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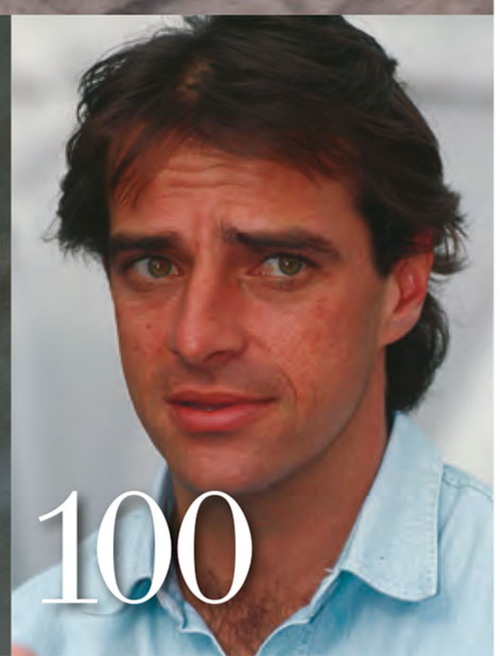












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MATTERS OF MOMENT

www.motorsportmagazine.com/author/dsmith



DAMIEN SMITH
EDITOR

A FEW MONTHS AGO I alluded to the parallel worlds of football and motor racing when I praised Gary Lineker for speaking out against FIFA president Sepp Blatter in an interview. The comparison sprung to mind again in the aftermath of the 2022 Qatar World Cup enquiry sham. We think *we've* got problems...

In November former English FA chairman David Bernstein summed up the general opinion of the decision to hand football's global showpiece to the desert state – indigenous population fewer than 300,000, temperature 40deg C – by describing it as "one of the most ludicrous decisions in the history of sport". He described FIFA as a "totalitarian set-up" in the vein of "the old Soviet empire" that is now "beyond ridicule" following its handling of the corruption accusations of its World Cup bidding process. He even suggested football's powerhouse European nations should be unified in a boycott of the tournament. Strong stuff.

In F1, the brief threat of a boycott at the US Grand Prix turned out to be little more than sabre rattling by the 'poor teams' from the middle to the back of the (shrinking) grid. They might as well have been brandishing butter knives.

But no matter how remote its possibility, the use of the b-word should always be taken seriously. That's because boycott threats only rear up at the point of total exasperation, a last resort that no one usually wants and from which nobody will benefit. Not racing in Austin would have been futile, but that it was on the agenda at all should have shaken action from someone in influence. These are desperate times.

Instead, we had useful comments from Bernie Ecclestone and senior team principals that it is not their responsibility to run the businesses of the lesser teams, or their obligation to protect them. That's true on the first point – less so on the second.

As stakeholders in F1 – or in Ecclestone's case, the mere employee of the most powerful – we'd argue they do have an obligation: to ensure that running two cars at 19 races around the world is a sustainable business. On a total revenue north of $1.5 billion, that shouldn't be much to ask. But yet again – we're getting blue in the face here – the attitudes expressed are an indictment of the greed, self-interest and blind stupidity by which F1 is run.

As for our version of FIFA, what does it think? Well, who knows? And actually, what does it matter? Bernstein compared his world governing body to the Soviet Union. Motor racing's is more akin to the Victorian economic principles of *laissez-faire* – in other words, it's not the FIA's problem.

"Beyond ridicