "England's best-loved rally driver" (Race Retro Preview, March), but his native Northern Ireland is no doubt proud of him, too.

John Clegg, Chadderton, Oldham

Group C look-see

I was fascinated to read Nigel Rees's technical perspective of the Porsche 956/962 and Jaguar XJR-6-9 Group C cars in the February issue, having seen these cars on debut, and many times at Le Mans during period.

Certainly, the first impressions of the new Group C Formula were somewhat dispiriting when spectating at the Silverstone 6 Hours race in April 1982, where the new works Porsche 956 blitzed the field to secure Pole position, and then conspired to chug round the circuit behind the tiny Lancia LCI 'Barchetta', the Italian manufacturer having stuck up a rather impolite two fingers to the new Manufacturers Championship by running a Group 6 car that did not have to apply the new fuel restrictions, but could still compete for race wins and the Driver's Championship.

It became quite noticeable, after a period of time, that the private 956 entrants, Richard Lloyd Racing in particular, knew more about aerodynamics than Porsche themselves, being able to develop the bodywork and beat the works cars on occasion, although the works cars always had the advantage of engine

management upgrades; I think full credit must be given to Porsche for allowing their private teams to be able to compete with them on this basis, although I very much doubt it would be allowed today.

One flaw in the Porsche 956/962 was its fondness for throwing a wheel; it happened so often that it almost became a standing-joke about how fast the Porsche was on three wheels, let alone four, although somewhat dangerous in retrospect, especially at Le Mans given the speed of cars.

I would be interested to know if Nigel Rees could give an explanation for this phenomenon,

Neil Kirby, Brentwood, Essex



He was there too

The photos in the March You Were There must have been taken by Paul Meiss during practice - the race itself took place in varying weather conditions with scattered showers, which laid the foundation for Moss' splendid victory in Rob Walker's underdog Lotus. Ferrari was granted a strange extra practice at 7am on Sunday morning when it was still dry.

Mr Meis was possibly standing beside me when I took this picture (above) with my Zeiss Ikon Contax, which unfortunately was stolen during the Spanish GP in Barcelona in 1973.
Hartmut Lehbrink, Schalkenbach, Germany ☒

Further letters and images may appear in our digital edition only. Please include your full name and address when corresponding



JOIN US AT THE LE MANS CLASSIC

**COME TO THE LE MANS CLASSIC
WITH THE MOTOR SPORT TEAM
AND FELLOW SUBSCRIBERS**



We've teamed up with Travel Destinations to plan a special *Motor Sport* campsite near Tertre Rouge, bringing you as close to the action as you can get. Not only will you camp with friends in view of the track, you'll meet the editorial team, receive a great bag of free *Motor Sport* gifts, and be taken on a guided tour of the paddock.

But most importantly, you'll attend a Q&A with a Le Mans star where you get to ask the questions.

You can also drive over with the team, should you wish.

Tickets start from £569, which includes ferry crossing, four nights secure camping at Hunaudières with serviced toilets and showers, admission and paddock tickets and everything detailed above.

**Book online at
[www.motorsport
magazine.com/LMClassic18](http://www.motorsportmagazine.com/LMClassic18)**

J.D Classics®

FINANCE



*Please contact us for further information about
our new range of financial products.*



WYCKE HILL BUSINESS PARK,
WYCKE HILL, MALDON, ESSEX,
CM9 6UZ, U.K.

+44 (0) 1621 879579

MAYFAIR SHOWROOM,
26-28 MOUNT ROW, MAYFAIR,
LONDON, W1K 3SQ.

+44 (0) 207 125 1400

finance@jdclassics.com

www.jdclassics.com

Subject to status, terms and conditions apply. UK Residents and UK limited companies only.
JD Classics Finance Limited is part of the JD Classics Group of Companies.

J.D Classics®

SELECTION FROM OUR CURRENT STOCK



ASTON MARTIN DB4 S2
FULL RESTORATION, ENGINE REBUILD
& UPGRADING TO 4.7 LITRE
MATCHING NUMBERS



ASTON MARTIN DB4 S4
TOTAL PROFESSIONAL RESTORATION BY
MARQUE SPECIALIST
UPGRADED TO FULL VANTAGE ENGINE
SPECIFICATION



**ASTON MARTIN DB4 S5
SS VANTAGE**
1 OF ONLY 70 CONVERTIBLES BUILT
OF WHICH 14 WERE CONSTRUCTED TO
VANTAGE SPECIFICATION



**ASTON MARTIN DB4 S5
SS VANTAGE**
INCREDIBLY RARE RHD CAR
SUBJECT TO A TOTAL PROFESSIONAL
BODY-OFF RESTORATION



**ASTON MARTIN DB5 SALOON
LHD**
ORIGINAL FACTORY COLOUR SPECIFICATION
FULL HISTORY



**ASTON MARTIN DB6 MKI
VANTAGE**
FULLY DOCUMENTED RESTORATION BY
MARQUE SPECIALIST
FULL MATCHING NUMBERS



FERRARI 250 ZAGATO
DARK BLUE SCURO/ARGENTO
GRIGIO/BLACK INTERIOR



FERRARI 275 GTS
BLACK/MID-TAN INTERIOR
MAJOR JD CLASSICS RECOMMISSIONING
RECENTLY COMPLETED
1 OF 200 CARS BUILT



FERRARI DINO 246 GT
FULL JD CLASSICS RECOMMISSIONING
FULL MATCHING NUMBERS
ORIGINAL FACTORY COLOUR SPECIFICATION



PORSCHE 911 TURBO
1 OF ONLY 2 930 LHD FACTORY CARS BUILT IN
OLIVE GREEN WITH CORK LEATHER INTERIOR
AND TARTAN INSERTS
EXTENSIVE HISTORY FILE
MATCHING NUMBERS



PORSCHE 911 TURBO
1 OF 13 964 TURBO 3.6 FACTORY X88 PACK CARS
PRODUCED



DATSUN 240Z 'BIG SAM'
FULL JD CLASSICS RESTORATION AND
DEVELOPMENT
READY TO COMPETE IN HISTORIC
RACING EVENTS
HISTORICALLY IMPORTANT PERIOD RACE CAR



JAGUAR SS100
RECENT RESTORATION
COMPREHENSIVE HISTORY FILE



**JAGUAR XK120, XK140 &
XK150**
OVER 20 CARS IN STOCK
INCLUDING PERIOD COMPETITION CARS



JAGUAR E-TYPE SERIES 1
11 CARS IN STOCK
INCLUDING PERIOD COMPETITION CARS

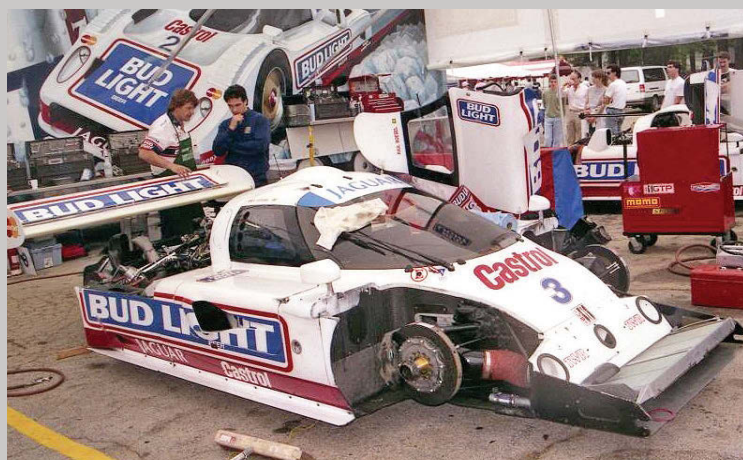


LISTER CHEVROLET
ELIGIBLE FOR MANY OF THE WORLD'S MOST
PRESTIGIOUS EVENTS
COMPREHENSIVE HISTORY FILE

**9 SHOWROOMS, IN HOUSE AWARD WINNING RESTORATION FACILITIES INCLUDING
WORKSHOP, BODY SHOP, RACE SHOP, ENGINE REBUILDING & DEVELOPMENT,
ENGINE DYNO AND MACHINING FACILITIES**



J.D Classics®



JAGUAR TWR XJR-16

1 OF 2 CARS BUILT FOR THE 1991 IMSA GT CHAMPIONSHIP.

TOTAL NO EXPENSE SPARED RESTORATION TO THE HIGHEST STANDARD.

RACE READY FOR THE 2018 HISTORIC GROUP C SEASON.

WYCKE HILL BUSINESS PARK,
WYCKE HILL, MALDON, ESSEX,
CM9 6UZ, U.K.

+44 (0)1621 879579

MAYFAIR SHOWROOM,
26-28 MOUNT ROW, MAYFAIR,
LONDON, W1K 3SQ.

+44 (0) 207 125 1400

CALIFORNIA SHOWROOM
4040 CAMPUS DRIVE,
NEWPORT BEACH, CA, 92660

+1 949 679 4999

jdclassics@jdclassics.com

www.jdclassics.com



Calling all Porsche owners...

Porsche Club GB has joined forces with *Motor Sport* to celebrate the club's 70th anniversary at this year's Hall of Fame awards.

The only official Porsche Club operating in the UK, and with a membership of more than 20,000, PCGB belongs to the worldwide community of Porsche Clubs recognised by Porsche AG, Stuttgart. It has joined forces with *Motor Sport* to work together on a host of initiatives - including providing cars for June's Hall of Fame.

In addition, Porsche-owning *Motor Sport* readers are invited to participate in Porsche Club's Donington Park trackday on Tuesday, July 24, where they will enjoy the Porsche

Club's preferential member rate.

The Club has successfully run a programme of Porsche trackdays for the past 20 years. In that time it has organised approximately 350 days, offering almost 12,000 driver places. The days are organised at approved race circuits so that Porsche owners can get the most from their cars in a safe, controlled environment.

Above all, they provide an opportunity for owners to have fun and enjoy their cars at a speed they find comfortable. To book your

place on the Donington Park trackday, please call the Porsche Club motor sport team directly on 01608 652911.

Tickets for the Hall for Fame

Awards are also available, so enthusiasts can join their heroes at the elegant country estate for this unforgettable evening of champagne and a gourmet three-course dinner. Previous stars to have enjoyed its unique atmosphere include Sir Jackie Stewart, Nigel Mansell, Alain Prost, Murray Walker and Tom Kristensen.

To take your place alongside the greats at this glittering ceremony, and to vote for your favourite in each of the five categories, visit the site below.

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



AUCTION PARTNER



CAR CLUB PARTNER



CHARITY PARTNER



EVENT PARTNER



F1 CATEGORY PARTNER



TIMING PARTNER

1971 ALFA ROMEO GTV 1750
AVAILABLE TO RENT FOR THE HERO CHALLENGE

Photos: F&R Pastrelli



HERO INSURANCE SOLUTIONS

22 SEPTEMBER 2018

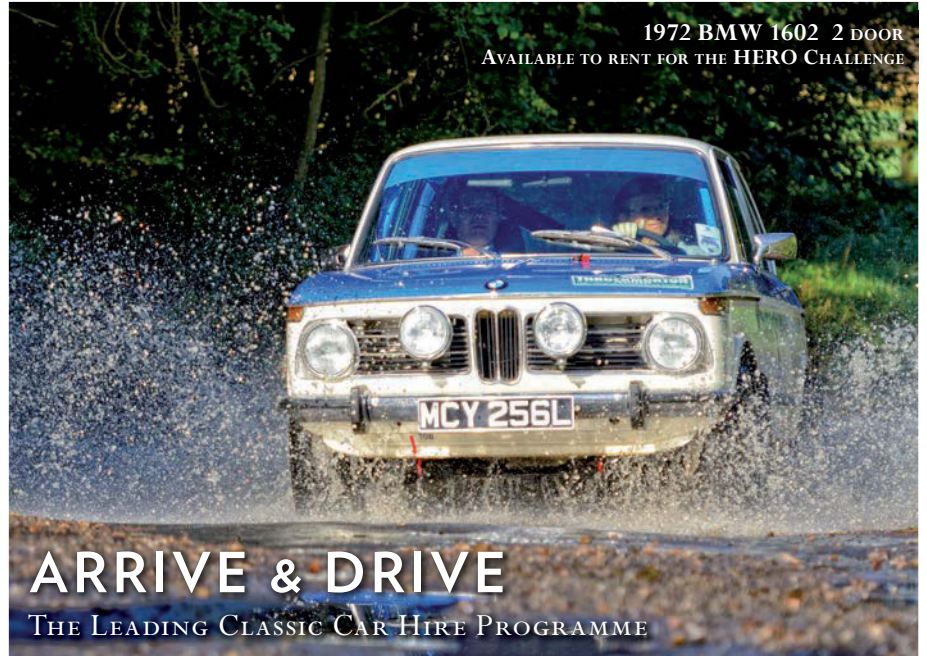
HERO EVENTS

CLASSIC CAR EVENTS FOR EVERY LEVEL OF COMPETITION



HERO STORE

PROFESSIONAL RALLY EQUIPMENT



1972 BMW 1602 2 DOOR
AVAILABLE TO RENT FOR THE HERO CHALLENGE

ARRIVE & DRIVE

THE LEADING CLASSIC CAR HIRE PROGRAMME



HEROEVENTS.EU

THE PLATFORM FOR CLASSIC CAR ENTHUSIASTS



@HERO_CRA

HERORALLY



HERMÈS

Within the world of high horology, it is a pointed insult to use the term “fashion watch”.

There are ever-growing hordes of people who look at the ancient craft of watchmaking with near-religious reverence, and they do not like anybody to associate the object of their affection with the kind of gaudy watch you buy at the airport for a tenner.

This is always a consideration for fashion houses if they decide to diversify into watches. They are known for fashion, and this can raise eyebrows among the sort of people who believe that certain watch brands must only be discussed in a very serious tone of voice.

Two things make life easier for Hermès. Firstly, the grand old Parisian dame has such a strong reputation in its core business that you wouldn't dare suggest it might consider cutting corners. Secondly, Hermès may be best known to *Motor Sport* readers as a maker of rather splendid scarves, but the company also has a fair bit of previous with watches.

The Hermès flagship in rue du Faubourg Saint-Honoré has a history of retailing and co-branding partnerships with the likes of



Jaeger-LeCoultre, Vacheron Constantin and Universal Genève going back more than a century. In 2013, Hermès collaborated with Jaeger-LeCoultre to make the Atmos clock, a beautiful creation kept in perpetual motion by changes in atmospheric pressure.

For the last 40 years Hermès has also been making its own watches. It has chosen to make the most of its heritage, a noteworthy early contribution being a double-wraparound strap created by fashion designer Martin Margiela. The watch pictured came from the pen of furniture designer/architect Marc Berthier.

The Hermès Carré H first appeared in 2010. The new version for this year has a slightly larger case, which actually gives a significantly different feel. It is one of the most handsome watches to have been released this year. And it is not just about looks. For the first time the Carré H is powered by a fully in-house movement. So it is a watch from a fashion house, but is definitely not a “fashion watch”.

The Hermès Carré H has a 38mm steel case and an in-house automatic movement with a 50-hour power reserve. £5625, hermes.com

WATCHES

KEEPING AN EYE ON TIME

Powerful players in the watch world

Richard Holt



A. Lange & Söhne Saxonia Outsize Date

A. LANGE & SÖHNE

The sense of restored pride in German watchmaking is clear from everyone that works for Lange & Söhne. They are still mourning the death of Walter Lange, who died last year aged 92. The great-grandson of Ferdinand Adolph Lange, who founded the company in 1845, Walter was responsible for relaunching the company after a 40-year Cold War timeout. Its Saxonia Outsize Date has an automatic movement within a 38.5mm case in white or pink gold. €24,500, www.alange-soehne.com



Cartier Santos

CARTIER

In terms of bragging rights, the story of the Cartier Santos is hard to beat. Pocket watches had been strapped to wrists before, and wrist-worn ladies' jewellery had carried watches before, but the Santos was the first proper wristwatch made in any numbers. It was created in 1904 so that aviation pioneer Alberto Santos-Dumont could check the time without taking his hands off the controls. This design of this watch remains recognisable to this day, complete with utilitarian rivets around the bezel. From £5500, www.cartier.com

RITUALS OF TIME



Urban

Embodies the heartbeat of the city:
The new Urban - a unique MeisterSinger

www.meistersinger.com


MEISTERSINGER

info@thebluecompanylondon.co.uk

Membership Offer

Simply complete the order form, attach your payment and send it to:
 Freepost RTTA-KJXE-ERAZ, Motor Sport magazine,
 18-20 Rosemont Road, London NW3 6NE, UK
 (No stamp required if posted from the UK.)

- Yes, I would like to subscribe to *Motor Sport*
- I am an existing subscriber. Please renew my subscription with this offer

Bundle options

12 issues 24 issues
 UK £55.99 £95.99
 Rest of World £70 £126
 USA \$94 \$159

Print options

12 issues 24 issues
 UK £49.99 £89.99
 Rest of World £64 £120
 USA \$85 \$150

Digital Only 12 issues £49.99
 24 issues £89.99

Digital Plus 12 issues £52.99
 24 issues £92.99

MY DETAILS

Title Forename Surname
 Address
 Postcode Country
 Telephone
 E-mail

GIFT RECIPIENT

Title Forename Surname
 Address
 Postcode Country
 Telephone
 E-mail

A valid email is required for all Bundle and Digital subscriptions

PAYMENT OPTIONS – 3 EASY WAYS TO PAY

1. I wish to pay by Direct Debit (UK only). Please complete the form below (or a copy) and send to the address above, or call our subscription hotline

Instruction to your Bank or Building Society to pay by Direct Debit 

To the Bank Manager (Bank/Building Society)

Address
 Postcode

Name of account holder

Bank/Building Society account number

Bank sort code

Banks and Building Societies may not accept Direct Debit instructions for some types of account

Originator's identification number

5 5 6 9 6 3

Please pay Motor Sport Magazine Ltd from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may stay with Motor Sport and, if so, details will be passed electronically to my Bank/Building Society.

Signature

Date

2. Please debit my: Visa Mastercard Amex Maestro

Card no:

Expiry Date:

Maestro: Issue number: Security number:
(Start date) (If applicable) (Last 3 digits on reverse of card)

Signature

Date

3. I enclose a cheque for _____ (payable to Motor Sport)

Terms & conditions: Offer is subject to availability. Free gift will be sent to subscription donor. Offer closes 27 March 2018. Free gift will be sent to subscription donor. Subscriptions by Direct Debit will automatically renew upon expiry. Should the price increase thereafter you will be notified in advance. You can cancel at any time and receive a full refund on any issues yet to be mailed, with no questions asked. This offer is available to new subscribers only. Motor Sport may send you details of our products and services which we think may be of interest to you. Please tick if you do not wish to receive such offers by post or telephone Please tick if you do not wish to receive such offers by e-mail Occasionally we may pass your details to selected companies. If you do not wish to receive their products or offers, please tick this box QUOTE CODE DP18

Available in...



Save 60%

Bundle

The total *Motor Sport* experience
 Get monthly delivery of your print magazine and instant access to the interactive digital version, as well as uninterrupted access to the *Motor Sport* online archive for more than 93 years of content.

Print

Save on the high-street price and receive issues direct to your door before they are in the shops.



Save 30%



Save 30%

Digital

DIGITAL ONLY Get instant access to the digital magazine, which contains fantastic interactive articles and videos. Also includes access to all our digital supplements such as GP reports.
DIGITAL PLUS includes Digital Only, plus access to the *Motor Sport* online archive.

NOW AVAILABLE ON
 DESKTOP, SMARTPHONE & TABLETS



READER OFFER
FREE PRINT WITH A
NEW SUBSCRIPTION



Free limited edition print

and save up to 60% when you subscribe to Motor Sport

Double sided A3 prints, by our very own Lyndon McNeil, worth £22. Limited Edition, printed on high quality paper. Featuring the iconic Jaguar E-type 'CUT 7' and an Alan Mann Racing Ford Mustang

3 EASY WAYS TO SUBSCRIBE



VISIT WWW.MOTORSPORTMAGAZINE.COM/DP18



CALL +44 (0) 20 7349 8484
or USA Toll Free on 1-866-808-5828
and quote DP18



COMPLETE AND POST THE
FORM ON THE OPPOSITE PAGE

A detailed close-up of a Formula 1 steering wheel, showing various control elements. At the top left is a yellow 'N' button. Below it is a 'BRKMAP' button. To the right is a 'DRS' button. Further right is a blue 'OL' button. Below 'OL' is a '10' button. To the right of the '10' button is a 'SOC' button. Below 'SOC' is a red button. To the right of the red button is a 'MID' dial with numbers 1 through 8. Below the 'MID' dial is an 'Ack' button. To the right of the 'Ack' button is a 'MODE' dial with various colored segments labeled 'CH', 'ESA', 'Q-OUT', 'Q-PUSH', 'FL', 'RS', 'AD'. The steering wheel is black with various textures and colors for the buttons and dials.

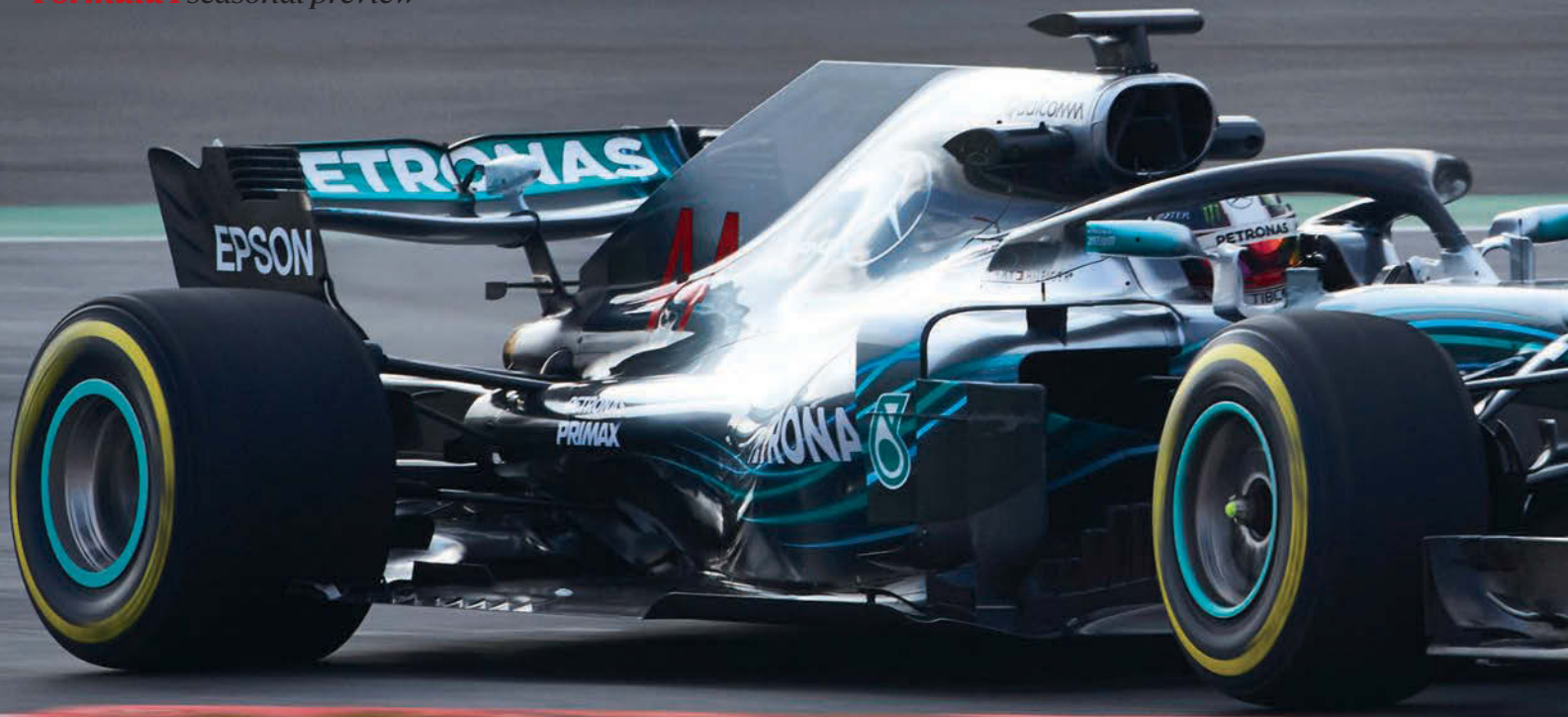
Formula 1 *seasonal preview*

In less than a month 20 drivers of 15 nationalities – including four world champions – will slide into the cockpit of their cars ready to do battle in the toughest, fastest, richest and most technically complex race series in the world.

Over 32 weeks and 21 races, a new champion will be forged and a new era of racing complete with halo will have commenced. As we explain over the next 14 pages there will be triumphs and tears, scandals and sensations but for now every team and every driver is waiting for just one thing...

...lights out





World champion shakedown

Mercedes dominated 2017 and is tipped to do so again this season with its powerful triumvirate of driver, team boss and technical director. We caught up with each of them in turn

Toto Wolff **Mercedes AMG F1's** **team principal**

How do you expect the Hamilton/Bottas partnership to evolve?

"You never think a relationship between team-mates will always be harmonious, but in year one there was definitely something of a honeymoon period - and it helped that there was lots of respect between them. There was no previous baggage, either, unlike Lewis and Nico. I'm not expecting it always to be easy, because that simply isn't part of any racing driver's DNA, but it was in 2017."

How do you retain competitive motivation after four straight world titles?

"I think you remain energised so long as you are passionate about what you do. This is a fundamental, essential mindset. If one day I were to lose my passion for F1, or developing the team, then perhaps I'd question whether I

was in the right position. But I really enjoy being part of the team, the changing environment, the fluctuating regulations, new competitors coming in, upping your game... Every year is different. You can reset your objectives and enter every season with the right motivation."

And what are this year's objectives?

"We want to maintain the momentum we built in 2017. We want to stabilise the things that functioned well last year, then work on any weak areas in the car and the organisation to make them better. F1 is so competitive that you cannot take it for granted that you'll always be fighting for championships."

If you had to write a school report after Liberty's first season, what would it say? Shows great promise? Must try harder..?

"Ask me in 12 months! I'd like to give them more time. They've stepped into the big boots of an iconic, old-fashioned entrepreneur and I wouldn't want to judge them just yet."

How do you assess Lewis Hamilton's status

in the pantheon of Formula 1?

"The statistics show that he's among the greatest Formula 1 drivers of all time - that's a fact. In terms of records he has beaten some and might yet beat others, but it's best to recognise the greats once they've called it a day, that's the moment to sum it all up. He's already part of a group of the very best F1 drivers, but he can achieve even more."

Do you worry at all about the future? F1 increased its digital activities last year, which wasn't difficult...

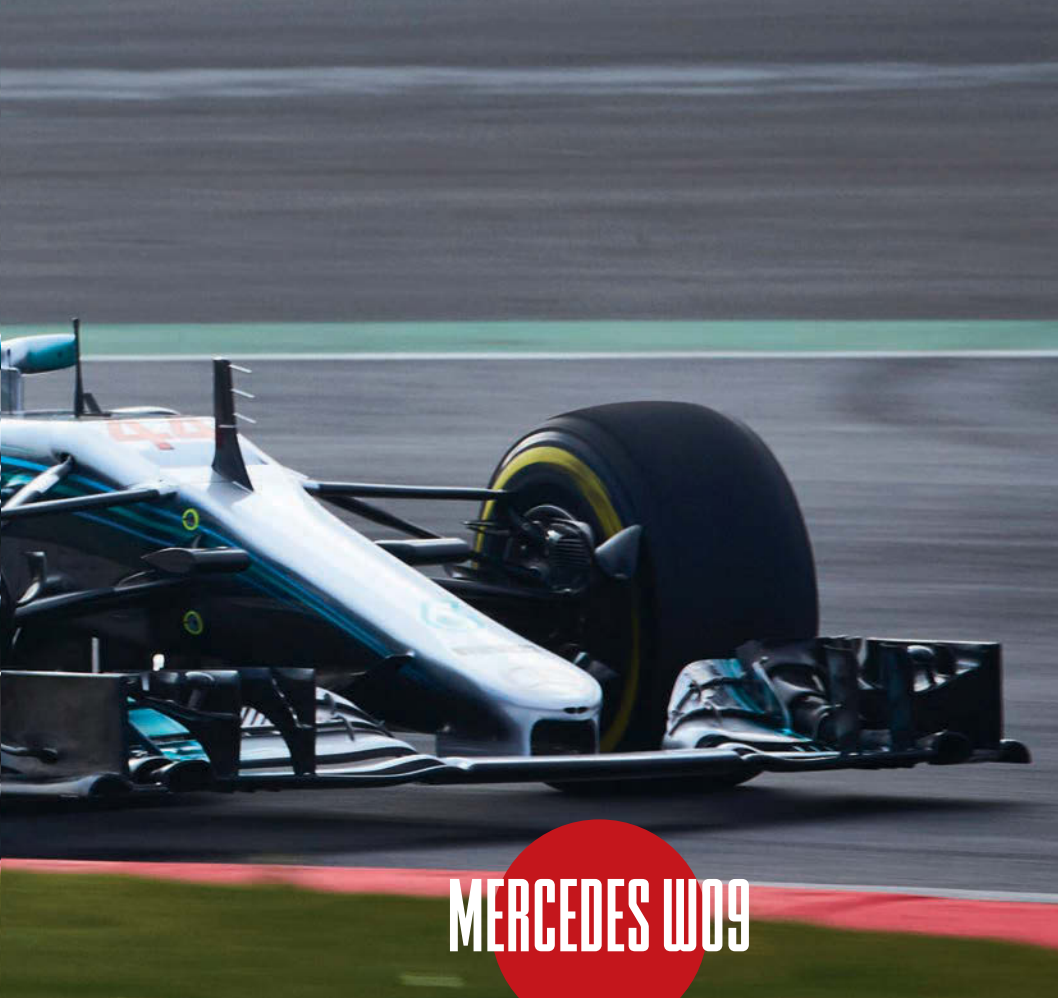
"They were previously zero!"

...but TV viewing figures continue to drop in some traditional heartlands.

"I think there are worrying signs for every sport because of the changing media landscape. Traditional TV is losing importance - people use multiple screens, watching on-demand - and it's a challenge that has to be tackled in the right way. That is the biggest factor. It's a fair enough strategy to move TV behind a paywall to generate revenue, but then you have to be able to cope with a shrinking audiences."

Who do you regard as the most likely opposition this year?

"If you are realistic it will be the usual suspects, Ferrari and Red Bull, but there is a fine line between realism and arrogance - and it would be arrogant to write off all the others. Renault, McLaren, Williams and Force India are candidates to surprise at times. My mindset at the start of the campaign is to take everybody seriously."



MERCEDES W09

James Allison **Mercedes AMG F1's technical director**

How much effect has the halo had?

"The biggest job was trying to make sure that it fitted nicely on the chassis, that the chassis was strong enough to take the loads and that we saved enough weight - that's where the effort has been. The increased centre of gravity has an effect on lap time, but that's the same for everybody."

Last year was your first with Lewis Hamilton. What were your impressions?

"He surprised me from the outset. At our first test together, he'd just finished a run during which he'd had quite a big moment. By way of saying 'hello' he asked whether I'd seen what happened. You generally coo a bit at drivers for being super-brave, but I didn't want my first conversation with Lewis to be like that, so I chose what I thought was a well-calibrated middle ground and said, 'Yeah, but the thing that always surprises me about you fuckers is that you come back the next lap and do it all over again.' I thought that would be mildly funny, but I could see that Lewis didn't receive it in the way it was meant. A bit later Toto Wolff came up and said, 'Lewis mentioned that you were a bit rude to him...'"

"I later sat down with Lewis in the factory canteen. I apologised, told him I never swear when I'm cross but that I did it because it

mildly amuses me and that I'd tone it down in future. He laughed, told me not to worry and that I'd just caught him a bit off-guard.

"He then caught me off my guard by telling me how sorry he'd been to hear about my wife [Becky Allison succumbed to meningitis in 2016]. He added that from what people had told him, the sadness never leaves but over time things would become easier and I'd learn to live with that sadness. I absolutely wasn't expecting this. We see the public face of Lewis - the Tweets, the fashion - but this was a mature, sensitive, confident conversation. He said he hoped I'd be lucky and find happiness again. I thanked him but mentioned that any such happiness would probably involve having to speak to a girl - and I was really crap at that. He laughed and said, 'Well, maybe just don't call them fuckers...' That, I think, gives you a much better sense of what he's like than anything I could tell you about his work ethic, his driving or his determination."

How impressed were you by Valtteri Bottas?

"I think all of us in the team are far more impressed with him than appears to be the perceived wisdom. He finished not too many points behind Sebastian Vettel - and without a DNF, which wasn't of his making, he'd have been ahead. If you take away that DNF, he'd have been on average about two points a race worse off than Lewis - two points for which Valtteri would not excuse himself, but let's remember who he's up against. Lewis is one of the all-time greats - and for Valtteri things will only get better this year. I'm confident he'll go from strength to strength."



Lewis Hamilton **World champion 2008, 2014, 2015, 2017**

What's been your role in the development of the new car?

"I'm not in the engineers' office, I'm not designing - my job is to explain weaknesses and put that into a feeling, and into words. Our role is taking what we've got then taking it to the limit. The numbers could be perfect, even in simulations, but the simulator doesn't give you the same sensations as driving around the circuit. We have in-depth debriefs and those sessions have been very useful in the development of the new car. Only Valtteri and I speak in those sessions, so they have been very useful."


What issues have you addressed?

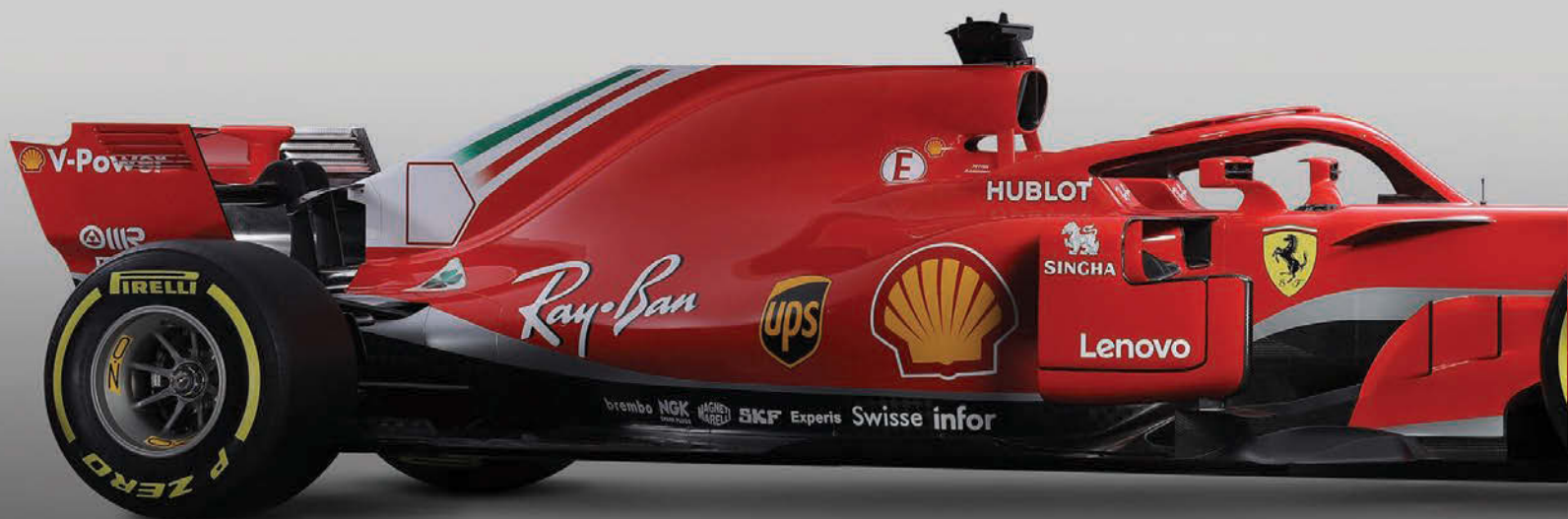
"There's a different aerodynamic characteristic from last year. Hopefully we've found a compromise that will favour the majority of circuits. Some of the ride and roll issues we have, some floor characteristics, will hopefully be improved a lot, too. But everything is new. The suspension is new. The car will be quicker this year."

Are you expecting tougher competition this season?

"Yes. When Red Bull turned up last year it had no furniture [aero bodywork], so development was very steep but the team finished very strongly. Ferrari, Mercedes and Red Bull ended last year very similar, so coming into this year I think you'll see a tougher battle. Maybe there'll be another team too, maybe McLaren."

What can we expect from your team-mate this year?

"This is the first evolution of last year's car, so Valtteri will sit in the same seat, have the same controls and none of the learning will need to be done. So that means he's already comfortable. It's a car we both developed through last year. It's our driving DNA fused into one. I hope he's more comfortable. It's not moved away from me, I'll be on top of that." 



2018: The key questions

How will the season play out? Here we tackle the big points of contention that will provide the answer

WRITER Mark Hughes

Will we ever get used to the halo?

Philosophically, the halo is a big thing. It's more than just the latest feature of a safety improvement programme that has been ongoing since the '70s. Unlike crash-worthy carbon fibre monocoques, self-sealing fuel connections, better crash helmets, deformable structures and HANS devices, the halo is a visual intrusion into the fan's romantic notion of what the essence of motor racing is. It is an ugly, jarring reminder that cannot even try to hide its imposition upon those values. There is probably only one way it might quickly be forgotten: through a fantastically competitive season. So...

Is another Mercedes walkover inevitable?

Hell, no. And those aren't merely the words of an optimist. Consider: last year Mercedes became the last not to follow the high-rake aero concept that Red Bull introduced years ago. It did so because it believed it had a technology - a heave spring with asymmetric

valving - that would allow it to get much of the advantage of high rake but without having to start afresh with a completely new aero philosophy. That technology was banned on the eve of last season, contributing to the 'diva' temperament of the W08. If the Mercedes aero department has accepted as inevitable that it must now pursue the high-rake route, it is starting at base camp with how all the various surfaces interact with each other. Whereas Ferrari has been on this path for a full season already. Mercedes's aero department is arguably the best in the business so it's not a done deal they won't claw all that back - and maybe it has figured out yet another way of staying with low rake. But with the wider floors it seems inevitable that high rake is the way to go.

Furthermore, the 2017 Ferrari wasn't merely a competitive car. It was the most ingenious and bold design on the grid, with more innovations, more nudging against the limits of the regulations, than any other car.

That was the first time this could be said of a Ferrari in more than a decade. It bore all the hallmarks of a re-engaged Rory Byrne. What more has he up his sleeve?


It's believed the 2018 Ferrari will be slightly longer, the Mercedes a little shorter, so converging towards each other in the second year of these regulations. Which implies that Ferrari feels it can afford to gain more downforce (from a bigger underfloor) and reduce drag with a slightly longer wheelbase, but still retain enough ballast to enjoy full flexibility on the weight distribution range - a key part of its wide operating band last season.

Part of the weight calculation will include the halo and its associated structural mounting. Although the minimum weight limit has been increased by 6kg, the total weight is more like 14-15kg, making it yet-tougher to get down to the limit. This will define how far Ferrari has been able to go with lengthening its car - and will have pushed Mercedes further in the direction of shortening theirs.



Can Renault give Red Bull enough?

There is talk from both the Mercedes and Ferrari camps that 1000bhp has been breached by their 2018-spec power units on the dynos. Renault Sport last year struggled to keep up and will need to find not only the deficit from then but also the gains made by those two rivals. How feasible is that? Renault's performance in the hybrid formula it craved has been extremely disappointing, but Christian Horner frequently states that if Renault can just get to within a couple of tenths of the Merc engine - rather than between 0.5-0.8sec as it was last year - then Red Bull is in the game.

There is realistic hope, actually. The engine will be a continuation of the all-new concept of 2017, but hopefully without the limitation of an inadequate MGU-H. The theory is that the potential of last year's new concept engine was thwarted because the MGU-H could not reliably run at the shaft speeds required to maximise the new turbo and the 

The latest Ferrari has slightly longer wheelbase than its progenitor and more aggressive sidepod treatment



- A CHAMPION'S VIEW -

Sir Jackie Stewart *World champion 1969, 1971, 1973*

The thing that I, along with probably all racing enthusiasts, am looking forward to this year is seeing some closer racing. Whether we get it or not... well, we will have to wait and see.

I think the worst outcome would be another year of Mercedes dominance. You can't blame Mercedes for that - they are just working within the rules, they want to be the best.

Also, you could argue that F1 has always had periods of dominance by a certain team, whether that was Ferrari with Michael Schumacher or Red Bull when they won four in a row. And historically there have been times when one team dominated, too, going right back to the Silver Arrows of the 1930s. So, in some ways it's an unfair dream to want closer racing, but I think that is what the sport needs.

People will also be talking about the halo. I know some people say it is ugly but they said that about Colin Chapman's wing cars! You have to have it.

I remember in the 1968 Indianapolis 500, I didn't drive because I had hurt my wrist, but Mike Spence stood in and a wheel came off and hit him in the head. I visited him in hospital and there wasn't a mark on his body but his head injury was fatal. We have to prevent injuries rather than treat them and the halo does that.

The key battle will be Lewis against Seb, although Red Bull has two very fine drivers, too. I see the Mercedes and Ferrari battle as being very technical and don't know whether Ferrari has the team or the one person in the team - like a Schumacher or Ross Brawn character who the team can get around.

If you ask me who I am rooting for, it's not that I don't want Lewis to win a fifth title, but I think it would be positive for the sport and attendances around the world as well as television and electronic media for another team and driver to have a chance.

DREAM TEAM Wouldn't it be wonderful to have a dream team of Hamilton, Vettel, Ricciardo, Verstappen and Alonso all driving the same cars with the same engine. Christian Horner as boss.

Sir Jackie Stewart is founder of Race Against Dementia. Visit www.raceagainstdementia.com



SAUBER C37

combustion chamber that had been optimised around a much faster-running turbo. The complex turbo-compound loop of these engines means that even a slight problem within that loop compounds to severely limit the power. Despite a smaller turbo than either the Mercedes or Ferrari, limited by that MGU-H, it was said last year to be running only at 100,000rpm, about 20,000rpm down and therefore less efficient. In other words, the 2017 engine was essentially running detuned and there could be plenty of low-hanging performance fruit for Renault if it has sorted the MGU-H problem. Let's see.

If Renault can provide something close, things could get very tasty up front. In Max Verstappen, Lewis Hamilton seems to recognise the new pretender and is under no illusions about just how formidable he could be. "He's [already] doing wonderful things and he's just going to grow so much. It won't be a problem. It'll just be freakin' tough. What a contest that could be! Even I would pay to see that!"

Red Bull vs McLaren, identical engines. How does that pan out?

Regardless of how good the Renault power unit is, we still get to see a straight match-up

between Red Bull and the newly Renault-powered McLaren. That in itself is utterly fascinating, especially given the respective driver line-ups.

Throughout their three-year Honda misery McLaren and Fernando Alonso were adamant they had one of the best chassis out there. Well, there can be no tougher yardstick than an identically-powered Red Bull. If the MCL33 measures up to the RB14, just think what a prospect we have: Alonso vs Verstappen vs Ricciardo - and with Vandoorne getting in on it too. The prospect of 21 races of that is pretty mouth-watering in itself.

Honda: this time, surely?

Has McLaren given up on Honda at just the wrong time? Having gone through the start-up agonies of the programme, has it baled out just as the rewards are about to come? If so, Toro Rosso - and ultimately probably Red Bull - gets to benefit.

The Mercedes-like architecture of the Honda engine as introduced last year remains, giving potential aero gains over the Renault layout. Power was limited last year by a vibration problem that imposed an artificial limit on the turbo's speed, this further impacting upon the harvesting efficiency. As with Renault, if the

basic root of the problem has been cured during the off-season, the gains in power could be dramatic.

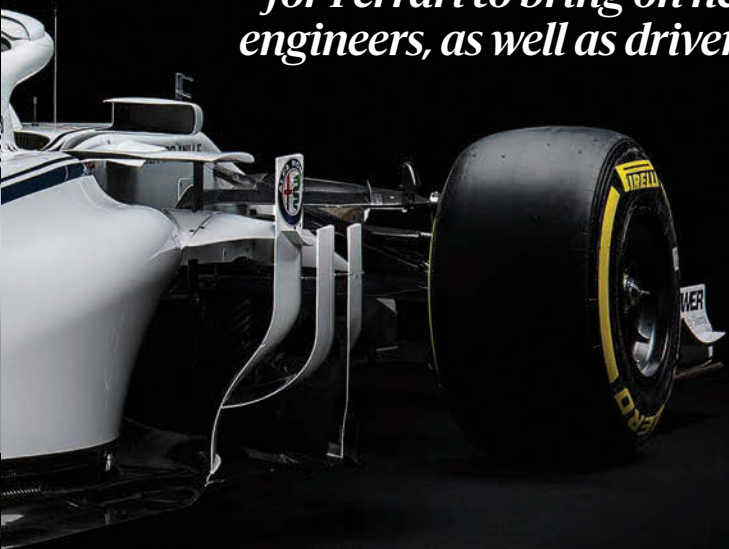
A Toro Rosso flying by Alonso's McLaren on the straight? That would surely generate some interesting radio messages...

Should Honda struggle for a fourth consecutive season it leaves the senior Red Bull team with potentially a very sticky problem in that 2018 is potentially the last year in which Renault Sport will supply them.

Renault: a giant awakening or just treading water?

The works Renault team's progress last year was quite visible and it ended the season usually best of the rest after the big three. But to keep that rate of progress going is difficult with what team boss Cyril Abiteboul admits is about 85 per cent of the resource of Mercedes. Furthermore, it was easily able to outscore McLaren last year thanks to an engine advantage which - by courtesy of supplying McLaren - is no longer there. Last year's car was around 1sec per lap slower than the identically-engined Red Bull. How much of that deficit can be clawed back with the RS18, the first Renault to be overseen by new aero chief Pierre Macin, ex-Red Bull? And where

"It could be a great way for Ferrari to bring on new engineers, as well as drivers"



does that put it relative to McLaren?

Other than that, the chief interest here will be how the very intriguing Hülkenberg/Sainz driver line-up will compare over a season.

How will the greater tyre range affect the racing?

The idea of Pirelli offering a range of seven compounds, rather than five, is to discourage uniform one-stop strategies. It's a band-aid to the overtaking problem, which is being researched ahead of the post-2020 aero regulations. Do more pit stops enhance the racing? Or just make it more confusing? Anyway, expect more two-stop races.

Is the three-engine rule going to hurt?

Ever since this formula was announced to take effect from 2014, it was always the plan to progressively reduce the number of power units per car per season until it was down to ☐

Sauber gets an eye-catching fresh livery thanks to Alfa Romeo collaboration, the fruit of a greater engagement with Fiat's parent Ferrari



- A CHAMPION'S VIEW -

Mario Andretti

World champion 1978

It's always suspenseful as to who's done the best work off-season, how the fight will go between the usual suspects. There will be a lot of eyes on McLaren and whether they've made the right move or not in going with Renault or whether Toro Rosso is going to benefit. That's going to be fascinating.

One thing that does concern me is the new three-engine rule. What's that going to look like mid-season and will it affect the ability to go all-out? The technical side is a big part of F1 but you have to balance it with the spectacle and I'm not sure they've got this right.

There's a lot of hope for Ferrari being able to take it to Mercedes. Some mistakes were made there last year. Had it not been for them they could've been in the game right to the end. They had a lot of fight in them and I hope that continues. I have a lot of optimism that it's going to be close.

Watching Fernando Alonso in a hopefully faster car is going to be great. He is such a racer. We've always known that, but his sheer energy in the fight with an uncompetitive car after all these years has added another dimension and we want to see him back contending.

Daniel Ricciardo has Max Verstappen to contend with at Red Bull. These sort of contests are great for us as fans. When you get a tough team-mate, as one stock goes up the other comes down. It's a selfish business. Daniel's ability is clear, his reliability as a racer is proven, but Max is still potentially the next superman and is full of surprises and so exciting.

Personally, I'm really pulling for Robert Kubica. Here's a guy with so much heart. To come back after such injuries, to have fought his way back. He's another extremely exciting talent and in his third driver role with Williams he has that chance to come back fully in 2019. It's amazing where willpower can get you. I was once back early from injuries and at Cleveland with three broken ribs was leading by 32sec over Al Unser and thinking this was going to be the greatest race of my life, then my engine blew. I couldn't even get out the car, yet I'd been able to do that. So I wouldn't write Robert off just because of his physical limitation. It won't necessarily apply in the car - and today's power steering systems will be a huge help.

DREAM TEAM *Rather not choose.... because it's impossible to choose without offending somebody!*



- A CHAMPION'S VIEW -

Jody Scheckter

World champion 1979

Of course, the big question this year is going to be whether Ferrari will be able to challenge Mercedes. I think last year it could have done better and Sebastian made a few mistakes - he was over the top on some occasions. He seems to be a driver who is brilliant leading from the front, but maybe not so much from the middle. A lot will obviously depend on the car that Ferrari produces.

Having said that, I think Lewis did a fantastic job last year. It was his best season ever - and if he does the same this year then I will *almost* be able to accept all those gold chains and earrings. Then again I remember my mum saying to me, 'Look at those Beatles, with their long hair...' so maybe I am being old-fashioned.

I will be keeping an eye on young Max Verstappen, too - people have compared me with him, but I think I crashed more often! He has everything you need, but he has to get it into his head that you don't win if you don't finish. And sometimes that means coming second. He's an exciting driver to watch, though, and that is what the sport needs at moment.

The main change I would make for this season - and think they have done it at a couple of circuits - is to enforce track limits properly. I can't stand it when drivers cut the corner and get no penalty. They need to have proper kerbs, or rough areas of track so that if you go off you pay a time penalty. And I would bring grid girls back. I don't know what the world has come to, banning them. For me there is nothing wrong with seeing a beautiful woman and they bring glamour to the sport.

The authorities have to stand up to Ferrari, too: call the team's bluff on its threat to walk away from the sport. Formula 1 is bigger than one team and if it gives in to Ferrari it will be a disaster.

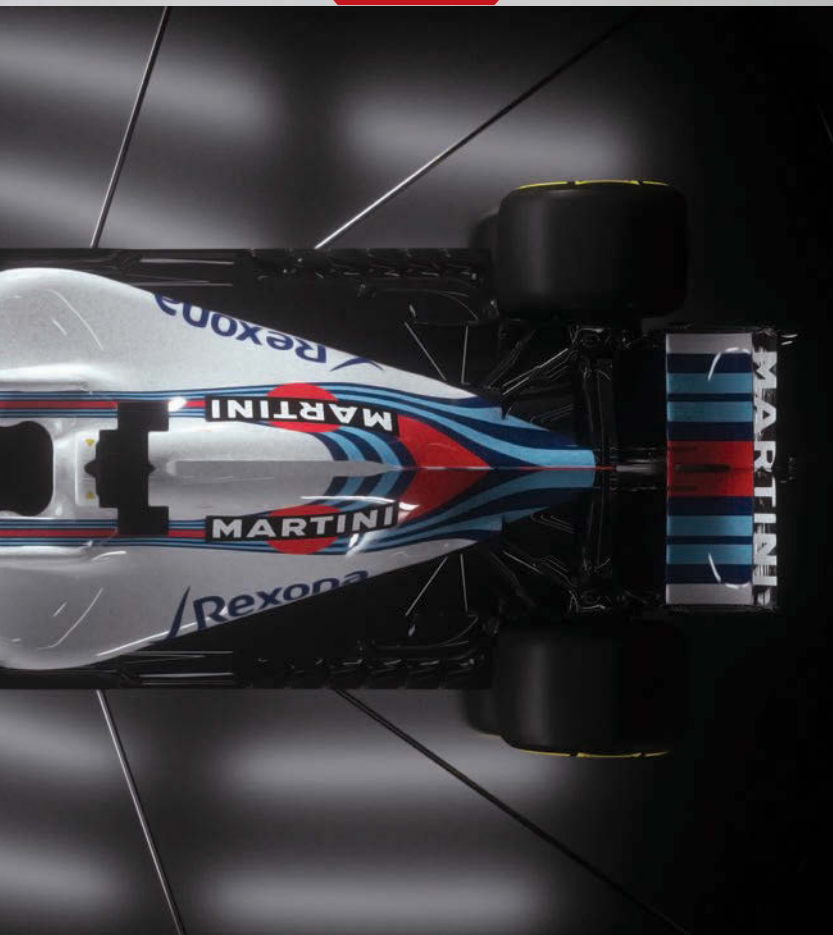
DREAM TEAM I would have Hamilton with Verstappen in a Mercedes. I always think it is good to have one experienced driver and one hooligan. And I'd add Toto Wolff to keep control.





Red Bull comes up against McLaren – and Alonso – with the same engine. Cue fireworks... Below, Williams lacks experienced racers, bar Kubica

RED BULL RB14



- A CHAMPION'S VIEW -

Alan Jones MBE

World champion 1980

We need grid girls back – what a joke! If I could change one thing, it would be to reverse that decision. But on track, I'd be surprised if the status quo changed significantly. We're hearing stories of Mercedes having 1000 horsepower and that's not something I see Renault making up in the next couple of months. Ferrari you can never be quite sure about, tucked away over there out of the mainstream they're always capable of springing a surprise – and they may very well come up with something that blows everyone away. But my money would still be on Mercedes.

So it's a bit of a shame that we're sitting here in February already sort of knowing who is going to be standing on the podium places; it's not as unpredictable as it needs to be. It's hard to see past Lewis Hamilton. He's got Valtteri Bottas there with him but I was rather left cold last year by this 'psychologically it was difficult and I went off the boil'. If you need motivating, don't bloody do it! You have to believe in yourself and just get stuck in. If I was a team owner I'd be thinking, 'Why do I need this?'

Red Bull's an interesting one. I don't see them as title contenders because I just cannot see Renault suddenly making up that power gap but I'm sure they will have one of the very best chassis and it's an interesting time for Daniel Ricciardo. Red Bull has signed Max Verstappen ahead of him and they're sort of saying 'He's our boy'. If I was Daniel in that situation I'd be thinking 'Oh, is that right?' and I'd be talking to Ferrari. I'd love to see him in a Ferrari. I'm a huge fan of Max, I love his do-or-die attitude but he maybe needs another year before he has Daniel's consistency.

As for other changes, I worry about the halo. I hope I'm wrong but if a car gets upside down and they can't get the driver out quickly because of that, then there could be a lot of egg on faces.

DREAM TEAM Mercedes car, Red Bull team boss Christian Horner, driver line-up Hamilton and Ricciardo

“Renault outscored McLaren thanks to an engine advantage that’s no longer there”



RENAULT RS18

three. But there were moves afoot last year, initiated by Red Bull, to leave it at four. Furthermore, the engine manufacturers confirmed that the cost of the dyno hours in making the engines reliable at the required mileages more than outweighed the saving of one extra engine per car. A motion to keep it at four was proposed - but blocked by Ferrari. As the motion required unanimity, the requirement remains at three. Which begs the question: does Ferrari feel it has something up its sleeve that will give it a high-mileage advantage?

Whatever, the possibility of an engine grid penalty deciding the championship - which hasn't really happened so far - surely becomes greater. Related to that, the grid penalty procedure has been simplified. Multiple theoretical drops (like Alonso's 65 places at one race!) no longer count. Anything more than 15 puts you at the back - the order then decided by when the power unit changes were made.

Will Hamilton or Vettel join the greats if they win a fifth title?

Statistically this would put whichever of them achieved the feat in rarefied territory occupied only by Juan Manuel Fangio and Michael Schumacher. Three men in 68 years. It is of course a subjective view and highly dependent upon the value placed upon statistics rather than more circumstantial judgements. Allowing the stats to be the ultimate arbiter disqualifies such as Jim Clark or Ayrton Senna from this discussion.

What of the two critical career seasons - Ricciardo and Bottas?

It's probably unfair to lump Ricciardo in with Bottas, in that he's well established as a proven ace. But Daniel has a formidable challenge in halting team-mate Verstappen's momentum if he's to a) remain a hot candidate for Mercedes or Ferrari or b) not fall into a number two role at Red Bull.

Bottas averaged much further off Hamilton than did Ricciardo off Verstappen last year. He's on a one-year contract, Ricciardo has one year remaining on his - the challenge to Bottas's Mercedes drive could hardly be more explicit.

Will oil burn still be a thing?

Yes, but less so. Oil burning is a way of getting around the fuel-flow limit, giving the engine calories to burn in addition to those provided by the fuel. The regulations have been tightened for '18 - active control valves in the crankcase that could be closed to increase pressure and force oil into the combustion chambers (thereby giving a Q3 or overtaking boost) have been banned. Furthermore, the oil usage limit has been reduced from 0.9 litres/100km to 0.6 litres/100km. Oil could still find its way into the combustion chambers through the crankcase pressure created off-throttle, but it will be less effective - and there will be less of it to burn. Mercedes and Ferrari were much further advanced with this technology in previous seasons than Renault or Honda. Some of that difference should

therefore have been eradicated.

Is this the crucial career-defining season for Vandoorne and Ocon?

They each came into F1 with red-hot reputations as the potential new 'special ones'. Mercedes-backed Ocon partly justified that with his sometimes-controversial contests against Force India team-mate Sergio Pérez. Vandoorne struggled at McLaren with lack of mileage, shortage of equal parts and the colossus that is Fernando Alonso. To retain their career momentum, they need to show more convincingly against their team-mates this year.

Are Leclerc and Norris the new special ones?

F1 is such an unforgiving environment. Already Ocon and Vandoorne are fighting perception's tide as the sport looks to the horizon for the next superstar - and standing where they were a year ago are Charles Leclerc and Lando Norris, the junior drivers of Ferrari and McLaren respectively. Both look outstanding and have the mark of 'special'. F2 champ Leclerc races the Alfa-badged Sauber this year while F3 champion Norris will race in F2 in between duties for McLaren.

Can Kubica keep the miracle going?

Once it was Kubica who was 'the special one'. But he is special, regardless of his current status. Just to have got himself back in consideration for an F1 race seat after the horrific injuries and seven-year absence is



quite remarkable. He didn't quite nail his Williams tests and so is the third driver, with up to eight Friday outings. If he can show in those sessions that he is anything like the pre-accident driver, the fairy tale might yet happen. There is a legion of fans behind him in this quest.

Will deletion of shark fins and upper T wings make any difference?

Nothing detectable. Between 0.1-0.15sec of lap time - and possibly a less snappy response on the limit as the fin's wake no longer crosses an aerodynamically awkward transition. The change is just for aesthetics. Watch out for less visible lower body T-wings, like Williams ran a couple of times last year.

How 'Alfa' will Sauber be?

It will be very interesting to see if the Ferrari influence here increases beyond just lending the team its junior driver. It could be a great way for Ferrari to bring on new engineers as well as drivers and from Sauber's viewpoint it could be a great foundation to long term security. On the other hand, it may all just be about the political power of two brands rather than one as Sergio Marchionne negotiates the terms for Ferrari's commitment to the post-2020 F1. In which case, does it presage the 2019 Maserati-Haas team?

Haas reverts to colours similar to those it used in 2016, its debut season. Left, Renault operates with about 85 per cent of the resources available to champ Mercedes



- A CHAMPION'S VIEW -

Damon Hill OBE
World champion 1996

Like many, I'm eagerly looking forward to seeing how McLaren will perform with Renault power. Will it be the step forward for which everybody is hoping - and how will Fernando Alonso rate his new engine? Assuming that he's not already completely knackered by the time the season starts...

Ferrari was very strong for most of 2017 and I'd like to think it will be able to build on that - assuming, of course, that the team doesn't withdraw from the sport before the first race!

I don't see a great deal changing at Mercedes. Toto Wolff does a great job maintaining a consistently high standard - indeed the whole team is so efficient that it almost comes across as unexciting. Will Lewis come out all guns blazing? I know he's had a few ups and downs off the track over the winter, but I don't imagine that will distract him particularly.

I'll be interested to see the different ways in which teams integrate the new halos, to see whether any of them finds a way of doing it advantageously, and I'm hoping the new tyre options will mix things up a bit, by creating a greater number of two-stop races. My biggest hope, though, is that we'll see some good, hard racing. There was some very close competition last season, but I wouldn't want a complete re-run: I hope the gap between the top three teams and the rest will come down.

Other things to watch? Max Verstappen seems to get stronger by the year and I note that Kimi Räikkönen has finally taken to using social media, so I'm looking forward to see what that yields. I'll keep a close eye on Williams and Force India, too: I wonder how long it will be before Paddy Lowe's influence starts to take effect at the former - and Force India continues to be a cracking little racing team. And, on top of everything else, Fernando will be chasing his Le Mans dream. It's not beyond the bounds of possibility that he'll win, is it? That would leave him only the Indy 500 to conquer...

DREAM TEAM This could be a quick way to lose a few friends... There's a case to be made for sticking the Mercedes engine in the back of a Red Bull, but I guess the simplest option would be to buy the whole Red Bull-Renault package. Christian Horner runs the whole operation very well, Adrian Newey is still a great designer and I think the Verstappen/Ricciardo pairing is probably the strongest in the paddock.



It's more than a Race. It's the event of Legends.

As the prestigious FIA Founding Members' Club Heritage Cup winner of 2017, the Rolex Monterey Motorsports Reunion is the largest event held during the famed Monterey Classic Car Week, and is the only event where historic race cars are doing what they were originally intended to do... race. To purchase tickets, visit MazdaRaceway.com or call 831.242.8200 for more information.

August 23-26, 2018 in picturesque Monterey, California





MERCEDES

First team entry **1954**
 Races entered **168**
 Wins **76** FLs **56**
 Poles **88** Driver titles **6**
 Position last year **1st**

A bit like Manchester City on wheels, but more consistent. There have been 79 GPs since F1 entered its hybrid era - and Merc has won 63 (last season was its weakest, with 'only' 12 from 20). Liberated from the destabilising consequences of former team-mate Nico Rosberg's mind games, Lewis Hamilton was arguably at his most fluent in 2017. And he was already fairly handy...



LEWIS HAMILTON

First GP **Australia 2007**
 Races entered **208**
 Titles **4** Wins **62**
 FLs **38** Poles **72**
 Position last year **1st**



VALTTERI BOTTAS

First GP **Australia 2013**
 Races entered **97**
 Titles **0** Wins **3**
 FLs **3** Poles **4**
 Position last year **3rd**



FERRARI

First team entry **1950**
 Races entered **949**
 Wins **229** FLs **244**
 Poles **213** Driver titles **15**
 Position last year **2nd**

Kimi Räikkönen was part of the last Ferrari team to win a world title (constructors, 2008), but wasn't always a great deal of help - and is arguably even less so now... Sebastian Vettel's attributes are a given, but the Scuderia might fare better if it employed two current top-liners and spent more time focusing on racing than threatening to withdraw from F1 if it doesn't get its own way.



SEBASTIAN VETTEL

First GP **USA 2007**
 Races entered **198**
 Titles **4** Wins **47**
 FLs **33** Poles **50**
 Position last year **2nd**



KIMI RÄIKKÖNEN

First GP **Australia 2001**
 Races entered **270**
 Titles **1** Wins **20**
 FLs **45** Poles **17**
 Position last year **4th**



RED BULL

First team entry **2005**
 Races entered **244**
 Wins **55** FLs **54**
 Poles **58** Driver titles **4**
 Position last year **3rd**

A team with Aston Martin backing, Renault engines - and a direct line to Honda's performance progress via sibling Toro Rosso. Its relationship with Renault has stabilised, following marriage guidance counsel in 2015, but the possibilities are intriguing. Blessed with the best of all driver line-ups - and Verstappen is contracted until the end of 2020. The future is, indeed, orange.



DANIEL RICCIARDO

First GP **Great Britain 2011**
 Races entered **129**
 Titles **0** Wins **5**
 FLs **9** Poles **1**
 Position last year **5th**



MAX VERSTAPPEN

First GP **Australia 2015**
 Races entered **60**
 Titles **0** Wins **3**
 FLs **2** Poles **0**
 Position last year **6th**



FORCE INDIA

First team entry **2008**
 Races entered **191**
 Wins **0** FLs **5**
 Poles **1** Driver titles **0**
 Position last year **4th**

Despite background uncertainty over the state of owner Vijay Mallya's business empire, the team has remained a paragon of stability - for several seasons the best in the paddock, if measured on the basis of points scored per pound spent. Sergio Pérez has a masters degree in slaying giants; Esteban Ocon is a Mercedes junior who seems destined for promotion sooner rather than later.



SERGIO PÉREZ

First GP **Australia 2011**
 Races entered **134**
 Titles **0** Wins **0**
 FLs **4** Poles **0**
 Position last year **7th**



ESTEBAN OCON

First GP **Belgium 2016**
 Races entered **29**
 Titles **0** Wins **0**
 FLs **0** Poles **0**
 Position last year **8th**



WILLIAMS

First team entry **1977**
 Races entered **690**
 Wins **114** FLs **133**
 Poles **128** Driver titles **7**
 Position last year **5th**

Jones/Reutemann. Piquet/Mansell. Add to that Prost, Senna, a couple of Rosbergs, Hill, Montoya, Webber and a Villeneuve. A Sirotkin/Stroll cocktail doesn't quite match the team's proud heritage. Stroll looked good at times in 2017, but inconsistently so; Sirotkin showed promise in GP2, but wasn't quite a match for Felipe Massa during testing last autumn. A tough year beckons.



SERGEY SIROTKIN

First GP **n/a**
 Races entered **0**
 Titles **0** Wins **0**
 FLs **0** Poles **0**
 Position last year **n/a**



LANCE STROLL

First GP **Australia 2017**
 Races entered **20**
 Titles **0** Wins **0**
 FLs **0** Poles **0**
 Position last year **12th**



RENAULT

First team entry **1977**
 Races entered **341**
 Wins **35** FLs **31**
 Poles **51** Driver titles **2**
 Position last year **6th**

In F1 terms, few manufacturers match Renault for boldness of spirit - given its track record with pioneering turbos and standard-setting V10s, not to mention a string of titles with Red Bull - but it dithered about returning to the front line in 2016 and progress since has been fairly sedate. Last year it reached the level of a half-decent Clio, but it hurriedly needs to unlock its inner 8 Gordini.



NICO HÜLKENBERG

First GP **Bahrain 2010**
 Races entered **135**
 Titles **0** Wins **0**
 FLs **2** Poles **1**
 Position last year **10th**



CARLOS SAINZ

First GP **Australia 2015**
 Races entered **60**
 Titles **0** Wins **0**
 FLs **0** Poles **0**
 Position last year **9th**



TORO ROSSO

First team entry **2006**
 Races entered **226**
 Wins **1** FLs **1**
 Poles **1** Driver titles **0**
 Position last year **7th**

Effectively a guinea pig, in that it surrendered a supply of Renault engines to keep McLaren happy and received a crate of hitherto unloved Honda V6s in exchange. So this season is likely to be either a total disaster, because the things will persist in breaking, or else Honda will turn back into Honda and Gasly and Hartley - each a genuine talent - will be fighting in the top six. Possibly...



PIERRE GASLY

First GP **Malaysia 2017**
 Races entered **5**
 Titles **0** Wins **0**
 FLs **0** Poles **0**
 Position last year **21st**



BRENDON HARTLEY

First GP **United States 2017**
 Races entered **4**
 Titles **0** Wins **0**
 FLs **0** Poles **0**
 Position last year **23rd**



HAAS

First team entry **2016**
 Races entered **41**
 Wins **0** FLs **0**
 Poles **0** Driver titles **0**
 Position last year **8th**

An object lesson in how to enter F1 at reduced (though still prohibitively expensive) cost, but also illustrative of the limitations those terms of engagement impose. Grosjean has long been saddled with cars some way south of his own potential; the frustration sometimes shows. Magnussen made a stellar F1 race debut (Australia 2014), but - oddly - has rarely looked that good since.



ROMAIN GROSJEAN

First GP **Europe 2009**
 Races entered **122**
 Titles **0** Wins **0**
 FLs **1** Poles **0**
 Position last year **13th**



KEVIN MAGNUSSEN

First GP **Australia 2014**
 Races entered **60**
 Titles **0** Wins **0**
 FLs **0** Poles **0**
 Position last year **14th**



McLAREN

First team entry **1966**
 Races entered **821**
 Wins **182** FLs **154**
 Poles **155** Driver titles **12**
 Position last year **9th**

Has dispensed with Honda (builder of the fourth best engine on the grid) to tap into a supply from Renault (the third). Irrespective of performance gains, the switch was worthwhile as a catalyst in persuading prize asset Alonso to stay. Sophomore Vandoorne has a fine pedigree, so last season underlined just how potent a force Alonso (approaching his 17th year as an F1 racer) remains.



FERNANDO ALONSO

First GP **Australia 2003**
 Races entered **290**
 Titles **2** Wins **32**
 FLs **23** Poles **22**
 Position last year **15th**



STOFFEL VANDOORNE

First GP **Bahrain 2016**
 Races entered **20**
 Titles **0** Wins **0**
 FLs **0** Poles **0**
 Position last year **16th**



SAUBER

First team entry **1993**
 Races entered **352**
 Wins **1** FLs **5**
 Poles **1** Driver titles **0**
 Position last year **10th**

New technical associate Alfa Romeo has an illustrious competition history, but hasn't won a Grand Prix since Spain 1951 as a constructor, or Italy 1978 as an engine supplier. For now the name is little more than a large motif on the engine cover, but it symbolises increased technical collaboration with Ferrari - and heralds the arrival in F1 of the highly capable Charles Leclerc. Positives, both.



MARCUS ERICSSON

First GP **Australia 2014**
 Races entered **76**
 Titles **0** Wins **0**
 FLs **0** Poles **0**
 Position last year **20th**



CHARLES LECLERC

First GP **n/a**
 Races entered **0**
 Titles **0** Wins **0**
 FLs **0** Poles **0**
 Position last year **n/a**

SM

25-27 MAY

FIA WORLD RALLYCROSS

**LIVE MUSIC
E-GAMING
DRIFT
GROUP B
TEST DRIVES
AT SILVERSTONE**



DESTINATION: OVERDRIVE



DESTINATION: OVERDRIVE

speedmachine

SM

25-27 MAY

DIZZEE RASCAL

MINISTRY OF SOUND

**BASEMENT JAXX
(DJ SET)**

AT SILVERSTONE



BOOK TICKETS FROM £50 AT SPEEDMACHINE.COM



NICELY

IN

TUNE

Once a grass-roots staple, Special Saloon racing is flourishing again – and this year welcomes back a sponsor that first became involved in 1978. Here we reflect on the category's genesis and its original golden age

WRITER Simon Arron



M

ick Hill. Gerry Marshall. Peter Baldwin. Doug Niven. Tony Sugden. Dave Brodie. A clutch of names that might mean little to the wider world, yet resonate loudly with anybody who set foot in a motor racing paddock during the 1970s. All were quick, some were intuitive engineers – and they represent but a small sample of the characters who did much to inject life into period British motor racing. It was an age of flamboyance: wide trousers, wider cars, exuberant driving and the distinctive musk of Castrol R.

It's tricky to pinpoint when the term 'Special Saloons' was first formally used. It appeared occasionally in race programmes during the 1960s, but tin-top fixtures were for the most part labelled 'saloon car races', with a multi-class structure in which the most potent division was sometimes for machinery 'over 1300cc': at the time these were mostly highly tuned Ford Escorts or Anglias, with 5.0 litres of Ford Falcon or similar occasionally interloping.



Escorts, Minis and Hillman Imps were plentiful, but there was ample scope for lateral thought: examples included Roy Yates's Mk3 Zodiac, Andrew Talbot's Triumph Herald, Tony Hazlewood's Daf 55 Coupé, Ginger Marshall's Mini Countryman (succeeded by a Reliant Kitten), David Enderby's VW Karmann Ghia and Peter Day's Fiat 500, whose two-cylinder engine was half a 1.7-litre BDA. It was colourful, noisy, inventive and diverse, as far removed from one-make racing as it is possible to get.

By 1972, with Production Saloon racing introduced to the UK, the 'special' prefix became more widely used and the class remained popular throughout the decade, spawning the even wilder Super Saloon concept during the mid-1970s (*Motor Sport*, April 2006) and continuing through the '80s before withering. Some cars raced on in combined sports/saloon or GT championships, while most of those based on single-seaters or

sports cars were restored to their original purpose, which made them eligible for historic racing - and significantly increased their value.

In August 2011, the Classic Sports Car Club organised a revival race for Special Saloons and Modified Sports Cars at Mallory Park, precursor to the rebirth the following year of two popular '70s staples. Some bygone originals compete still - not least the Repco-engined ex-Gerry Marshall Vauxhall Firenza of Joe Ward - and share the track with newer cars built in the spirit of yore. A 6.1-litre Morris Minor? Step this way... In 2018 the series will be sponsored by Wendy Wools, returning to the sport it first graced 40 years ago as backer of the British Automobile Racing Club's Special Saloon championship.

Motor Sport tracked down a few of those who played their part first time around. ☐



COLIN BENNETT

Worked on Mick Hill's Capris and later ran the 'DFVW', a Cosworth-engined VW Type 3 Fastback

"Walter Robertson bought the DFVW from Colin Hawker. It was based on the 1972 Duckhams Special Le Mans car, basically a Brabham BT33 that Gordon Murray had modified. We ran it like that for a season, but then widened the front track and grafted on a Hesketh 308 rear end. That improved it, but made it even more like an F1 car beneath the skin.

"Previously I'd helped prepare Mick Hill's early Capris, when cars were philosophically closer to the original Special Saloons. I did have something of a moral conscience about the way things changed, because I loved single-seaters and sports cars and here we were converting them into these mad behemoths. But that's what drivers wanted and I had a family to feed, so there wasn't really much choice.

"You basically approached it as though you were working on a single-seater, because that's what it looked like once you removed the body. I know there were a few slightly botched home-built specials at that time, but lots of the engineering was very, very good.

"There were some superb races between the likes of Mick, Walter, Doug Niven and co - and the cars became fairly reliable. Everyone tried to get the latest injection systems, which helped, and it was the same with Chevrolet-powered cars. There were lots of tuning parts - and if the driver could handle the consequences, you'd stick it on. It did start to get quite expensive for what was essentially club-level racing, though, with people spending very serious money on engines. That was just a reflection of how competitive it became. In some ways, every race was a bit of an adventure simply because there was so much power unleashed. I really enjoyed it."



DOUG NIVEN

1970 Scottish saloon champion in an Escort, later very successful in the ex-Mick Hill Beetle

"To me they were the good old days, when bigger was better and everybody was running around with V8s and stuff. I started with a Ford Anglia in 1969, bought Graham Birrell's twin-cam Escort and eventually ended up with a 5.7-litre Escort V8. I raced mostly at Ingliston and Croft at that stage, but when the Super Saloon era arrived it encouraged me to travel more widely.

"I enjoyed taking on the likes of Gerry Marshall, Nick Whiting, Mick Hill and Tony Sugden. Mick was very inventive and came up with some great cars - the Beetle was based on an F5000 Trojan. Being based so far from the action, I tended to favour buying second-hand cars that were already proven in the hands of others. It was a lot of fun and I considered guys like Gerry and Mick to be pals, as well as rivals. We'd stay at each other's houses before races and have barbecues and so forth.

"Do I remember driving the Beetle at Longridge? Aye, that was a one-off. I was racing at Oulton Park the previous day and the clerk of the course asked whether I fancied popping in on the way home, perhaps just to do a demo run. That was 1978, when I was chasing a prize Shell was offering to whichever driver scored the most victories. It was a chance to add to my tally so I agreed to race - but the circuit was so short that my mechanic fell over at one point while wrestling with the pit signalling board. We were coming around so quickly that he was struggling to remove the previous lap time and post the next one.

"I didn't quite get the Shell award: I had 28 wins but finished second to Kenny Acheson, who managed 31 in Formula Ford. It was my most successful season, though, and I sold the car afterwards because I didn't feel I had much else to prove."



Clockwise: Baldwin leads at Snetterton; Niven VW at rest; Geoff Thompson leads away at Cadwell; Dick Adams's Viva HB; John Morgan's Mk2 Jaguar





DAVE TAYLOR

Built a Mk3 Ford Cortina V8 in a hen shed; now owns the ex-Hill/Niven/ everybody VW Beetle

"I hadn't previously raced Special Saloons, but got involved simply because I liked building cars and racing them, the kind of thing that doesn't seem to engage people nowadays. I teamed up with Alistair Thompson, a local GP. We didn't have much money, but we installed a stove and welding gear into a Nissen hut that had been a hen shed and put our hearts and souls into it for about 18 months.

"We built a spaceframe chassis and wanted some sophisticated suspension, so I made enquiries and found that Trojan had one of Frank Williams's F1 Iso-Marlboros lying around. We were offered the suspension for £350, so hired a van locally [he's based near Bolton] only to be told there was a mileage limit and that we couldn't take it beyond Knutsford. Answer? We disconnected the odometer, and off we went to Croydon. When we arrived we discovered the suspension was still attached to the rest of the chassis, but Trojan owner Peter Agg said we could have the whole thing for £350. We later bought a Ford Falcon V8 for about £800, mated it to a Jaguar gearbox and picked up a few nuts and bolts free of charge from contacts at Chevron.

"As we were the only people building a Mk3 Cortina there was nobody making suitable front bodywork, so we created our own using a friend's car as a fibreglass mould - I don't think we did much paintwork damage, and as it was a company car he wasn't that bothered.

"The paddock was generally a very friendly place. Mick Hill always used to host parties at the end of Donington Park meetings. Once, we were about to head to his place when we encountered Tony Strawson in the paddock, absolutely covered in oil because his Capri had been leaking all over him. His solution was simply to turn his pullover inside out so the oil was on the inside. He went like that...

"On another occasion, given the limited facilities at Aintree, we were washing our hands in a bucket at the end of the meeting when another mechanic came over and asked if he could share our water. It was Charlie Whiting, who I believe now works in a more sophisticated environment." □

MIKE DIXON, SIMON ARRON

"The F1 suspension was still attached to the rest of the chassis, but Trojan owner Peter Agg said we could have the whole thing for £350"



DAVID BRODIE

Serial winner in the late '60s/early '70s, particularly in Run Baby Run, the Ford Escort he is presently rebuilding

"It was a sociable time for some, but I was perhaps a bit of a loner because I didn't like chatting to people if I thought we might be running side by side on the final lap! I tended to befriend those in smaller classes, guys like Jonathan Buncombe and Roger Williamson who weren't direct rivals on the track.

"There were some great drivers, though - and the bravest was probably Martin Birrane. You'd see his Ford Fairlane in your mirrors, lurching around, wheelspin in every gear. I remember one race on the old Snetterton - me in my Escort and Martin in one of his V8s. I hadn't fitted a 16-valve head at that point, but was using big valves - more or less the size of hub caps. Every lap he'd come rumbling past me on the Norwich Straight, then I'd dive ahead at the hairpin. This went on until we were approaching it for the final time. I knew he wasn't going to give me much room - he left about three feet so I put my two right-hand wheels off the circuit and onto one of the old runways, which probably hadn't been used since the war. We touched and went off, bounding towards the hairpin in a huge cloud of dust, but eventually I beat him to the line...

"I was quite dedicated by the standards of the day. I used to test at Thrupton, because they'd let me use it if aircraft movements allowed, then head back to work. I'm not sure anyone else bothered with testing. People used to say I had the means to race, but I didn't really - I had an electroplating business and saved money by not going to pubs."



PETER BALDWIN

Enormously successful in a series of rapid Minis; Miglia champion as recently as 2013 (aged 72)

"The thing I loved was that you were able to develop your car to go ever faster, although it still looked essentially like a Mini from the outside.

"It was mostly great fun, though I had a big accident at the Mallory Park Esses when the front suspension failed. I got out of the car to check for damage, then keeled over. The next thing I recall is waking up in hospital. My mechanic turned up later - being chased by a nurse who wasn't happy that he'd brought the rear suspension into the ward, to show me where it had broken. That was actually effect rather than cause - I went back the following day and found a perfect imprint of a front Minilite on the asphalt, from where a broken rosejoint had caused it to fold back underneath the car.

"I must have enjoyed it, because I'd sometimes organise a plane to fly between circuits so that I could compete in two races on the same day. I was very fond of the cars and the people - we had our ups and downs, but they were sociable times with lots of parties.

"I had some particularly good battles with Alan Humberstone in his Imp - he and his dad were always trying to get the best Cosworth BDAs, while I was preparing my own engines. We were often very close - and things could become quite heated on and off the track. Once, I had to restrain him when he was trying to leave the paddock after the clerk of the course had summoned him for a chat... Things were a bit different then, weren't they?"



GRAHAM GOODE

ex-Broadspeed engineer who won Special Saloon titles with both Ford Anglia and Escort

"I started out with an Anglia powered by a one-litre F3 screamer - and won the Forward Trust championship in 1974, my first full season. After that I moved on to a 1300 Escort and my experience with Broadspeed was useful, because I knew how to set the car up very well. I had some terrific tussles with Peter Baldwin, but I also kept beating more powerful cars and things eventually came to a head at Mallory Park, where everybody was accusing me of running an oversized engine. It was all fairly light-hearted, but we ended up stripping the thing down in the paddock to prove that it wasn't.

"I sold that car to Holland and built up a Mk2 Escort with a 2.0-litre BDG for 1978, still with a traditional steel shell, but the writing was probably on the wall because there were so many spaceframe cars appearing. I upgraded to a Hart engine for '79, but went to Brands Hatch and came up against Rob Mason, who had a plastic-bodied Imp on a sports car chassis. He had problems in practice and started near the back, while I was on pole. I was leading and watching my pit board, which went from '+6sec' to '+3sec' - and then he blasted past before we'd reached Paddock.

"They were great times, full of innovation and improvisation - I remember Alan Humberstone's dad trying to use a scaffolding pole from one of the spectator fences to fix a broken Imp driveshaft at Thrupton - but by the end of the '70s I felt it was time to go off and race something else." □



Dave Millington takes flight.
 Below, from left: Bob Trotter's Anglia,
 Martin Pearson's Datsun, Jim Evans's
 Skoda. Bottom, Paddy Chambers's
 Mini gets the jump at Snetterton





From 1974 John Pope raced a distinctive Aston Martin-engined Vauxhall Magnum



TONY SUGDEN

Multiple champion with Ford Escort and, later, Škoda Coupé. Now a regular safety car driver... at 85

"I began grasstrack racing in 1949 - earning the fourth-highest prize money of the day, £2 10s - and carried on in cars until the end of 2003. There are so many memories that it's hard to pick out individual moments. I stuck with the same Ford Escort from 1969 through to 1977, but there had been a cultural shift by then, when cars morphed into silhouettes.

My Escort had been one of the last genuine Special Saloons and began struggling to keep up, so I had to change. I spent a year in Alan Minshaw's ex-Hazlewood Daf and then put a Škoda body on a Chevron B23 sports racer. By the time I stopped I'd won 523 races - more than 600 if you include bikes.

"Did cars feel tame after racing in the Isle of Man TT? Don't you believe it. The Škoda had 550bhp that came in all at once, although there was no lag so long as you kept it above 5000rpm..."

"I hadn't fitted a 16-valve head at that point but was using big valves - more or less the size of hub caps"



MARTIN BIRrane

Lover of Americana who raced Fairlane, Falcon and Mustang before moving on to an ex-Mick Hill Capri V8

"It was a fabulous era, with lots of different machinery, and it certainly gave me an adrenaline fix. I loved it. I started out with an Anglia, but in my third or fourth race I got sideways at Snetterton and rolled. The whole car just fell apart. I broke my neck, but have absolutely no idea how I came out of it alive.

"I should probably have given up there and then, but decided a better option was to buy a V8 and so acquired a Ford Fairlane - a terrible thing that ran out of brakes after a single lap and wasn't interested in turning right.

"I recall leading at Oulton Park, with Gerry Marshall second, and for some reason I looked in the mirror at Lodge on the final lap, ran wide and spun into the bank. Gerry got through and I hurt my wrist in the impact, so I bandaged it up and raced one-handed at Mallory Park the following day.

"That irritated Richard Longman and a few of the other Mini racers, because I got away first and spent most of the race sideways. As the car was about 18ft long, there wasn't much room for them to get past. I couldn't have done that on the full circuit, with the hairpin, but fortunately we were on the short loop."



GREGOR MARSHALL

Son of Gerry, whose car control tamed many an outrageously potent Vauxhall (not least Baby Bertha)

"Dad had a reputation as the paddock's life and soul and that's how it seemed, wherever we were. We'd arrive at 7.30, he'd sign on, chat to a few people, practise, slip me a few quid to amuse myself and arrange to meet me near the bar at lunchtime. He'd usually have a couple of pints before he raced...

"He always asked where I'd be standing and then either wave to me, or do something spectacular to amuse me. Afterwards there'd be more paddock chat - it was impossible to walk more than 20 metres without somebody stopping him - and then he'd return to the bar, usually until it closed. On the way home we almost always stopped for a curry.

"He seemed to be friends with most people, though there were exceptions. He and Mick Hill never got on while racing, but when Dad went into hospital for a quadruple bypass in the mid-1990s he found Mick was there at the same time for a heart transplant. They subsequently became the best of friends.

"When I was researching his stats I found that he'd done 1441 races and won 625, which isn't a bad strike rate. I accept that he wasn't necessarily the best dad, but he was my hero."

2018 MSV SEASON HIGHLIGHTS

MotorSport Vision (MSV) is gearing up for a superb season in 2018, with a thrilling programme of major national and international race meetings at its five famous race circuits. Discounted advance tickets and the best grandstand seats are available online from our website.

31 March-2 April	British Superbike Championship	Donington Park	21 July	Mini Festival	Oulton Park
31 March/2 April	British GT and BRDC British F3 Championships	Oulton Park	21/22 July	British Truck Racing Championship	Donington Park
1/2 April	British Truck Racing Championship	Brands Hatch	22 July	Vintage Festival	Cadwell Park
7/8 April	British Touring Car Championship	Brands Hatch	28 July	Tunerfest North	Oulton Park
13-15 April	British Superbike Championship	Brands Hatch	28/29 July	British Touring Car Championship	Snetterton
28/29 April	British Touring Car Championship	Donington Park	4/5 August	British GT and BRDC British F3 Championships	Brands Hatch (GP)
4-6 May	British Superbike Championship	Oulton Park	4/5 August	Classic Racing Motorcycle Club	Donington Park
4-6 May	Donington Historic Festival	Donington Park	11/12 August	DTM (German Touring Cars)	Brands Hatch (GP)
5/6 May	Blancpain GT Series Sprint Cup	Brands Hatch (GP)	17-19 August	Bennetts British Superbike Championship	Cadwell Park
7 May	Modified Live	Cadwell Park	19 August	Festival Italia	Brands Hatch
12/13 May	VW Budburg	Oulton Park	25/26 August	Mini Festival	Brands Hatch
12/13 May	Mini Festival	Snetterton	25-27 August	The Oulton Park Gold Cup	Oulton Park
19 May	Vintage Festival	Oulton Park	2 September	Festival of Porsche	Brands Hatch
19/20 May	Historic Wolds Trophy	Cadwell Park	8/9 September	British Truck Racing Championship	Snetterton
25-27 May	Motul FIM Superbike World Championship	Donington Park	14-16 September	British Superbike Championship	Oulton Park
26/27 May	Masters Historic Festival with Historic F1	Brands Hatch (GP)	16 September	Petrols and Pistons South	Snetterton
26/27 May	British GT and BRDC British F3 Championships	Snetterton	22/23 August	British GT and BRDC British F3 Championships	Donington Park
27 May	Family Funday	Oulton Park	23 September	Vintage Festival	Snetterton
9/10 June	American SpeedFest VI	Brands Hatch	29/30 September	British Touring Car Championship	Brands Hatch (GP)
9/10 June	British Touring Car Championship	Oulton Park	12-14 October	British Superbike Championship	Brands Hatch (GP)
15-17 June	British Superbike Championship	Snetterton	14 October	Ford Power Live	Snetterton
17 June	Deutsche Fest	Brands Hatch	3 November	Neil Howard Stage Rally and Fireworks	Oulton Park
24 June	Tunerfest South	Brands Hatch	3/4 November	British Truck Racing and Fireworks	Brands Hatch
24 June	Vintage Festival	Donington Park	18 November	North Humberside Stage Rally and Fireworks	Cadwell Park
30 June - 1 July	Legends of Brands Hatch Superprix	Brands Hatch (GP)			
20-22 July	British Superbike Championship	Brands Hatch (GP)			

* All events and dates subject to change

CHILDREN UNDER 13 GO FREE TO ALL EVENTS



THE RACING.



THE DRAMA.



THE ATMOSPHERE.



THE 2018 SEASON AWAITS.

WWW.MSV.COM

0843 453 9000

MSV

Snow test Porsche 911





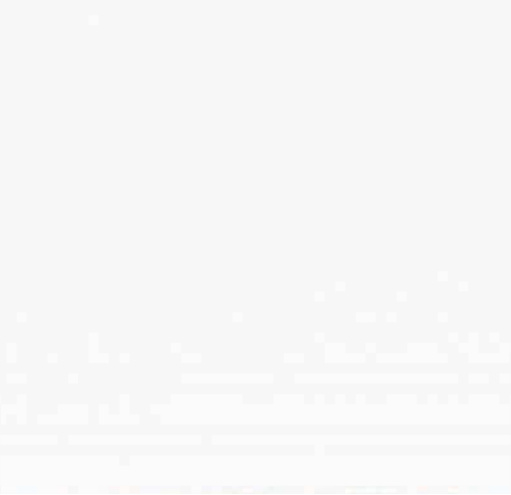
BEING BJÖRN

He might not be the most famous Porsche driver but Björn Waldegård can lay claim to being the most successful. His speciality was rallying, so what better way to remember him than to take one of his beloved 911s to his Swedish homeland and master the Scandi Flick

WRITER Dickie Meaden PHOTOGRAPHER Lyndon McNeil

"He just knew where the front was and what it was going to do. He didn't need to left-foot brake so his driving style was incredibly positive and efficient"





Dickie Meaden gets to grips with the 911 and, top, Björn Waldegård in action during the 1968 Swedish Rally

Like all great motor sport yarns the story doesn't end there, for despite becoming the most successful European driver in the history of the Safari Rally, Waldegård always viewed Africa and the 911 as unfinished business. And so he returned, in a Tuthill-prepared Porsche, to compete in the 2011 East African Safari Classic. In something of a fairytale he won, with his son Mathias alongside him as co-driver, exactly 40 years since first attempting to conquer the Safari in a Porsche 911.

Sadly Björn would succumb to cancer just three years later, aged 70. In the course of researching his career I came across an obituary written by Richard Tuthill, preparer and co-driver of Björn's 911s on numerous occasions, protégé of the Swede and super-quick Porsche driver in his own right. What he wrote fascinated me because it hinted at what made Waldegård so special in 911s - notoriously quirky cars that I happen to love more than any other. Here's some of what Tuthill wrote:

"I have been lucky to sit alongside many world rally champions and WRC winners in our cars: none understood the front of a 911 better than Björn. He just knew where the front was and what it was going to do: the secret to getting the best from an early 911. He didn't need to left-foot brake, so his driving style was incredibly positive and efficient.

"Safari 2011 bolstered Björn's reputation as the best European Safari Rally driver ever. Famous for his Safari exploits, he told me he had spent more than three years of his life driving there. I rather upset him a year earlier when, en route to the airport after a Moroccan event, I enquired whether he thought he could still win the Safari Rally. He was adamant that this was a question I should not have asked!

"We arranged a pre-Safari suspension test in Marrakesh, six months prior to the rally, and I flew out for the second and third day of the test. My primary reason for attending was to evaluate Björn's assurances that he could win. I wanted to sit in a car with him, to make sure that nothing had changed. Landing in Morocco at 10am, two hours later I was with him in our car, driving full speed down a 40-kilometre test stage. When we had finished our test drive, I got out of the car, drove straight to the airport and caught the first flight back home to England. I had no reason to stay: it was clear that Björn remained unbeatable down a blind road in Africa."

Awed and intrigued by this heartfelt eulogy, I resolved to learn more. ☐

T

hink of legendary Porsche drivers and you tend to recall heroes of Le Mans, Can-Am or the Targa Florio. Yet for a purple patch in the late Sixties and early Seventies

the Stuttgart marque also ruled the roost in the world of rallying.

Vic Elford was the higher profile name, thanks to his 1968 Monte Carlo win - Porsche's first - and his subsequent exploits for Porsche in the World Sportscar Championship. Yet it was a burly Swede by the name of Björn Waldegård who achieved the most in a variety of rallying 911s.

A hat-trick of wins on his home rally between 1968 and 1970 are formidable proof of his talent, but he also managed back-to-back wins on the Monte in 1969 and 1970, completing Porsche's own hat-trick. He even shared a Porsche 908/3 with Richard Attwood in the 1970 Targa Florio, the duo finishing in fifth place, but on the same number of laps as the winning car.

His foray into sports car racing was short-lived, but his love affair with the Porsche 911 would continue throughout his life, most notably with repeated efforts to win the East African Safari Rally. He came tantalisingly close to doing that with a second place in 1974, but despite repeated attempts a Safari victory would always elude the Porsche factory.

Snow test Porsche 911





ALL OF WHICH IS HOW I FIND MYSELF ON A frozen Swedish lake, fully crossed-up in an old Porsche 911. Not just any old 911 either, but the very car Waldegård drove to that historic victory in the 2011 East African Safari Rally Classic. Better still, I'm sitting alongside Richard Tuthill, taking part in one of his annual Below Zero Ice Driving events.

Hundreds of people have done these epic two-day sessions over the years, but none has attended with quite such a particular goal: to gain hands-on insight into Waldegård's way of driving, and to then attempt to follow in his wheel tracks by threading a classic 911 rally car at speed along a snow-covered special stage. As someone who has only dabbled with rallying it promises to be quite a trip.

There's a surreal quality about the Below Zero event. For starters there's a mouth-watering array of rally-prepped 911s with which to play. There's even a mid-engined 914/6. If you love Porsches this is nirvana. And then there's the track, or rather tracks. Ploughed into the snow covering the thick layer of ice that turns a vast lake into a winter playground, the courses can be run individually or linked to present a longer lap and a greater challenge. There's nothing to hit apart from the low snow banks that line the course, and there are recovery vehicles that come and drag you back onto the track if you run out of talent and get beached in the powder.

Day 1 begins with a slow slalom. The 911s are running with road-legal studded winter tyres, with nice crisp treadblocks and small metal pips to find some purchase on the ice. It's a good way to start because it highlights just how slippery the surface is, and gets you familiar with the Porsche's pendulous weight distribution. Tuthill and crew quickly instil the need to be 'ahead' of the car, letting the weight rotate it but also helping it along and then containing the slides by using your left foot on the brakes. It's an alien feeling, but once you've re-calibrated your left leg to have some sensitivity it's easy to find a smooth rhythm through the cones.

We're then let out on the smaller of the ice lake's courses to get a feel for the conditions and build some speed and confidence. It's a fabulous feeling, one quite unlike driving any other car on any other surface. Slowly but surely you hold the 911 in a longer slide on the way out of the corners, then try a bit of tentative left-foot braking on the way in to destabilise the car. Words can't describe the satisfaction of executing your first Scandinavian Flick, even if it is in slow-motion. As the light ☐

"There are recovery vehicles that come and drag you back onto the track if you run out of talent and get beached in the powder"



begins to fade we pretty much have to be forcibly removed from the cars. It's so much fun you simply don't want to stop.

OVER DINNER AND A FEW BEERS, TUTHILL describes Waldegård's driving in more detail. It's fascinating stuff, especially now I've spent a day driving his car in conditions he relished:

"Björn rallied VW Beetles early in his career and really made them go well. I'm sure this is why he had such natural pace in 911s. He understood the physics. His theory with 911s was somewhat abstract, but beautifully simple, in that he likened the car to a cat. He explained that cats always hunker down before they jump or run, and so he applied this technique to the 911.

"His style was aggressive, certainly. He'd hammer the brakes to get the nose down and then stamp on the throttle to fire the car through the corner. He also liked a bit of letting go of the wheel (a trick all 911 experts love to pull as the steering has an uncanny ability to self-centre), but he had real mechanical sympathy. He was a big bloke, physically imposing, but he'd just sit there and drive. No

fuss, just relentless stamina and speed. I'm convinced he knew more than anyone how to get the best from a 911 rally car".

Sleep comes easy after a day on the ice. Old 911s aren't particularly physical to drive, but they're mentally demanding because they require constant monitoring and interpretation. It's this process of dialling yourself into the 911's unique handling and unlearning the rules that apply to normal cars that's so absorbing. To be honest I'm in heaven, for there's something about 911s that I connected with, even from well before I was old enough to drive. I'm sure it had a lot to do with Porsche's motor sport achievements, and I'm equally sure the widow-making reputation (largely unfounded, as it happens) added a certain something, but strip all that away and you're left with a car that's endlessly enjoyable with unmatched dynamic depth.

Day 2 is a big one because we're let loose on the ice with proper studded rally tyres. These toothy hoops of rubber and tungsten carbide instantly transform the feel of the 911, like an athlete putting on a pair of running spikes. Two things are immediately apparent. The first is

that there is more traction, but the more welcome improvement is greater bite from the front end. It doesn't need coaxing or coercing as much as on the small pips fitted to the winter tyres we were learning on yesterday.

For a while the balance of pace and grip is a little more in favour of the latter, at which stage I occasionally manage to drive in the manner Tuthill described of Waldegård. It feels spooky though, as you're committing absolutely to nailing your braking points and getting the car turned while still on the brakes. Slow the car too early and you have to come off the brakes and wait until you reach the curve, which is hopeless as you've missed the moment of weight transfer to the front end. Alternatively you come piling in, panic at the speed you're carrying and promptly plough into the snow bank, or turn too aggressively and induce a ton of oversteer.

I persevere for a while, but as I begin to get my head around the added bite and therefore speed offered by the long studs I decide chasing Waldegård's technique is a hiding to nothing, and switch to developing my left-foot braking skills. This is much more successful. In fact I



Left and above: Meaden develops his left-foot braking technique to master some slippery corners. Inset: taking instruction from Tuthill

can't believe how much more control I have over the car in every phase, from corner entry right the way through to corner exit. The trouble is once you get an idea of what a tickle of the brake pedal can do, the temptation is to fiddle, adjusting your line because you can, because it's fun and because when you're slewing through one of the big track's majestic fourth-gear transitions you need all the control and reassurance you can get. I'm chuffed the left-foot penny is beginning to drop, but I'm more baffled than ever at how Waldegård could be so quick and consistent simply using his right foot.

Before he leaves for the UK, Tuthill promises me I can experience driving on a proper stage before I head home. This is the ultimate challenge and - I'm hoping - the moment where I really get to understand Waldegård's mastery. But where's the stage? In this remote part of Sweden all it takes to close off a section of public road and create your own impromptu special stage is a quick word with any locals that live along your chosen section of road, in this case one gnarled Swede referred to by the



Below Zero team as 'The Elk Hunter'. A van parked at each end is the best way to stop any passing traffic and walkie-talkies ensure the stage sentries are in contact with the car.

It might sound dodgy, but this is rally country. It transpires many of the roads near to the lake are regularly used by WRC teams to test ahead of the Monte and Rally Sweden, so it's part of the culture. Nobody seems to mind waiting a few minutes and it does no harm.


Tuthill has arranged for Martin Rowe to be my mentor. 1998 British Rally Champion in the days of the F2 Kit Car and Production World Rally Champion in 2003, Rowe has retired from

"It might sound dodgy, but this is rally country..."

professional rallying and now lives in the Canadian Rockies where he spends the summer indulging a different passion for speed, as guide on the many mountain bike trails. In the winter he works as an instructor with the Below Zero guys.

Like Tuthill he's a tremendous talent behind the wheel, though his precise, measured style couldn't be more different from Tuthill's high-energy helmsmanship. He also has a deadpan sense of humour and, being a rally driver, is impossible to impress.

We start with Rowe taking me for a few runs up and down the stage. It's predictably impressive with Martin going quicker and using more of the road's width with each pass. I think he's a bit disappointed when I evict him from the driver's seat - you can take the man out of stage rallying, but you can't take stage rallying out of the man etc - but I'm itching to have a go.

Settling into the driver's seat and pulling down on the shoulder straps it's sobering to look out at the sinuous, snow-banked road stretching ahead, framed between the 911's front wings. It's a view that would have been as familiar to Waldegård as looking out across 

the farmland of his birthplace in Rimbo, southern Sweden. To my novice gaze it looks wonderful and daunting in equal measure. If the lake has been my classroom this closed road is about to put what I've learnt to an altogether more revealing examination.

Select first gear, feed the power in and clutch out with equal smoothness, feel the tail hunker down as the rear wheels spin, studs digging into the snow and ice for purchase through the first three gears. With a nice bed of groomed snow the road is like a freshly bashed piste. After the ruts and deep patches of powder on the lake courses, the Porsche feels sweet, floating but still connected to the surface.

I'VE LONG SINCE ABANDONED HOPE OF emulating Waldegård's technique. It was okay to have a play on the racetrack-like confines of the lake, but his aggressive right-foot braking requires absolute commitment with no hesitation. I understand the principle of his method, but I also know I don't have the skill, confidence or experience to carry full speed on this road. If there's one thing that unites race and rally drivers it's wishing to avoid the humiliation of an understeer accident, so left-foot braking it is.

It's a peculiar turnaround, for back in the real world I'm a resolute right-foot braker. However, after an intensive day and a half on the lake with some expert tuition (and a remarkably sanguine attitude to pulling lovingly prepared Porsches out of snowbanks) I'm can't imagine attacking this snowy stage without using my 'wrong' foot.

And do you know what? Once the intimidation loosens its grip on my limbs and I relax sufficiently to let the car flow, something truly magical happens. Despite the road being little wider than the length of the 911 and its twists, bumps and blind crests still unfamiliar, the skills instilled in us on the lake mean I'm seeing the road not as a circuit racer, but as a rally driver. More specifically, as a 911 rally

driver, albeit one without Waldegård's genius.

It's quite an epiphany. One where your primary objective is having the car dancing not just out of the corner from apex to exit, but into the corner too. If the tail is sliding you've got something to work with. If it isn't you're done, at least for that particular corner.

Just as Tuthill said, left-foot braking acts like a fifth damper, except the forces it allows you to control are lateral and longitudinal, rather than vertical. The process becomes addictive; what was once counter-intuitive now feeling surprisingly natural as you play steering, throttle and brake inputs against one another or in harmony depending on what you want the 911 to do.

Once this clicks in your brain your left foot is able to rotate the car, let it slide or hold it in a strange mid-slide stasis. Brain suitably re-wired (I always knew rally drivers weren't wired up correctly - now I know this to be true!) driving at speed along this snow-covered country road is to experience something beyond anything I've ever attempted before. Not least because there are moments when I would kill for three legs and feet in order to work throttle, brake and clutch independently. It gets a bit busy in the footwell.

Even with a rudimentary grasp of things I'm finding the 911 will do things I never imagined I'd be attempting on such a confined road. It's empowering, because it enables you to attack an unfamiliar road with greater confidence, certain that you can position the car for whatever's thrown at it.

I may have failed to embrace his technique, but in trying I've gained vivid insight into the bond Waldegård must have had with the 911. From the snow of Sweden to the heat dust (and mud!) of Kenya, he never lost that winning touch. Few could claim to know Stuttgart's quirky sports car better. I only wish that I'd had the opportunity to sit next to him and witness the magic firsthand. ☑

"If the tail is sliding you've got something to work with. If it isn't you're done, at least for that particular corner"





H

e's no braggart, Ron Gaudion. If you had been team mechanic on Jaguar D-types for all three Le Mans victories you might expect to revel in the glory at least a little.

But having been a crucial part of the Coventry marque's hat-trick, Ron returned to his native Australia, went into the oil industry - "and it just never came up for 15 years".

Things have changed. Those racing days have become not just rose-tinted but gold-plated and Ron's memories are valued. Sixty years on from the last of those momentous races, Ron returned to the UK courtesy of BA to celebrate that 4pm moment in 1957 when his team, privateers Ecurie Ecosse, took a momentous 1-2 at the Sarthe. He was a central part of the D-type event we reported on a couple of issues back, when the three Ds which came first, second and third along with the prototype long-nose and Jaguar's Heritage car combined for a road trip like no other. Before that, though, I had a chance to reminisce over lunch with him about building Ds, Ecurie Ecosse, and how a young man lucked into a glorious moment of British racing history.

"I didn't aim to go racing," he says, an upright, fit, friendly figure of 87 who proves to have pin-sharp recall. "I just wanted automotive experience." That led him to Coventry, Britain's motoring heart, early in 1955 where he tried all the firms but despite

The WIZARD *from* OZ

Ron Gaudion spent only three seasons as a Jaguar race mechanic – but what seasons

WRITER Gordon Cruickshank

IAL BENZOLE MIX



Reflections D-type glories

having seven year's training under his belt there were no openings - until Jaguar remembered it needed 20 men for an experimental project, a new racing sports car.

"I was shown some blueprints stuck up on the wall and Malcolm Sayer's sketch of the car. 'We're going to build 100 of those,' they said."

Ron's job was to help assemble the first 10 subframes and produce patterns for the 'production' cars. He couldn't know that five of those first 10 would become legendary race-winning machines - the long-nose D-types that would bring lasting glory to the marque.

Nor did he know as he helped wheel the selected racers to the next-door competition department to be prepared for Silverstone, Le Mans and Reims, that the works team needed a temporary extra bod for the 24-hour classic - and he would be it. It would furnish the young Victorian with experiences no-one could forget. "Pulling on those overalls with the Jaguar symbol on, I felt 10ft tall."

That Le Mans race of 1955 did bring victory for Jaguar's sleek new car, Mike Hawthorn and Ivor Bueb taking the flag on that quiet Sunday afternoon, but it did so against a background of anguish and devastation such as motor racing had not before known. The images of racing's worst crash, which happened directly in front of him, still greatly affect Ron, colouring what had earlier been "two and a half hours of the best sports car racing I've ever seen. First Fangio [in the Mercedes 300SLR] was in front, then Mike. That's why there were so many people in the stands - they were keen to see the first pitstops."

I don't want to keep Ron on the subject of the human distress he saw, but I ask what it did to Hawthorn, unwitting centre of the accident.

"Because of the smash Mike had to go round again, and as we waited Ivor said 'I'm not getting in'. We'd all seen two blokes killed right in front of us. Lofty said to him, 'just get in and drive. Don't race, just keep it going', and he was back to speed in five laps."

Lofty, meanwhile, was trying to protect Hawthorn from the unfolding facts. "He said 'keep away from Mike, don't tell him anything'. But around 2am someone gave him a newspaper and it really shook him."

It'll be debated to the end of time whether or not Jaguar's discs would have outlasted Mercedes' drum and air brakes, but after Stuttgart decreed a team withdrawal Hawthorn and Bueb's victory was virtually assured. The team returned to Coventry with the laurels, but the bloom was off the leaves.

And Ron was back on assembling D-types. He wasn't needed for the Reims 12 Hours, the only other race on the works calendar, and there was no guarantee of a team place next season, so he determined to follow the Ds to a privateer outfit favoured by Lofty England and the Jaguar management - Ecurie Ecosse. With success in XK140s and C-types, the Scottish outfit was becoming a Browns Lane second XI, and with a brace of Ds on order Ron knew they'd need another hand.

"Jaguar only did two or three races per season, but I knew Ecosse were very active. So when Wilkie Wilkinson came down to collect two Ds from the works I introduced myself. He told me to come to Aintree to meet David Murray, who offered me the job, at £8 10s a week - a tenner less than Jaguar! But EE offered more racing, so after pushing it to £10 I went."

What Murray's team achieved on its tight budget was remarkable. Working from a couple of cramped mews garages in Edinburgh, the tiny outfit - Ron, his good mate Stan Sproat, head mechanic Wilkie Wilkinson, Pat Meehan and Sandy Arthur the transport man - carted their blue Jaguars from Edinburgh to Le Mans, to Monza and even Sweden, bringing back an improbable haul of results.

AH YES, WILKIE. DAPPER FRONTMAN FOR Murray's team, always beaming, always in the photo, always mentioned in reports. Brooklands tuning wizard with Bellevue MGs and ERAs, central to setting up EE in 1951, the ace tuner who oversaw the team's success. I recall how impressed I was to meet him in the 1980s, still beaming, still famous.

Ron isn't an unkind man. It takes a while to unroll his opinion. "I can honestly say the few times I saw him lay a spanner on a car he ballsed it up, excuse my language. We were trying out drivers at the Nürburgring and Dickie Stoop came in to change plugs. Wilkie says 'I'll do this'. Afterwards I missed my plug

spanner. I checked with Stan and DM and said 'it's in that car.'"

This isn't about tidiness; a loose spanner in a racing car could jam a throttle, kill a driver. "144 corners - I thought, this guy's dead. He came back in and DM says I'll keep Dickie occupied, you check under the bonnet. D'you know, that spanner was sandwiched between airbox and bonnet, didn't move at all. Up, down, 14½ miles... I get goose-bumps even telling you about it."

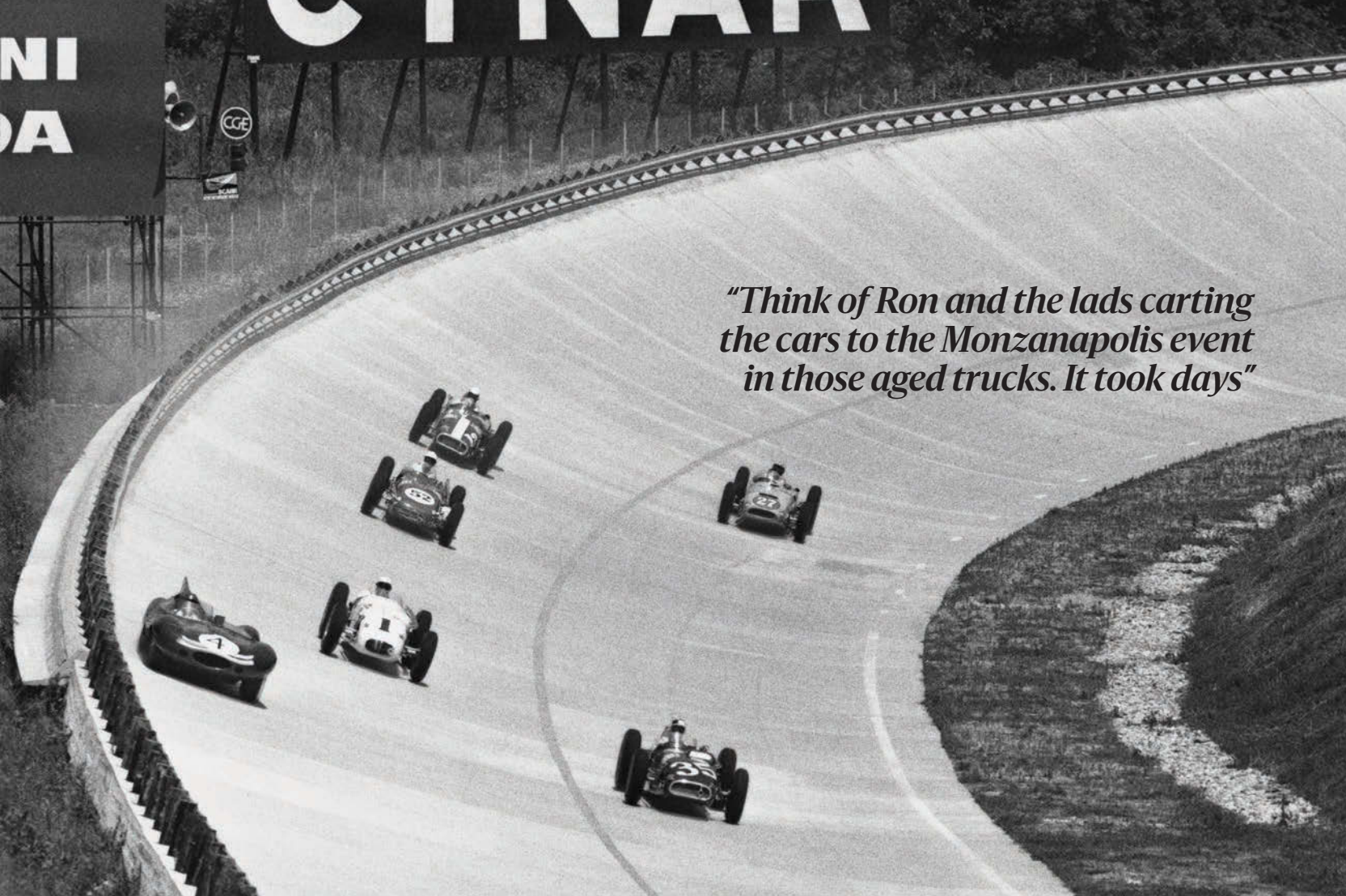
Strangely, Murray was always Wilkie's best promoter, despite the evidence. There was even a 1957 story claiming the two had tested a LM car around local French roads. "A fib," Ron says firmly. "DM was always exaggerating Wilkie's achievements. I followed the three works cars down, peeled off to our hotel and drove straight into the transporter, and we locked the transporter until the car went to scrutineering next day."

DM wasn't totally blind to Stan and Ron's views. "I remember him pointing to a carb pipe and saying what's that, Ron? A breather. Stan says, he asked me the same thing. Wilkie told him it was a fuel feed pipe! He was checking out Wilkie."

But fair's fair: "He was good at tuning SUs - he got the 120s and C-types going really well, but on Webers he was way off".

Murray never had a cross word for Ron or Stan, but after the 'Ring episode he let fly at Wilkie. "Same in Sweden at the 1957 1000km,"





"Think of Ron and the lads carting the cars to the Monzanapolis event in those aged trucks. It took days"

Ron recalls, a twinkle in his eye. "We took the cars that had finished 1-2 at Le Mans, and at the first pitstop we're waiting and Wilkie looks at all these photographers and news cameras and says 'I'll do this one'. The routine was you stand in front of the car holding the dipper, a big pot of oil for top ups. What does Wilkie do? Goes out far too soon, his arm gets tired and he puts down the dipper. Sanderson arrives, Wilkie steps back, puts one foot in the dipper. He's

jumping around - " Ron jumps up grinning to demonstrate - "there's a gallon of oil everywhere, we're laughing fit to burst... Mr Bean couldn't have done it better! But DM went mad, tore into Wilkie. 'Leave it to the boys in future!'

"I caught up with Graham Hill in the 1961 Sandown Tasman tour, when Wilkie was at BRM and asked him how he was doing. Boy, did he pay out! 'You mean the storeman,' he says. They'd put him in charge of spares."

delighted to beat Moss and Collins in the Aston. But the biggest high was at Le Mans in '57."

Let's not repeat the tale of Jaguar's 1-2-3-4-6, headed by the two Ecosse D-types. Let the cheering die down and instead think of Ron, Stan and Sandy immediately carting the successful cars down to Italy for the Monzanapolis event in those aged trucks. It took days, says Ron. "And we'd already been down there for the Mille Miglia in May. We got up the Mont Cenis pass to find it snow-blocked, so we turned round and drove via Nice. With all the first-gear work the red-hot exhaust burned through a fuel line, which I fixed with a plastic shirt wrapping. Lasted the three days back to Edinburgh!"

A contrast with Ron's drive down to that '57 Le Mans race - in the future winner. With no illusions about Wilkie, Lofty England held the new fuel-injected car at the works so he wouldn't mess with it. Thus Ron had to drive it from Coventry to Le Mans, via Bristol air freighters to Cherbourg. "We took the four privately entered cars - the Duncan Hamilton car, the French, the Belgian [which would place third and fourth] and our car - and Lofty told me 'just follow the others'. He kept off the main roads but these are country lanes; I got caught behind a tractor so I'm putt-putting along in this racer at 20mph. Then I had to catch up - probably the best drive I've ever had, catching the team in a Le Mans Jaguar."

Murray was a fine manager who spread a 

HOWEVER, WILKIE DIDN'T generally interfere with Stan and Ron's work, and 1956 saw the team take its first D to Le Mans. With three works cars, two Aston Martins - featuring Stirling Moss and Peter Collins, no less - and scads of Ferraris and Maseratis, the saltired Scots were not expecting an easy run with their two-year-old car, tiny team and aged transport: at this point, says Ron, one vehicle was a 1928 Leyland and the other a cut-down 1936 double-decker.

And you'd be lucky to scrape 45mph in either. Yet against such odds Flockhart and Sanderson's singleton D thrived as crashes and breakages knocked out the opposition - a remarkable debut triumph. "Boy, did we celebrate!" says Ron. "We were



Sanderson tidily guides his D towards second place at Le Mans, before it went straight to Monza for the Race of Two Worlds, top

Reflections D-type glories

small budget a long way, and Ron's programme especially suited him. "We prepared the cars by October for the next season and then I had winter off and signed on as a ship's engineer. At the end I'd return to Edinburgh. DM was very happy because he saved several months' salary. He was running on a shoestring."

Did it feel like that? "No. Our wages were always in, we got regular expenses, we had the best cars. He was tight with money, yet when he loaned me cash when I ran short abroad he denied it when I tried to pay it back."

On the other hand, while Jaguar gave him a £25 bonus for the '55 win, Ron had to go to DM's panelled office over the mews and request his portion of the prize money. It was no palace, that cramped mews base: "Virtually horse stalls, just room for a car and a bench. Any minor nudges went to the local dealer to fix, but if it was serious it went back to the works." Which, he says, negates the story that there was a spare frame or body parts found there. "There was no room!"

A chartered accountant by trade, Murray was balancing several business interests: he had two hotels and some wine shops. Eventually he left the UK in a hurry, leaving behind rumours of financial and sexual improprieties, and never returned. But as a team owner he seems to have been ideal: the crew always had what they needed, he was a man of extreme thoroughness, and as an ex-racer himself he knew what counted. He'd prepare a campaign plan for

each trip, with timings, writing out yellow slips with the details.

I ask if they disassembled and rebuilt the new cars. "No. We trusted Lofty. After three races we'd take the heads off and check valves and tappets in case of over-revving but we never had trouble with the mains or lower end. Everything had to be wirelocked, split-pinned or tabbed. It's all in the prep if you have the right car and a driver who'll do what he's told."

MURRAY HAD PRE-RACE RULES - NO BEER or romantic interludes for three days prior, the latter often broken by Ninian Sanderson. Ron reflects on their drivers: "Jock Lawrence was pretty good and Flockhart was excellent,

no1 for sure. But Ninian was always up to japes. Once in '56 when Ron had just joined us he was getting in the car and Ninian stuck a firecracker up the exhaust. Flockhart turned the key - BANG! He leaped out like a jack rabbit. Ninian laughed like a drain - but Ron went out and beat him by 1.5 seconds..."

He has good words for Hawthorn too: "If a schoolboy came up he'd always stop and talk".

In 1962 Flockhart died in an air crash, one of many funerals Gaudion had to attend. "In my '55-58 run 12 drivers were killed," he reflects.

And he has an insight into one in particular. "On the Mille Miglia I was at the Bologna pitstop when de Portago came in. He'd obviously hit kerbs and bent the Borrani spoked wheels - the whole car was shaking - but he over-ruled the pit manager who tried to replace the rims. Taruffi was only two and a half minutes ahead and he wanted to catch him. They could have changed the wheels but he just took fuel and at 150 or so a wheel let go. The usual story is a tyre, but I know what caused that accident."

Murray expected Gaudion to continue in 1958 - Ron still has the unworn overalls he was issued - but he could see that both Ecosse and the D had peaked. With his new wife, a Scots lass called May, he returned to Australia where he'd become commercial and racing manager for BP oils, and few knew of his time in the limelight. It had been a brief excursion - but what perfect timing. ☑



Ron Flockhart steers the winning car through the Le Mans crowds - with Wilkie centre-stage

FORMHALLS

Vintage & Racing Ltd.

Approved aircraft quality & reliability for competition & road cars



Parkers Close, Downton Business Centre, Downton, Wiltshire England. SP5 3RB



White Metal Bearings (Formhalls Hoyt)
Guaranteed fault free for the life of your engine

Refacing / Seats / Boring

Engine & Mechanical Rebuild, Restoration
Photographic build sheet for your car log

Welding & Stitching

Bearing Manufacture & Precision Machining

Lathe & Milling Services



follow us

Insight Joest Racing returns

Reborn in *the* USA

Behind the fanfare at Daytona, the first chapter of a new story was just beginning: the return of Joest

WRITER Jack Phillips PHOTOGRAPHER Drew Gibson





mazda

TEAM JOEST

sparco



F

ifty years ago Vic Elford was leading a trio of Porsche 907s across the line on Daytona's banking, just a week after he had won the Monte Carlo Rally. Quick Vic

was soon winning the Targa Florio, and weeks later he finished fourth on his Grand Prix debut. Without any semblance of a fuss.

Fast forward half a century and a Formula 1 driver contesting a sports car race creates such a media whirlwind that the 2018 Rolex 24 at Daytona would have been more appropriately named the 24 Hours of Alonso.

Every step taken, word uttered, smile he shot was beamed around the world. The buzz was incessant.

Meanwhile, one of the most successful endurance racing teams the world has known was starting afresh, without anyone batting an eyelid. Team Joest of Audi and Porsche fame was back, but now partnered with Mazda.

At any other race this phoenix-like return would have been the star attraction. But Alonso put paid to that. He even put America's own team - Penske - in the shade.

The spotlight shining elsewhere turned out to be a blessing, when both Mazdas (running numbers 55 and 77) were struck down with niggling problems before no55 was barbecued at the international hairpin when its exhaust caught fire as the sun was rising. "Challenging" and "taking the positives" was the official - predictable - party line.

YET WHATEVER HAPPENED AT DAYTONA IN January was immaterial. For there was very nearly no more Team Joest at all, despite those 15 Le Mans wins in four decades. This is a team, remember, that carried the flag for Audi for so many years. Together they dominated, revolutionised and innovated at Le Mans.

Before that, Joest had beaten the factory Porsches at their height of the mid-80s with Paolo Barilla, Klaus Ludwig and 'John Winter', a year after winning the 'indie' Le Mans when the Rothmans Porsches boycotted. A works scalp followed with the WSC-95, when the

factory attention switched to 911 GTIs.

It was only after a chance meeting, set up through a mutual friend of John Doonan, director of motor sports for Mazda North America, and Joest director Ralf Jüttner that the partnership was formed and Joest's future was secured.

"It was right here in Daytona," says Reinhold Joest's right-hand man Jüttner. "I came over to have some discussions regarding a Daytona Prototype international programme, originally with teams that don't currently have a DPi: Toyota, AMG, lots of them. Most haven't actually materialised yet. We thought it was going to be difficult in the short term because we needed a programme for 2018. Latest. We couldn't afford two years doing nothing.

"I then received a call from a lady I know very well who said 'I heard you are at Daytona, will you have time to meet someone?' That was the first time I met John Doonan; we had a meeting in their hospitality, maybe only 20 minutes.

"I didn't have Mazda on my radar; they had a programme already running [with SpeedSource]. They had a team, a car; everything. But in that meeting I learned they were making some big changes. At the end, the question was: does it make sense to meet again? We agreed; two weeks later they came to Germany to look at our shop, met Mr Joest for the first time, and from the

very beginning there was just this chemistry. It went pretty quickly from then on."

It was eventually announced to the world in July, with the first shakedown as late as October - just weeks before official IMSA 2018 testing began.

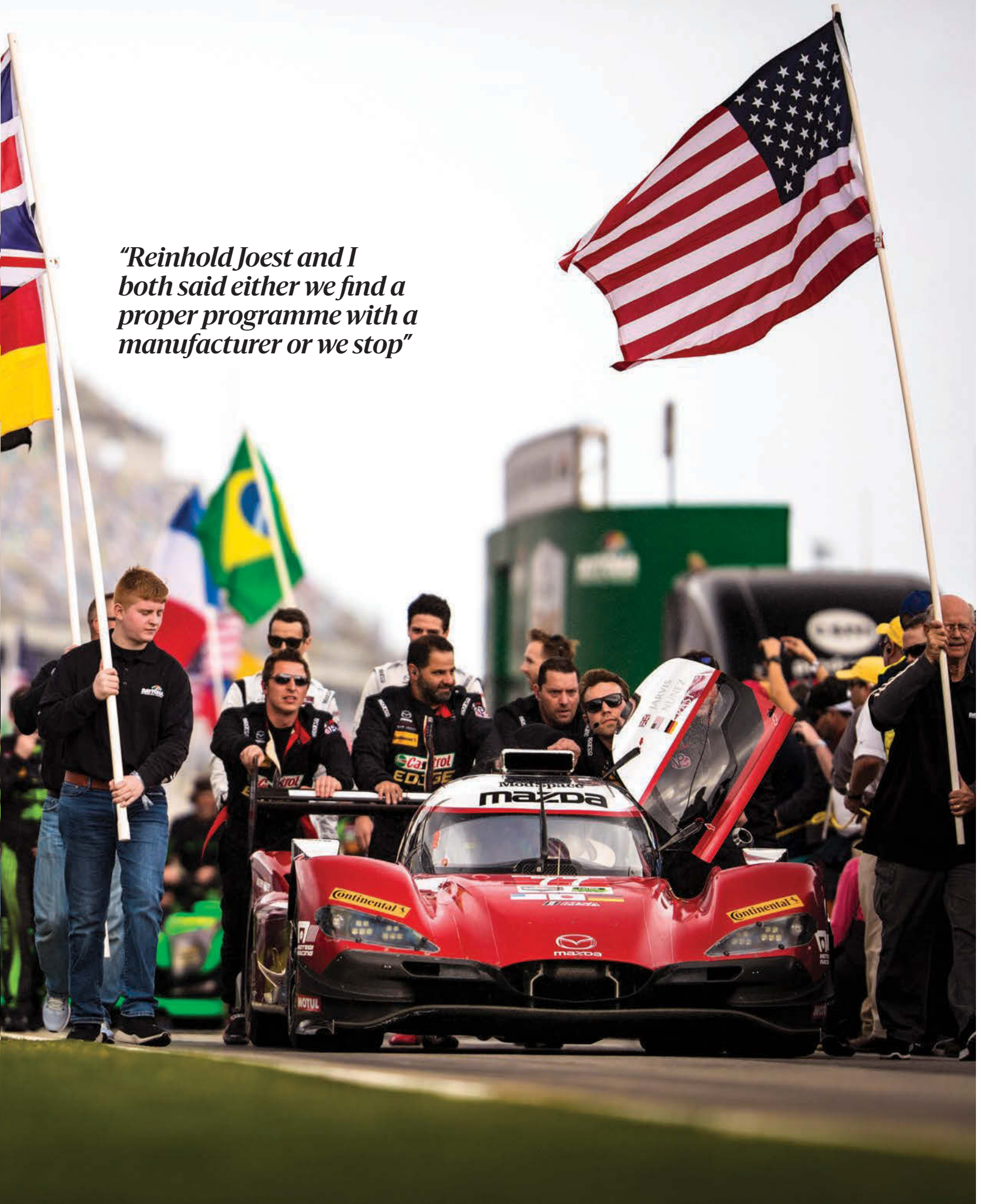
When the deal was struck, Team Joest had rather hit a brick wall. Audi had pulled the plug on its LMP1 programme at the height of dieselgate and Joest was at a dead stop. "Reinhold [Joest] and I both said we will not buy GT cars or two LMP2 cars, look for pay drivers and sponsors and run as a private team. Either we find a proper programme with a manufacturer or we stop. He was old enough. Me? I would have found something for the last years of my working life..." ☐



The elusive team owner, Reinhold Joest



*“Reinhold Joest and I
both said either we find a
proper programme with a
manufacturer or we stop”*





Neither Mazda took the flag; car 55 met a fiery end and 77 retired with electrical gremlins after sunrise



“The ACO said ‘We’ll help you’, but how could they? Give us £15 million to buy a P1?”



The elusive Reinhold, an almost mythical figure as he’s so infrequently in front of a camera, microphone or digital recorder, has three podiums at Le Mans to his name as a racer, as well as all those team victories. There was a very real risk he and his eponymous team would have slipped, criminally unnoticed, from motor sport entirely, because nothing was forthcoming in the World Endurance Championship. Nothing from any existing teams, nothing from prospective manufacturers - those very things the ACO and FIA insist are on their way to the WEC.

“There is nobody on the horizon,” Jüttner says, almost incredulously. “There isn’t anybody thinking about going in there.

“For sure, [the ACO and FIA] didn’t like us leaving. Talking to Pierre [Fillon] or even [Gérard] Neveu, who is difficult to convince of any other opinion than his own, they have to accept what we have done. What could we have done? They had to show me something, and they said when Audi quit ‘We’ll help you’, but how could they? Give us £15 million and I can buy an LMP1? They didn’t do that...”

FOR MAZDA IN THE STATES, CHANGE WAS evidently needed. A prototype programme in IMSA with Florida-based SpeedSource had yielded little success: in four seasons it had failed to win a race, and rarely troubled the



podium - three times in 2017, once in 2016. It was more often off the pace and struggling for reliability.

Young American racer Tristan Nunez, who had made his way through from the grass-roots ranks with Mazda and SpeedSource up to what was then the 2014 United SportsCar Championship, found scant positives: “I never thought in my wildest dreams I would have a factory ride that early in my career,” the 22-year-old says. “I was just happy to be there then, but there’s that competitive nature inside of you that just says ‘God, I just want to be up there at the front competing.’”

“It was a blessing in disguise, y’know? I never went to college, so those years were an education for me learning it’s not all sunshine and rainbows at the track.”

Before the Daytona Prototype international category was introduced in 2017, which allows manufacturers to alter the bodywork of existing LMP2s and run their own engines, Mazda and SpeedSource were competing in an ageing Lola chassis, with SkyActiv diesel

technology similar to that found in its road cars. The chassis was still based on that built for Aston Martin in 2008.

When LMP2 was revised and DPI was brought in, Mazda chose Riley from the four available P2 chassis manufacturers from which to build its RT24-P. In the back sat a four-cylinder 2-litre turbocharged engine

to align with its road car range, because it’s the biggest engine Mazda sells. And when that failed to change the team’s fortunes, Mazda had its “eyes out to put the best pieces of the puzzle together” to rejuvenate the flagging prototype programme, according to Doonan.

“I have a huge respect for SpeedSource,” he adds. “But it’s all about putting ourselves in a position to deliver victories for Mazda

and our fans. And when you get the chance to meet someone with the records Joest has, then you don’t pass that up.”

Those previous years in IMSA go against the success of America’s dominant racing manufacturer, when you consider that a startling 55 per cent of all cars racing in the

States are said to be Mazdas. And the manufacturer is channelling drivers from the MX-5 Cup and Formula Ford right through to the world stage in IndyCar and IMSA. Nunez and rising IndyCar star Spencer Pigot are proof of that.

This Mazda by Team Joest partnership is being run and paid for by Mazda North America - “We have the Japanese flag, the US flag and the German flag on the car” John Doonan points out, with Joest also opening an American base.

The Team Joest-developed car is still a Riley chassis, it still resembles a Mazda at first glance thanks to its ‘Kodo’ bodywork design, and it still has the same AER-developed powerplant. “The aero, from the front, doesn’t look massively different,” says Jüttner. “There have been big and very successful changes, mainly in the cooling area. It’s not that we have tonnes more downforce or less drag, but we haven’t added drag even though we have bigger radiators, because the car was way off there.

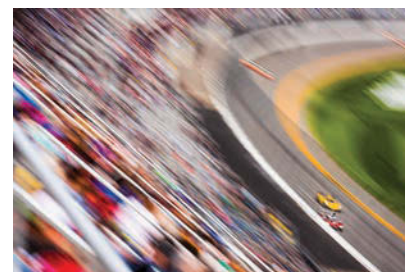
“The suspension has been completely redesigned, with a new spacer and gearbox casting. The dampers and springs are now as you would expect and the suspension stiffness has been improved. The car was overweight by quite a bit last year; fortunately after the ROAR test we had a 15kg break, which we could ☐



Ralf Jüttner, Team Joest managing director



Mazda 77 of Tristan Nunez, Olly Jarvis and René Rast navigates through traffic. Nunez, below, admits it would be a dream to race at Le Mans with Mazda



take out, and we still have three or four kilos of ballast in the car so the weight is where it should be. The cooling is, too.”

The changes have worked, according to the drivers Olly Jarvis, Harry Tincknell and René Rast, who joined Mazda regulars Nunez, Pigot and the experienced Jonathan Bomarito for 2018.

THE PACE SHOWN AT DAYTONA - BETWEEN its myriad problems - proved Mazda and Joest have produced a rapid car and even afforded cautiously optimistic smiles to ripple through the garage. It has improved by more than three seconds and even topped opening practice at the 24, but the relevance of that is another matter, with constant accusations of teams sandbagging.

Jüttner says the pace has come from the fact the car is now behaving in the way it should. “Whatever you did to the old car it didn’t change. Now it is reacting to changes the way you would expect. The drivers like the car much more so we are going in the right direction.”

Nunez, who says Mazda is more involved than ever before, is probably best placed to ascertain just how far the RT24-P has come and the influence Joest has had. “You can’t compare the two,” he says, showing ever more bright white teeth through a widening grin.

“Joest is just a whole different calibre of team, and the car feels completely different. It’s hard to see from the outside, but the package is driveable, you have confidence to race it, to attack into the corners, attack in a race situation. I’ve never had more fun driving

a race car, and especially because it has the Joest badge on it. It’s a dream come true, and the way car handles is promising for the rest of the season.”

THE NEXT DREAM FOR HIM IS TO RACE AT Le Mans with Mazda, something that he says will make lifelong friend Derek Bell prouder than his own family.

“Going back to Le Mans would be awesome”, says Doonan, though Jüttner is more reserved. He’s been in and around the ACO more than most and knows the obstacles that lie ahead if the ACO and IMSA are to converge on a common prototype platform.

“The chance to take DPis to Le Mans would have been bigger if Toyota had stopped,” reckons the German. “The ACO could have started from a clean sheet and had an argument to scrap the hybrids. But with Toyota there they can’t do that, it limits the possibilities. That’s bad news for the ACO and the FIA.

“There was a chance for a new order: private LMPis might have been a good start and it would have been easier to bring in these [DPi] cars. With Toyota still there - don’t get me wrong I don’t blame them - they are in the way. I understand their position and what they are doing, [but] it would have been better for the category if they weren’t.”

One thing is certain: Joest wants to return to its spiritual home in north-western France and knows what it would mean to Mazda.

“Joest and Le Mans is one thing. Mazda is the only Japanese manufacturer to have won Le Mans and is very proud of that. If there’s a



chance to go back there without spending \$200 million then they would at least have a good look at it.”

Doonan appeared more positive, hopeful even, of taking Mazda back to Le Mans, pointing to the communicative nature of the ACO and WEC with its surveys for fans and teams. Now the organisers need to act on the manufacturers’ advice.

But for the time being, the ACO’s loss is IMSA’s gain. And this season could be a marquee year for the WeatherTech SportsCar Championship. Not only do you have manufacturer involvement from Cadillac, Nissan, Mazda and Acura, but you have two of the world’s best teams going head to head for the first time in years: Joest vs Penske.

The limelight beckons once again. 

1967 DAN GURNEY EAGLE-WESLAKE V12

Automodello 1:12 scale · Removable Engine Panels and Display Case



*STAGE 1 BODY SHAPES APPROVED BY AAR

Certificate hand-signed by Dan Gurney or Pure Edition (no decals)

\$1499⁹⁵

1981 EAGLE CHALLENGER "WHITE CASTLE"

Automodello 1:43
Driven by Chip Mead



\$159⁹⁵

1963 FORD MUSTANG II CONCEPT

Automodello ONE24™
Available in 2 colors · PreOrder



Starting at **\$249⁹⁵**

1981 EAGLE CHALLENGER "PEPSI"

Automodello 1:43
Hand-signed by Dan Gurney
or Geoff Brabham



Starting at **\$159⁹⁵**

1970-71 LINCOLN CONTINENTAL MARK III

Automodello ONE24™
Available in 3 colors



Starting at **\$299⁹⁵**

1965 BUICK RIVIERA GRAN SPORT

Automodello ONE24™
Available in 7 colors



Starting at **\$299⁹⁵**

1968 CADILLAC ELDORADO

Automodello ONE24™
Available in 4 colors · PreOrder



Starting at **\$249⁹⁵**

Automodello

DREAMS ENGAGED™

Free Automodello™ Catalogue · Free Shipping with MS418

Hand-Built Limited Edition Resin Art™

+1.847.274.9645 · AUTOMODELLO.COM

ALL AMERICAN RACERS, CADILLAC, FORD AND GM TRADE DRESS USED WITH PERMISSION TO DIECAST, LLC D/B/A AUTOMODELLO™





LUNCH WITH

Giampaolo Dallara

Many a prolific racing car manufacturer has vanished, but an Italian visionary has overseen his firm's expansion in a shrinking market

WRITER Colin Goodwin

W

we are in the Osteria delle Vigne, a typical Italian family restaurant just a few miles outside the town of Varano de Melegari. I sense that a culinary experience of epic quality is heading our way. We will be guided and served by Nicola Tambini, the grandson of the restaurant's owner. There is no menu, no choice of wine; we will eat and drink what is put in front of us. I'm very happy to be left in the hands of Tambini and those of my lunching companion Giampaolo Dallara, founding father of the eponymous racing car manufacturer that he founded in Varano de Melegari in 1972.

Tomorrow is Dallara's 81st birthday. At a special ceremony he will be given the first production Dallara Stradale, the company's first road car. A simple machine, Lotus-like in concept, designed to be fun to drive on the road and on the track. Its chassis is carbon fibre, a material that this most fecund of racing car manufacturers knows very well. But first let's go back a few centuries.

"My family has lived in Varano de Melegari and the surrounding area for 500 years," explains Dallara. "At the beginning of the 20th century some Dallaras emigrated to the United States to work in the coal mines in Pennsylvania. I still have lots of relatives in the area." It is fortunate for Varano de Melegari that Giampaolo's grandparents weren't part of that exodus, for today his company provides employment for hundreds of locals and presumably many more in the local supply chain in what has recently been branded 'Motor Valley'. A valley that contains such illustrious names as Ferrari and Lamborghini. We'll be visiting these companies shortly.

A plate of ravioli has arrived, four different types including artichoke parcels. A red wine from Parma is poured into generous glasses.

Born in 1936, Dallara grew up during the war. "There weren't really any food shortages. I was very young, but I do remember fruit arriving in barrows from towards the coast and this being swapped for 30kg of wheat grown by our local farmers. The biggest impact the war had on our village was when 17 partisans were captured by the Germans and executed. As you can imagine, in a small community it removed part of a generation. ☐

Lunch with Giampaolo Dallara

“Post-war conditions in Italy were tough and, to take our minds off the hardship, my father would take the family to watch motor races. Any races.” Was his father passionate about motor racing? “Yes, but everyone was. Absolutely everyone. I remember being taken to watch the Mille Miglia and being so incredibly close to the cars. An amazing spectacle.

“And then there were the drivers who, naturally, were hero-worshipped. The working people loved [Tazio] Nuvolari because he was closer to them in background. Achille Varzi had more style and tended to be followed by wealthier people.” These were experiences that triggered a life-long passion for racing and for cars. One that a young Dallara was determined to turn into a career. “I spent two years at university in Parma and then moved to the polytechnic in Milan. I wanted to take mechanical engineering but was unable to get a place. The only option was to study aeronautical engineering instead.”

An option that turned out to be a blessing. “A representative from Ferrari had been sent to the polytechnic,” says Dallara, “to find someone to work on aerodynamics. I put my hand up and was chosen. This was 1959 and in those days aerodynamics didn’t mean downforce, it meant improving penetration or, in other words, reducing drag.

“Ferrari was an incredible place back then. The atmosphere was amazing. I lived in a small apartment literally opposite the factory entrance. The people who you used to see coming in and out were quite something. I remember seeing Roberto Rossellini arriving with Ingrid Bergman to collect their new car, also the King of Sweden and the Shah of Iran. Royalty was always coming and going. Drivers, too. I particularly remember Phil Hill and Richie Ginther. Enzo Ferrari was like a god. I was scared of him and I think almost everybody else was, too.”

THE YOUNG DALLARA, STILL ONLY 23, WORKED UNDER CARLO Chiti, who was boss of the racing department. “Ferrari was competing everywhere, all the time. It was the time of the rear-engined revolution that Ferrari said was putting the cow behind the cart. The British were well ahead of the game.” It was a dream job, designing the most famous racing cars in the world in a heyday of motor racing. A dream, but not a perfect one.

“I was very junior, right at the bottom. I feared that my whole life would be spent in the drawing office. I would go to Monaco and other races, but I had to make my own way there and buy my own tickets. I was too lowly to be able to go with the Scuderia.”

Which is why, when Maserati approached Giampaolo with the offer of a job, he accepted. “The promise of going to races was the appeal of joining Maserati.” Clearly the young engineer was rather more than chief pencil sharpener in the Ferrari drawing office, because Mr Ferrari himself went to see Dallara’s father to ask him to persuade his son to stay at Maranello instead of debunking cross-country to Modena and



Dallara (centre) shows the Miura to visitors Clark and Chapman. Right, an audience with Enzo Ferrari



Giampaolo Dallara

A career in pictures



1966

Looked out of this world when launched more than 50 years ago – and it still does. Dallara headed the Lamborghini Miura project



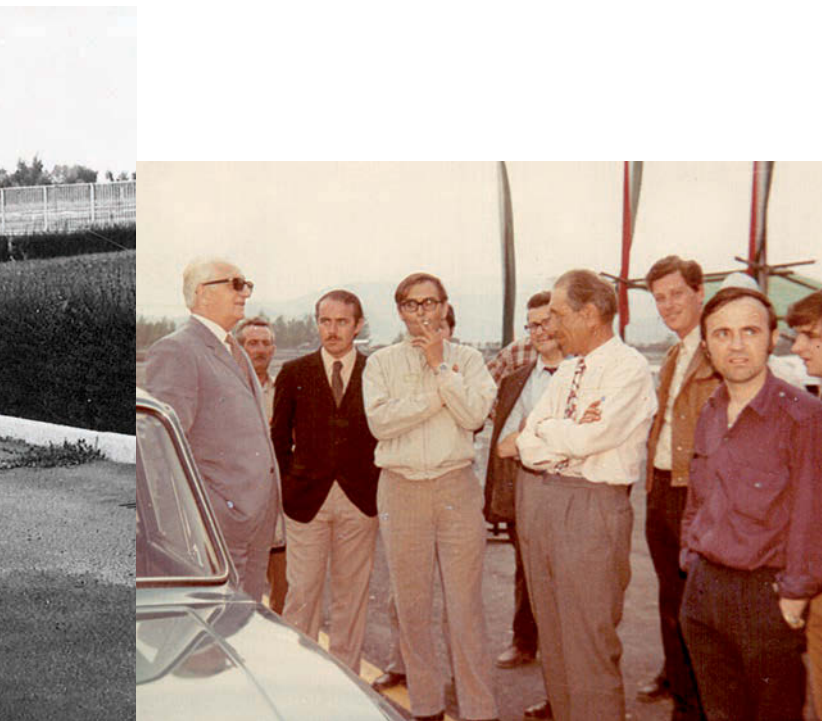
1973

Tim Schenken in action during the 1973 Canadian Grand Prix, at the wheel of the Dallara-penned Iso Marlboro Williams



1980

Guido Pardini won the Italian F3 title in an Emiliani, a Dallara-modified version of his earlier Wolf. The first pure F3 Dallara followed in '81



“Although we developed the Miura in only seven months, there were hardly any serious problems to overcome”

Maserati. All attempts to change his mind failed and for a time Dallara seemed to have made the right decision. “Soon after I started I was sent to Sebring, where we had two Tipo 63 sports cars racing. One was driven by Roger Penske and Bruce McLaren. I can’t remember the other car’s drivers. It was incredible. A fantastic experience for me.”

In between trips to the races Dallara worked on fuel injection, made by Lucas, for Maserati’s road cars. Not surprisingly Maserati, certainly not for the first or last time, was terribly short of cash. “They did a deal to sell some machinery to South America but never got paid,” says Dallara, “so the future looked bleak.” Certainly it didn’t look like a future spent watching Maseratis winning on the world’s racetracks. Once again Dallara was approached by a car company - a start-up as we’d call it today. “Ferruccio Lamborghini came to me with the promise

that once the company was fully established we’d go racing.” Four years covered Dallara being plucked from college in Milan, working at the holy of holies in Maranello, joining Maserati and now moving to fledgling Lamborghini.

“We were so busy we never had time to go racing,” says Dallara. The small team at Lamborghini worked on the 350GT and then, two years after Dallara started at the company, it showed at the 1965 Turin motor show a bare chassis complete with powertrain that would underpin the fabulous Miura. The following March, at the Geneva show, the world saw the complete car wearing Marcello Gandini’s dramatic body.

“Fortunately we were so inexperienced that we didn’t realise the enormity of the task we were taking on. There weren’t many of us anyway and most of us were in our 20s. It seemed at the time that both Lamborghini and Bertone were going through a golden period in which everything they touched was perfect. Although we developed the Miura in only seven months there were hardly any serious problems to overcome.”

DALLARA HAS TWO ENGINEERING HEROES: COLIN CHAPMAN AND Alec Issigonis. “I thought the Mini was a masterpiece. When we came to designing the Miura we took the V12 from the 350GT and turned it around, fitted it transversally and used a combined transmission and final drive just like in the Mini. The Ford GT40 was also an inspiration but we couldn’t have afforded to do a pressed steel tub like the Ford’s, so we used tubing and flat steel. They were also the materials that our local craftsmen were used to working with.”

As at Ferrari, interesting people were always coming and going at Lamborghini. One day two very special visitors arrived. “I think it was in late 1967 or early 1968,” remembers Dallara, “that Colin Chapman came with Jim Clark. They just wanted to look at the Miura. A different type of people owned high-performance cars back then, it was a very different world. I remember Jean-Pierre Beltoise turning up in his Miura having driven all the way from his home in France to have his car serviced at the factory. He just hung around until the work was finished then drove it home again.”

There was still no sign of Lamborghini going racing and it looked very much like that was never going to happen. A move was required. A different sort of move: Dallara joined De Tomaso as a consultant - an odd career move until you remember one of De Tomaso’s projects in the later ‘60s - the Formula 1 car. “It was the car that Frank Williams ran for Piers Courage in the 1970 season,” says Dallara. “Frank Williams was, and is, a super-fantastic person.”

THIS IS NOT THE FIRST TIME THAT I’VE SPENT A FEW HOURS WITH Giampaolo Dallara. I came to see him to talk about the Miura about 16 years ago. Lunch was not involved; I’d have remembered if we’d been ☑



1988

Alex Caffi in Scuderia Italia’s Dallara F188 at the French GP – the closest project there has ever been to an official Dallara Formula 1 team



1998

Dallara made its Indy 500 debut in 1997 – and one year later Eddie Cheever gave the marque the first of its 17 victories... and counting



2008

In conjunction with Doran, Dallara built its first Daytona Prototype (pictured in the Rolex 24) for Wayne Taylor’s SunTrust Racing Team



2009

Dallara had been the dominant Indycar chassis supplier for a few seasons – but 2009 marked the first year in which only Dallaras were used



Frank Williams, Dallara, Piers Courage and the De Tomaso 505. Courage sadly lost his life during the 1970 Dutch GP

to this place before. As expected, the food is fantastic. And so is Dallara's company. Perfect English, articulate and a kindness in his voice that makes listening to him extremely relaxing. A very easy person to work for, I'd imagine.

You wouldn't have needed a particularly powerful crystal ball to see that working for Alessandro De Tomaso might not be straightforward, and in 1972 Dallara founded his own company, Dallara Automobili da Competizione. If racing didn't come to him, he'd go to the racing.

Early consultancy work including developing a version of the Fiat X1/9 for Group 4 racing and then a similar job for the Lancia Monte Carlo for Group 5 and another Lancia, the Group 4 version of the iconic

Stratos. But it was in 1980 that Dallara really showed signs of what was to come.

"We built our first Formula 3 car in that year," says Dallara, "and one of the big innovations that we introduced was using the engine as a stressed member. Colin Chapman was the first to do this with the Lotus 49 and others in F1 followed. "We were the first to do this with an F3 car, whereas previously these cars used an aluminium monocoque to which a tubular rear subframe was fitted. We fitted longer cylinder head bolts to the Novamotor engine. The engineers at Novamotor were worried that the engine would fail but it worked out fine."

It gave Dallara an edge, but an even bigger advance was made in



2010

When GP3 was launched in 2010, Dallara won the chassis contract. It had been supplying elder sister GP2 exclusively since 2005



2014

Dallara was involved in designing the hand cycles Alex Zanardi used to win several Olympic golds and, here, the Road World Championship



2017

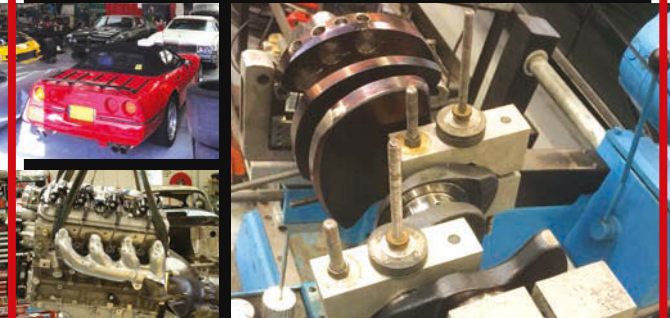
Dallara's first road-legal car, the Stradale – essentially a motorcycle on four wheels, something owners will use because they enjoy it



2018

Formula E action from Santiago. Dallara has been involved with the pioneering all-electric single-seater championship from day one

CompetitionEngineServices.co.uk
Quality Engineering. Quality Engines



- Full Engine Builds / Rebuilds & Dyno' Testing
- All Marques: Pre and Post War, Road & Competition
- Competition Car Preparation & Track Support



Call or drop in to talk Engines! **Burton-On-Trent, Staffordshire**



Tel - 01283 566 783 E - info@competitionengineservices.co.uk



RICHARD THORNE
 CLASSIC CARS



Tel: 0118 983 1200 | Email: richard-thorne@rtcc.co.uk | www.rtcc.co.uk
 The Courtyard Garage, James Lane, Grazeley Green, Reading, Berkshire RG7 1NB



Urgently needed - Your car! Do you have a Morgan that you are considering up-dating or selling? If so, we urgently need late, low mileage, well cared for examples of 4/4, Plus-4, Roadster, Plus-8 and Aero-8. Take the hassle out of selling your car by calling John or Richard today on 0118 983 1200 to discuss your car and arrange a free of charge valuation inspection. Please note that it is unlikely we will offer a valuation over the phone unless we have regularly seen your car. We are main Morgan dealers with full dealership facilities and immediate cash settle waiting.

1959 Morgan Plus-4 F.I.A period race car. Total chassis up re-build 2013 to a very high standard. Royal ivory with black trim and matching hard top. Current F.I.A HTP papers (GB 8872) were issued in March 2013. The engine was originally built TR Enterprises and has only completed a handful of races since they refreshed it. The Moss gearbox has the desirable JB sports new internals. Eligible for all the blue riband events including: Goodwood Revival, Le Mans Classic, Tour Auto, Spa 6 hour and the recently announced pre-63 GT Equipe GTS from 2018. Now available at a fraction of the build cost, £77,850



2008. Morgan Roadster Light Weight 3.0 V6 Road/Race car. Metallic blue and silver wings with full road pack comprising of full width windscreen, hardtop and side screens. 14,000 miles, excellent cosmetic and mechanical condition. This successful and competitive road going race car is ideal for a novice drive to compete in the Morgan Challenge Race series and she is also eligible for MGCC thoroughbred Championship. We would be delighted to support the new owner however they may wish to use the car in the coming 2018 season. £33,500

2008. Roadster Lightweight class B race car. Class B allows considerable modifications from the standard Roadster Lightweight, including 4 wheel disc brakes vented at the front, 7" x 16" Image wheels with 225/50VR16 Yokohama tyres, modified 3 litre Ford V6, with bespoke ECU, race cams, and big bore manifolds giving circa 280BHP at 7000RPM. Won 2 Morgan Challenge Races outright beating all the class A cars in the process (the only class B Roadster to do so) She wants for nothing and is ready to race. £38,950

Visit our website for more new and used Morgans - www.rtcc.co.uk

TURRINO WHEELS LTD



See us at
**Techno
 Classica Essen
 Hall 2
 Stand 258**

EAGLE LOW DRAG GT
 TURRINO PEG DRIVE WHEELS

Bespoke alloy rim wire wheels - Made in England
 All types of wire wheels made & restored - Contact us to discuss your requirements

info@turrinowheels.com

www.turrinowheels.com

+44 (0) 1780 470460

Photo
 James
 Espina

Lunch with Giampaolo Dallara



Science meets culture and cuisine. Right, enough food to sate even Colin Goodwin

1984 when the company built a wind tunnel. “We copied the specifications of the tunnel at MIRA,” says Dallara, “but also fitted a moving floor. This was the first wind tunnel in Italy to have this feature - not even Ferrari had one. The belt itself was made by a conveyor belt company, but I remembered seeing belts on farms when I was young and their convex pulleys that kept the belt running true. We made our own pulleys at the factory by turning them on our lathes.”

Dallara chassis dominated Formula 3 with dozens of championships won from Britain to Japan and to Australia. Listing all the individual successes would take the whole

of this magazine. As would describing all the various collaborations over the decades. Among the stand-out cars have been Lancia’s LCI and 2 Group C cars, Ferrari’s F50 GT1 and regular contributions to various F1 programmes.

Ah, Formula 1...

“I’ve always avoided making a large-scale commitment to F1,” says Dallara, “I have hundred of people that I am responsible for and I was never prepared to risk the company and their livelihoods by staking everything in creating my own team.” In the earliest days of the company Dallara built the Iso Marlboro Williams for his friend Frank, then the Wolf in 1977 and in 1988 a collaboration with Scuderia

Italia that was about as close as Dallara came to its own team. In 1997 the Dallara Indycar made its debut. With a record 17 wins at the Indy 500, Dallara is today the sole supplier of chassis to the main Indycar series and to Indy Lights.

Hundreds of wins, dozens of championships, a myriad of racing cars



over what is now almost half a century of building racing cars in Varano de Melegari. But Dallara’s favourite creation is a bicycle. “We built the bicycle that Alex Zanardi used to win a gold medal at the London Olympics. It was the most popular project that we’ve done at Dallara, with me and all the workers.”

The staff at Dallara have an average age of 34. “If I dropped dead now that would come down by four months,” says Dallara with a smile. It’s a very young average age and the number of youngsters at Dallara is going to increase when this year the Dallara Motorsport Academy opens. The building will contain a museum as well educational workshops for visitors and students. Also, it will be used

by students studying for degrees in motor sport engineering.

The Dallara factory has expanded considerably in the time since I was last here. More than doubled in size. There’s a research centre for composites and even a driving simulator that is used by clients.

Among the many chassis that Dallara builds today is the one for Formula E. What, I wonder, does he think about this innovative form of racing? “It’s the future. The future because it takes racing to the audience. Our local circuit at Varano (named after Riccardo Paletti) used to attract crowds of as many as 5000 spectators. Today now just a few hundred turn up and they’re friends and family of drivers or mechanics.

“My friends used to pester me for tickets to Monaco, Monza and for other F1 races, but my grandsons never ask me for tickets for F1. They’re not interested. The Formula E race in Rome will be huge because the audience is already there.”

Like many people I know, much of Dallara’s passion for motor sport is today directed at Moto GP. “I love it. I follow the races like a religion. Andrea Dovizioso and Marc Márquez are incredible riders; amazing to watch.”

THE LAST COURSE OF A VERY FINE MEAL IS FINISHED, AND Dallara will take us back to the factory. He drives a modest Lancia Delta “because it fits easily into my garage”. He’s recently purchased a Miura, ironically one that was bought new by a businessman in Parma before spending the rest of its life moving around Europe before returning home for a full restoration. The car will go into the museum alongside significant Dallaras. On that visit many years ago, Dallara told me that one day he would open a museum and put a Miura in it. He also said he’d build a sports car for the road, one his hero Colin Chapman would have approved. Dallara has a lot of respect for British engineering talent. Another name he mentions is John Miles, the ex-Lotus F1 driver, journalist and engineer. “A fantastic person,” he says. “So clever. He wrote some brilliant papers on vehicle dynamics. I copied them and handed them to all our designers. If you see him, tell him I said ‘hello’.”

As we drive up the road to town a troupe of bikers come the other way. “Look, they are not riding because they have to, but for pleasure. That’s how I want our Stradale to be, a machine that people will drive for the pure pleasure of it.”

As we shake hands at the factory and say our goodbyes Giampaolo Dallara touches me on the shoulder. “Please, you won’t write anything unkind about anyone, will you?” It is hard to imagine the charismatic Dallara ever saying anything unpleasant to, or about, anyone. ☐

Masters

HISTORIC RACING



2018 EVENT CALENDAR

MARCH	22	Masters Test Day	Brands Hatch Indy, UK
APRIL	20/22	Motor Legend Festival	Imola, Italy
MAY	26/27	Masters Historic Festival	Brands Hatch GP, UK
JUNE	22/24	The Most Historic Grand Prix	Most, Czech Republic
JUNE	22/24	Formula 1 Grand Prix de France*	Le Castellet, France
JULY	6/8	Formula 1 Rolex British Grand Prix*	Silverstone GP Circuit, UK
JULY	20/22	Silverstone Classic	Silverstone GP Circuit, UK
★ JULY	26/29	Portland Vintage Racing Festival	Portland International Raceway, USA
AUGUST	10/12	Oldtimer Grand Prix	Nürburgring, Germany
★ AUGUST	18/19	Monterey Pre-Reunion	Mazda Raceway Laguna Seca, USA
★ AUGUST	23/26	Rolex Monterey Motorsports Reunion	Mazda Raceway Laguna Seca, USA
AUG/SEPT	31/02	Historic Grand Prix	Zandvoort, Holland
SEPTEMBER	14/16	Spa Six Hours	Spa, Belgium
★ OCTOBER	5/7	CSRG Charity Challenge	Sonoma Raceway, USA
OCTOBER	12/14	Dijon Motors Cup	Dijon, France
NOVEMBER	16/18	Sound of Engine	Suzuka, Japan

*Support race. Correct at time of going to press.
Dates and venues may be subject to change.



Masters Historic Racing

The Bunker, Lower End Road
Wavendon, Milton Keynes MK17 8DA

T +44 (0)1908 587545 F +44 (0)1908 587009

US Office: T +1 347 343 5898



Masters Historic Racing



@MastersHistoric

www.mastershistoricracing.com

team@mastershistoricracing.com





Writing from California, Don Larsen contacted *Motor Sport* to say he had several pictures “for possible inclusion in *You Were There*”. Possible? He does himself rather a disservice.

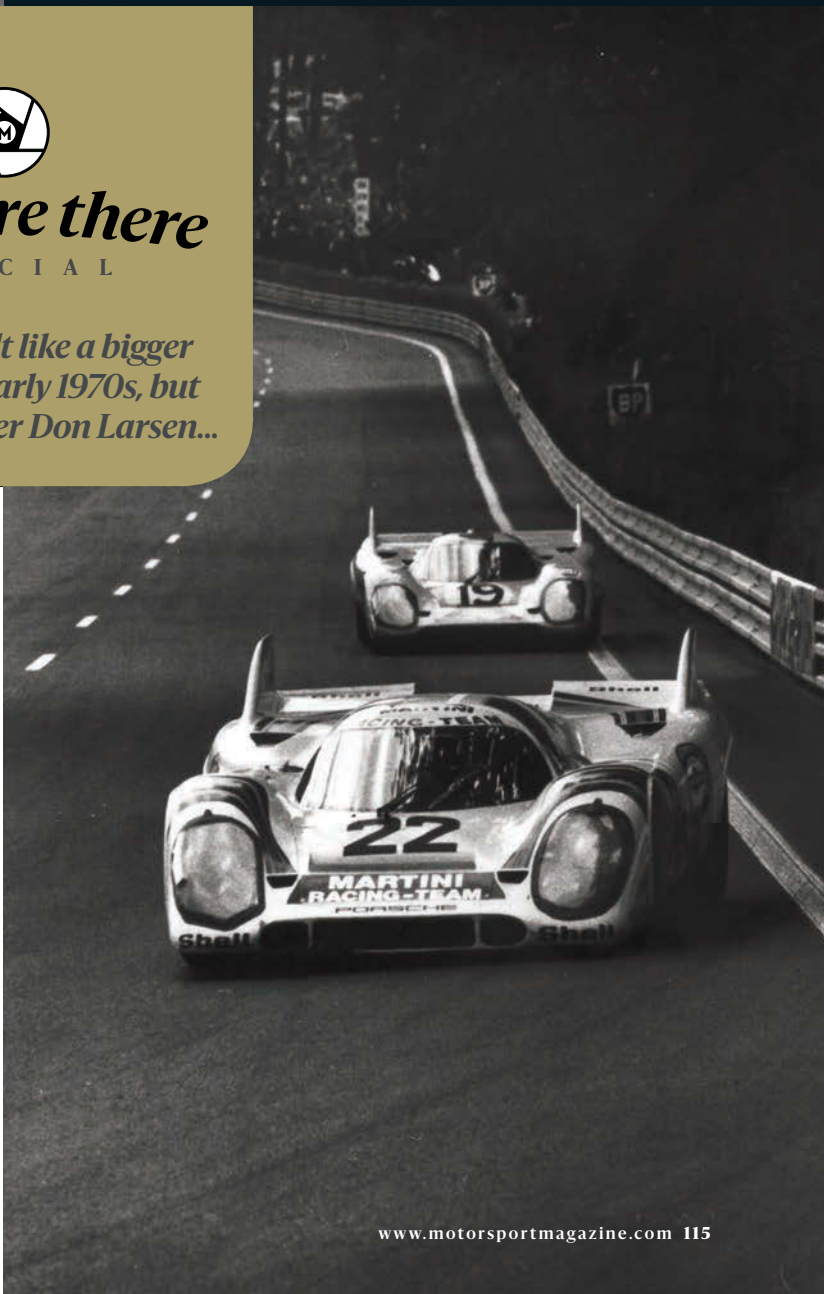
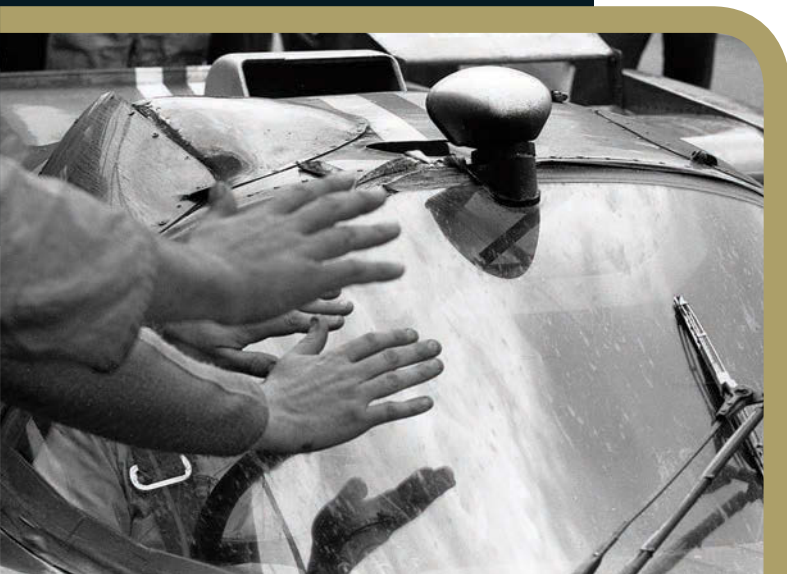
His interest in the sport piqued by TV coverage of the 1962 Monaco Grand Prix, he subsequently took up racing photography - and earned himself official accreditation at local events. “By 1971 I was in touch with a fledgling paper, *Auto Racing News*, through which I obtained credentials for Le Mans and Zandvoort - but the Monaco press centre turned me away. A couple of Italian photographers told me to ‘become Italian - wave your arms, your children will be thrown into the street if you don’t get your pictures’. It worked, but *ARN* sadly went under before any cheques arrived...” He was armed with two Nikon F bodies, five prime lenses - from 24 to 400mm - and a light meter.



You were there SPECIAL

The world felt like a bigger place in the early 1970s, but that didn't deter Don Larsen...

1971 Le Mans 24 Hours, clockwise from left: Derek Bell and smear-stained Porsche 917; Mike Parkes in conversation; Marko/van Lennep and Attwood/Müller head for a 1-2; Posey/Adamowicz Ferrari peels in for a stop

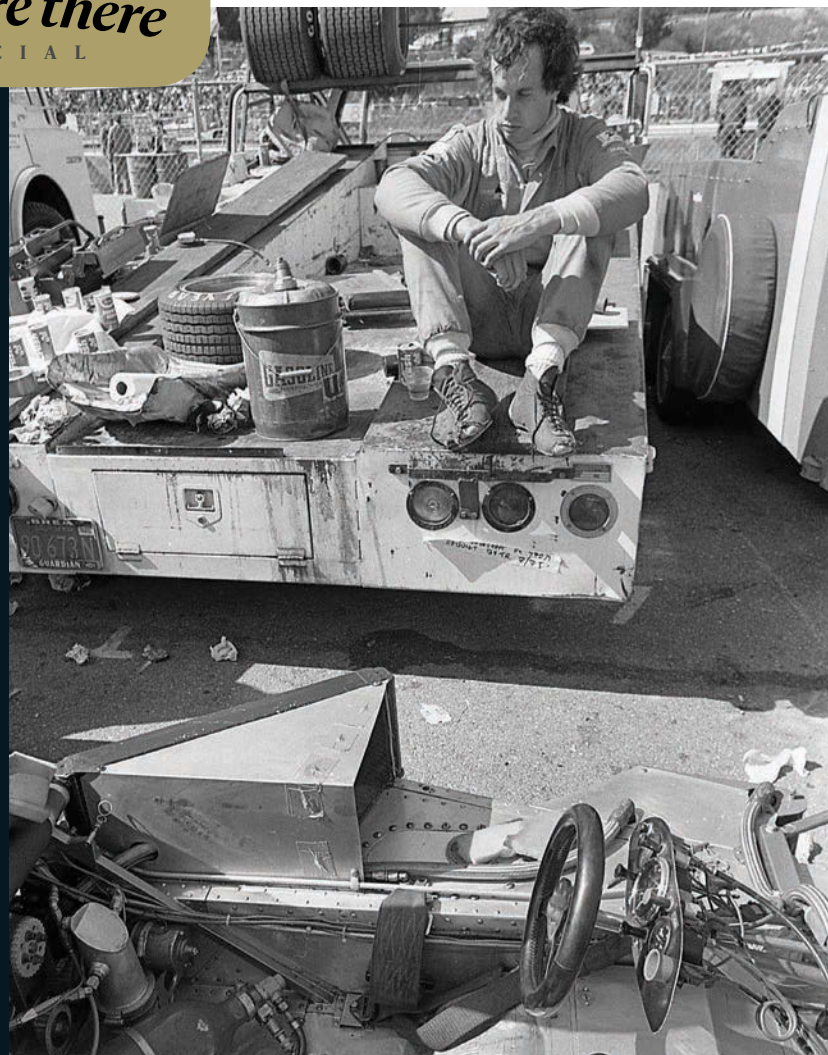




Top: Laguna Seca F5000:
Frank Match in 1973. Below,
from left: Scheckter and
Oliver; Tony Brise in 1975



You were there
SPECIAL





1974 Canadian Grand Prix, clockwise from above: Mario Andretti; Ferrari mechanics strap in Clay Regazzoni; Ronnie Peterson with Colin Chapman; Maria-Helena and Emerson Fittipaldi; winner Fittipaldi in action





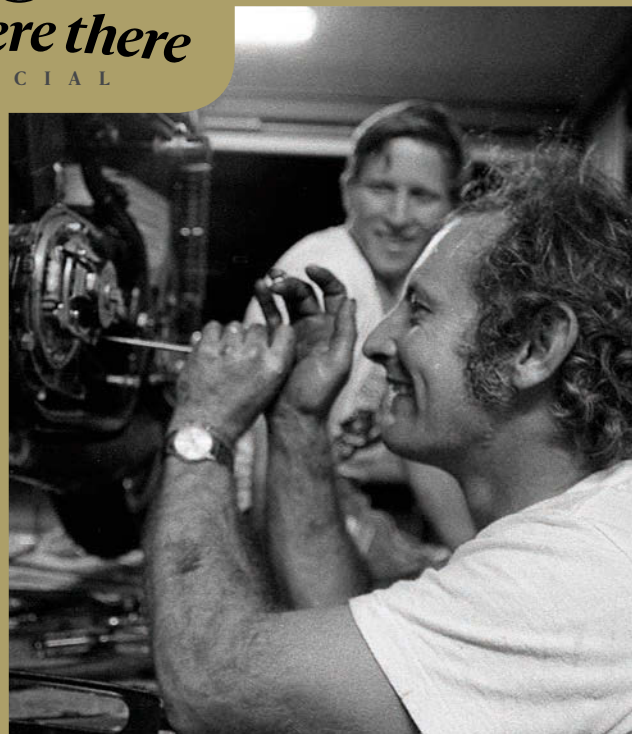
1971 Monaco Grand Prix: Ronnie Peterson (March 711) heads for second place. Below, from left: T122 pit and Jackie Oliver, 1970 Laguna Seca Can-Am; Kel Carruthers and Kenny Roberts at Ontario Speedway, 1973

Send us your images

If you have any photographs that might be suitable for *You Were There*, please send them to: *Motor Sport*, 18-20 Rosemont Road, London, NW3 6NE or e-mail them to: editorial@motorsportmagazine.co.uk



You were there
SPECIAL



MORRIS AND WELFORD

A JD CLASSICS COMPANY

Now available at our showroom in Newport Beach, California



1980 FERRARI 312 T5 FORMULA 1 RACECAR

THE EX-JODY SCHECKTER CHAMPIONSHIP YEAR CAR
SUPERB ORIGINAL PRESENTATION
JUST THREE OWNERS FROM NEW
FERRARI CLASSICHE CERTIFIED

www.morrisandwelford.com

 @morriswelford 

enquiries@morrisandwelford.com

4040 Campus Drive, Newport Beach, California 92660, USA

+1.949.679.4999



HISTORIC RACING GUIDE

Motor sport nostalgia is nothing new, but interest continues to grow – and an ever busier events calendar confirms as much. Here are a few pointers for the season ahead

'18



IN THEIR OWN WORDS

with James Cottingham, DK Engineering

How did you get started in historic racing?

As a business DK Engineering has been running historic cars for more than 40 years. My earliest memories are going to race meetings and rallies with my father when he was racing and running cars such as Ferrari 375MMs, 250 Testarossas and 512Ms. All I ever wanted to do was go racing.

Interest for historic racing cars, both in racing and preparation terms, seems to be increasing year on year. Is that a fair assessment?

I think, obviously, there's no denying that the Goodwood events have glamorised and helped the industry grow massively over the last 20 years. Is it increasing? Yes.

What's interesting at the moment is the direction that people are going in. It comes down to the affordability of cars - the Cobras and 250 GTs and Daytona Cobras and all those classic, iconic racing cars are fetching higher and higher numbers - but people are looking for new directions, which is why I think the Le Mans Legends Series, that has been launched for 2018, is very interesting. It's for Le Mans racing cars from the 1990s onwards. There's a lot of good stuff out there and it could be a very competitive racing series for relatively little money. They're iconic cars that you remember people racing not that long ago.

Also, the race series out there with historic cars that can be built up from relatively affordable donor cars are also very interesting, for instance the Porsche 911 2L cup, Pre-63 GT or the Austin A35 race series.

What do you think is drawing people to historic racing?

I think the attraction of the historic paddock is the noise - the cars give you that raw expression. They're rudimentary but effective racing cars. You can see when a historic racing car is being driven hard - it looks more impressive. When there are big wings and aero, there isn't much action. When two guys are having a really good dice in historic GT cars you see them locking brakes, outbraking each other and getting crossed up at the apex. It's a much more exciting race to watch for that reason.

Is your main interest in prepping race cars or restoring them for clients, and do those clients tend to be quite demanding?

Our core business is sales and restoration. Often those restorations are with a deadline in

mind. A few years ago, in 2012, we had to restore a Ferrari 857 S and have it ready for the Freddie March Trophy at Goodwood. One of the only items that we'd subcontracted in the rebuild went wrong at the test, three days before the event. We had to work 24/7 to get that item rebuilt and back on track. At the end of the day, we nearly won the race with that car only for it to retire two laps before the end with a technical issue that was caused by that original part. But still, the guys did a terrific job and we were so pleased with how it performed and how it went. And we learned a lesson from it.

Does DKE focus only on Ferraris?

Not at all. Originally, in the 1960s, my father's first racing car was a magnesium-bodied ex-works XK120 and after that he had a low-drag E-type, both of which he raced. He was really, traditionally, a Jaguar man, but when he started his business specialising in historic cars 40 years ago, he saw a gap in the market for Ferraris. Not many other people were doing that.

The design of the Jaguars wasn't as much of a challenge as the Ferraris, particularly the 1950s sports Ferraris. They had so many variations and iterations.

We also help clients manage their cars. We may not run the car ourselves, but we manage it. So that would mean running something like a GT40 using our experience and resources to run it quickly, efficiently and cost-effectively.

What series do cars prepared by DKE run in?

Our clients run in a variety of series. But with the way that values, especially of Ferraris, have gone up, it's becoming rarer to see a Ferrari out on track. So we mainly prepare Ferraris for the historic rallies now and some of the gentleman drivers, not so much the competitive racers you see at the Goodwoods and the Monaco Historic.

What DKE-prepared cars will we see racing this year?

We are running all manner of things in series from the Ferrari Owners' Club Challenge to this year's new Le Mans Legends Series. We'll be running cars in the Pre-63 GT Series, which we sponsor as of this year. It is a fantastic series for GT cars in their earlier pure form, echoing the race that Graham Hill first won in an E-type, ECD 400, which was the very pure, original form of E-type racing. We're hoping that we're going to get some



Ferraris out in that series, some SWBs and a GTO or two. We're preparing cars for a variety of clients.

What's the biggest challenge in catering to historic racing clients' needs?

The biggest challenge is balancing a client's desire to be competitive with reliability. That's quite a challenge because you can push to the edge of an envelope in terms of performance, but you're possibly encouraging the car to be less reliable. When it's unreliable, it's disappointing in the eyes of the owner and driver. That's the biggest challenge.

Equally, within that desire to be competitive, it's about making sure that cars are still true to their original form - ie the one they raced in. You've got to be very careful not to cross over into the boundary of illegal specification. It's all too easy to do things that



THE GREAT AND SIDEWAYS

The drivers to watch in 2018

OLIVER HART

One of the younger generation of historic racers coming through the ranks, teenager Hart is remarkable to watch in the Cobra he often shares with his father David - especially if it's wet. Rises to the challenge at the quick circuits, too, and is expected to vie for outright victory in the TT Celebration at the Goodwood Revival.

MIKE AND ANDREW JORDAN

Whatever plaudits you can heap on one, the same applies to the other - so they're here together. Both incredibly versatile, rarely make mistakes, and are crushingly consistent. Always approachable too, and their love of historic - despite moderns featuring on both CVs - is plain to see.

MARTIN STRETTON

The complete package. Renowned for his set-up knowledge, which matched to sublime natural talent means he features at the sharp end whether he's in fearsome historic F1 or regular sports or saloon cars. Get yourself to the Monaco Historique to watch a master at work.

FRANK STIPLER

Thought by many to be the best of the best currently competing in historic. A former Porsche Carrera Cup champion - and a current Audi racer (and employee) - Stipler is a Nürburgring expert and a winner at the Le Mans Classic and Goodwood Revival.

CHRIS WARD

Former chief instructor at Silverstone, and now running JD Classics' racing activities, Chris Ward is a phenomenally adaptable driver, and a master in historic Jaguars. Always worth watching at the Revival, where he has won the RAC TT Celebration twice.

RICHARD MERDEN

Gets embarrassed by the nickname bestowed on him by the *Motor Sport* editorial team ('Frère'), but Dickie is a genuinely brilliant racer/journalist. Heat winner in the St Mary's Trophy at the Goodwood Revival in 2017, and will be competing all over Europe in 2018.

NICK PADMORE

Incredibly versatile racer who climbed the ladder via karts, single-seaters, Radicals and GT cars, then took a left turn into classics. Now one of the finest historic F1 drivers of his generation, plus a regular at Goodwood where he holds the lap record in a Lola T70.

NICK SWIFT

The family business is fast Minis, and Nick has been racing them all over the world for 31 years. Revels in the giant-killing opportunities the Mini provides and the manner in which he teases maximum pace from the smallest of race cars is commitment personified.

STEVE SOPER

Best known for his '80s saloon car exploits, but let's not forget that Steve was a works BMW driver and twice won the Spa 24 Hours outright. Epitomises the joy that historic racing brings; he loves doing it, competitors love racing against him and spectators get to witness a true legend.

NOT FORGETTING...

One of the joys of historic racing is that you can see legends from the past demonstrate the skills that made them famous. Richard Attwood, now 77, Derek Bell, Jackie Oliver and Jochen Mass are a joy to watch, as is Tom Kristensen - a modern-era Le Mans legend who demonstrates every year at Goodwood that he could have won in any era at Le Sarthe.

maybe from the viewpoint of reliability may help, but aren't in keeping with the cars as they should be. You need to keep the cars as they ran in period.

How many people does DKE have working for its clients?

We have just under 20 guys in our workshop with various different talents.

And do you manufacture most of the parts at DKE, or is that process outsourced?

We do manufacture minor parts in house, such as one-off production parts. For things that are needed - and are popular, such as brake drums for Testarossas - we get them produced. We oversee the manufacture of those products, or else source a required part from somebody that already makes them; it's all about the network. ☑



IN THEIR OWN WORDS

with Aaron Scott, preparation specialist at Akron Sport

How did you turn your racing background into a historic racing preparation business?

My background is racing, generally. I've done quite a bit of historic racing but I have also competed in modern series - and still do so regularly. Last year I did the Le Mans 24 Hours and finished second in the Pro-Am GTE class, and I also did the European Le Mans Series. In historic terms I did the 2017 Daytona Classic in the 1987 Leyton House Porsche 962 - we won overall. With racing comes historic preparation, and I've always been involved in that. In 2016 I started Akron Sport with Kieran Houldsworth - it was an opportunity we grabbed with both hands and also a logical step to make, having looked after cars for customers before.

The biggest thing that will change for us is the new Masters Endurance Legends Series, which launches this year. We're running three cars and the series focuses on more modern endurance racers. Two of them are Oreca LMPC prototypes - fantastic cars, with carbon tubs, Chevy engines and Xtrac gearboxes - and we have a stunning ex-Daytona 24 Hours Riley & Scott Prototype.

Surely juggling your own historic racing with the preparation side is a difficult task?

It's made easier by the strong structure we have within our team - we're essentially a small-time manufacturer. My co-director is Kieran and he heads up a great technical crew. I focus on driving when I am competing and I like to ensure our customers have the best set-up we can give them. We have about 10 people working for us, and we have our own small manufacturing capability to fabricate some parts. For other projects, we have a number of partners in the industry that we're able to work with, so they're able to

deliver us parts at short notice if necessary.

I thrive on the competition side, and it works hand in hand with the preparation side, so it's not that hard a balance to strike. I'm quite a competitive person so I like to see our clients doing well and racing with a smile on their face.

What sets the historic racing paddock apart from other racing arenas?

I like the laidback atmosphere of historic racing and the enthusiasm within the paddock. It actually reminds me of the atmosphere of kart racing paddocks from when I was a teenager. It's a close-knit community and, while we all compete either as drivers or teams, we also work together. For example, last winter, a small number of teams and drivers went to race in New Zealand and one of the drivers didn't have a mechanic to support him. We all chipped in to make sure he wasn't racing alone, and that he could actually compete at the event itself.

When you're restoring cars rather than racing, to what level do you work with clients?

We undertake anything from a complete car build to race prep and any restoration in between. We look after clients who race in the Peter Auto Group C series, Masters Formula 1, GT Cup and the new Masters Legends series, which is going to be a really amazing category for both drivers and teams.

What's the biggest obstacle you face when restoring historic racing cars?

The biggest difficulty that comes with restoring cars - whether it's a Williams, a Spice or a Porsche 962 - is that you can't ring up the manufacturers and order spare parts from the catalogue. Everything that you do has to be reverse-engineered.

That process requires skilled technicians, and a different way of looking at things where you have to figure out what parts you need, how to manufacture them. Most importantly, you need to plan ahead because of the long lead times.

You have to be ahead of the game in this business, and then it's a case of planning ahead and working around the fact that you can't order parts.

You must face looming deadlines constantly when restoring cars for clients?

In the past we have had quick turnarounds.

We once had a rebuild on an F1 car - the March 761 in the Masters Historic F1 series - when everything came together very late. All the parts were late from a supplier and we were convinced that we weren't going to make the race. When you see cars in the workshop on a Monday, it's quite often the case that you can't believe they're going to be in action on the Friday of that week. The March somehow made it to the race within the week.

Is it the Formula 1 cars or the Group C racers that present a greater challenge when it comes to restoring them?

The historic F1 cars tend to carry over a lot of parts that are common to all of them, whereas the Group C cars are very individual machines. Also, the acceleration in development over that period of time was huge, so even during a season would a car change quite a bit. It's quite a big challenge from a point of view of uniqueness, and a lot of the cars are completely different from each other - there is no continuity.

Do you restore parts to period specification or do you fit their modern equivalents?

It's down to the customer, but we like to keep all our cars in correct specification. We like to keep the authenticity from back in the day and carry that forward when we manufacture new parts.

That must require you to keep reams of documents on each part?

We try to keep a really good record of every part and every car that we have. There's a pattern to follow if we need to, and through some of our other contacts in the industry it's not a big problem to source parts and produce them to the same specification as they were manufactured back when they were new. What we do seems easy to us, but for other teams in motor sport it may come off as a difficult process. It's something that we're accustomed to and we're able to deal with problems like reverse-engineering very efficiently.

It seems like historic racing is in rude health?

Historic racing has grown a lot in recent seasons. It's a competitive industry with a lot of big teams and a lot of successful people taking part - not just in racing. Our customers are generally successful business people themselves. They expect us to deliver and I think we're able to do that. ☑



LE MANS CLASSIC

6-7-8 | 20
JULY | 18

WWW.LEMANSCLASSIC.COM



RICHARD MILLE

EFG Private Banking



J.D. Classics

MOTUL

Clear Channel

GANT

Le Point



PORSCHE

NOSTALGIE



PETER
Auto



2018 HISTORIC MOTORSPORT CALENDAR

Get your diary ready - here are the historic racing events you want to make sure you attend at home and abroad





SEPTEMBER 14-16 SPA SIX HOURS

It goes without saying that Spa-Francorchamps is a superb venue at which to watch any type of racing, but historic cars are especially evocative on this most spectacular of tracks. And the Six Hours is a high-quality event, hosting a wide range of sprint races as curtain-raisers to the main six-hour endurance for pre-66 racing cars. Five Masters championships will be present too, including pre-66 touring and GT cars, Endurance Legends and FIA Historic F1 and Sports Cars. Added attractions include rounds of the Jaguar Classic Challenge, among many more.
www.spasixhours.com

MAY 11-13 GRAND PRIX DE MONACO HISTORIQUE

Like its illustrious counterpart at Le Mans, this runs every other year - and the forthcoming edition will be the 11th of a sequence that began in 1997. Although the cast alternates subtly from event to event, Grand Prix racing is ever a central theme - and six of the seven classes are for evocative single-seaters. Pre-war GP cars attended only for a demo run in 2016, but will be racing this year. They are joined by pre-61 F1/F2 cars and F1 cars divided into four year groups (1961-65, 1966-72, 1973-76 and 1977-80). The only exception to the single-seater theme is an event for front-engined sports-racing cars from 1952-57. Practice begins on Friday, with qualifying on Saturday and racing on Sunday. www.acm.mc

MAY 16-19 MILLE MIGLIA

Ostensibly a regularity run open to cars that competed in the legendary Italian road race between 1927 and 1957, the modern Mille Miglia is about the most extravagant, anarchic and spectacular road-based historic event in the world. The quality, quantity and sheer value of the competing cars is jaw-dropping, likewise the gusto with which many are driven. And while the 1000-mile route is now run over four days, the opportunity to see such machinery flat out through quintessentially Italian landscape remains one of the great spectacles in the historic motor sport world. The official competitive element may have been toned down, but the Mille's spirit is very much intact. www.1000miglia.it

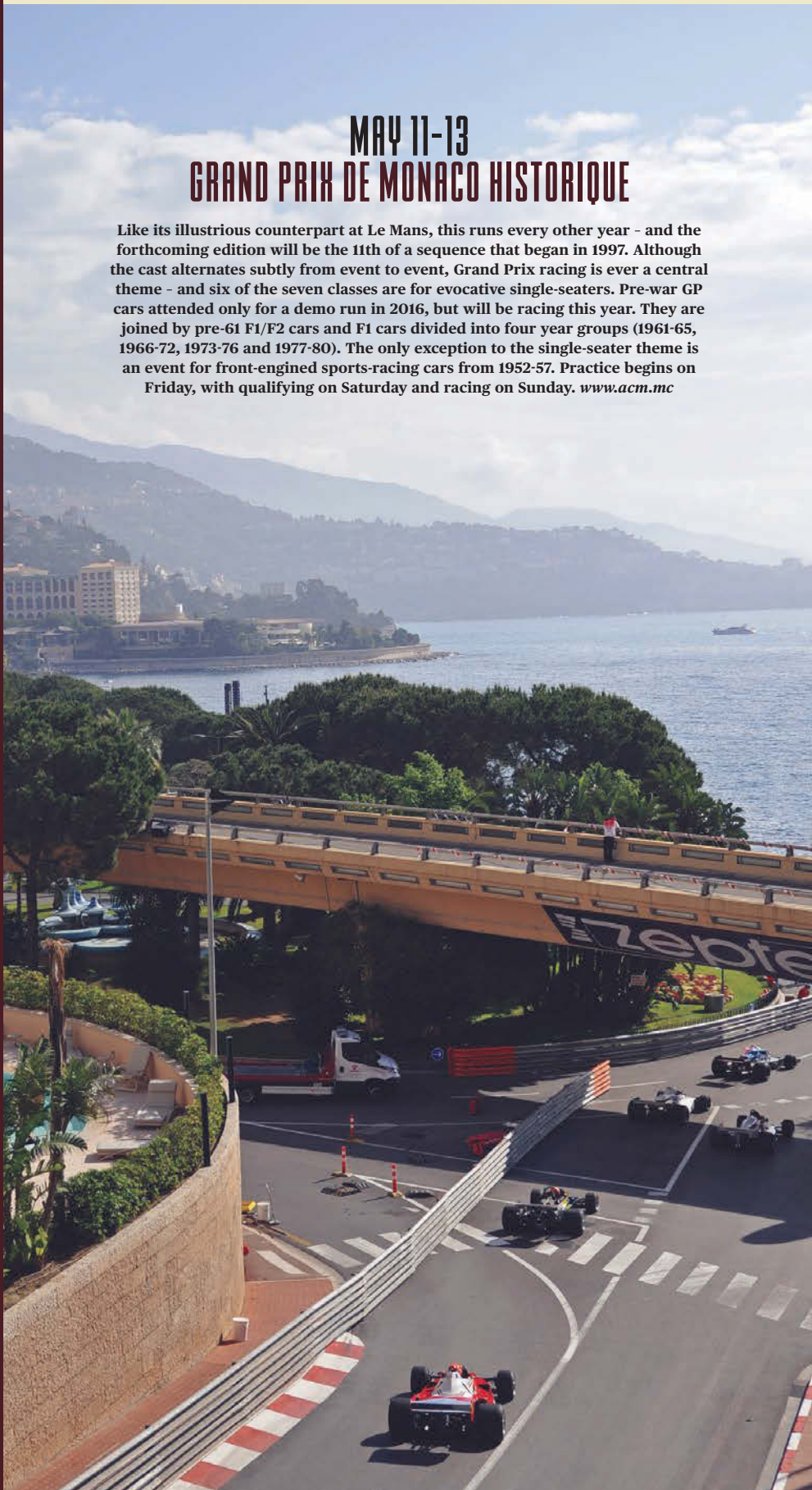
JULY 6-8 LE MANS CLASSIC

A biennial celebration of the world's most famous 24-hour race, the Le Mans Classic returns this summer. It's an amazing opportunity to see the cars - and some drivers - that have made their mark on the event since its first running in 1923. Whatever your favourite era, it will be represented. The competitive element? Four races apiece for six groups of cars, starting in daylight and running through the night. You'll see everything from Blower Bentleys to D-types via Porsche 917s. There will also be a Group C race, plus demonstrations, club parades and thousands of cars on display in addition to the 600 racing on track.

Porsche's 70th anniversary is likely to be the dominant theme. www.lemansclassic.com

JULY 20-22 SILVERSTONE CLASSIC

If the nostalgia-fest and dressing up of the Revival leave you cold, the Silverstone Classic's more workmanlike vibe and wider range of racing might make it more appealing. The venue can't match Goodwood for charm or period authenticity, but its huge size means it can accommodate a vast range of displays, club gatherings and other distractions, so it has a distinctive appeal all its own. Much of the racing is of the pre-66 variety, but the classic also hosts rounds of the FIA Masters series for endurance racers, classic F1 cars and much else besides. Low on gimmickry, high on content, it's the no-fuss, high-intensity choice for enthusiasts. www.silverstoneclassic.com



SIMON ARRON



2018 EVENT SCHEDULE

WHEEL TO WHEEL

- Spring Sprints/Drivers School, Lime Rock Park.....May 4-5
- The Empire Cup: The Iconic Sports Racer, Lime Rock Park.....June 1-2
- Thompson Vintage Motorsport Festival.....June 21-23
- Inaugural White Mountain Vintage Grand Prix.....July 20-21
- **Lime Rock Park Historic Festival 36**.....Aug. 31-Sept. 3
- Fall Finale/Prewar Celebration, LRP.....Sept. 28-29

HILL CLIMBS & RALLYES

- Winter Nutmeg Rallye, NY.....Feb. 10-11
- Mt. Wachusett Hill Climb, MA.....May 19
- Grand Ascent, Hershey, PA.....June 8-9
- 70th Mt. Equinox Hillclimb, VT.....Aug. 11-12
- Fall Foliage Tour, NY.....Oct. 13

CONCOURS & EXHIBITION

- The Elegance At Hershey.....June 9-10
- LRP Sunday in the Park.....Sept. 2
- The VSCCA – An Exhibition Celebrating 60 Years of American Sports Car Racing, Saratoga Auto Museum – Saratoga NY.....Oct. 2018 to May 2019

SOCIAL EVENTS

- VSCCA Tech Session.....April 14
- **60th Anniversary Gala Celebration** at the Larz Anderson Auto Museum.....December TBA

SPECIAL 60TH ANNIVERSARY EVENT

**American Bugatti Club
International Bugatti Grand Prix & Celebration**
*Featuring select Bugattis from the Ralph Lauren
and Peter Mullin Collections*
Lime Rock Park Historic Festival 36.....Aug. 31 - Sept. 3

For more information about the VSCCA, or becoming a member, visit our website at: www.vscca.org

(VMC licensed drivers welcome; cars must meet VSCCA safety & tech standards)



BRIDGEHAMPTON, 1963



AUGUST 10-12 AVD OLDTIMER GRAND PRIX

Approaching its 46th edition, the Oldtimer Grand Prix features a huge variety of races for everything from single-seaters and classic touring cars to modern endurance racers. Porsche will be marking another opportunity to celebrate its 70th anniversary - and the 30th birthday of the 964-era 911 makes this a double celebration. The Oldtimer Grand Prix is also a chance to catch the various Masters historic championships on one of the most celebrated tracks in the calendar. The recently introduced Endurance Legends series, for sports cars and GTs raced between 1995 and 2012, is likely to be a real highlight. www.avd-ogp.de

AUGUST 23-26 ROLEX MONTEREY MOTORSPORTS REUNION

If you want to do it properly, Monterey Car Week hosts a huge number of concours, auctions and other events, the Motorsports Reunion providing an antidote to shiny cars parked on golf lawns with a chance to see them in action at Laguna Seca. The racing can appear somewhat genteel compared with harder-fought European historic events, but the quality of the participants and attractions of the venue are clear enough. And there's no lack of diversity, 2018's running taking in everything from pre-1940 sports, touring and racing cars to '70s and '80s IMSA and Trans-Am heavyweights. It's also a chance to see Can-Am cars in action on a track where they raced for real in period - and that alone justifies the trip. www.mazdaraceway.com
www.whatsupmonterey.com

AUGUST 31-SEPTEMBER 2 ZANDVOORT HISTORIC GRAND PRIX

Perhaps less well known than some of the other European mainstream events, the Zandvoort Historic Grand Prix has no lack of exciting racing, this being another outing for various of the Masters series for historic F1 cars and the usual support categories. New for this year is the official FIA Historic Formula 3 Cup for cars dating from 1971 to 1984, Zandvoort being the only date in the calendar where all four FIA historic championships run together. Another highlight will be for Tourenwagen Classics, reuniting iconic DTM cars like the Mercedes 190E Evo and BMW M3 with the drivers who made their name in them back in the day. www.historicgrandprix.nl

SEPTEMBER 7-9 GOODWOOD REVIVAL

Always a highlight of the historic racing calendar, 2018 signals the 20th anniversary of Goodwood's signature race meeting - and the 21st running. For many the sidelines of period dress, fashion finery, air displays and good-natured nostalgia are a major draw, but behind the theatrics Goodwood regularly delivers on the racing. You'll find some of the closest, hardest-fought battles you'll see anywhere, with stellar drivers and the very best cars. The Festival of Speed might have a more diverse range of machinery, but the quality of the competition gives the Revival added appeal (and the same applies to the Members' Meeting, March 17-18). www.goodwood.com



DREW GIBSON



Xavier Micheron
Phone: + 33 (0) 9 67 33 48 43
Mobile: + 33 (0) 6 17 49 42 50

Ascott

COLLECTION

www.ascottcollection.com
Email: cars@ascottcollection.com
Paris - France

L'EXCEPTIONNEL PAR PASSION

COME AND VISIT US AT TECHNO CLASSICA ESSEN HALL 3.0-225



1987 PORSCHE 962-131
Genuine factory-built PORSCHE 962
Entirely restored
Raced Le Mans Classic in 2016
Absolutely ready to race

www.ascottcollection.com

Longstone

CLASSIC TYRES

AVON



PIRELLI
CINTURATO™



Phone us for tyre advice from people who really know how to enjoy classic cars

+44(0)1302 711123 www.longstone.com



SEPTEMBER 14-16 CIRCUIT DES REMPARTS D'ANGOULÊME

Running the same weekend as the Spa Six Hours, the Circuit des Remparts d'Angoulême demonstrates that the passion and enthusiasm for historic racing is sufficient to sustain a fixture clash. This charming French street race has a unique atmosphere all its own. Its compact track is less than a mile long, but the old town surroundings couldn't be more evocative or distinctively French, this being a great event for fans of machinery from the eclectic end of the historic racing spectrum - as well as more familiar Bugattis and ERAs. With rallies around the local region, eccentric entry lists and a charming location, this is truly an event unlike any other. www.circuitdesremparts.com

OCTOBER 26-NOVEMBER 2 PETER AUTO IMOLA CLASSIC

Peter Auto runs a full programme of historic events at circuits across Europe, all featuring high quality grids and superb racing. If you're going to choose one to visit, the finale at one of Italy's most beautiful and evocative tracks has to hold particular appeal, the circuit's location in the heart of supercar country meaning it can easily form part of an extended stay in the area. Racing includes the new 2.0L Cup for pre-66 short-wheelbase Porsche 911s, Classic Endurance Racing for cars competing between 1966 and 1981, '60s and '70s Formula 2 Classics, Group C, the Heritage Touring Cup for tin-tops competing in the ETCC between 1966 and 1984, Sixties Endurance and a race for '50s and '60s sports cars. www.peterauto.peter.fr

NOVEMBER 10-11 VHR HISTORIC SANDOWN, VICTORIA

For those addicted to YouTube videos of Peter Brock manhandling V8 Commodores around Bathurst, or Mark Skaife and Jim Richards monsterring all before them in Nissan Skylines, the Australian Heritage Touring Car Series is a great chance to see the golden era of Aussie tin-top racing celebrated in suitable style. Open to Group C touring cars from 1973-1984 and Group A cars from 1985-1992, everything you see is an original racer competing in correct period livery. The Victoria Historic Racing Register runs it at Sandown, which - like its British namesake - also hosts horse racing. The fast, unforgiving circuit around its perimeter is all about horsepower on four wheels. www.heritagetouringcars.com.au

NOVEMBER 18-19 SOUND OF ENGINE, SUZUKA

If you want something a little more exotic than the usual historic racing event, the distinctively Japanese Sound of Engine at Suzuka should be on your to-do list. Inspired by a commemorative event in 2012, celebrating Suzuka's 50th anniversary, Sound of Engine became a regular event in 2015 and has been growing in stature ever since. The 2018 event will include guest races from the Masters USA championship for 3.0-litre Formula 1 cars dating from 1966 to 1985 and much more besides. Expect suitably enthusiastic crowds at this most evocative of Japanese tracks, which first hosted Japan's Formula 1 Grand Prix in 1987. www.suzukacircuit.jp/

RARE GEMS

These are the UK races and series that don't grab the headlines, but provide huge entertainment for the spectator and competitor alike

HISTORIC FORMULA JUNIOR

2018 is the Diamond Jubilee year of Formula Junior and the historic racing side - led ably by FJHRA and the HSCC - is going from strength to strength. Not just in the UK either - interest in the 1100cc single-seater series is global. The FJHRA/HSCC Silverline UK championship kicks off at Donington on the weekend of April 7-8. www.formulajunior.com

HGPCA 1930 -1951 GRAND PRIX & VOITURETTE

All cars that race in HGPCA meetings must have competed in Grand Epreuve races on or before 31st December 1965, but the cars produced in the 21-year period between 1930 and 1951 are particularly worth seeking out. Minimum engine capacity is 1.5 litres and the cars must wear 16in wheels. Head to the Brands Hatch Superprix on June 29-July 1 to witness some of the most glorious historics in action. www.hgpca.net

EQUIPE PRE-63

A series that pays homage to clubmans racing of the 1950s, Equipe Pre-63 is for FIA period E 'Appendix K' cars that use Dunlop Historic 'L' section tyres. Like the original Equipe GTS series, the racing will be close, the cars prepared to a high standard, and the paddock atmosphere highly sociable. If you fancy a weekend out, head over the Channel over July 28-29 to watch them compete among the dunes of Zandvoort. www.equipepre63.co.uk

HRDC ACADEMY

With regulations written with the specific aim of equalising the performance of the competing Austin A30s and A35s, the Academy has become one of the big success stories of the historic racing calendar in recent years. How equal? All cars are the same specification, with 1275cc engines, single SU carbs and identical cams. The rollcages and suspension are also identical. Yes, they look comical - but quality of the racing cannot be questioned. www.hrdc.eu/academy.html



**AKRON
SPORT**

RACE CAR PREPARATION

**WINNERS, 2017 CLASSIC
DAYTONA 24 HOURS**

+44 (0) 121 308 7716

AKRONSPORT

www.akronsport.co.uk

- RACE PREPARATION
- RESTORATION
- MACHINING AND FABRICATION
- TRACKSIDE SUPPORT
- ENGINEERING SOLUTIONS
- CAR SETUP
- DRIVER TUITION
- LOGISTICS
- BODYWORK REPAIRS AND PAINT
- GEARBOX REBUILDS



Pocono circa 1966

Chassis
#CM 3 64



1964 COOPER MONACO TYPE 61:

Period correct 327 fuel-injected Chevrolet V8, 4-speed BMC Huffaker transaxle. Original body, chassis and transaxle. Extensive documented race and ownership history. Recent comprehensive race prep, spare engine, body work and log book. \$375,000USD

CONSIGNMENTS WELCOME
MOTOR CLASSIC & COMPETITION CORP

WE WILL BUY ALL FERRARI AND ALL VINTAGE SPORTS, RACING AND GT CARS

350 ADAMS STREET, BEDFORD HILLS, NY 10507
Tel 914-997-9133 Fax 914-997-9136 sales@motorclassicc corp.com

www.motorclassicc corp.com



BOB HOUGHTON LTD



1971 Lola T212. Chassis HU35. With new Richardson FVC engine, HTP papers, history file and provenance. Comes complete with spares including fresh engine. Ready to race. P.O.A.

www.bhferrari.com TEL 01451 860794 Bob Houghton Ltd, Midwinter Road, Northleach, Gloucs, GL54 3JD

THE KIT WE TRUST

Motor Sport has on its editorial team four people who regularly race historic (and modern) cars. Here are the items they have invested in personally and can't live without – together with some sage advice...



NICK TROTT
EDITOR

Races: MGB, Mazda MX-5, Fun Cup

From head to toe, I use Adidas Climacool. Last year I needed to replace all my kit, so took the plunge and bought the best I could afford. It was worth it. The under and outerwear do a remarkable job of keeping you cool. I tested the MG at Silverstone in 30-plus degree heat (more than 40 in the cockpit) and had no problems.

I've always worn Arai helmets - they fit me well. Also, I managed to escape head injury while wearing an Arai when I fell from a motorcycle some years back (though I broke almost everything else). That tends to inspire loyalty and I currently use a GP6 PED.

I also have a Hans III device, which is pretty affordable. I've heard good things about the Simpson Hybrid head-and-neck restraint system too, and would like to try one.

One other thing is an electrolyte drink. I use SIS, a soluble powder. Rehydrating is hugely important, especially if your race weekend ends with loading up a trailer and driving home on a Sunday evening. If you're not hydrated, you're not concentrating - on track or road...



DICKIE MEADEN
CONTRIBUTING EDITOR

Races: Lola T70, Ford GT40, Lotus Cortina, historic F2 and more

I use a Stilo ST5 FN helmet, but also love Arai. Don't assume all helmets offer equal comfort. If you're investing in a new one try on as many different brands and models as you can. There's nothing worse than a splitting crash helmet-induced headache...

Spend some money on proper hearing protection. I speak from experience - *loudly* - as I've left it rather too late. Moulded silicone plugs are so much more effective than disposable foam. It doesn't take long to have them moulded and they are widely available.

The new breed of lightweight overalls is exceptionally good, too. I've got a Sparco suit (it appears to have shrunk over the winter...) and they're so much better at keeping you cool and keeping away the sweat than suits from five or more years ago. Just take a look at the suit weights listed in product descriptions to compare like for like.

A proper race kit bag is also essential. I've got a big Sparco trolley bag that swallows a helmet/HANS, few pairs of overalls, boots, gloves, underwear etc, with a bit of space for civvies as well.



HAMISH McALLISTER
FILMMAKER

Races: Formula Ford

I use a Bell RS7 helmet and, for others who also race single-seaters, a tinted visor might come in handy for those odd occasions when it is sunny in England. I got a new one for this year from Demon Tweaks.

If you like to film onboard, most people default to GoPro. They are no longer alone in the market any more, but they are good.

Interestingly, the previous Hero 5 Black (not the 6) has been the more reliable of the 'action' cams we use at *Motor Sport* - so if you can find one for a reasonable price on auction sites or ex-stock, snap it up.



ANDREW FRANKEL
CONTRIBUTING EDITOR

Races: You name it!

An Arai lid is the only thing that matters. I have a GP6 Ped and wouldn't entrust my noggin to anything else. Otherwise Alpinestar boots, Schroth HANS device and Sparco everything else, because it's cheap. I never race in Europe without Haribo waiting for me at the end of a stint. The jolly green giant *Motor Sport* overalls are minor legends in historic racing paddocks. When I wear anything else I can count on people coming up to me and asking where they are, in the hope that they've not been binned...

Alfa Romeo Giulietta 750G Spider Competizione

As 1 of only 4 of the original 24 examples built known to the Alfa Romeo register still exist, this rare piece of competition history is ready to relive Consalvo Sanesi's steps in the Mille Miglia once more. **EPOA**



Additional Race & Rally Automobiles Available for Acquisition



✓ Pre '63 GT Eligible



MGA Twin-Cam Roadster (LHD)

1 of 3 1960 BMC Works backed Sebring Racers

One of only three 1960 BMC Works backed Sebring Racers and this example remains the only unrestored of those. Raced by Americans Jim Parkinson & Jack Flaherty, "UMO93" finished 4th in class at Sebring behind the sister works team car "UMO96". In 2003 this MGA subjected to a mechanical recommission and the following year claimed 1st place in the Historic Race Car Class at the Concours d'Elegance in Pennsylvania. Today "UMO93" is presented with less than 6,500 Miles from new and is accompanied by its original Vanden Plas aluminium roof, original side curtains and a superb file with historical data and photographs. This car represents a unique opportunity to purchase a significant historic race car with an unrepeatable patina and unbroken provenance. UK road registered and reunited with the original period registration of UMO93. **EPOA**



✓ Spa 6 Hours Eligible



MGB FIA Roadster (RHD)

Period International Race History

This famous MGB, "HGT 576C", is one of very few FIA MGBs racing today to have significant period race history. The car was ordered new by Privateer Andrew Longden who campaigned the car through the mid to late 1960s with podiums and success in a number of club events, Hill Climbs and Sprints. Most notably the car was entered in the 1966 Ilford Films 500 at Brands Hatch, a significant International Sports Car race and after six hours (153 laps), most of it in the pouring rain, the car came home ninth overall and fifth in class! Today the car is presented in race ready condition having last scored a commendable result at the Spa 6 Hours. Complete with a spares package, this extremely eligible 2 Litre GT car presents an opportunity for anyone wanting to take part in some of the most significant events on the calendar. **E74,995**



✓ Tour Auto Eligible



Jaguar Mark 1 3.4 (RHD)

Multiple Monte Carlo Rally Participant

Purchased in 1957 by garage-owner Frank Brown with many Jaguar Competitions department options including: Disc Brakes, Wire Wheels & Lead Bronze bottom-end bearings. After being equipped with rallying accessories the car first competed in the 1958 Monte Carlo Rally before being sold to E.Snusher. Snusher continued the cars competitive streak and entered it in both the Monte Carlo & Tulip Rallies in 1960. He Remained the owner until 1982 this important Jaguar it was subsequently sold to well-known historic racer and Goodwood frequent Mr John Young. In recent years the Mk1 has been subjected to a total concours level restoration with the Tour Auto in mind. Accompanied by a staggering history file the car and it is eligible for some of the world's most distinguished racing events including the Tour Auto and Goodwood. **E224,995**

HORTONS

B O O K S



Hortons Books are the leading suppliers of new and out-of-print motoring literature

We are exhibiting at the following events throughout the year:

- Autosport International:**
The Racing Car Show, UK
- Retromobile:** Paris, France
- Race Retro:** International Historic Motorsport Show, UK
- Amelia Island Concours D'Elegance:** USA
- Goodwood Members' Meeting:** UK
- Techno Classica Essen:** Germany
- Goodwood Festival of Speed:** UK
- F1 British Grand Prix:** UK
- Silverstone Classic:** UK
- Automobilia Monterey:** USA
- Pebble Beach RetroAuto:** USA
- Pebble Beach Concours D'Elegance:** USA
- Goodwood Revival:** UK

email: contact@hortonsbooks.co.uk tel: +44 (0) 1672 514 777

www.hortonsbooks.co.uk

**“THE TRACK IS MY CANVAS,
THE CAR IS MY PEN”** GRAHAM HILL



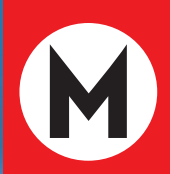
SOMETIMES ALL YOU NEED IS A GOOD QUOTE.

Track Day Cover - Laid-up Cover Including in Transit, Trailer/Transporter
Insurance - In-between Events Road Cover

We're in pole position when it comes to motorsport insurance cover,
call us today for a great personalised rate... **0800 085 6186** or visit adrianflux.co.uk

ADRIAN FLUX
MOTORSPORT

Authorised and regulated
by the Financial Conduct Authority



ANDREW FRANKEL GETS BEHIND THE WHEEL OF THIS MONTH'S BEST NEW CARS

ROAD TESTS

THIS MONTH ALFA ROMEO STELVIO • BMW 760iL • KIA STINGER

Pretty flawed

Alfa Romeo's first SUV has all the characteristics you would associate with the Italian company - good and bad

The Stelvio Pass is rivalled only the Karussel at the Nürburgring and Laguna Seca's Corkscrew as candidates for the most over-rated stretches of tarmac on earth. But while the slow and fiddly race track corners merely interrupt what are otherwise fast and flowing laps of their respective circuits, the Stelvio Pass is somewhere to which people journey especially in the hope of finding one of the world's great roads. It is nothing of the sort: it is instead an endless series of switchback hairpins, covered in snow during the winter, cyclists in the summer and guaranteed to induce nausea in your passengers at any other time you might be lucky enough to get a clear run at it. Let's hope, therefore, that the Alfa Romeo that takes its name doesn't also promise something sublime only to deliver something else altogether more noisome. ☒





“Alfa’s stylists have worked wonders, making a snub-nosed SUV look like an Alfa Romeo, and an attractive one at that”

It has its work cut out. Making your first SUV seems to be a rite of passage among car manufacturers these days but it doesn't make the job any easier, particularly when yours is a sporting brand carrying a certain level of expectation regarding how any car wearing your badge should drive and perform.

But Alfa Romeo appears to have done better than most at providing itself with the best possible chance: the Stelvio is based on the still new and well received platform that underpins the Giulia saloon and it has done well to keep the weight gain to not much more than 200kg. It sounds a lot, but when you consider how much higher the Stelvio sits and how much heavier still is much of the competition, the engineers involved deserve to be congratulated.

Stelvios come with 2-litre petrol engines with either 197bhp or 276bhp and a 2.2-litre diesel offering either 177bhp or 206bhp and the choice of rear- or four-wheel drive for all. And just like the Giulia, there is a 503bhp Quadrifoglio version sitting at the top of the



FACTFILE

Alfa Romeo Stelvio 2.2 Turbo Diesel Q4 AWD Milano

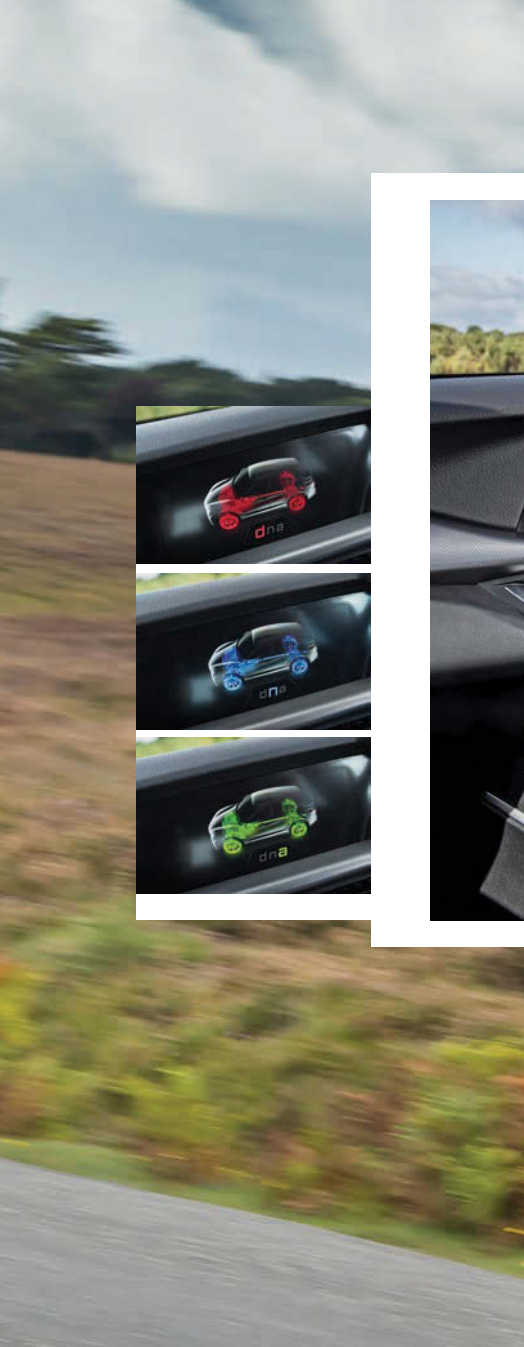
Price £43,990 **Engine** 2.1 litres, 4 cylinders, turbocharged **Power** 207bhp@3750rpm **Torque** 346lb ft@1750rpm **Weight** 1659kg **Power to weight** 125bhp per tonne **Transmission** eight-speed auto, four-wheel drive **0-60mph** 6.6sec **Top speed** 130mph **Economy** 58.9mpg **CO₂** 127g/km

range. The car I drove was a high-power diesel, with four-wheel drive and the bottom of three trim levels.

And as ever, Alfa's stylists have worked wonders, somehow doing the impossible and making a high-sided, snub-nosed SUV still look like an Alfa Romeo, and a pretty attractive one at that. People buy cars like this to stand out from the crowd, but when the crowd buys them too - as they increasingly are - it is a powerful weapon for yours to be the best looking of the lot, and I'd say this.

But even in the traditionally under-achieving SUV categories, a pretty face will only get you so far these days. There are now some really impressive cars in this category, such as the Porsche Macan, new BMW X3, Jaguar F-Pace, Audi Q5 and Mercedes-Benz GLC and the Stelvio will have to perform like few Alfas in history to provide a credible presence in the market place alongside rivals like that.

It performs well, up to a point. The diesel motor lacks neither power nor torque and in



The exterior may please, but the cockpit lets the Stelvio down against its rivals

the relatively light Stelvio has no problem bowling it along the road at a decent rate. Allied to the ubiquitous and highly capable ZF eight-speed automatic transmission it seems always to have enough in reserve to get you briskly up to speed or past anything that may be holding you up. But it's quite a noisy engine too. I was interested to see that it shares not only its 2143cc capacity but also an identical bore and stroke to the equally rattly four-cylinder diesel motor Mercedes-Benz is rapidly phasing out of smaller-engined diesels. Coincidence? Nobody's saying.

Either way, as a tool for the job it's good enough and during a couple of days running in mixed conditions, it also managed a genuine 40mpg, which I thought pretty commendable for this kind of car.

I TAKE GREATER ISSUE WITH THE WAY Alfa Romeo has configured the chassis. Here, I admit, its engineers had a problem. How do you make something that's quite heavy and has a notably high centre of gravity still

somehow handle as you'd hope an Alfa Romeo might? Or do you simply accept that that's a fool's errand, soften it off and focus on providing superlative ride comfort instead? Alfa's decision to split the difference, falling if anything on the side of dynamism and response, is entirely understandable, but that does not mean I agree with it.

Yes, it means the Stelvio handles quite capably for such a car, managing its mass under quite severe provocation and delaying the onset of understeer for as long as you could reasonably expect, but only at the price of tying the car down on its springs. The less desirable consequences of this include a generally stiff-legged gait and the occasional unseemly stumble over transverse ridges or into pot-holes. Even so, it should be said that the ride is not terrible nor even particularly poor, just notably compromised: you might well take the view that a little relative discomfort is worth putting up with for the point-to-point poise it undoubtedly brings.

It's far harder to make the case for the interior which, relative to most rivals is, I am afraid, just plain poor. When not just the Germans but also companies like Volvo are creating cabins for £40,000 cars that would not have looked in the least out of place in something costing twice as much even a few years ago, the Stelvio cockpit appears as if from another age. Yes, it's quite cleanly presented with an admirable economy of buttons, but the materials used are too variable in both number and quality, what little technology it places at your disposal is very previous generation, but most of all there is little of that sense of design cohesion in here that is essential for creating an ambience of true class in a car such as this. There's quite

limited rear headroom too, and only a tiny rear screen to look out of.

Despite such reservations, I think that Alfa Romeo should be praised for creating what remains a competitive, if flawed, new offering to this super-competitive market. Its first job was to create an SUV that was sufficiently distinct both in ability and appearance not simply to stand out, but to do so as an Alfa Romeo. And I think it has broadly succeeded in this regard.

But that's a very different thing to saying I think it should be up there on your list with the best the Germans, the Brits and Swedes already have in this category. In its ride comfort, disappointing interior and noisy engine lie flaws that only the most love-blind of Alfisti will find easy to ignore. Its best rivals may be less attractive, they may even be a little less entertaining, but they are far more complete propositions.

So the question is, what matters more in this new class that's so crucial to Alfa Romeo's future well-being? And for me I think more people will want one of the quiet, comfortable and genuinely luxurious cars that already populate the class than an outsider with no track record in the field and a reasonable number of significant drawbacks. The Stelvio, then, may be the world's first Alfa Romeo SUV, but it remains an Alfa Romeo, with all the good and bad that has so often entailed. The hope must be that for enough customers its charms outweigh its shortcomings for Alfa Romeo to gain a toe-hold in this class. For whether we like it or not it is in building cars like this, far more than the more smaller coupés and saloons upon which it built its reputation, that the future of this most enigmatic company now depends. ☐



Style with more substance

...but are 12 cylinders really necessary in a luxury limo?



This might seem a contentious thing to say but in my experience it is true: big 12-cylinder saloons are hardly ever as good as their more modestly powered brethren.

I have, for instance, never driven a Mercedes-Benz S600 or S65 with its 6-litre V12 that I preferred to a similar car powered by merely eight cylinders.

I've not yet driven the 12-cylinder version of the all new Audi A8, but I never drove one of its predecessors and concluded that it was the best of the range, despite being the by far the most expensive.

Indeed, the closest I've come to seeing the sense in such a car is with this new BMW M760Li, which is as charming a 12-pot limousine as you'll find this side of a Rolls-Royce Ghost whose 6.6-litre engine, incidentally, it shares.

What's different about it?

For a start, it has a wonderful motor, better by far than the ancient V12 used by Mercedes and both smoother and more sonorous than the Bentley/Audi W12. It's silent when you want it to be and has a deep, rich and complex note when extended. It also throws the

7-series down the road at a quite preposterous rate, for right now this the fastest accelerating BMW you can buy.

Actually it's even better than that because it's not just far more capable on a difficult road than you'd imagine (thank standard four-wheel drive and four-wheel steering for that), it's even reasonably entertaining, at least by the standards of such cars.

There are a few downsides, particularly ride quality that is good rather than superb and an interior that looks too closely related to far cheaper BMWs, but as the first 7-series to wear an M-badge, even if it is not a proper M-car itself, BMW has judged it nicely.

It is first and foremost a large and very luxurious saloon, but with a frisson of

dynamism I've not experienced in other cars of this ilk.

Whether it is worth £135,340 is another question. On the one hand it seems barely believable that it should cost more than twice as much as the entry level 7-series, even in long-wheelbase configuration and, were you to take the plunge, I'd try to think very hard about likely depreciation beforehand and not at all thereafter.

On the other hand it is probably the best car of its kind out there at present.

Even so I'd still struggle to recommend it over a lesser diesel 7-series because, for almost everyone almost all the time, something like a 740d will not just be cheaper but, in certain critical ways, better too, not least in terms of its ability to travel at least twice as far on a tank of fuel.

All I would say to those people who buy such cars, because it is important to them to have the flagship model, is that while they might be spending a lot of money on what is probably not the best BMW 7-series, I can see a case for it beyond mere vanity.

And that is something I have often struggled to do with any of its erstwhile rivals. **Q**

FACTFILE

BMW M760Li

Price £138,265 **Engine** 6.6 litres, 12 cylinders, turbocharged **Power** 600bhp@5500rpm **Torque** 590lb ft@1550rpm **Weight** 2255kg **Power to weight** 266bhp per tonne **Transmission** eight-speed automatic, four-wheel drive **0-62mph** 3.7sec **Top speed** 155mph **Economy** 22.1mpg **CO₂** 291g/km



1970 PORSCHE 908/03 Sports Racing Prototype #908/03-011

Ex-Gulf JW Automotive team. Ex-Pedro Rodriguez, Richard Atwood and Leo Kinnunen.

Long and interesting racing history.

The only Porsche 908 Turbo remaining today. 660 bhp / 770 Kg.

Eligible for Le Mans Classic, CER races, Pre-80 Endurance series



1967 HOLMAN MOODY HONKER II #01

Holman Moody's first Can-Am car.

Raced by Mario Andretti. Sponsored by Paul Newman.

Totally restored in the 90's by A. Greaves, a former McLaren Can-Am builder.

Engine rebuilt in 2008. Nice entry for Goodwood FOS and many other events.



1971 HURON 4A 2L SPORTS PROTOTYPE #01

One of the three cars made.

Ex-Camel filters sponsored racing car.

Restored with a 2.0L BDG engine. Original Hewland FT200 gearbox.

FIA eligible racer. Eligible to CER races.

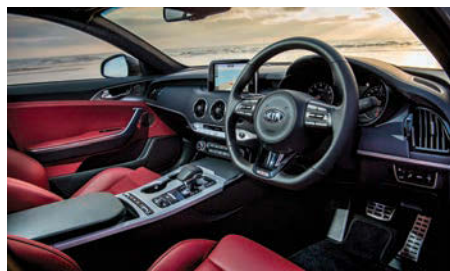
Contact us for more information:

+33 442 726 199 . gtc@guikasgtc.com . www.guikasgtc.com



Burning ambition

Kia targets German establishment with a bold new saloon



Who would have thought, even five years ago, that a Kia would have earned its place on these pages? The Korean duo of Kia and Hyundai have made some incredible in-roads into the more mainstream, affordable parts of the market and have done so on merit with credible products backed by first-rate warranties, but this new Kia Stinger is a sports saloon costing more than £40,000, a price point that pitches it not against VW and Vauxhall, but BMW, Audi and Mercedes-Benz. Can it possibly compete?

On paper, absolutely. You may or may not like the look of the Stinger but you can't argue with hardware: though four-cylinder petrol and diesel models are available, this flagship comes with a turbocharged V6 developing 365bhp and driving the rear wheels alone through an eight-speed automatic gearbox.

And, at the risk of sounding faintly patronising, it's a very good first attempt at such a car. The engine is responsive, the gearbox smooth enough and clearly a lot of attention has been lavished on suspension tuning because the Stinger not only rides well, it controls its body movements very capably,

too. I spent a week in it and, the odd electronic chime aside, it annoyed me hardly at all and most of the time provided swift, pleasant and capable transport. Indeed it gets closer to the standards set by its new found German opposition than I had expected. So hats off to Kia for that.

There are just two problems. The first is that there are no consolation prizes in any part of the market, let alone one peopled with product as capable as that into which Kia is now venturing. True, the Stinger is a little cheaper than the best Europe can offer, but so it should be because getting close to the establishment is not really good enough: if a car like the Stinger is to tempt people out of their BMW 440i Gran Coupés and suchlike, it

FACTFILE

Kia Stinger GT S

Price £40,495 **Engine** 3.3 litres, 6 cylinders, turbocharged **Power** 365bhp@6000rpm **Torque** 376lb ft@1300rpm **Weight** 1909kg **Power to weight** 191bhp per tonne **Transmission** eight-speed automatic, rear-wheel drive **0-62mph** 4.9sec **Top speed** 169mph **Economy** 28.8mpg **CO₂** 225g/km

really needs to offer something they lack - and it doesn't. Its interior is not so classy, its chassis not quite so multi-faceted. And while it is undoubtedly powerful, so too does it need to be as the Stinger is exceptionally heavy: more than 1900kg at the kerb while the BMW weighs in at less than 1700kg. This means not only blunted performance, but fairly catastrophic fuel consumption too, worse on paper than a Porsche 911 Turbo S with another 200bhp...

There's also something else, which shouldn't be a factor but clearly will be. We are a nation of unconscionable badge snobs. I wish Kia all the best in the world with the Stinger, because I like it when car companies try to do something different and difficult, but it's hard to see many people passing by all those posh German prestige brands and explaining to their friends and family why there's a Kia on the drive. Like I said, it shouldn't be an issue, but I guarantee it will be.

It's a shame because in isolation the Stinger is a good car. But as we've seen so many times before from companies that have tried to steal some business from the old European blue bloods, good just isn't good enough. ☒

2.0L CUP

The 2.0L Cup will be part of three **Peter Auto** meetings in 2018 - the Spa Classic, Grand Prix de l'Age d'Or, Dix Mille Tours plus an extra round at another well known international race meeting.

Historika are proud to have been involved in the creation of this exciting new Series with James Turner, Richard Tuthill and Lee Maxted-Page.

The 2.0L SWB 911's have always had a special place in our hearts and are now getting the recognition they deserve. The purist looks and sensational driver feedback of a well sorted SWB car is second to none.

Over the years we have built up a world renowned reputation, whether restoring or racing these cars and can offer help with all aspects of your SWB Porsche 911.



HISTORIKA

KLASSIK PORSCHE

YESTERDAY'S PORSCHEs. PRESERVED FOR TOMORROW. ENJOYED TODAY.

FINE CARS // RESTORATION // RACE PREPARATION // RARE PARTS



WWW.HISTORIKA.COM
INSTAGRAM.COM/HISTORIKA911
FACEBOOK.COM/HISTORIKA911
TWITTER.COM/HISTORIKA911
YOUTUBE.COM/HISTORIKA911
CALL 07836 384 999 OR 07717 212 911





williamloughran

- THE LEADING SPECIALIST IN SOURCING THE RARE AND UNOBTAINABLE -



2011 PORSCHE 911 (997) GT2 RS

We believe this to be 1 of 50 RHD cars, ASK Sound package, lightweight battery, PCM with satellite navigation and phone modules, carbon front wing, full harness for driver and passenger, full service history, 14,569 miles **£POA**



2005 FERRARI 575 SUPERAMERICA (LHD)

£POA

Rosso Corsa with Nero leather interior, HTC handling package, daytona style seats, Scuderia shields, satellite navigation, 19" alloy wheels, yellow rev counter, 7,644km



2016 FERRARI 488 GTB

£239,950

Rosso Corsa with Nero leather interior, 1 owner from new, carbon fibre driving zone and LED's, large goldrake racing seats, suspension lifter, carbon fibre front spoiler, del miles



2011 ROLLS ROYCE PHANTOM COUPE

£179,950

Carbon Black with Cornsilk leather interior. Starlight headlining, dark Wenge wood veneer, Ipod integration, camera system, battery conditioner, 21" polished alloys, 7,463 miles



2008 MERCEDES SL63 AMG

£44,950

Iridium Silver with Black leather interior. 19" AMG alloy wheels, Bluetooth, satellite navigation, carbon fibre trim, cruise control and a tracker, 17,166 miles

WILLIAM LOUGHRAN ARE ALWAYS INTERESTED IN PURCHASING LUXURY, CLASSIC AND SUPERCARS. CONTACT ONE OF OUR SPECIALISTS.

+44 (0) 1772 613 114 // sales@williamloughran.co.uk // www.williamloughran.co.uk



BUYING • SELLING • AUCTIONS • RACE & ROAD CAR PROFILES

SPEEDSHOP

THIS MONTH Latest news from auctions around the world • Volvo's track-focused 240T • Jaguar's continuation D-type • McLaren 720S • Selling vintage racers in New York



TOP STORY

Double-barrelled diehard

Muscular British classic that scored competition successes galore

Big Healey - sounds like a character in a gangster film, no? Someone brawny, tough, determined. And there's a lot in that. Donald Healey's co-production with the far larger Austin company, under its BMC umbrella, resulted in a sports car with just those qualities, as proved in major rallies and plenty of racing. A car boasting period credentials in those events has become much coveted, but with heading for 60,000 Austin-Healeys built in several variants, they offer plenty of choice

for the enthusiast buyer. The car Vintage & Prestige has in stock, in the desirable BN6 spec, did its bit for Britain's 'export or die' campaign - built at MG's Abingdon works in 1958 with left-hand drive, it went straight to San Francisco and put treasured dollars into the home economy.

After 32 years the car returned to a home in Jersey and has recently had a complete restoration to concours standard, with just about everything checked, reconditioned or if necessary replaced (including valves and valve

seats to utilise unleaded fuel). Casual onlookers may easily miss the differences and assume it's a Healey 3000, but this earlier model is a 100/6 - pretty similar but lacking 400 of the ccs in its big brother's title. Whereas the first Austin-Healeys made the most of a four-cylinder Austin A90 engine, the 100/6 upgraded to a big six from the Westminster saloon and, although it was hardly sophisticated, the new 2.6-litre pushrod engine was sturdy and simple to fix. Unshackled from the weighty Westminster it

brought enough horsepower to make the Healey lively on the road. In truth the extra weight of the six cancelled out its power until, in 1958, a new 12-port head and manifold raised the figure from 102 to 117bhp. That's the spec of this BN6 model, the final iteration before the bigger-engined 3000 arrived.

Healey redesigned his car to swallow the longer six-cylinder engine, increasing the length by six inches and making an already attractive design even better proportioned, especially with the sweeping two-tone paint option in classic ice blue over white. At first you could have a couple of cramped perches in the rear, but that wasn't popular and disappeared with the arrival of the BN6.

With its drum brakes and ladder chassis the 100/6 offered no technical innovation; Healey



1

(1) This particular car benefits from the later 12-port head, which boosted power to 117bhp (2) Launch of the BN6 Healey marked the end for vestigial rear seats (3) Classic two-tone paint job enhanced lines of an already attractive shape (4) Open sesame



2



3

very sensibly chose simple, affordable parts from the generally uninspiring Austin range, relying on weight loss and million-dollar looks for sales appeal. Sports cars famously generate low volumes and similar profit margins, but are essential to chrome-plating your market image, which is why BMC's Leonard Lord pounced on the single example the Healey company built and showed at the 1952 British Motor Show. He needed a 'halo car' and here was one ready-made, using

parts from his range. Overnight he made a deal with Healey, the car's name became double-barrelled and Healey's firm went from turning out hand-built vehicles to being a maker recognised across Europe and America. In 3000 MkI and II form the Big Healey would survive until 1968, but the car's extrovert character and its huge competition success ensures that in all its versions it remains a favourite from Britain's golden era of sports cars.



4

In the market for a classic bygone roadster

Timeless beauty, sculpted more than half a century ago in Britain and Germany



1960 Mercedes Benz 190SL Cabriolet £109,995

This 160 SL Cabriolet has been extensively restored, including a complete respray in original ivory.
www.howardwiscars.co.uk



1951 Jaguar XK120 £POA

Immaculately preserved, in Suede Green, with just 38,845 miles on the clock. Original engine and gearbox.
www.jdclassics.com



1962 Mercedes Benz 190SL £POA

Owned by just one family with original engine rebuilt to meticulous standards. Navy blue inside and out.
www.hiltonandmoss.com



1953 Jaguar XK120 Roadster £129,000

Rebuilt with a meaningful investment, this XK120 remains highly covetable after a painstaking restoration.
www.hiltonandmoss.com

F

orget Brexit, the *entente cordiale* between Britain and France appears to be as warm as ever - among car enthusiasts at least.

The latest sign of continued friendship came last month at the Salon Rétromobile, the annual jamboree for all things vintage in Paris: among the rows of 2CVs, Alpines and Pikes Peak Peugeots, the star of the show couldn't have been more British.

Jaguar chose the French capital to unveil the first of its D-type continuation models. The marque's most successful racer, a product of the 1950s, is to restart production in Coventry some 62 years after the last of the original models came off the production line - and the first of them made its debut in front of adoring Gallic fans.



Wraps come off 'new' D-type

Jaguar unveils £1m continuation model in Paris

Parked on a raised platform in front of the Jaguar Land Rover stand, the all-new D-type in gun-metal grey attracted more attention than anything else in the cavernous hall. "We've been pretty busy showing people around it, and everyone wants our technical guys to explain how it has been reborn," said one of the JLR workers on the stand. "People can't seem to get enough of it."

Jaguar is promising that each of the 25 continuation cars will be period correct, meticulously hand built using the original drawings and some of the original production techniques. Each car will cost "in excess of £1 million" or roughly £15m less than one of the famous cars that won the Le Mans 24 Hours in 1955, 1956 and 1957: last year the D-type that won Le Mans in 1956 became the most expensive British car ever sold, when it was auctioned for £16.64m during Monterey Car Week in California.

Jaguar has said the newcomers will be a mixture of the original short-nose cars and the later long-nose versions, depending on customer preference. ☐

DEALING



BIG APPLE AUTOS

A US specialist dealing in the golden age of motoring

Nick Soprano has been keeping the flame of vintage racers alive in New York state for almost four decades. The founder of Motor Classic & Competition Corp has been buying, selling and restoring classic cars since 1979 and says that his passion for the era is undiminished.

"I deal mainly in GT and sports cars from the 1950s, 1960s and 1970s which is what I see as the golden age of racing and motoring," he says. "I still love the look and feel of those cars - they have never been beaten, they were made by artisan designers and are freeform expressions of creativity that are not hindered by safety regulations and are not built by computers."

Located in Northern Westchester, an affluent area about an hour from New York City in Bedford Hills, his showroom and workshop is home to between 20 and 40 models at any one time.

The company's true passion is for Italian

cars, with a focus on Ferrari, and it is one of the most renowned and respected Ferrari specialists in America. Over the years it has also developed expertise in other marques, too, and frequently trades Porsches, Jaguars, Mercedes-Benzes, Maseratis, Alfa Romeos, Aston Martins, BMWs, Fiats, Cobras and GT40s.

Soprano himself has almost as much provenance as his stock. He has taken part in the Mille Miglia and the annual Colorado Grand and proudly remembers meeting Enzo Ferrari in the '80s (the Old Man said one word to the excited American, who told him about his business and passion for Ferrari: "Bravo"). He even hosted Stirling Moss, who once visited the dealership: "It was a like a visit from the pope."

Motor Classic & Competition Corp was founded on enthusiasm for a golden age of racing and its owner is still an unapologetic enthusiast.

www.motorclassicc.com



1975 Maserati Bora 4.9 EPOA

A Maserati that can be shown, as well as enjoyed on the road. One of 29 built in 1975. Total Bora production was 524, of which 235 are 4.9s.



1966 Lamborghini 400GT EPOA

A rare collectible, as only 23 examples were built. This one has undergone an extensive rebuild of its original motor and five-speed gearbox.



1971 Jaguar E-type V12 Roadster EPOA

This is number 8 of the first 10 V12 Jaguars built. Regency red/black, 64,000 miles and in fine condition throughout, but can still be driven.

French fancies

*The star cars from
Retromobile in Paris*

An unpredictable Retromobile weekend in a snowy Paris in February saw some unexpected no-sales, a couple of model records and the unprecedented event at such a prime marketplace for historic vehicles of a current model topping all the classics.

It was RM Sotheby's who overturned the established order by auctioning at €3.3m (£2.9m) a Bugatti Chiron, a car you can order new with a list price of £2.5m, while the next-highest historic machine, another Bugatti but a 1938 Type 57 Atalante coupé, sold at Artcurial for €400,000 shy of that. One hopeful buyer nearly restored normality by bidding €3.45m for the de Graffenried Mille Miglia Ferrari 166MM RM Sotheby's also listed but it missed the reserve. The Bugatti double came in the same week that a Type 57SC Atlantic from the Mullin collection was judged 'Best of the Best' against the winners of the eight most prestigious concours through 2017.

Artcurial's expected leader, the 1964 Le Mans-winning Ferrari 275P, was withdrawn before the sale due to "ongoing proceedings" over Ferrari collector Pierre Bardinon's estate. In compensation the French house set a new record for the track-only Ferrari FXX at €2.6m, while an ex-Tour de France Porsche 904 made €1.87m and a Mille Miglia-entered 1954 Maserati A6GCS spider sold for a model-high €2.44m. A true rarity here was one of the few Monicas made, the 1970s V8 four-door GT selling for €107,000, although the unique Pinin Farina Alfa 2500 show car, a giant stylistic leap for 1946, went back to its owner.

Even if you were there for the cars you couldn't avoid being gripped by the amazing Majestic motorbike, a hub-centre-steered Thirties spaceship - it tickled someone's fancy to the tune of €81,000.

In RM Sotheby's marquee in Place Vauban, although the 166 didn't find a buyer, the firm was delighted with the Chiron, which knocked the Maserati MC12 into second (€2m). Meanwhile the BMW 507 continues to



escalate; this one took €1.7m. Those looking for a competitive entry in historic events could have snapped up a cute Alpine-Renault A110S, which contested the Targa Florio and went to a new owner at €138,000 - a good way to celebrate the 40th anniversary of the marque's Le Mans victory - or what's thought to be the only surviving works 1958 Monte entry Triumph TR3A in its original apple green, bought for €184,000. A new TR record, and a contrast with the TR3A Artcurial sold for

€35,000. Also boasting period race history, a Porsche 914/6 made €241,000.

Despite the recent demise of French rock hero Johnny Hallyday, no-one carried off his Iso Grifo A3/C. The auction firm tempted collectors to its Monaco sale by displaying an ex-Rene Dreyfus Type 51 GP Bugatti and an unrestored 911 RS Lightweight brought new by Interserie Porsche racer Leo Kinnunen.

Under the soaring glass and iron vaults of the Grand Palais, Bonhams' most unusual offering was an Iveco Ferrari team bus, now a luxury motor home but once the track hangout of M Schumacher and R Barichello. You can bet that at £103,500 the new owner won't take it to Caravan Club meetings.

You might not think Europe was the place to sell an Alta, the sometimes overlooked British racing marque, yet the 2-litre car Bonhams offered beat estimate to sell at €345,000. It came with correspondence from our DSJ, who worked on it at Alta. In contrast, neither the Hispano-Suiza hydroplane Rafale V not a Lancia Delta S4 hit their reserves and the Earl Howe TT Bugatti 57 sold short of expectations



*Despite the recent
demise of French rock
hero Johnny Hallyday,
no-one carried off his
Iso Grifo A3/C*



at €713,000. Yet another Ferrari sold for €11,250 - but that doesn't mean the bubble has burst. It was a 1/8th-scale Michele Conti model of de Portago's ill-fated MM 335S.

At home, there's some interesting historical material coming up at Historics at Brooklands's March 3 Ascot sale - papers, notes and drawings from the development of the twin-cam racing Austin 750, ERA and BRM V16, including the personal notes of engineers Murray Jamieson and Harry Munday. You might also grab an affordable fun car - a Renault Clio Sport V6, estimate: £13-18,000 or a 1979 Vauxhall Chevette HS (£19-23,000)

Further ahead, Bonhams has announced that its Festival of Speed sale in July features an Aston that's probably more famous than even the 1959 Le Mans winner - 2VEV, the Ogier racing Zagato that Jim Clark drove. In the same hands for 47 years, this is going to see further serious competition - this time financial. ☑

Preview & Calendar

APRIL

6 RM Sotheby's
Fort Lauderdale,
USA

8 Artcurial
Paris, France

12 Barrett-Jackson
Palm Beach, USA

21 CCA

Silverstone, UK

21 Barons

Sandown Park, UK

MAY

10 RM Sotheby's
Auburn, Indiana

11 Bonhams
Monaco

12 RM Sotheby's
Monaco



RM SOTHEBY'S

1954 OSCA 2000S Sold for €792,500

Six-cylinder barchetta built by Maserati brothers; Morelli coachwork; raced in Italy and in Buenos Aires 1000km. This restored 2000S is in its original Rosso colour with a white stripe



ARTCURIAL

2008 Ferrari steering wheel replica Sold for €1760

Full-size model of Formula 1 wheel by Amalgam, steel and carbon fibre; one of limited edition of 250



H&H

Alfa Romeo 2600 Sprint Estimate: £26-28,000

Often forgotten range from the Italian maker; triple carbs on six-cylinder motor, in large coupe body



HISTORICS AT BROOKLANDS

BRM archive material Estimate: £395-445

Personal papers of engineer Harry Munday, including drawings, notes and blueprints from BRM V16 development



HISTORICS AT BROOKLANDS

Airstream caravan Estimate: £46-52,000

Classic polished American 'van, refurbished with minimalist décor inside; bring glamping to the paddock



THE EXPERT CRAIG JACKSON

Chairman and CEO Barrett-Jackson

Our bidders are as diverse as our docket - from pre-war classics to muscle cars. And 35 per cent of bidders at our Scottsdale sale were new, which we're happy to see, especially from the younger generation. Probably due to them we're seeing the sub-\$100,000 sector increase - the Mustangs and other cars from their youth. And SUVs - we really started taking note last April after a Chevy Blazer sold for \$220,000. I believe our 'no reserve' policy tends to bring more money, as buyers like knowing that every car is truly for sale. Blue-chip cars tend to be counter-cyclical, with increased demand when the economy isn't performing so well. But we're off to a good start.

McLaren 675LT

A little longer, a lot lighter, and a leap forward

Price new: £261,555 (coupé), £285,450 (Spider)
Price now: From £260k (coupé) & £310k (Spider)
Rivals: Porsche 911 GT2 RS, Lamborghini Aventador SV, Ferrari 458 Speciale/Aperta **Heritage:** The first LT of the modern era. Inspired by the F1 Longtail.
 Lighter, faster – and yes a bit longer...



And what a debut. No question, the 675LT - available as a coupé and spider - is absolutely sensational. In just three years, values have remained solid, owners rave about them, and collectors see them as a genuine future classic.

Based on the 650S road car, itself an evolution of the 2011 12C (McLaren's first car of the new era of road car production), the 675LT features carbon-fibre bodywork, a 666bhp V8 twin-turbo engine and revised aerodynamics. Downforce is increased by 40 per cent over the 650S, power by 3 per cent and the weight reduced by 100kg to 1230kg (dry).

In addition, the shift time of the seven-speed dual-clutch gearbox is twice as fast, the wheels ultra-lightweight forged alloy items and the windscreen 1mm thinner. You may look upon these as incremental changes that amount to little in total, and the meagre 3cm increase in overall length may compound your view, but you'd be wrong. The McLaren 675LT is a giant leap over the 650S both in terms of performance and driver enjoyment. The latter is the important point here; with the 675LT McLaren has created a more adjustable, and more playful driver's car.

Such is its brilliance on track, many of the 1000 675LTs have seen plenty of circuit action and therefore buyers will need to ensure that the car has been thoroughly serviced. There are reports of minor niggles, but mechanically the LT appears to be very tough indeed.

So what's not to like? The price? Maybe, but it's worth reading dealer Carl Hartley's view on that below... Coupés start at £260,000 (the price they were new) and rise to £300k for the best specced models, and Spiders tend to sit at just above £310,000. However, this is not just one of the best McLaren road cars ever made - this is one of the best performance cars in the last few years. 📌

What is LT? McLaren will hate us saying this, but it is their take on Porsche's 'RS' philosophy - the name given to those road cars that are lighter, faster and more focused than the car on which they're based.

So why not call them 'RS', like Porsche or indeed Ford or Audi? Well, we hear this was indeed tabled but that's not really the McLaren way so they dug into their heritage and named the car after the McLaren F1 GTR 'Longtail' - a homologation special that extended the F1's competitive edge in sports car racing in the late 90s. The F1 Longtail was lighter, faster and yes, longer; and so is this.

In time, the full McLaren range is likely to get the LT treatment - but this was the first.



SPEAKING TO CARL HARTLEY

Director of Tom Hartley, specialist in luxury and performance cars

We've sold 20 or 25 675LTs here. Interestingly, it's the car that seems to get the non-McLaren buyer into a McLaren. They look fantastic and build quality is very good. Some people think they're just a 650S with 25 or so more horsepower, but the revisions are comprehensive and the feel of the car is very different. The telemetry system is a desirable extra, worth seeking out for track days. When you consider its rarity, and that rivals like the Lamborghini Aventador SV and Ferrari 458 Aperta are considerably costlier, the 675LT is very good value. I'm not sure there's been a better time to buy. We have an LT at £309,950 and an Aventador SV at £374,950; Apertas can fetch twice that.

ASTON MARTIN SPECIALISTS

NICHOLAS MEE
& COMPANY LTD



HERITAGE

A SELECTION OF OUR CURRENT STOCK

2010 VANTAGE GT2 - CHASSIS #007 £299,950



The Vantage GT2 was launched in 2008 to compete in series such as the FIA GT Championship, ELMS, Asian and AMLS and the Le Mans 24 Hours. Based heavily on the Vantage road car, just 10 Vantage GT2s were built.

GT2-007 was built by AMR in 2010 and raced in the 'GT Open' category in that year. GT2-007 sat out the 2011 season but was back in action in 2012 where it entered the AMR Festival event at Le Mans. It completed the race without incident to score a commanding victory, finishing more than a minute ahead of the next car.

Since acquisition in 2015 the current owner has had the car

professionally prepared including a full engine rebuild by Prodrive and had a new gearbox. Vantage GT2-007's last outing was at Spa in September 2017 where it competed in the inaugural round of the Masters Endurance Legends, where it finished first in class.

Now offered in race ready condition with both engine and gearbox mileage being at a minimum having only been used for one day of testing and race win at Spa. The Vantage GT2 is eligible for the Masters Endurance Legends series and the 2018 AMR Festival at the Le Mans 24 hours. All the equipment required to run the GT2 is supplied with the car along with a substantial spare parts package.



1986 V8 VANTAGE ZAGATO - FAST ROAD

£495,000

Acquired in 1998 by English comedian Rowan Atkinson, subsequently subject to a comprehensive rebuild to road racing specifications by AM Works. Campaigned at national level by Rowan Atkinson, with Works support and with varying success over 3 years, before being retired and sold on in 2004. A substantial Aston Martin file of all the competition preparation on this unique car accompanies the car.

Purchased by the last owner in 2016 and subject to further development, enabling the car to be enjoyed on the public roads. Currently UK registered & MOT'd and without doubt the most significant and collectable of the 50 production V8 Vantage Zagato's!

www.nicholasmee.co.uk Telephone: 0208 741 8822 Email: info@nicholasmee.co.uk



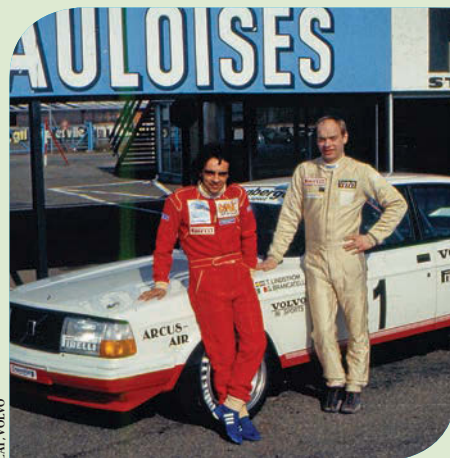
Volvo 240 Turbo

The 'flying brick' that's flying once again in historic racing

*Price new: £8,690 (road car) Price now: £1000-£5000 (road) up to £220,000 (race) Rivals: BMW 5-Series, Jaguar XJS, Saab 900, Mercedes E-Class
Heritage: A safety-first brick, lumbering, heavy and not a joy to drive – but ETCC and DTM champion regardless*



The 240T leading a Golf and BMW 635
Right: ETCC winners Brancatelli and Lindström



The Volvo 240 is enjoying something of a renaissance in racing, not least because there are now so many series and championships in which to race them - including every major historic racing event in the UK.

A not-too-revered 'flying brick' in its mid '80s Group A touring car prime, it has developed into something of a cult hero.

The 240 had been racing in a one-make cup in Sweden for a few years before a father-son team of VW racers turned attentions closer to home to tackle the European Touring Car Championship.

A 240 Turbo was initially developed by the Lindströms - Tage and son Thomas - and

began to make tentative steps into the BMW-dominated Group A era in 1983. Little more than road cars with which to race, the Group A regulations kept things simple (and the cards in the doors). Physically, the cars were little changed compared to the road-going equivalent, as the ETCC traded out the big Group 2s for the mass-production-derived tin-tops of Group A.

A secret Group A project behind the scenes at Volvo in Sweden eventually came to fruition in a bid to capitalise on the success of the Lindströms, who by now were bothering the works Jaguars and BMWs around places like Monza.

The 'Evo' homologation special was commissioned, boosting the turbo, and its

four-cylinder 2.1-litre engine crept ever nearer the 350bhp mark - an increase of 150bhp on the cup car and 200bhp more than the original 1981 road car. Forged pistons, aluminium cylinder heads were introduced and water turbo traction was invented.

Legendary team owner Rudi Eggenberger's team was enlisted to run the works team in 1985 and victories and championships followed. Lindström and Gianfranco Brancatelli claimed the ETCC in 1985, becoming only the third different marque to win the championship in 11 years - nine of which were won by BMWs. In the fledgling DTM, Per Stureson made it a European double for the 240 finishing 17.5 points clear of Olaf Manthey.

Then came the all-conquering Sierra Cosworth RS500 and a persistent controversy over the 'Evo' models production run of 500 240Ts - or possible lack thereof. And the Volvos disappeared as quickly as they had appeared.

The legend, it seems, has endured. ☑



SPEAKING TO XAVIER MICHERON

Owner of Ascott Collection which sources, sells and races classic cars – even a 240T

When you look at history the 240T was very competitive, and it still is: in Peter Auto's Heritage Touring Car Cup a Volvo won the Group A class in 2017. In fact, it's more powerful and lighter than a BMW 635 CSI. I sold a 635 in order to buy a Volvo, which is currently for sale, because it's nice to have something that is different. The Volvo's shape is not the nicest, but it's exotic and great to drive. We've had a lot of interest in it, the engines aren't always easy to find but it is cheap to rebuild. A good BMW 635 is €290,000, whereas a works Volvo is around €250,000.



SOMETIMES, THERE ARE NO WORDS.

430 bhp 440 Nm 1299 kg 342 bhp/ton 0-60: 3.7s 190 mph 250 kg downforce 60 cars only

Join us at our

Bell & Colvill Exclusive Evora Drive Event March 3rd/4th

Limited availability. Please book for dedicated appointment time.

Please contact Jamie Matthews jmatthews@bellandcolvill.com

or Carl Wallis cwallis@bellandcolvill.com

EVORA
GT430

BELL & COLVILL (HORSLEY) LIMITED

Epsom Road

West Horsley, Leatherhead

Surrey KT24 6DG

Tel: 01483 281000

Email: lotussales@bellandcolvill.com

TO FIND OUT MORE VISIT BELLANDCOLVILL.COM

[f](https://www.facebook.com/LotusCars) /LotusCars [@GroupLotusPlc](https://twitter.com/GroupLotusPlc) [@GroupLotusPlc](https://www.instagram.com/GroupLotusPlc) [in](https://www.linkedin.com/company/GroupLotusPlc) GroupLotusPlc [y](https://www.youtube.com/GroupLotus) GroupLotus

Fuel economy figures mpg: Urban 20.6, Extra Urban 35.3, Combined 27.9. CO₂ emissions 234 g/km.
Performance results may vary depending upon the specification of the particular vehicle, environmental conditions, driving style and other factors.

*Model featured is the Lotus Evora GT430 in Dark Grey Metallic, OTR cost is £115,125.00. Lotus reserves the right to modify prices, specifications and options without prior notice. MPG figures are obtained from laboratory testing and may not reflect real driving results. Published MPG figures and performance results are intended for comparisons between vehicles only. Verification of performance results should not be attempted on public roads. Lotus recommends that all local speed and safety laws must be obeyed and safety belts worn at all times. Errors and omissions accepted. Imagery for illustration purposes only. Actual specifications may vary. Information relating to the designs and patents that are held by Group Lotus PLC are available by visiting www.lotuscars.com/legal-designs-and-patents or by writing to Group Lotus PLC, Potash Lane, Hethel, Norwich, Norfolk, NR14 8EZ, England.

Dealer Gallery

To advertise, please call Laura Holloway 020 7349 8479
or email laura.holloway@motorsportmagazine.com



GraemeHunt Ltd

The largest classic car showrooms in central London



1933 MG J2
to J4 Specification



1971 Fiat Dino Spider
Restored Condition



1991 Range Rover CSK Auto
1 of 2 available



1981 Rolls-Royce
Phantom VI LHD
23,000kms only



1979 Mini 1275GT.
Restored condition



1998 Bentley Brooklands 'R'
Mulliner
21,000 miles only



1997 Bentley Continental T
limited edition
26,500 miles only



1980 Rolls-Royce Silver Shadow II
2 owners & 35,000 miles only



1972 Range Rover Classic Suffix
'A' Convertible



1967 AC 428
Official Factory Road Test Car



1960 Bentley S2 Continental
Immaculate Condition



1985 Porsche 3.2 Carrera Targa.
Restored condition

www.graemehunt.com

Kensington

+44 (0)20 7937 8487 • mail@graemehunt.com

Battersea

1989D SIERRA RS500 COSWORTH

Built by Andy Rouse for the 1989 BTCC season, this was the ultimate development of the Group A RS500s. Unraced for 25 years and in the same ownership for the last 22 years this stunning and iconic car from the wildest era of BTCC is available for sale.

£POA

DUNCAN HAMILTON ROFGO



+44 (0) 1256 765000 | dhrofgo.com | sales@dhrofgo.com





TOM HARTLEY JNR

EXQUISITE CLASSIC & PERFORMANCE CARS

A HANDPICKED SELECTION FROM OUR CURRENT STOCK



2016 MCLAREN P1 GTR

1 of only 58 P1 GTR's ever produced, road converted and U.K. registered by Lanzante, 1 owner with only 850m from new, specified in the iconic Lark livery, special features, incredible performance!..... **£POA**



2008 BUGATTI VEYRON

1 owner from new (that owner being of British nobility), only 14,744m from new with FSH. Complete with its original handbook/service booklet & comprehensive history file **£POA**



2007 BUGATTI VEYRON

Stunning colours, 11,600m from new, recently serviced & tyres replaced. Complete with its original owners manual/ service booklet, spare key, speed key, PDA & battery conditioner **£POA**



1963 FERRARI 250 GT LUSSO

Original colours, matching-numbers, fresh from a complete nut-&-bolt restoration by leading marque specialists Bob Houghton Ltd, an exceptional example **£POA**



2013 PAGANI HUAYRA RHD

Many special features, 1 of only 100 Huayras ever produced worldwide & 1 of only 4 U.K. right-hand drive examples, 2,472m & FSH from new **£POA**



2000 ASTON MARTIN V8 VANTAGE

V600 LE MANS 1 of only 40 ever produced, only 1,440m from new, exceptional throughout & complete with its original invoice, handbook, spare keys & sterling silver key fob..... **£POA**



2004 PORSCHE CARRERA GT

Complete with its full luggage set, original books including warranty/service supplement and spare key. 9,600m with fantastic service history from new, superb condition throughout **£595,000**



2016 PORSCHE 991 GT3 RS

Bucket seats, leather & alcantara interior, silver stitching, PCM, sport chrono, phone, ceramic brakes, front axle lift, total spec, delivery miles from new **£209,950**



2015 PORSCHE 991 GT3 RS

Bucket seats, leather & alcantara interior, lava orange stitching, PCM, sport chrono, phone, ceramic brakes, front axle lift, painted cage, total spec, 3,100m with 1 owner from new **£192,950**



Telephone: **+44 (0)1283 761119**



TOM HARTLEY JNR

EXQUISITE CLASSIC & PERFORMANCE CARS



1997 MCLAREN F1 GTR LONGTAIL

- 1 of only 10 Longtail examples ever produced
- The first McLaren F1 GTR 'Longtail' to win a race
- Raced at the 24 Hours of Le Mans in 1997
- Totally restored and road converted by Lanzante
- Recently returned to its Le Mans and most iconic Lark livery
- UK registered with EU taxes paid
- Complete with an amazing history file and extensive spares package

£POA



WE ARE ALWAYS LOOKING TO BUY SIMILAR VEHICLES

Call today for an instant quote and decision

www.tomhartleyjnr.com





Ferrari Enzo

Rosso Corsa with Nero interior and Rosso diamond stitching. 7,755 Kms from new, full Classiche certification and UK registered. **EPOA**



Ferrari F50

14,500 Kms from new with thorough service history and exceptional "weave" on every panel. Classiche certified and one of the very finest DK have seen in recent years. **EPOA**



Ferrari 275 GTS (LHD)

A totally restored Concours condition GTS in Rosso Cina. This Matching Numbers example has had a further recent major service and is accompanied by a rare factory hardtop. **EPOA**

Additional Motorcars Available for Acquisition



EPOA

McLaren P1 *Brand New*

Today showing a mileage of just 5 miles from new having never been driven. Presented in the Tarocco Orange and with a host of additional options. A real opportunity to buy a brand new P1.



£394,995

Porsche 356A Speedster (LHD)

Presented in its original combination of White over a rare Blue Hide interior. This Matching Numbers Speedster has covered just 150kms since its Concours level restoration.



£334,995

Jaguar E-Type 3.8 Roadster (LHD)

This early LHD, Flat-Floor example was ordered new at the 1961 Paris Salon by Maclean's magazine editor Ralph Allen. Dispatched from the factory as only the 53rd E-Type Roadster constructed.



EPOA

Ferrari Testarossa (LHD)

An original & early "Monospechio" & "Mono Dado" Testarossa. The car is presented in its original Rosso Corsa with Nero Hide. Recent full major service including timing belts.



£349,995

AC Cobra 427 Roadster

This exceptional LHD 427 is the last of 10 perfect continuations sanctioned AC Cars Ltd. Just 3,950 Miles from new. Recent comprehensive service. UK registered.



£129,995

Ferrari 308 GTB (RHD)

This UK supplied 1979 GTB in Rosso Chiaro over Tan is a highly desirable carburettor steel car with dry sump lubrication. Accompanied by a comprehensive history. Only 22,000 Miles.

Acquisition Consultancy | Sales | Service | Restoration to Perfection | Engine Building | Race Preparation | Rolling Road | Storage

Telephone: +44 (0) 1923 287 687 • Fax: +44 (0) 1923 286 274 • Email: info@dkeng.co.uk
 Little Green Street Farm, Green Street, Chorleywood, Hertfordshire, WD3 6EA - ENGLAND

@dkengineering @dk_engineering

Chorleywood Tube Station - 2 mins

Heathrow or Luton Airports - 20 mins

M25 M25 Orbital J18 - 3 mins

London City Centre 20 miles

Helicopter Landing Facilities

www.dke.co.uk
 A Cottingham Family Business

ESTABLISHED
OVER
45
YEARS

TOM HARTLEY

THE ULTIMATE NAME DEALING IN LUXURY, PERFORMANCE & CLASSIC CARS

OVER 60
SUPERCARS
IN OUR
INVENTORY



FERRARI & LAMBORGHINI

63	LAFERRARI Rosso Corsa/Nero Alcantara, Matte Black Alloy Wheels, Nero Roof, Front Suspension Lift, Carbon Fibre Mirrors, Sat Nav, Sports Exhaust, 4 Point Racing Harness, 5,800m.....	£2,195,000
04	ENZO Rosso Corsa/Rosso Leather Race Seats, Yellow Dial, Classic Certified, 3,700m FSH, Best Example In The World.....	£2,000,000
62	458 SPIDER Grigio Silverstone/Sabia E/Seats, Sat Nav, Carbon S/Wheel With LEDs, Carbon Interior, Carbon Rear Moulding, 20" Forged Alloys, 20,000m FSH.....	£159,950
62	458 ITALIA Silver/Rosso Hide, 20" Sports Alloys, Full E/Seats, Chromed Exhaust Pipes, Nero Roof, Central Tunnel In Rosso, Ferrari 7 Year Service Pk, 15,000m.....	£149,950
03	360 CHALLENGE STRADALE LHD Bianco Avus/Blue & Black Alcantara Racing Seats, Carbon Interior, 12,000m FSH, Immaculate.....	£164,950
08	430 SCUDERIA Rosso Corsa/Black Tessuto Alcantara, 4 Point Safety Harness, Nav System, Carbon Steering Wheel With LEDs, Handley Fire Extinguisher, NART Racing Stripe, Carbon Racing Seats, 16,000m.....	£184,950
54	360 SPIDER MANUAL Rosso Corsa/Nero Hide With Red Piping, Red Carpets, Challenge Rear Grille, 1,200m, 1 Owner, Just Serviced, The Very Best Available.....	£139,950
67	HURACAN LP 640-4 PERFORMANTE Grigio Titans/Black & Red Alcantara, Carbon Racing Seats, Front Lifting, Carbon Ceramic Brakes, R'Camera, LDS, Branding Pk, NEW, Delivery Miles.....	£289,950
66	AVENTADOR SV ROADSTER LP750-4 Blu Glauco/Black & Blu Glauco Alcantara, E/H/Seats, LIS With Nav, Dianthus Alloys In Black, Visible Carbon Exterior Vents & Spoiler, 4,800m, Stunning.....	£374,950
63	AVENTADOR ROADSTER LP700-4 Grigio Estoque/Black Leather, Full E/Seats, Grigio Alloys, Sat Nav, Orange Brake Calipers, 3,000m, As New.....	£254,950

CLASSICS

1959	MERCEDES-BENZ 220S COUPÉ Grey/Cream, Sunroof, 2.2L Inline 6 100BHP Engine, Same Ownership Since 1990, Great Investment Potential, Very Limited Numbers, 69,000km.....	£74,950
1995	FERRARI 512M Rosso/Crema, E/Windows, 1 Of Only 41 RHD UK Cars, Great History File, 3 Owners, 38,000m FSH, Perfect.....	£229,950
1988	FERRARI TESTAROSSA Rosso/Black Hide, E/Windows, 7,000m FFSH, Just Had Major Service With Grappaul Ferrari, Immaculate Condition Throughout.....	£179,950
1998	FERRARI TESTAROSSA Rosso/Black Daytona Seats With Rosso Inserts, E/Windows, 1 Of Only 438 RHD UK Cars, 23,000m FFSH, Immaculate Condition Throughout.....	£139,950
1991	FERRARI TESTAROSSA Argento Nürburgring/Black, E/Windows, 1 Of Only 438 RHD UK Cars, 2 Owners, 41,000m, Just Serviced.....	£119,950
1983	LAMBORGHINI JALPA P350 TARGA Red/Cream, 1 Of 35 RHD Cars, Featured In Many Articles, Original Tools, Books & Spare Wheels, Award-Winning Example, 40,000m.....	£99,950

ROLLS ROYCE & BENTLEY

13	PHANTOM SERIES II Diamond Black/Seashell Hide, Sliding Roof, Rear Theatre, TV, Visible Exhausts, Camera Pk With Top View, 6 DVD Changer, Dynamic Pk, 9,000m.....	£189,950
11	PHANTOM Darkest Tungsten/Light Grey Hide, 21" Part Polished Alloy Wheels, Sliding/Tilting Sunroof, Rear Lounge, TV Function, Visible Exhausts, F' & R' Camera System, 37,000m, Stunning.....	£134,950

PORSCHE

54	CARRERA GT GT Silver/Ascot Brown Leather, Bucket Seats, Luggage Set, Air Con, Porsche Online Pro Radio, Full History File, Totally As New, 599m From New.....	£POA
63	991 TURBO S Wrapped Nardo Grey (Jet Black)/Agate Grey Leather, Electric Tilt & Slide Sunroof, 18 Way Memory Seats, Sport Chrono Pk Plus, BOSE, TV Tuner, 27,000m, Stunning.....	£96,950
65	991 GT3 RS 4.0 Ultraviiolet/Black & Grey Alcantara, 918 Bucket Seats, Front Lifting, Sound Pk Plus, Clubsport Pk, Carbon Interior Pk, PCM With Nav, Electronic Damper Control, 6,000m, As New.....	£179,950
65	991 GT3 RS 4.0 LHD GT Silver/Black Alcantara & Leather, 918 Spyder Bucket Seats, RS Pedals, FI Exhaust, Clubsport Pk, PCCB, Front Lift, Dynamic Engine Mounts, Massive Spec, 4,500m.....	£179,950
66	991 GT3 RS 4.0 LHD Lava Orange/Orange Alcantara & Black Leather, Silky Black Alloys, PCCB, Front Axel Lift, 918 Bucket Seats, Sports Exhaust, Michelin Decals On Tyres, Sports Exhaust, 8,000m.....	£174,950
17	MACAN GTS White Black Leather & Alcantara, PCM With Navigation, Panoramic Roof, Carbon Fibre Interior Pk, 21" Sport Classic Alloy Wheels, R'Camera, Switchable Sports Exhaust, 1,500m, As New.....	£66,950
17	991 CARRERA 4S CABRIOLET White/Bordeaux Red Leather, 20" RS Spyder Alloys In Grey, Sport Chrono Plus, Red Roof, Navigation, PASM, Sports Exhaust System, 4 Way E/Seats, Electric Wind Deflector, 3,000m, As New.....	£106,950

OTHERS

14	McLAREN P1 Volcano Yellow/Black Alcantara & Leather, Exposed Carbon Exterior, 20" Lightweight Alloys In Stealth, Carbon Roof Snorkel, Meridian Sound System, UK Supplied, 1 Owner, 1,500m.....	£1,495,000
17	McLAREN 720S LAUNCH EDTN Glacier White/Black Leather, Lux Spec, Carbon Fibre Upgrade Pk 1, Front Lift, Visual Carbon Structure, Soft Close Doors, Carbon Fibre Intakes, Carbon Fibre Structure.....	£244,950
17	McLAREN 675LT SPIDER Napier Green/Black Leather & Alcantara, Super Lightweight Forged Alloy Wheels, R'Camera, MSO Napier Green Switches, Front Lift, MSO Carbon Exterior Upgrade, Delivery Miles.....	£314,950
67	McLAREN 570S SPIDER Ventura Orange/Black & Orange Alcantara, Front Lift, Super Lightweight Alloys In Stealth, R'Camera, Luxury Pk, Orange Brake Calipers, As New, 200m.....	£189,950
65	McLAREN 650S LHD Brilliant Silver/McLaren Orange, Sat Nav, Parking Sensors, Carbon Side Intakes, Great Spec, Delivery Mileage.....	£139,950
05	TVR SAGARIS Midas Pearl Yellow/Black Leather, 18" Spider Alloy Wheels In Black, Sat Nav, Aluminium Stalks, Clear Spoiler, Fibreglass Shell, Superb Example, 1 Of 200 Made, 53,000m.....	£59,950
16	ASTON MARTIN V12 VANTAGE S SPITFIRE 80 EDTN Duxford Green/Tan Leather, 1 Of 8 Worldwide, Tribute To The RAF Supermarine Spitfire 80th Anniversary, 680m, As New, Great Investment.....	£249,950
59	ASTON MARTIN V12 VANTAGE Onyx Black/Obsidian Black Leather, 700W Aston Martin Premium Sound System, Silver Contrast Stitching, 10 Spoke Alloys, Full AM Service History, 22,000m.....	£79,950
67	MERCEDES-BENZ AMG GTR Matte Designo Selanite Grey Magno/Black Nappa Leather & Dinamica, VAT Q, Premium Pk, Memory Pk, R'Camera, Burmester Sound, Delivery Miles, As New.....	£169,950
14	MERCEDES-BENZ SLS BLACK SERIES LHD Designo Mystic White/Black Leather & Alcantara, 1 Of 150 Worldwide, AMG Performance Seats, Ceramic Brakes, R'Camera, COMAND With Nav, 1,600m.....	£419,950
61	MERCEDES-BENZ SLS Matte Designo Allanite Grey Magno/Classic Red Designo Leather, Black Twin Spoke Alloys, COMAND With Nav, Carbon Interior Pk, R'Camera, Immaculate, 31,000m.....	£144,950
61	MERCEDES-BENZ SLS ROADSTER Obsidian Black/Saffron, Sat Nav, R'Camera, Airscarf, Blind Spot Assist, 10,000m FSH, As New.....	£144,950
15	MERCEDES-BENZ AMG GTS Designo Diamond White/Black Nappa Leather, Premium Pk, Panoramic Roof, Burmester Sound System, R'Camera, 8,000m, As New.....	£78,950
66	MERCEDES-BENZ G63 AMG Palladium Silver/Black Leather, Designo Exclusive Pk, Rear Entertainment, Sunroof, Harman Kardon Sound System, Privacy Glass, TV Tuner, 6,000m, As New.....	£104,950

WE ALWAYS PAY MORE FOR YOUR CAR & WILL COLLECT TODAY

Telephone: +44 (0)1283 762762

Email: info@tomhartley.com

www.tomhartley.com

Follow us: @TomHartleyCars TomHartley

SHOWROOM VIEWING BY APPOINTMENT
OPEN 7 DAYS: 9AM-8PM



TALACREST

THE WORLD'S NUMBER ONE CLASSIC FERRARI DEALER



1965 FERRARI 275 GTB ALLOY 6 CARB LONG NOSE

THIS RARE MODEL IS ONE OF THE MOST EXOTIC 275 GTB SPECIFICATIONS AVAILABLE. IT COMES WITH FULL FERRARI CLASSICHE CERTIFICATION AND IS IN STUNNING CONDITION.



OTHER FERRARI CLASSICS AVAILABLE



1959 Ferrari 250 GT LWB California Spyder



1964 Ferrari 250 Lusso. Ex Chris Evans



1992 Ferrari F40 RHD. Ex Sultan of Brunei



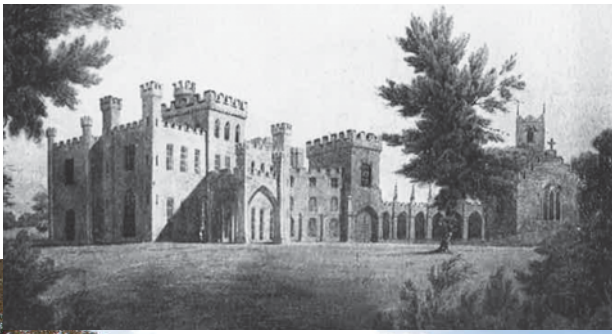
1950 Ferrari 195 Inter Coupe by Touring



WWW.TALACREST.COM

+44 (0)1344 308178 | +44 (0)7860 589855 | john@talacrest.com





KAAIMANS

INTERNATIONAL

HOME OF ICONIC AUTOMOBILES



Tollerton, a South Nottinghamshire green belt village, includes a church, school, airfield, four shops and the historic estate of Tollerton Hall, which appeared in the Domesday Book in 1086.

From then it passed through just three family dynasties until ceasing to be a private house in 1929, after which it became briefly a residential country club, then a training college for congregational ministers. During the Second War it was used by the army, the RAF, American airmen and, finally, as a camp for Italian prisoners of war. Thereafter it served as a Roman Catholic seminary - St Hugh's College - which closed in 1987.



Recently extensively refurbished and re-born as a family residence, Tollerton Hall is now home to Ian Kershaw, co-founder of *Kaaimans International* - an exclusive, high-end boutique car dealership.

The business - which evolved from Ian's spectacular private collection of rare marques - is managed and co-owned by Gary Tolson, a specialist with many years' experience in the high-end motor industry. *Kaaimans International* now sells the world's most desirable cars, presenting an eclectic range of truly 'iconic automobiles'.



The *Kaaimans* area of the property constituted the very first part of the major refurbishment project. Set in 117 acres of farm and woodland, the showroom has space for up to 20 cars and storage for a further 50. With many of the vehicles available valued in the millions, Tollerton Hall is now truly a destination for serious car enthusiasts.

Viewings are by appointment only, so contact Gary or Ian on 01949 833288 to arrange a visit to the most unique car showroom in the country.

A SELECTION OF CURRENT STOCK:

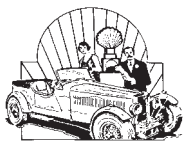
2007 Bugatti Veyron	2016 Porsche Macan Turbo
2016 Aston Martyn Vulcan	2015 Bentley Continental V8S
1998 Ferrari 550 Maranello	2010 Rolls Royce Ghost
1983 Lamborghini Countach	1963 E-Type Jaguar
1972 Ferrari Dino	2007 Lamborghini Mercielago
1991 Ferrari Testarossa	1998 Lamborghini Diablo SV
2013 Porsche Cayman S	2014 Rolls Royce Phantom
2014 Range Rover Vogue	2016 McLaren 650S Spider
2014 Audi RS6 Avant	2014 Rolls Royce Wraith
2016 Mercedes A45 AMG	2016 Ferrari 488GTB
2016 Range Rover SDV8	2005 McLaren SLR



INTERNATIONAL

Kaaimans International Ltd

(44) 01949 833288 | info@kaaimans.com
www.kaaimans.com



The School Garage
(MARTIN J DALY) Est 1979

A small selection of up to 60 Prestige and Classic Cars in stock.

**47 Buxton Road,
Whaley Bridge, High Peak,
Derbyshire SK23 7HX
Telephone 01663 733209
Mobile 07767 617507
www.classiccarshop.co.uk**



1988 PORSCHE 911 930 TURBO CABRIOLET RHD. Grand Prix white with marine blue leather and blue mohair power hood. Polished Fuchs alloys, tear drop mirrors, sports exhaust, full Bob Watson Porsche upgrades. 30,500 miles with superb history. File, a stunning low mileage example from a Top collector! **£109,950**



1954 JAGUAR XK120 FHC. LHD. Ivory with Tan leather. Lovely original matching numbers example, rust free and driving superbly..... **£79,950**



2007 BENTLEY CONTINENTAL GTC. Masons black with tan leather and dark wood. Mega spec, 2 owners and 44,000 miles only. Superb unmarked original car. Stunning **£44,950**



1958 BENTLEY SI. Oxford Blue with red leather trim. Original RHD example with factory power steering. Sold by us to its last owner, a superb and immaculate low mileage example. **£49,950**



1971 ASTON MARTIN DBS V8 AUTO Original RHD with matching numbers. Caribbean blue with navy blue leather. Stainless sports exhaust, Air cons, GKN alloys, face off CD. Recent tyres. 61,000 miles only with FSH, and recently serviced by leading specialists. Registration number DBS 1J. Stunning original rust free specimen..... **£179,950**



1994 BENTLEY TURBO R. In Wildberry with parchment leather. Usual high spec and 52,000 miles only with fully documented Bentley history from new. One of the best in the UK. Truly stunning example. **£22,950**



2008 FERRARI 599 GTB FIORANO F1. Grigio Silverstone with Grigio Scuro leather trim. massive spec includes: 20" alloys, yellow callipers, carbon fibre brakes, Daytona style trim, wing shields, Bose HiFi system. 16,900 miles, one previous owner, full documented history. Superb throughout, utterly stunning..... **£124,950**



2007 FERRARI 430 F1 COUPE. Rosso Corsa with creamer and red stitching. Red callipers, wing shields, carbon dash. Plus, one previous owner and 11,900 miles only. Full main dealer history and just serviced. As new. **£107,950**



1996 PORSCHE 993 CARRERA 2 CABRIOLET. Carrera 2 Cabriolet RHD 6 speed manual. Iris blue with marble grey leather trim. Blue power hood, air cond, Cup Alloys, teardrop mirrors. 35,000 miles only with full documented history. Stunning and original example. **£69,950**



1982 MERCEDES 280S W107 SPORTS. Milan brown with beige tex trim. Hard and soft tops. Mexican hat Alloys, and 2 owners with only 44,000 miles Only from new. A mint and original, time warp motorcar..... **£399,950**



1970 PORSCHE 911 2.2E LHD. (rebuild to Full RS/ST specification). This is the finest recreation we have ever seen, build on a genuine 1970 chassis. Fitted 3.0 RS spec engine on carbs. C 230 BHP! The car looks and drives as new. Please Contact us for full details or view our website. **£139,950**



1967 AUSTIN HEALEY 3000 MK3 PHASE 2. LHD. BRG with black trim and black hood. 2 owners, matching numbers and Heritage Certification. Many concours wins to it name with last owner of over 30 years. The most stunning and correct Healey we have ever seen!..... **£64,950**



1966 JAGUAR 3.4S TYPE MANUAL WITH OVERDRIVE. Oxford Blue with original grey leather. Chrome wire wheels and stainless exhaust. Stunning original matching numbers RHD low mileage, time warp, example. All books, tools, etc **£34,950**



1967 ALFA ROMEO 1600 DUETTO SPIDER. LHD. Rosso with black trim and black mohair hood., stunning original rust free example. Spent all its life until recently in California..... **£36,950**



2009 CATERHAM 7 CLASSIC. 1400 K series, black and alloy, minilite wheels, roll bar, full weather equipment. Never registered. As NEW less than 2 miles..... **£19,950**



Our passion is classic competition cars

1974 Porsche 911 RS 3.0

(911 460 9018)

Ex Max Moritz with extensive race history incl. Le Mans 24hr. Fully restored, matching numbers and well documented. Exceptional!
P.O.A.



1969 Lola T70 Mk3B factory continuation (HU76/160)

The 2nd of six built by Lola Ltd. Two owners from new. Completely overhauled and in fresh, race ready condition. Good spares and 2016 HTP.
P.O.A.



1976 March 761/04

Ex-Arturo Merzario 1976 F1 championship car. Genuine, no-stories 761 with documented history. Fresh, on-the-button and entered for 2018 Monaco HGP.
P.O.A.



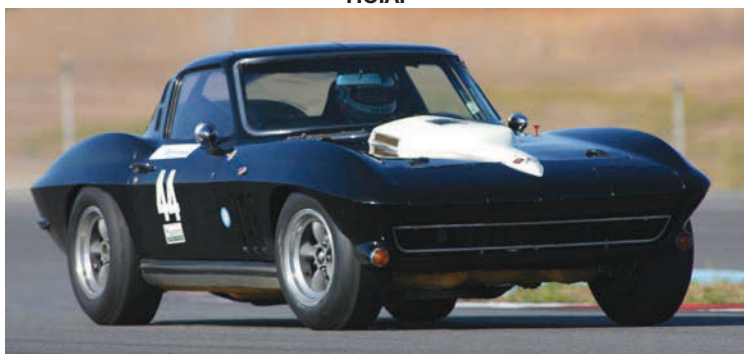
1976 Wolf-Williams FW05/3

Unique and stunning Williams F1. Ex- Jacky Ickx & Arturo Merzario. Race- ready with fresh crack testing. Entered for Monaco HGP 2018.
P.O.A.



1968 Lola T70 Mk3 (SL73/128)

"Simoniz Racing" Mk3 with excellent provenance. Race-ready and fully sorted w/ coupe & spyder bodywork. 2017 FIA HTP and good spares.
P.O.A.



1965 Chevrolet Corvette C2

Big Block Sting Ray C2 with fresh Tim Adams engine. New fuel cell, exhaust, etc. Everything is current with 2017 HTP and good spares.
GBP 125,000



1971 Ford Capri 2600 RS

Well known and iconic Capri. 2017 Peter Auto HTC championship winner. Sold in race-ready condition with current FIA HTP and spares.
P.O.A.

We have a wider variety of great cars for sale. Please call or visit our web-site for more information.

www.rmd.be – salesinfo@rmd.be – +32 (0) 475 422 790 – Schoten, Belgium

ART & REVS

— THE FINE AUTOMOBILES GALLERY —



Ferrari F50

8500km, Classiche, immaculate and never repainted.



Ferrari F40

Completely serviced, full history from new, fantastic driver.



Tyrrell 010

Ex. Jarier & Daly, race ready and multiple winner in FIA F1 Historic



Cortina Lotus

FIA prepared to the highest specifications, only 2 hours since.



Porsche 962

Chassis 162, 3.2 liter, engine and gearbox 2h, all original in every detail.



Matra MS630

First continuation car built at EPAF. FIA papers and ready to race.

Arrows A11C : 1991 ex. Alboreto, originally fitted with Porsche V10, now on Cosworth

Chrysler Viper GTS-R : 2000 ORECA factory car, glorious history including Le Mans

Ferrari 360 GT : Chassis 000M, the very first of modern Michelotto cars, extensive history

Jaguar E-Type 3.8 : concours restoration, black on red interior, full report available

Mercedes SLS GT3 : excellent condition car, ready to race, comes with spares package

Porsche 964 RS : 21000 km, silver, excellent condition, fully serviced

Porsche 997 4S : 52000km, grey, sport chrono plus, just serviced

ART & REVS - Howald, Luxembourg

www.artandrevs.com • contact@artandrevs.com • Tel: 00352 661 700 777 • Mobile: 00352 26 48 17 41

All the listed cars are located in our Showroom and visible only by appointment
We are always looking for similar cars do not hesitate to contact us if you wish to sell one

STEVE SOPER OFFERS HIS CORTINA LOTUS FOR SALE

THIS CAR HAS NEVER BEEN BEATEN BY ANY OTHER LOTUS CORTINA & I BELIEVE
TO BE THE FASTEST FIA CORTINA AROUND



BUILT AND FULLY DEVELOPED FOR STEVE SOPER BY TEAM DYNAMICS, ARGUABLY THE BEST BTCC TEAM AROUND WINNING THE BTCC DRIVER'S CHAMPIONSHIP 6 TIMES AND THE CONSTRUCTOR'S CHAMPIONSHIP 4 TIMES. THIS CAR WAS BUILT UP FROM AN ACID DIPPED SHELL AND FINISHED APRIL 2017 WITH ALL NEW PARTS WHERE POSSIBLE, UNDER WEIGHT NEEDING BALLAST, NEIL BROWN ENGINE JUST REBUILT, A-FRAME REAR END, FIA FUEL BAG TANK, BTB STAINLESS STEEL EXHAUST AND MANIFOLD, MAGNESIUM WHEELS, RACE LOGIC, QUAIFE STRAIGHT CUT GEAR KIT, QUAIFE HALF SHAFTS, JUNE 2017 FULL HTP PAPERS, COMPETED IN ONLY 6 EVENTS SINCE BEING BUILT.



RESULTS

Finished 2nd in U2TC Championship only 2 points behind the Banks Brothers winning Alfa

APRIL 28-29 2017
JUNE 17-18 2017
JULY 28-29 2017
SEPT 1-2 2017

U2TC DONINGTON PARK FESTIVAL UK
MASTERS CHAMPIONSHIP SILVERSTONE GP UK
U2TC CHAMPIONSHIP SILVERSTONE CLASSICS UK
MASTERS CHAMPIONSHIP ZANDVOORT HOLLAND

SEPT 16-17 2017
OCT 28-29 2017

U2TC CHAMPIONSHIP SPA BELGIUM
U2TC CHAMPIONSHIP PORTIMAO PORTUGAL

2nd in BOTH RACES
OVERALL POLE
OVERALL POLE
Started 36th and
won 1st OVERALL in Masters
2nd in BOTH RACES
1st in RACE 2 & 2nd in RACE 1

SUITABLE FOR 2018 U2TC, MASTERS, HSCC, HRDC, and GOODWOOD REVIVAL

£125,000 (plus VAT)

Would consider part exchange for road car

Contact **STEVE SOPER** on email sopersteve@gmail.com
or **James Rodgers** at **Team Dynamics** + 44 (0)1905 793800



1929 BENTLEY SPEED SIX

A rare matching example of Bentley's legendary Speed Six. Supplied new to preferred Bentley client Noel van Raalte and remarkable still only in its sixth ownership from new.

Beautifully restored to the highest possible standard by a highly-regarded marque specialist, copying the 1930 No.2 Team car for Le Mans where possible, while still retaining its original integrity.



THE EX - SIR STIRLING MOSS, BIB STILLWELL, 'COIL SPRUNG' 1959 COOPER T49 'MONACO'

Commissioned new by Sir Stirling Moss in 1959 where he qualified the car on the front row of the grid for the 1959 British Grand Prix Sports Car Race at Aintree before going on to win at Karlskoga and the Roskilde Ring. Surely the ultimate '50s sports racing car with its coil sprung rear suspension and the desirable 5-speed gearbox from new.



FORD CAPRI TO FIA RS2600 GROUP 2 SPECIFICATION

Fastidiously restored to 1972 FIA RS2600 Group 2 specification and remaining extensively fresh since rebuild. Accompanied by 2016 FIA HTPs, V5 registration document and number plates, the Capri offers an exciting and competitive opportunity to get out on track in a variety of series including Motor Racing Legend's Historic Touring Car Challenge and Peter Auto's HTC, along with the likes of the Tour Auto and Modena Cento Ore.



THE SOUTH AFRICAN 6 HOURS WINNING, EX - JOHN ABRAHAMS, RICHARD SCOTT 1971 CHEVRON B19

A beautiful example of what is arguably Chevron's most iconic 2-litre sports racer. One of only a handful of no-questions Chevron B19s and fully documented by Allen Brown of OldRacingCars.com. Supplied new to South Africa and winner of the 1972 South African 6 Hours. Raced by Richard Scott in the 1972 Martini Trophy, then campaigned for many years in France before returning to England with Richard Budge in 1981 and on track since.

FOR MORE INFORMATION ABOUT THESE, OTHER
CARS IN STOCK AND OUR SERVICES PLEASE VISIT
WWW.WILLIAMIANSON.COM

Foskers

The UK's oldest independent Ferrari specialist

@FOSKERS
FOSKERSFERRARI
@FOSKERS



THINKING OF SELLING YOUR **FERRARI**? WE ALWAYS REQUIRE TOP QUALITY USED **FERRARI**



Ferrari F360 Coupe £67,995
Pristine example, Nero leather, 21,500 miles.



Ferrari California 2011 £97,500
Stunning in rare Rosso Fiorano, 18,500 miles.



Ferrari 550 Maranello £114,950
V12 Tourer, Crema hide, quilted parcel shelf.



Ferrari F355 GTS 1995 £99,950
Manual, Carbon sports seats, Capristo exhaust.



Ferrari F430 2007 £94,995
Just 8,993 miles, Daytona electric seats.



Ferrari 458 Italia 2012 £167,995
5,800 miles, full main dealer service history.

EMAIL: info@foskers.com SALES: +44 (0)1474 874555 WORKSHOP: +44 (0)1474 874777

FOSKERS.COM

Finally

REGISTERBIZZARRINI .COM

453

HORSEPOWER.

4.4 SECONDS*

0-62 MPH.



THE CAMARO V8: BUILT TO BE A LEGEND.

Experience the Camaro V8. The sixth generation of this iconic sports car combines maximum performance, breathtaking design and innovative technologies. The 453 hp (333 kW), 6.2 L V8 engine with 617 Nm of torque makes it the highest-performing Camaro of all time. As Coupe or Cabriolet.

Learn more about the Camaro V8: chevrolet.co.uk/camaro

CAMARO V8

FIND NEW ROADS

Arrange a test drive with your Chevrolet Partner:



Sandhills Lane, Virginia Water GU25 4BT
01344 842801
www.ianallanmotors.co.uk



Fuel consumption urban/extra-urban/combined in mpg (l/100 km): 14.9 (19.0)-16.6 (17.0)/31.0 (9.1)-36.7 (7.7)/22.1 (12.8)-25.4 (11.1); CO2 emissions combined: 292-252 g/km (according to [EC] No. 715/2007). Efficiency class: M. Vehicle shown with optional equipment. *Camaro V8 Coupe with 8-speed automatic transmission. Values vary according to specification.

I.S.POLSON

TALBOT SPECIALIST



VINTAGE & PVT RESTORATION AND SALES

WE SPECIALISE IN ROESCH TALBOTS



Photo by Simon Clay

1930 Talbot AM90 Sports Tourer

Freshly restored example of Georges Roesch's favourite Talbot.

Please see our website for further details.

Tel: +44 (0) 1440 820371

www.ispolson.com

i.s.polson@btconnect.com



Hand Built Classic Cars



ASM Charity Open Day April 29th

A S Motorsport Ltd
 Poplar Farm, Fersfield Road
 Bressingham, Diss, Norfolk. IP22 2AP
 www.asmotorsport.co.uk Tel: 01379 688356 Mob: 07909 531816

6R4.com MG Metro 6R4 - Ex-Colin McRae 6R4.com



This is the original MG Metro 6R4 that Colin McRae bought on retirement from the WRC. A former National rally winning car that Colin bought for his own enjoyment, once freed from works contracts. He used it for Course Car duties during the 1998 Colin McRae Stages and was featured on Motors TV.

Very rarely can a 6R4 be seen driven in anger with such skill and control. It is no surprise that Colin McRae was voted the 'Ultimate British Driver' by the readers of Motorsport News 2014. Colin's stature and reputation make him known worldwide by a much broader audience than just Rally fans. An household name that will never be forgotten.


After using it for Course car duties the car unfortunately caught fire whilst Colin was working on it in his garage.

6R4.com have recently completed a full bare metal, ground up restoration and the car is now in Tarmac Specification.


A genuine 6R4 that is also road registered and having excellent provable provenance. It has the original V5 document verifying Colin Steele McRae as a previous owner.

Reluctant sale due to the continued investment and development of 6R4.com

£450,000 ono
 Part exchange considered - F1, 6R4, etc...
 For further information please contact Dr Ian Rowland
 Tel: +(44) 1942 676077
 Email: sales@6r4.com • Web: www.6R4.com



IVAN DUTTON LTD



Thank you to all our customers for visiting us at Retromobile!

Peacehaven Farm, Worminghall Road, Ickford, Bucks, HP189JE
 Tel: 01844 339457 • Fax: 01844 338933 • Ten minutes from M40 Junction 8a • www.duttonbugatti.co.uk

Melvyn Rutter Limited

International Morgan Sales, Service, Parts and Restoration
for Morgan Cars from 1936 to Present Day



2016 ROADSTER – £59,950

One owner car supplied by us, only 1500 miles on the clock. Car has EVERY factory optional extra available to order plus more! Rolls Royce Georgian silver with Yarwood Imperial leather. 7" x 16" Stainless steel wire wheels. Maroon mohair hood pack. Walnut dash



2011 PLUS 4 - £34,995

Jaguar Westminster blue with Mulberry red leather. One owner car - supplied and serviced by us from new. Everflex hood in navy blue with red piping. Stainless steel wire wheels. Walnut dash
Moto-Lita steering wheel. Luggage rack. 9473 miles.

MORGANS WANTED – PURCHASE FOR CASH

Morgan Hire
Both 3 and 4 wheeler models
£220 per day

NEW RUTTER PARTS CATALOGUE
40 Year Anniversary Edition, 84 Page Parts Catalogue
£5 UK, £7 Europe, £9 overseas elsewhere



The Morgan Garage, Little Hallingbury, Nr Bishops Stortford, Herts CM22 7RA England
Tel: 01279 725725 www.melvyn-rutter.co.uk Email: mr@melvyn-rutter.net



1964 COOPER MONACO TYPE 61, 327 fuel injected Chevrolet V8, 4-speed BMC Huffaker transaxle. Extensive documented race and ownership history. All original, recent comprehensive race prep, spare engine, body work and log book. \$375,000USD



1967 PORSCHE 911S, Polo red/black. The first year of the S. Matching #s, Certificate of Authenticity, 2.0 liter 5-speed, rebuilt motor gearbox interior and paint, original Fuchs wheels. Looks, runs and drives like new. \$195,000USD



1989 PORSCHE 930 FACTORY SLANT NOSE TURBO CABRIOLET, 9,000 original mi. Black/Linen, 1 of 25 factory built, 5-sp. Books, tools, window sticker, rosewood dash, piping, limtd. slip differential. As new. 295,000USD



1966 LAMBORGHINI 400GT INTERIM, Black/beige. Matching #s, rare, 1 of 23, with 4-liter engine in light 350GT body. Complete mechanical and cosmetic restoration to show quality standards. \$695,000USD.



1975 MASERATI BORA 4.9, Rosso Fuoco/Crema, 11,300 mi from new. 1 of 29 built in '75. Fully documented original example, original books, records, and tools. A true investment, collector grade Maserati which can be shown, enjoyed on rallies and on road. \$185,000USD



1971 JAGUAR E-TYPE ROADSTER, #8 of first 10 V12s. Regency red/black, 64K miles, 4-sp, A/C, PB, PS. Documented comprehensive mechanical & cosmetic restoration 10K miles ago by Bassett's of Rhode Island. Looks and runs better than new. \$129,000USD

CONSIGNMENTS WELCOME

MOTOR CLASSIC & COMPETITION CORP

WE WILL BUY ALL FERRARI AND ALL VINTAGE SPORTS, RACING AND GT CARS

350 ADAMS STREET, BEDFORD HILLS, NY 10507
Tel 914-997-9133 Fax 914-997-9136 sales@motorclassicc corp.com

www.motorclassicc corp.com



Reveal Geneva
March 2018



020 7244 7323
www.londonmorgan.co.uk



Southwood
CAR COMPANY



Alfa Romeo 1900 CSS Touring 1954



Alfa Romeo 1750 Veloce Spider RHD 1968



Alfa Romeo Giulietta Sprint Veloce Confortevole 1958



Alfa Romeo Giulietta Sprint 1955



Alfa Romeo Giulietta Spider 1958



We are always looking to purchase good quality Alfa Romeos
Please contact us if you have something of interest

T: 01883 344226 M: 07442 506123 E: info@southwood.co.uk W: www.southwood.co.uk
M25 J6 - 5 mins | Gatwick 20 mins | Heathrow 40 mins | Central London 19 miles



1980 Ensign N180 DFV F1 Car

Offered for sale the Ex Jan Lammers / Clay Regazzoni / Tiff Needel Ensign N180 complete with T Max Cosworth DVF Engine. The N180 was Ensign's entry for the 1980 F1 season where Mo Nunn's team utilised a similar ground effect concept to the highly successful Williams FW07 design. One of only 3 surviving chassis, this car was fully rebuilt over the winter of 2016/17 and was a podium finisher earlier this year. A recent race winner and front running Masters entry, this car has been entered into the Monaco Historic GP 2018. The car includes spares package and new HTP Papers.

Please call for further information.



1979 TYRRELL 009 COSWORTH DFV
 EX PIRONI/DALY - COMPLETELY REBUILT AND READY TO RACE - FRESH ENGINE, GEARBOX AND GOOD SPARES PACKAGE. NEW FIA HTP, MONACO ENTRY **POA**



1972 FORD RS2600
 RIGHT HAND DRIVE, FIA PAPERS, READY TO RACE, NEW BUILD IN 2017
£179,000



LOTUS CORTINA MK1 1965
 COMPLETE AND READY TO RACE WITH SPARE WHEELS, AND UK REGISTRATION DOCUMENT. **£90,000**



1981 LOTUS 87 - FORD COSWORTH DFV. RACED BY NIGEL MANSELL IN HIS FIRST F1 SEASON. ELIGIBLE FOR MASTERS FIA F1 & MASTERS HGP IN EUROPE & THE USA. **P.O.A**



LOLA 210 - COSWORTH FVC EX K FOITEK, LE MANS CLASSIC ELIGIBLE, READY TO RACE
£230,000



1984 ROVER 3500 TWR REPLICA USING ORIGINAL SUSPENSION AND ENGINE. FRESHLY BUILT, NEW HTP, SEALED ENGINE. **£125,000**

SCOTLAND'S ASTON MARTIN SPECIALIST



MODERN - CLASSIC - VINTAGE

Scotland's only independent specialist, based in the Central belt serving Scotland and beyond (including Europe), caring for all ages and models of Aston Martin.

MARTIN'S ASTON SERVICES

0141 266 0020 | www.martinsastonservices.co.uk





The Dutch world of historic Jaguars



WWW.ZWAKMANMOTORS.COM

GARAGISTA

THIS MONTH ALFASUD SPRINT VELOCE MAKES FIRST PUBLIC APPEARANCE
 • JORDAN I95 REBUILD LATEST • MGB STRIPDOWN HIGHLIGHTS BAD NEWS



RACER REBUILD

Alfasud Sprint Veloce

Geoff Gordon's freshly built historic Group 2 contender is now a complete, ready-to-race entity. Next stop: shakedown testing

It was, I suppose, a slightly surreal feeling. The Alfa has been edging ever closer to completion over the past few months and I've followed progress every step of the way, but so many people have invested so much time in the project that I found it quite hard to believe the finished article was actually mine. I guess it will eventually sink in.

I'm thrilled to bits with the way it looks. Raceworks did a stunning job with my

Giulietta - and the 'Sud looks every bit as good. I'm really not sure there's anything they could have done to improve it and I can't wait to try it for the first time. If all goes to plan it will have turned a wheel by the time you read this, most probably at Donington Park, and we're hoping to get in a couple of sessions before heading off for the car's debut race at Barcelona in early April. I'm still hoping Dickie Meaden will be able to share it with me at some meetings, though he is also committed

to driving Gérard Lopez's Ford Capri. When Dickie isn't available, I guess I'll probably race solo. The programme for the year is now pretty settled: Peter Auto's Heritage Touring Cup, plus the Donington Historic Festival in May and July's Silverstone Classic.

Once painting and assembly were complete, and the final graphics had been applied, the Sprint made its public debut at the London Classic Car Show, in mid-February at ExCeL, and immediately received some very positive 



Graphic artistry: finishing touches are applied to the 'Sud at Raceworks. The car is scheduled to make UK appearances at Donington and Silverstone in 2018



The Alfa made its first public appearance on the stand of DC Electronics, which built the wiring loom, at London's Classic Car Show in February



"I've always known that Alfa really treasured its racing past – and this confirmed it"

feedback via social media. I wasn't able to attend the show myself, but had a very worthwhile excuse - a clashing fixture in Italy.

I'd been invited to the annual Scuderia del Portello ceremony at the Museo Storico Alfa Romeo, which forms part of the site where the marque's old Arese factory once stood, in Milan. We were up for an award for our team's performance with the Giulietta Ti at the 2017 Goodwood Revival, when Dickie Meaden and Steve Soper finished second on aggregate in the St Mary's Trophy. It was great to get such recognition for our efforts with historic Alfas - a real honour, especially in such distinguished company.

It was a busy event and there were presentations to several well-known former Alfa drivers, including Carlo Facetti, while Gianluigi Picchi was also present. He was prominent in the European Touring Car Championship during the early 1970s: in 1971 he won his class in a 1300 GTA Junior and finished second overall to Capri driver Dieter Glemser.

I've always known that Alfa really treasured its racing past - and this confirmed it.

I travelled to Milan with long-time Alfa Romeo aficionado Jon Dooley, who used to contest the British Saloon Car Championship in 'Suds and GTV6s. Jon has been a great help in terms of researching the Alfasud Sprint's Gp2 racing history - and stayed on in Milan after I had left, to meet the Albertinazzi family at EPA Power. Giovanni Albertinazzi built, prepared and raced Gp2 Sprints in both 1.3- and 1.5-litre form back in the day, so we are gradually building up a portfolio of valuable information.

We've applied for the Alfa's historic technical passport (HTP) - ours is the first Gp2 'Sud Sprint Veloce to have been prepared in modern times - FIA inspector Jim Lowry is on the case and, as planned, I've booked a couple of one-to-one coaching sessions with John Norrington. My only previous front-wheel-drive experience has been on the public road, so I'm aware that I have a bit of learning to do... ☑



*Next month: first impressions from behind the wheel
Thanks to: Raceworks, Characters Signs, DC Electronics*



HISTORIC RACER

MGB Roadster

A few tweaks are in train for the new season – such as new brakes and a rebuilt gearbox. Oh, and the heavy bit up front. Nick Trott takes up the story...



Oversteer was something of a trademark last season, but should soon be tamed

I think we're going to be late for the season openers. We were hoping to get on the grid for the Equipe GTS trackday at Goodwood on March 5, then the season opener at Silverstone on the 7th, but we've found a few other issues with the MGB that need sorting. One of them is quite a big, heavy issue...

Firstly the good news. The gearbox, traditionally a weak point on MGBs, is rebuilt. It's easy to destroy the innards with imprecise heel-and-toeing and/or rushing the shifts, and small issues seem to turn into big problems quite quickly. As an MGB driver, you have to remember that in the rush and fury of racing slow is best when shifting cogs - its counter-intuitive but absolutely crucial. We plan to keep the 'box in tip-top condition throughout the season, and into 2019 hopefully, and avoid a mid-season rebuild like last year.

The suspension and brakes are also fitted - two areas that we believe were weak points last year. We're hoping for better performance and stability all round, with fewer 'bad habits'. For instance the B was always one of the more, um, sideways cars on the grid but despite the its crowd-pleasing antics we'd really rather it wasn't quite so drifty.

Roll oversteer was the key problem throughout 2017, and we're hoping to have this cured with new parabolic leaf springs and general set up changes. Less entertaining for the spectator (and drivers) but faster, we hope.

Finally, the big heavy issue. With the cylinder head removed an inspection of the bores revealed a rather tired block. A new one isn't criminally expensive, which is the case for pretty much everything on the MGB to be honest, so owner Ed has ordered a new block.

So yes, we'll be late for the first races of 2018 - but it'll be worth the wait. BRX 855B will be fitter and faster than ever. Probably about time its drivers were too... 🏁



*Next month: Removing the dents, tidying up the shell in preparation for the bodywork rebuild.
Thanks to: Roy Gillingham of www.chequeredflagclassics.co.uk*

A PART OF THE DREAM



FERRARI PARTS SPECIALIST **SUPERFORMANCE**

01992 445 300 SUPERFORMANCE.CO.UK
CELEBRATING 34 YEARS FERRARI PARTS EXPERIENCE

UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW



FIND THE PERFECT GIFT FOR *MOTOR SPORT* FANS

Whether you are looking for a gift or something special for yourself, the *Motor Sport* shop contains a wide range of motor sport-inspired items including signed specials, collectors' books, framed prints and racing accessories.



BOOKAZINE SPECIALS



BOOKS



CALENDARS



FILMS



BINDERS



LUGGAGE



COASTERS



STATIONERY



ART

To browse the online shop, visit:

shop.motorsportmagazine.com



F1 RESTORATION

Jordan 195

The restoration of an ex-Barrichello F1 car is nearing completion and owner Warren Stean is already planning its first public demonstration



I don't quite yet have a fully rebuilt and dyno-tested engine, but the good news is that the Peugeot internals have passed crack testing and there are, so far, no horrible surprises. I'm still itching to see – and hear – it up and running. I have never been in a dyno room with a V10 Formula 1 engine on full song. People who have tell me it's one part awesome and one and a half parts terrifying.

In the meantime, we have started to put the final touches to the chassis build of my ex-Rubens Barrichello Jordan 195. The first job was fitting the fuel tank. The physical fitting is not a simple job, because the aperture through which it must pass to fit inside the monocoque is very small. All the foam inside must be removed then painstakingly refitted into the tank, along with the pump hardware. This means the guys at Tour-de-Force Power Engineering are essentially working blind most of the time.

The uprights have been stripped, crack-tested and rebuilt. Visually they appeared to look fine and non-destructive testing proved this to be the case. It's only when they are apart that one can appreciate just how much design and manufacturing skill has gone into these components. The uprights on the car are fabricated from titanium with a machined centre. They are beautifully made.

I have been incredibly lucky to find another pair of front uprights to use as spares, but interestingly these are fabricated from steel. I can only guess that these were possibly off a test car. Before rebuilding the uprights, we re-greased the bearings, which themselves were in such good condition that they did not need replacing.

The radiators have also now been serviced. They were sent to an F1 radiator specialist at Silverstone to be ultrasonically cleaned and

pressure tested. Apart from a minor repair needed to one small part of one radiator, everything else was perfect and they have now been mounted back on the car with fresh fittings and fasteners.

The Brembo brake callipers were in great condition and have been stripped, cleaned and rebuilt with new seals and fittings. Suitable carbon-carbon discs and pads were sourced. Carbon-carbon is an incredible material, but the braking system used in 1995 was relatively simple, certainly compared with the brake-by-wire and energy recovery systems of modern F1 cars.

The modern electronics have been mounted in the original box locations on the car, including the ECU above the fuel cell. New brackets were produced for the mounts in the tub and all components fit into the original recesses with the period closing panels. We can now move on and begin to build the wiring loom. We are also testing the original dash and cockpit electronics to ensure these are fit for purpose.

New front and rear dampers are being manufactured and should be on the car very soon. Engine permitting, we aim to give the car its shakedown test in the early spring at Snetterton, and I am hopeful that it may get one of its first public outings at the Goodwood Festival of Speed in July, followed by some demo runs at Brands Hatch in August and Jarama later in the summer. 📺



*Next month: final pre-test preparations – and will Warren's ears be ringing?
Thanks to: Tour-de-Force Power Engineering, Bedford; Engine Developments, Rugby*

Directory

To advertise, please call William Hunt on 020 7349 8480
or email william.hunt@motorsportmagazine.com

ART / ATTIRE / BOOKS / CARS FOR SALE / CHROME PLATERS / CLUBS

Contemporary Artist



www.natashanejman.co.uk



CLUB LOTUS


Tel: 01362 691144/694459
Email: annemarie@clublotus.co.uk

**THE ORIGINAL & BEST CLUB FOR
ALL LOTUS OWNERS & ENTHUSIASTS**
Colour Magazine • Insurance & Parts • Discounts • Free Technical Help
Lotus Regalia & more for only £35 per year

www.clublotus.co.uk

58 MALTHOUSE CT DEREHAM NORFOLK NR20 4UA

Tel: 07887 898331



Dapper Jack
Ties • Bow ties • Cravats •
Cummerbunds • Flat Caps
Hand Crafted in the UK
www.dapperjack.co.uk
Unique to Dapper Jack Carbon Fibre Bow Ties

POOKS MOTOR BOOKSHOP
Motoring Brochures, Books, Manuals, Programmes, Magazines
and original posters **BOUGHT AND SOLD**
pooks.motorbooks@virgin.net • www.pooksmotorbookshop.co.uk
Shop open: Monday–Friday 9.00am – 5.00pm
Fowke Street, Rothley, Leicestershire LE7 7PJ – Tel. 0116 237 6222



CASTLE CHROME
We are skilled metal polish and
platers with over 100 years'
experience!
All work is triple plated, in house
and no project is too big or small.
Tel: 01384 214429 • Fax: 01384 214429 • www.castlechrome.co.uk



Escort

1970 MK1 RALLY READY
COMMISSIONED FOR THE PEKIN PARIS RALLY

Unique opportunity to buy this beautiful car
Restored to Group IV Historic Specification
RACMSA Historic regulations
FIA Log Book & Competition Ready
Unlike any other...

£79,995



COTSWOLD
CLASSIC CAR RESTORATIONS

01793 752 195 www.ccrestorations.co.uk

“Calm down dear . . .”



MECH-MATE
Motorpits
Contact for
Anniversary
Offers

. . . Thanks to the great access from my new Motorpit, I've nearly finished the race preps. No more 'all nighters' on the garage floor”
“That's wonderful Sydney - now get to bed.”

SuperSafe Motorpits

The 'Fireguard' gelcoated GRP Motorpit moulding contains any spillages for easy clean-up, dry - no humidity. Airduct extraction and vapour alarm options. Motorpits from 2-4.5m long, seated or stand in models

UK/Worldwide
MECH-MATE LTD
Tel: +44 (0)1525 385135
info@mech-mate.com

Europe Mainland
Matthys Quality Equipment bvba
Tel: +32 (0)56773100 info@matthys.net

www.mech-mate.co.uk



monarchoak

• Garages • Garden Rooms •
Complexes • Gazebos • Pergolas

01323 765410

Quality in its finest form

Over 50 years' experience in oak framed buildings

www.monarchoak.co.uk

Flying Spares

Quality parts for post-war Rolls-Royce & Bentley cars

New



Reconditioned



Recycled



www.flyingspares.com | 01455 292949 | sales@flyingspares.co.uk

Quote discount code 'MSPORT18' and save £10 on orders over £75

JonWilliamStables.co.uk

1965-2015



Garaging ~ Carriage Houses ~ Workshops

Call us today on 01380 850965

BPA Engineering

SPECIALIST TRANSMISSION SERVICES

HEWLAND BUILD & REBUILD • NEW & S/H SPARES
GEARS, SPARES & COMPETITION GEAR • KITS DESIGNED & MANUFACTURED
CASTINGS PRODUCED FROM DRAWINGS OR SAMPLES

Tel: +44 (0)1256 895757 • Fax: +44 (0)1256 895151

www.bpaengineering.com



LOCKHEED & GIRLING
BRAKE & CLUTCH HYDRAULIC CYLINDERS

FOR BRITISH VEHICLES 1935-1980. MASTER CYLINDERS, WHEEL CYLINDERS, CALIPERS, CLUTCH SLAVES, FLEXIBLE HOSES, PADS, KITS ETC.

WORLDWIDE MAIL ORDER



POWERTRACK Ltd

Tel/Fax: 01344 886522
www.powertrackbrakes.co.uk

Bespoke Garage Doors

Commercial | Domestic | Listed & Heritage | Special Projects



Solid Timber | Aluminium | Brass | Glass



T: 0151 280 6626 | E: info@rundum.co.uk | W: www.rundum.co.uk

PARTS



FUEL SAFE
Racing Cells

FIA FT3 Certified Fuel Cells and Accessories
Short Lead Times for Stock or Custom Parts
Fitting Service Available
Superior Seamless Construction Technology
Special Large Capacity Fuel Cells for Endurance Events

Classic World Racing
www.classicworldracing.co.uk

Tel: +44(0)1527 521050

WASH - DRY - PROTECT - SHINE



Loads more gear on our website!

5 YEAR WARRANTY

For over 18 years we have imported a wide range of quality car detailing gear including: Metro Dryers, ACF-50, Winners Polishes, Waxes, Degreasers, Microfibres & More! Check out our website.

020 8445 6811 WWW.KILLERBRANDS.CO.UK

Image[®]
WHEELS INTERNATIONAL LTD EST 1987

- Manufacturers of two & three piece aluminium road / race wheels.
- All our wheels are made to order with a range of classic & modern styles available.
- Checkout our website for the full range of wheel styles... Available from 10" to 22" diameter & widths from 3" to 16" wide.

CLASSIC & MODERN ALLOY WHEELS
MADE IN ENGLAND SINCE 1987 so...
...Celebrating 30 years of manufacturing!



www.imagewheels.co.uk + 44 (0) 121 522 2442


AH
SPARES LIMITED

The Original Austin-Healey Parts Specialist



www.ahspares.co.uk

LIVE, DREAM, DRIVE



ZEUS CLASSIC JAGUAR BRAKING SYSTEMS

AXLE SETS from £378.00 +VAT and carriage

MADE IN ENGLAND SOLD WORLDWIDE

CALL +44 (0)1297 300010 Email: info@zeus.uk.com

www.zeus.uk.com



JAYMIC
CLASSIC BMW PARTS

T: +44 (0)1263 768768
F: +44 (0)1263 768336
E: info@jaymic.com

www.jaymic.com

BROOKLANDS AERO SCREENS & STEERING WHEELS


BROOKLANDS AERO SCREENS
made using laminated glass to original specification to suit all vintage and sports cars.

THE BROOKLANDS
We manufacture the BROOKLANDS 17" Steering Wheel from the original BLUEMEL tooling. It is not a Far Eastern copy and is made using the original methods and traditional materials. The CENTRE BOSS fixing kit, again from the original tooling, not only fits the MG TC and pre-war MGs, but the TD, TF and MGA. There are boss kits for other makes and kit cars too.


Available in 14, 15½ and 17 inch

KIMBLE ENGINEERING LTD Established 1969
Tel: 01803 835757 • Fax: 01803 834567
Email: john@johnkimble.co.uk • www.johnkimble.co.uk

Unit 5, Old Mill Creek, Dartmouth, Devon TQ6 0HN



MADE IN THE UK



/ A BRAND NEW RIGID RIM PROTECTOR DESIGN



/ SIZE SPECIFIC

ALLOY WHEEL RIM PROTECTION & STYLING SYSTEM

- / Easy to fit wheel rim protectors
- / Made from a hard plastic
- / Designed for flat faced wheels
- / Easy to replace sacrificial product
- / Protects alloy rims from damage
- / Available in different colours
- / Covers up existing damage
- / Fully tested
- / Saves on wheel refurbishment
- / Designed & manufactured in the UK



RIMBLADES PRO
THE BEST VALUE WHEEL PROTECTION AVAILABLE

3M www.rimblades.com **MADE IN BRITAIN**

WE MANUFACTURE ANY TYPE OF HANDMADE PANELS AND CHASSIS TO ORDER.



We are now Manufacturing Original FIA Cobra 289 and Cobra 427 Chassis and Body's with original Suspension and running gear.



Porsche 550 Spyder FIA Body and chassis. Now available as body and chassis package, or Roller based cars.

EST 1980

North Devon Metalcraft Ltd, Unit 6 Lauder Lane, Roundswell Business Park (West), Barnstaple North Devon, EX31 3TA

T (0044 01271 322526)
northdevonmetal@btconnect.com | www.ndmetal.co.uk



Superb lighting upgrades



Our LED bulbs are the best there is, and come with a money-back guarantee. We can upgrade every light on classics, even very early cars.

Better bulbs = safer motoring

01789 576112

www.bettercarlighting.co.uk
enquiries@bettercarlighting.co.uk



The Trimming Specialists

We specialise in customising, reupholstering and restoring car seats and trim for vehicle owners that will not settle for second best when it comes to a unique approach to automotive interior customisation for their vehicle's original condition.

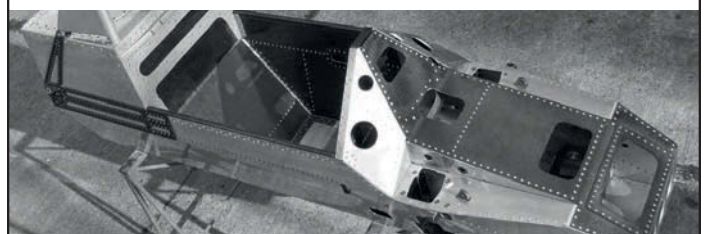
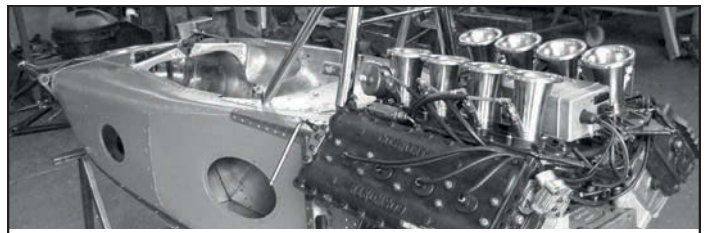


- Classic, custom and sports cars seats
- Car Interiors •Repairs and Re-trimming
- Top Quality Fabrics and Leather •No Limits!

We are a small family run business set in the small village of Sparkford in Somerset. Our premises can now house up to 14 cars. If you have any questions or queries please do not hesitate to contact us, where we will be happy to help.

01963 441431 larwpiper@btinternet.com

www.pipertrimmers.co.uk



Experts in the bespoke manufacture of cars and components for the current and historic motorsport industries

www.randjsimpson.com
 01827 67898
office@randjsimpson.com



Restoration to *perfection*



Classic and modern servicing, restoration and race preparation

01306 627770

www.smdg.co.uk

Ridge Farm, Rowhook, Horsham RH12 3QB

office@smdg.co.uk



PRICE BEATER

We will beat any price from any advertised or official quote (independent or official dealers) for Ferrari, Lamborghini & Maserati service & any mechanical repairs, no matter how big or small



Verdi has a long established history of working on Ferrari cars. Founded over fifteen years ago, we have consistently maintained and repaired the famous marque. Our staff have accumulated years of mechanical expertise - including factory training - and are backed by our long term commitment to the marque.

Our philosophy is simple. We enjoy working on Ferrari's cars and we offer a friendly, informative and comprehensive service to owners.



EXCITING NEWS

Two new retail and service centres coming soon

We offer fixed price menu servicing as well as bodywork repairs, performance upgrades and restoration services. Whatever your Ferrari needs, please call us today and we'll do our utmost to help.

**VERDI 9-10 HAYES METRO CENTRE, SPRINGFIELD ROAD, HAYES, MIDDLESEX UB4 OLE
WWW.VERDI-FERRARI.COM 020 8756 0066 / 07785 760606**

Moto HISTORICS

Specialists in race car
preparation and restoration

T: 01342 834579
M: 07917 767558
E: info@motohistorics.co.uk
W: www.motohistorics.co.uk



MOTO HISTORICS

At Moto Historics we specialise in the preparation and restoration of original historic racing cars, from Ford GT40s and AC Cobras right through to '90s Group C Cars. More than 20 years in the industry have provided us with broad knowledge and experience in motor racing. Our dedicated team of technicians comes from a variety of backgrounds, including Formula 1, WEC, superbikes and everything in between.

In recent years we've had success at all major historic events, with podiums at the Le Mans Classic, Goodwood Revival and the Spa 6 Hours.



WORKSHOP

At Moto Historics we take great pride in our appearance and working environment.

Our modern facilities allow us to undertake all types of race preparation and restoration work in-house. We also liaise closely with various reputable specialists, to source bespoke or irreplaceable parts, as well as the industry's finest upholstery and paint experts. We have full AutoCAD facilities on site, so we can draw any parts that are no longer available and have them remanufactured.

Winners of the Peter auto Sixties endurance championship with Andrew Beverley and his Shelby Cobra

Winners of the Peter Auto HTC group A championship with Andrew Beverley and his Volvo 240 Turbo

Tour Auto success over recent years – We won in 2012, 2014 & took a podium finish in 2015 Winner of Goodwood 73rd Members' Meeting Graham Hill Trophy



BLACK PEARL
TRIM AND TIRE ARMOUR

10% OFF
use the code: 'Good10'

- ✓ Lasts longer than conventional oil-based products
- ✓ Forms a dry film that does not sling or smear
- ✓ Last 6 months +
- ✓ Available in matt or gloss, clear or black-tinted
- ✓ Does not contain solvents that may damage tires, paint finish, vinyl, or plastics
- ✓ No silicone or solvents

www.blackpearltirecoating.co.uk

CME CLASSIC AND MODERN ENGINE SERVICES

we love cars...

...especially fast classics cars

- Machining & Workshop Services
- Engine Renovation & Exchange
- Full Race Engines
- Rally Engines
- Standard engines for Classic, Modern and Vintage
- Engines for all Jaguars
- Parts available to purchase, please enquire
- Dyno facility

www.cmesuk.com
cmesuk@gmail.com
01344 488853

18-20 Great Hollands Square, Bracknell, Berkshire, RG12 8UX

Classic Power For Classic Cars

New Applications just released

- Aston Martin 6 cyl
- Datsun 240Z, 260Z & 280Z
- Fiat 124,125,131,132 Twin Cam
- Jaguar XK3.4-XJ3.8-4.2 & V12
- Mazda RX7 13b
- Sunbeam Alpine
- Triumph Dolomite Sprint
- Volvo B18/20
- VW Type 1,2,4 Air Cooled
- Porsche 356/914

Retroject is now available

Our unique new **Retroject** throttle body is now available. Designed to directly replace the Weber DGV and DGAS, **Retroject** is supplied complete with Twin Injectors, ATS, TPS, IACV & Fuel Regulator. Works with all popular EMS systems !

New From Webcon UK

Weber Carburettor Performance kits for Classic Cars.

Full range details can be viewed at **WWW.WEBCON.CO.UK**

Webcon UK Ltd
Dolphin Road, Sunbury, Middlesex TW16 7HE UK
Tel: +44 (0) 1932 787100 Fax: +44 1932 782725
Email: sales@webcon.co.uk Web: www.webcon.co.uk

All Kits Feature Genuine Spanish **WEBER** Carburettors, Manifold Linkage, Fittings and Weber Tuning Manual

WEBCON

www.facebook.com/webconuk

Omicron

CLASSIC LANCIA SPECIALISTS

AURELIA • FLAMINIA • FLAVIA • FULVIA • STRATOS

- ★ Rapid international mail order parts service. We ship to 70+ countries worldwide
- ★ Full or partial restorations undertaken to concours conditions.
- ★ Fully equipped bodyshop and mechanical workshops. Race & rally prep undertaken

We also look after an increasing number of British cars for East Anglian based customers. Chris Loynes is our British car expert and he brings an encyclopaedic knowledge of Triumphs and MGs in particular.

TRIUMPH, MG, MORRIS & MORE...

Omicron Engineering Ltd., 6 miles south of NORWICH
Tel: (01508) 570351 • Web: www.omicron.uk.com



Specialists in Prestige Car Storage

redlinecarstorage.co.uk




FOR ALL LEVELS OF PROFESSIONAL CAR STORAGE



SITUATED CLOSE TO GOODWOOD ON THE HAMPSHIRE/SUSSEX BORDER

info@classiccarstorage.co.uk tel: 01730 825 826
www.classiccarstorage.co.uk fax: 01730 825 077



Brows Farm Auto Storage



Tel- 01730 893 102
Mob- 07951 937 884

East Hampshire

- Fully insured
- High Security
- Dehumidified
- Fully insulated
- 20 Mins from Goodwood
- 1 Hour from London

WWW.BROWSFARMAUTOSTORAGE.COM



New Woodford GALAXY Trailer specially designed for professional commercial users.

www.WOODFORDTRAILERS.com
HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS

Woodford Trailers Limited • 14 Great Central Way • Daventry • Woodford Halse • Northants • NN11 3PZ
Telephone: 01327 263384 • 01327 263379 • 075149 54751

COVERED VEHICLE TRANSPORT

Offering open and closed secure vehicle transport for single and multiple vehicles throughout the UK and Europe

- Classic and vintage covered vehicle transport
- Single and multi-vehicle covered transport
- UK and European solutions
- Fully tracked and insured loads



CMG-ORG.COM
Constantly moving forward

0800 282 449
www.cmg-org.com
Email: coveredmoves@cmg-org.com

www.millfieldcarstorage.co.uk

mcs

MILLFIELD CAR STORAGE

- Climate controlled storage
- Fully secure alarmed unit
- Collection & delivery options
- 15 minutes from Gatwick Airport

Tel/Fax: 01342 300493 Mobile: 077735 82202
www.millfieldcarstorage.co.uk info@millfieldcarstorage.co.uk

LONDON CAR STORAGE

Bride Street, Caister House, Underground Storage
London N7 8AX

- Short Term
- Long Term Stay
- Complete Valeting Service
- C.C.T.V 24hr Surveillance
- Collection & Delivery can be arranged

L.C.S. offer a Secure & Discreet Service to suit all your needs
Comprehensive Insured for your piece of mind
For more details & information
Please call 020 7609 8533 – 020 7609 8535
Web: www.londoncarstorage.co.uk



New purpose built high specification facility positioned on the South Coast to take care of all your requirements. Storage / Transport / Maintenance & Detailing

B
BRAMSHAW
CAR STORAGE

www.bramshawcarstorage.co.uk

T: 07887 762945 / 07775 671168
E: sales@bramshawbv.com

STORAGE AND TRANSPORT

Elite Auto Storage
Specialists in cherished vehicle storage and transportation

- From priceless classics to family saloons • Maintenance and exercise programs
- UK wide covered transportation • Long and short term storage
- Descreet and secure

Phone: 07703 295282
Email: info@autostorage.co.uk • www.autostorage.co.uk
PO Box 85, Great Sampford, Saffron Walden, Essex, CB10 2FX, England

CARSAFE SECURE STORAGE
FOR CLASSIC AND PERFORMANCE VEHICLES



WWW.CARSAFE.CO.UK TEL: CAMBRIDGE 01223 299011

SPECIALISTS IN
CAR SHIPPING &
TRANSPORTATION

WORLDWIDE EXPORT
& IMPORT SERVICES




WWW.RJJ-CAR-SHIPPING.CO.UK
Customs clearance • UK & European collection & delivery • Safe, secure, competitive
T +01394 673466 | F +01394 673031 | E carshipping@rjjfreight.co.uk



High specification storage
De-humidified storage
Superb workshop facilities
Maintenance programmes

Secure enclosed car transport
Transportation of 1 - 4 cars
Licensed for UK & International
Recovery non runners/projects



**Superior Car Storage
& Car Transportation**

Specialised Motor Sport Services
South East England (Tunbridge Wells)

+44 (0)1580 753939
www.jarcarstorage.co.uk

THE ULTIMATE AUTOMOTIVE STORAGE SYSTEM

Isolate from the constantly changing temperature and humidity of the ambient environment.

Stabilise by removing excess moisture, fuel/oil vapour and other contaminants from within the mini environment.

Ventilate using the patented Active Airflow Concept.

Circulate the air isolated within, by using Activated Carbon Filters under pressure.



Carcoon[®]

+44 (0)161 737 9690
info@carcoon.com
www.carcoon.com

Cars for sale

Chevron B8-DBE-52



This Chevron B8 is one of the most successful in existence. In a racing career spanning four seasons of international and British Club racing, B8-DBE-52 took part in 88 races, won 16 of them, and managed to finish in the top three podium 45 times.

It was sold new in early '68 to John Bridges and raced by him and John Lepp. The car is fully race ready and a podium contender.

Newly rebuilt Lester Owen Engine
New gearbox and internals.
6 point roll cage.

Fresh HTP's to 2026
New Bilstein shocks
New fire system

Rebuilt and crack tested suspension
Full silenced exhaust system - 105db
2 sets of wheels

BLAKENEY LTD
motorsport

Please contact Patrick Blakeney-Edwards on 01763 274100
Email: patrick@blakeneymotorsport.com

A

Classic Alfa
www.classicalfa.com

GT/GTV(1964-77)
Spider(1955-93)
Super(1962-77)
750/101(1955-64)
Montreal

Mail order parts worldwide
Tel: +44 (0)20 8688 4443

**Buying or Selling
Aston Martin**

allastonmartin.com

V8 Volante Series II, Fuel Injection, 1986, Manual 5-Speed ZF, Balmoral Green Metallic with a Dark Green Mohair Hood and Magnolia leather, BBS Alloy Wheels, Auxiliary Driving Lamps, Head Rests with Pads, extensive service history by marque specialist, £189,950. Byron International. www.allastonmartin.com Tel: 01737 244567. sales@allastonmartin.com

A

DBS V8 5-Speed Manual ZF Silver, with a Blue Leather, one family owned for 40 years, £115,000. Byron International. www.allastonmartin.com Tel: 01737 244567. sales@allastonmartin.com

AMV8 Series III, Auto, Emerald Green Metallic, with a Black Leather, Front Arm Rest, Fog Lamps, extensive MOT and documented service and restoration history file since new in 1975, which confirms the current odometer reading of just under 58,000 miles, according to the late second owner and factory Warranty Card, the car was originally finished white but at the request to AML by the first owner, the car was refinished in the now stunning colour to match that of a Corgi or Dinky model he had as a child, £89,950. Byron International. www.allastonmartin.com Tel: 01737 244567. sales@allastonmartin.com

AMV8 Series III 'S' Spec, Auto, Dark Blue, with a Burgundy Leather, Vantage front Air Dam, Auxiliary Driving Lights, Front Arm Rest, extensive MOT and documented service and restoration history file since 1987, including a chassis and engine rebuild, very good looking, £99,950. Byron International. www.allastonmartin.com Tel: 01737 244567. sales@allastonmartin.com

V8 Volante Junior, Automatic, Dark Blue Metallic with Magnolia Leather piped Blue, make a big boy happy this Christmas, £25,000. Byron International. www.allastonmartin.com Tel: 01737 244567. sales@allastonmartin.com

A

DB4 Series IV, L.H.D. Aegean Blue with Black leather, extensively restored, looks beautiful, matching numbers and very rare as an original left-hand drive, £525,000. Byron International. www.allastonmartin.com Tel: 01737 244567. sales@allastonmartin.com

V8 Volante Series I, Fuel Injection, 1981, Auto, R-R Royal Blue Metallic with a Dark Blue Mohair Hood and Fawn leather, BBS Alloy Wheels, Auxiliary Driving Lamps, Head Rests with Pads, extensively restored, £159,950. Byron International. www.allastonmartin.com Tel: 01737 244567. sales@allastonmartin.com

Virage Volante L.H.D. Automatic, Black with a Beige Leather, £89,950 Byron International. www.allastonmartin.com Tel: 01737 244567. sales@allastonmartin.com

Virage Volante 6.3 'Wide Bodied' 4-Speed Automatic, OZ Alloy Wheels, British Racing Green with a Black Mohair Hood and a Parchment Leather interior, continuous service history from new, £125,000 Byron International. www.allastonmartin.com Tel: 01737 244567. sales@allastonmartin.com

V8 Limited Edition Coupe, One of only 9, Auto, Deep Jewel Green Metallic with Special Tan leather, less than 12,000 miles approximately and only two owners since new, serviced by the same Aston Martin Dealer, an outstanding car and an undiscovered gem, £89,950. Byron International. www.allastonmartin.com Tel: 01737 244567. sales@allastonmartin.com

A

Vanquish 2+2 Manual Gear Shift conversion by Works Service, Antrim Blue with Parchment and Pacific Blue interior, Red Coloured brake callipers, Linn Audio, Satellite Navigation, Tracker Alarm, £99,950. Byron International. www.allastonmartin.com Tel: 01737 244567. sales@allastonmartin.com

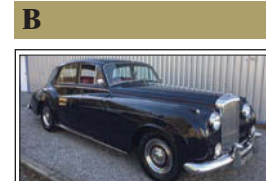
Lagonda Rapide, Manual, Blue Metallic with a Beige Leather, £150,000. Byron International. www.allastonmartin.com Tel: 01737 244567. sales@allastonmartin.com

1983 Alfa Romeo Alfetta GTV6. Red, sunroof; very very good overall condition. Present owner for past 30+ years. Acquired from, and since maintained as required by, Lyles of Newcastle, bodywork cared for by Corbridge Coachworks in Northumberland. Full paper history. Current "classic car" insurance at £10000. Offers/enquiries to, pictures etc from, Chris, 01670856163 or jayceepen@yahoo.co.uk

B



2007 Bentley Continental GTC. Masons black with tan leather and dark wood. Mega spec, 2 owners and 44,000 miles only. Superb unmarked original car. Stunning £44,950 www.classicarshop.co.uk



1958 Bentley SL. Oxford Blue with red leather trim. Original RHD example with factory power steering. Sold by us to its last owner, a superb and immaculate low mileage example. £49,950 www.classicarshop.co.uk

C



1962 Chevrolet Corvette C1. Manual gears. Now available from www.graemehunt.com. Tel. 020 7937 8487



1976 Chevrolet Corvette Stingray L82 - Superb Rally and Tour Specification. Now available from www.graemehunt.com. Tel. 020 7937 8487

Cars for sale



Westcountry Classics

1950 MG YB Saloon. Fitted with MGB running gear, very nicely rebuilt by retired engineer. Over 25k spend to date. New paint, interior chrome etc. Now for sale due to ill health. Very easy project to finish or we can finish it for you. Has MG Reg..... from **£10,000**

1967 Austin A110 Westminster, manual O/D, smart, solid and useable, ready to tow that historic racer! **£7995**

1967 Morris Minor Saloon, black 1275cc twin carb engine, disc brakes, body rebuilt by professional fabricator. Great fun, smart little car..... **£4,995**

1984 Citroen 2CV, Bright red, VGC, Restored 3 years ago **£6,995**

2004 Onyx Firecat Turbo Kitcar, great fun..... **£2,495**

TOURING MOTOR SERVICES, ROSUDGEON, PENZANCE, CORNWALL, TR20 9QE

TEL/FAX: 01736 762402

EMAIL: westcountryclassics@btinternet.com

We are open to sensible! Offers on the above vehicles Viewing by appointment. DELIVERY CAN BE ARRANGED.

www.westcountryclassics.com



1971 Elden Mk 8 Formula Ford 1600
Offered as rolling chassis or complete

1973 Elden Mk 10C Formula Ford 1600
Offered as rolling chassis or complete

Both chassis are recently fully refurbished after full rebuild, including new bodywork, unused rebuilt Connaught engine and all suspension re-chromed. No expense spared immaculate throughout including large spares package.

Contact: Alan Bowles

Tel: 01634 571016

Email: alan@kejan-eng.co.uk

F



Ferrari 550 Sbarro Barchetta, Prototype Geneva Show 2005. p538@yahoo.com



2007 Ferrari 430 F1 Coupe. Rosso Corsa with creamer and red stitching. Red callipers, wing shields, carbon dash. Plus, one previous owner and 11,900 miles only. Full main dealer history and just serviced. As new. £107,950 www.classicarshop.co.uk

I



Isdera Imperator Sbarro, Prototype Geneva Show. p538@yahoo.com

J

LANES CARS

Specialist buyers and sellers of 'E' type Jaguars



contact Martin Lane

www.lanescars.co.uk

Call 07831 334608



1966 Jaguar 3.4S type manual with overdrive. Oxford Blue with original grey leather. Chrome wire wheels and stainless exhaust. Stunning original matching numbers RHD low mileage, time warp, example. All books, tools, etc £34,950 www.classicarshop.co.uk

1954 JAGUAR XK120 FHC. LHD. Ivory with Tan leather. Lovely original matching numbers example, rust free and driving superbly £79,950 www.classicarshop.co.uk

L

CLASSIC LANDROVERS

Parts 1948 to Date
Retail Trade Export
Restorations
Modifications
Manufactures

Country Workshops

Risegate, Nr Spalding, Lincs, PE11 4EZ

Tel / Fax: 01775 750223

www.british4x4centre.co.uk

M



2016 Roadster - £59,950
One owner car supplied by us, only 1500 miles on the clock. Car has EVERY factory optional extra available to order plus more! Rolls Royce Georgian silver with Yarwood Imperial leather. 7" x 16" Stainless steel wire wheels. Maroon mohair hood pack. Walnut dash. www.melvyn-rutter.co.uk

To advertise your car in the Directory, call William Hunt on 020 7349 8480

M



2011 Plus 4 - £34,995
Jaguar Westminister blue with Mulberry red leather. One owner car - supplied and serviced by us from new. Everflex hood in navy blue with red piping. Stainless steel wire wheels. Walnut dash Moto-Lita steering wheel. Luggage rack. 9473 miles. www.melvyn-rutter.co.uk

M



1982 Mercedes 280SL W107 sports. Milan brown with beige tex trim. Hard and soft tops. Mexican hat Alloys, and 2 owners with only 44,000 miles Only from new. A mint and original, time warp motorcar £39950 www.classicarshop.co.uk

To advertise your car in the Directory, call William Hunt on 020 7349 8480

P



1975 Rolls-Royce Corniche 2 door saloon - Amazing Example. Now available from Graeme Hunt Ltd. www.graemehunt.com. Tel. 020 7937 8487

To advertise your car in the Directory, call William Hunt on 020 7349 8480

STEERING WHEELS

Steering Wheel Restoration



Steering wheel restoration, vintage to modern cars, tractors, lorries, buses, boats, Blumels, Celluloid, Bakelite, Wood & Plastic.

Tel: +44 (0)1843 844962
Mob: +44 (0)7795 182 563
www.SteeringWheelRestoration.co.uk

speedsport gallery

A unique collection of original motor racing paintings, photographs and autographed items for sale.

T: 01327 858 167 | E: info@speedsport.co.uk | www.speedsportgallery.co.uk

Open 9am to 5pm Monday to Friday and also at weekends by appointment
Unit 43, Silverstone Circuit, Nr Towcester, Northamptonshire, NN12 8TN

F1 COLLECTORS .COM


#1 FOR F1 MEMORABILIA & AUTOGRAPHS
We buy and sell F1 items **AYRTON SENNA** specialists
Call CHRIS GRINT
01763 274448
email:- sales@f1collectors.com



Robert Saunders

AUTOGRAPHS

Robert Saunders Autographs are international dealers in quality autographs and documents for pleasure and investment portfolios. To view our full inventory, please browse our website.



www.autographman.co.uk

FORMULA ART *David Johnson* **DAVID JOHNSON**

Lewis Hamilton - 2017 F1 World Champion Giclee Print



We are proud to present this limited edition, David Johnson giclee print, which portrays 4-time Formula One World Champion Lewis Hamilton. Each beautiful giclee print captures the colours and detail created by the artist and his palette knife to an archival standard.

These measure at 23" x 31" in size and come with a certificate of authenticity. Available as part of a strictly limited edition of just 150 prints.

Artist signed edition **£124.99**


CONTACT
32 Stratford Street Oxford OX4 1SW
info@formulaart.co.uk
[TWITTER.COM/@formulaart](https://twitter.com/formulaart)

All orders can be made through the website plus P&P

WWW.FORMULAART.CO.UK

AUTO ART

Reuben Archer




ARTIST AND MUSICIAN REUBEN ARCHER PRESENTS HIS NEW AUTO THEMED WATERCOLOUR COLLECTION FOR 2018 IN CONJUNCTION WITH HIS NEW BLUES ROCK ALBUM PETROLHEAD.

ARTWORK AND CDS CAN BE ORDERED FROM THE FOLLOWING WEBSITES: REUBENARCHER.COM & REUBENARCHERROCKS.COM

WWW.REUBENARCHER.COM
E: INFO.REUBENARCHER.COM T: +44 (0) 7970 273909

CARMAN HISTORIC

ORIGINAL SALES POSTERS AND BROCHURES

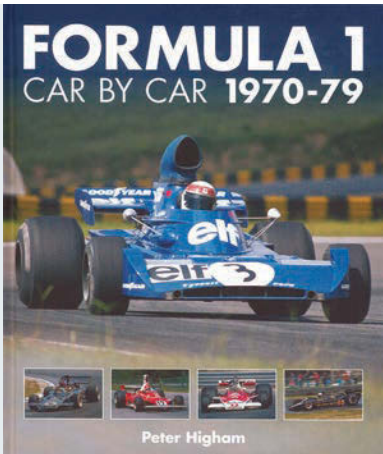
MANY FRAMED TO MUSEUM STANDARD FOR DISPLAY

DARRACQ (TALBOT) London Edition - including LAGO - SPECIAL £395

DELAGÉ - Very fine unframed items

MANY OTHER MAKES AND MODELS - OFTEN SPLENDID ARTWORK

For further information please e-mail:
johnscanlon2@aol.co.uk



Formula 1
Car by Car 1970-79
Peter Higham

This is partly a photographic reference work, partly a season-by-season guide to chassis evolution during one of the most distinctive decades in the sport's history: turbines, six wheels, turbos, ground-effect aero, radial slicks, the Brabham BT46B fan car...

The source material lends itself particularly well to a book such as this - and all chassis are pictured in every livery in which they appeared. All shots have been collated from LAT - and given the time of their creation, repro quality is exceptionally good.

Most of us will be familiar with images of Ronnie Peterson defying the laws of physics in a Lotus 72,

but the real delights are recalling some of the short-lived deals and one-offs - Mark Donohue's McLaren M19 (Mosport Park 1971), Skip Barber's March 711 (Watkins Glen '72), Gérard Larrousse's Brabham BT42 (Zolder '74), Eppie Wietzes' BT42 (Mosport '74) and so on.

If you attempted to reproduce a book like this about the current era, it would be a great deal thinner - and have a fraction of the visual appeal. **SA**

Published by Evro, ISBN: 978-1-910505-22-9, £50

Donald Healey's 8C Triumph Dolomite

Jonathan Wood

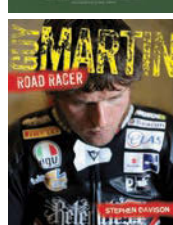
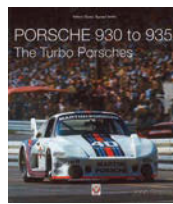
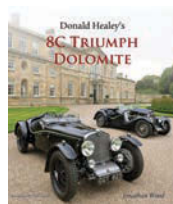
Jonathan Wood is well versed in the arcane side of motoring history, with a major book on the rare Squire already in his portfolio. This new work comprehensively brings us the tale of another product of one man's mind - the stillborn 1934 Triumph Dolomite 8C, brainchild of Donald Healey.

With only two and a half built it doesn't sound fertile ground, but Wood's story of how and why Healey chose virtually to copy the finest car around, Alfa Romeo's 8C 2.3, and what Alfa thought about it is riveting. He puts right the lawsuit rumour, illustrating with copious correspondence, press reports, brochures and drawings the genesis of would have been one of the great British sports cars - possibly called the Triumph-Alfa.

Embracing Healey's entries on the Monte, the complex post-war rebuilds and racing story of the two survivors, plus generous photos of both at all stages, Wood's account is a triumph - sorry - of research with huge amounts of previously unseen material.

Published by the two owners, it's an informative pleasure to look at and to read. **GC**

Published by Turner Whitworth £75/Limited edition £150



Porsche 930 to 935

John Starkey

Thorough. That'd be *Porsche 930 to 935, the turbo Porsches* in a word. Not only does it turn back the history books right the way to the first turbochargers ("1905 to be precise"), the forced induction ships and World War II 'planes, but it recounts every single outing of every chassis. That includes the numerous privately prepared and developed cars - and doubles the book's length...

So it's the first 150-odd pages that will have more interest to most than the final 150.

It took Porsche six years to mate a 911 with a turbo, then another half-decade or so to make a success of it thanks in no small part to the work of the 917. Porsche's 930 thus has a fascinating racing history, let alone its road-going heritage. From the RSR Turbo through the 934 to the huge Moby Dick and out again to Le Mans-winning 935, there's a lot of story to tell.

But this is more a regimented tour of the many and varied technical details, all covered in eye-glazing detail. There's a lack of colour - in photo and writing - but that isn't the point. This is more a detailed document that celebrates a few Porsche icons. **JP**

Published by Veloce ISBN: 978-1-787112-46-9, £50

Rule Britannia

When British sports cars saved a nation

John Nikas

It's hard to recall that this country once had a major car industry made up of British owned brands but as this book by a life-long Anglophile relates it was one of the pillars which propped up a bankrupt country after WWII.

'Export or die' was the cry, and it was no empty threat: so vital were exports that for years you couldn't buy a new car here, and if the Yanks weren't that keen on Austin A30s, they loved Austin-Healeys, Jaguar, MGs, Aston Martins and the rest of our sports car offerings.

Each marque gets a section here, with handsome photography, although much of the background is available in other marque histories; thus the meat of the book really lies in the multiple prefaces and epilogue, which cogently analyse how crucial these flag-wavers were - and what a mess we made of our own industry. **GC**

ISBN 978-0-9882733-8-2

Coachbuilt Press, £75

Guy Martin

Road Racer

Stephen Davison

Belfast-based Stephen Davison is no stranger to this page - and there's a good reason for that.

He has specialised in road racing photography for more than 25 years and is widely regarded as the master of his craft. His latest work ties in with the retirement - confirmed last summer, though liable to change given the subject's capacity for whimsy - of Guy Martin, who in reality is only partly a road racer as his CV also embraces a lengthy career as a truck mechanic and a modicum of TV work...

Davison's archive covers the full breadth of Martin's career, from his race debut at Olivers Mount in 2003 through to a difficult swansong with Honda. And the images, whether candid or action, are uniformly superb. **SA**

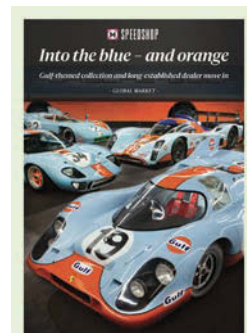
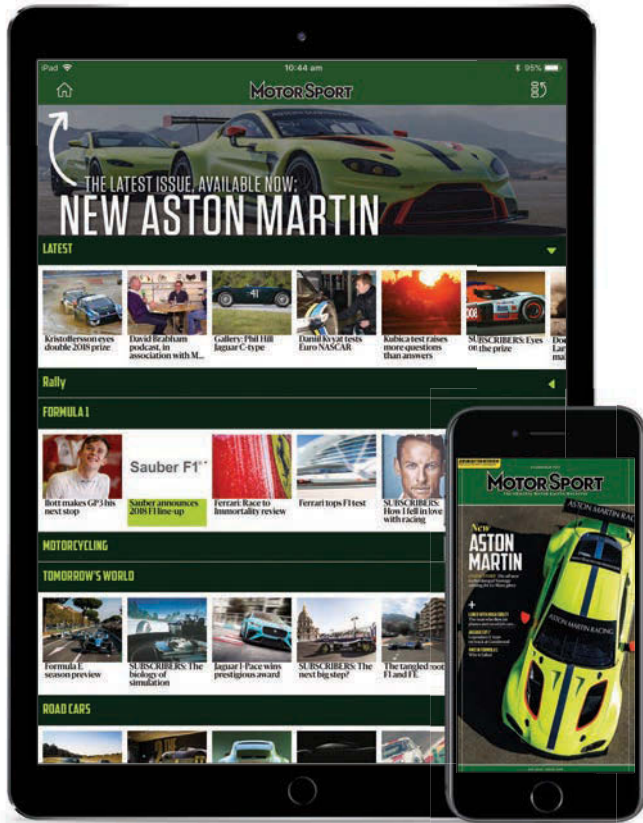
Published by Blackstaff ISBN: 978-0-856409-98-1, £25

FOR THE LATEST MOTORING BOOKS GO TO:
www.hortonsbooks.co.uk

THE MOTOR SPORT APP

Carry *Motor Sport* in your pocket. Wherever, whenever.

DOWNLOAD NOW FOR FREE



NEWS. INSIGHT. ANALYSIS.



Latest motor sport news



Read the digital magazine



Search across all issues



Video clips & highlights



Podcasts, interviews & more



An average 4.7 star rating on the App Store

Get started with the complete *Motor Sport* experience

AVAILABLE ON
DESKTOP, SMARTPHONE & TABLET



VISIT WWW.MOTORSPORTMAGAZINE.COM/MSAPP



DOWNLOAD FROM ALL
MAJOR APP STORES

— FEATURED ARTIST —

After the Race

Belgian duo who carefully replicate race liveries – and then mess them up

Yes, these are real Porsche panels, and no, they haven't come straight off the race track. They are the work of Jean-Denis Claessens and 'Pogo' Thonnard who collaborate as 'After the Race' - which sums up the idea. Car panels beautifully painted in race liveries - and then scuffed, messed and muddied as if they've been through 24 hours at Spa.

Jean-Denis is a car fan who has raced, rallied and goes to many big events, but he had to educate Pogo who is a street artist, stage designer and rock singer. "I took him to the Nürburgring 24 Hours to learn about the rubber, the oil, the scars a car picks up in a race," says Jean-Denis, who is inspired by the art cars that have run at Le Mans.

"We find used panels," he continues, "as they already have a life, some soul." Then they reproduce a paint scheme from a particular event: Jean-Denis, a graphic artist, hand-cuts stencils for logos and they paint with spray cans. Finally they apply the muck. Which is? "We use engine oil from Porsche 911s, real mud I bring from rallies and other things. It's kind of a secret. But we go crazy trying things. It's all about showing the speed."

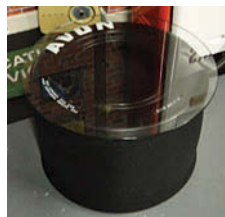
As a cheaper option they also work on lightweight GRP Porsche panels, and recently added simple boards with F1 liveries. "It's kind of hard to find F1 panels," JD grins. "And these are easier to hang than a whole bonnet."

Especially if it's an Aston DBR9 item, a commission they had to engineer from a plain DB9, including fabricating the scoops and swoops. Make sure your wall is strong.

www.aftertherace.be



M MEMORABILIA TYRE ADVERTISING



1930s enamelled Dunlop sign
£138

Wall-hanging semi-circular card Dunlop 'sporting cyclist' sign
www.thevintagegarage.com

F1 slick tyre coffee table
£129

Avon tyre coffee table fitted with circular glass top
www.automobilia-uk.com

John Bull wall sign
£575

1930s, enamelled, single-sided
www.thevintagegarage.com

Standing Michelin man figure
£75

12 inches tall. Shop counter display item, made in France
www.automobiliaforsale.co.uk

Enamelled Avon tyres sign
£795

Original and rare, 24 inches diameter, slight restoration
www.automobilia-uk.com

FEATURED MODELMAKER

CMC

Marcus Nicholls explores the stunning models of a German/Chinese specialist

CMC - Classic Model Cars - is a German/Chinese manufacturer that has produced exquisite high-end miniatures in metal and resin since 1995. It produces 1:12 and 1:18 models, covering roughly the period of the 1930s to the 1960s, plus a smattering of 2003 Mercedes-Benz SLR McLarens. My introduction to its models came about at the Nuremberg Toy Fair. I literally did a double-take, my eye caught by its 1:18 model of the 1936-37 Auto-Union Type C. At this year's Toy Fair, as every year since, I was drawn to CMC to take a look at its new releases - and they didn't disappoint. The Lancia D50 was this year's big news and the company is justifiably proud of it.

CMC's Lancia D50 model uses mixed materials in its construction, with an impeccable body cast from thin-walled zinc, real wire wheels with aluminium rims and steel spokes, synthetic rubber tyres and moulded detail parts.

With large-scale diecast bodyshells we can occasionally see over-thick paint along shut-lines and panel edges, but there's none of that here. The pannier tanks sport prominent rivets along their flanks and some model manufacturers would be tempted to mould these integrally with the main component. That's not how CMC works, though; here, the tank castings are pre-drilled and each rivet and separate flange is inserted by hand (using tweezers, naturally) with a result that is far more realistic than the 'all in one' approach. The same intense attention to detail is applied across the whole model and, while it's not a quick process, it is the only way to achieve a result that stands up to close scrutiny. The Lancia D50 is not cheap, at about £500, but as that age-old phrase goes, you get what you pay for. In this case, you get an exquisite, hand-made model that's ripe with detail.

www.cmc-modelcars.de



Hot new kits on release and on the way



**Aoshima 1:24 Liberty Walk
Nissan R35 GT-R Ver.1**

£30
www.hiroboy.com



**Tamiya 1:20 2017
Ferrari SF70H**

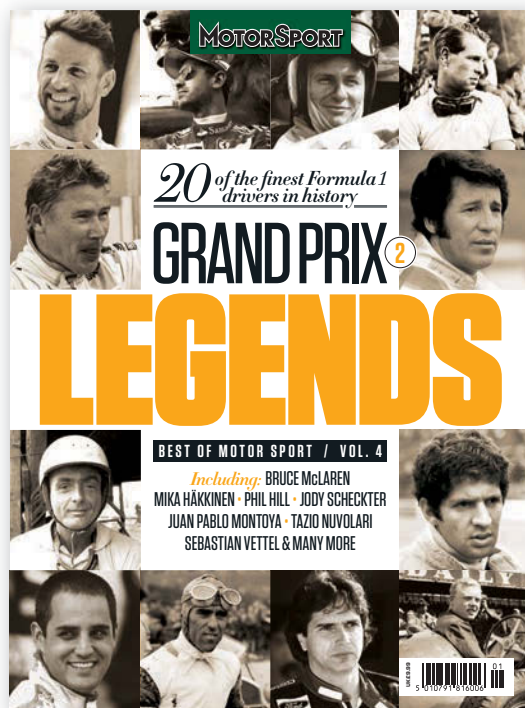
£55
www.hobbyco.net



**Revell 1:24 Ford GT
Le Mans**

£29.95
www.revell.de

ORDER YOUR COLLECTORS' SPECIAL GRAND PRIX LEGENDS 2



Grand Prix racing is the pinnacle of motor sport and has been for more than 100 years. It is the fastest, most spectacular and most widely followed racing in the world. Today it attracts a huge global audience, drawing entries from leading names such as McLaren, Ferrari, Mercedes and Renault. Since its inception in 1924, *Motor Sport* has followed the evolution of Grand Prix racing, from its pioneering days to the high-tech present. No title is better placed to present and reflect on the skill, drama and passion involved in the sport and no title has had better access to its stars. Following on from the hugely successful *Grand Prix Legends*, this is the second edition of the series featuring new drivers as well as favourites such as Mika Häkkinen, Bruce McLaren, Jenson Button, Mario Andretti and more.

It is the definitive Grand Prix bookazine and an essential read for any motor racing fan.

To order your copy of Grand Prix Legends 2 for just £9.99 visit:

www.motorsportmagazine.com/gp-legends2

Or call +44 (0)20 7349 8484. US (Toll Free number): +1 866 808 5828

Postage and packaging not included.

Also at shop.motorsportmagazine.com



Back issues
and special
editions





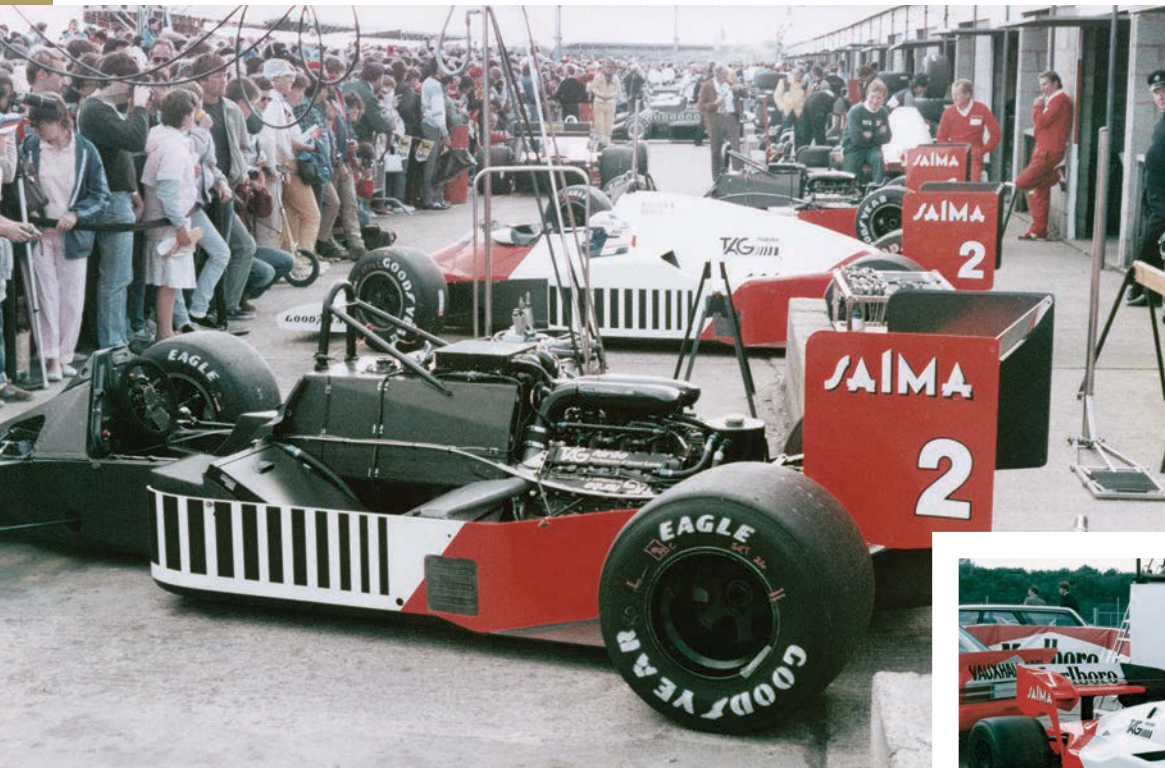


Parting Shot

August 26, 1973

Mallory Park, UK

The Mallory paddock looks little different today – save for the absence of Formula 1 transporters. François Cevert was present to demonstrate a Tyrrell 006, part of a Ford Sport Day race meeting that also included the ninth round of the BRSCC/MCD Lombard North Central F3 Championship. The F3 cars of Val Musetti (Royale RPII, #10) and Richard Roberts (March 733, #18) are prominent.



Clockwise from left: McLaren pit, with Alain Prost's MP4-2B closest; Niki Lauda's '84 MP4-2 on show, with TV-unfriendly tobacco decals; Keke Rosberg's pole-sitting FW10 (Frank Williams in background); Patrick Tambay tries Sinclair C5, goes off in RE60B, aborts; Andrea de Cesaris's Ligier JS25; Teo Fabi's Toleman TG185; Ayrton Senna's Lotus 97T

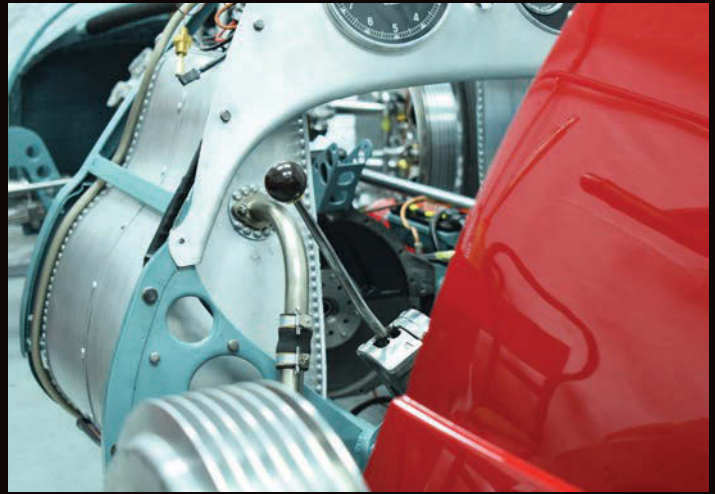


You were there

Remember when the F1 pits and paddock were more easily accessible to the public? That was the case for John Pearse at Silverstone in 1985

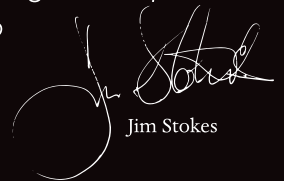
Send us your images

If you have any photographs that might be suitable for *You Were There*, please send them to: *Motor Sport*, 18-20 Rosemont Road, London, NW3 6NE or e-mail them to: editorial@motorsportmagazine.co.uk



Reconstructed over 4 years from a cache of original parts, this 158 'Alfetta' is a testament to the quality and expertise of JSWL workmanship.

"Having been involved with the rebuild of the only Alfa Romeo 158 in private ownership in 1986, being offered this extensive collection of original components and therefore the opportunity to reassemble another iconic 158 Alfetta was impossible to resist".



Jim Stokes



- Restoration & Recreation
- Engine Building & Rebuilding
- Complete Engine Manufacture
- Component Manufacturing
- Race Circuit Support

jswl.co.uk

Telephone - +44 (0)2392 254488 Email - info@jswl.co.uk
 Pipers Wood Industrial Park, Waterlooville, Hampshire. PO7 7XU United Kingdom

follow our work...  [@jimstokesworkshops](https://www.facebook.com/jimstokesworkshops)

JSWL is a part of the JSW Group



MARCH 2018





Sotheby's

THE GLOBAL LEADER

IN THE COLLECTOR CAR AUCTION INDUSTRY

#1

IN TOTAL VALUE SOLD
SELL-THROUGH RATE
IN % OF CARS SOLD ABOVE ESTIMATE
IN NUMBER OF CARS SOLD ABOVE \$500,000



Early Monterey Highlight
1968 Porsche 908 Works "Short-Tail" Coupe
Chassis no. 908-010

NOW INVITING AUCTION CONSIGNMENTS

MONACO 12 MAY • **MONTEREY** 24-25 AUGUST

UK +44 (0) 20 7851 7070 CORPORATE +1 519 352 4575 CALIFORNIA +1 310 559 4575

www.rmsothebys.com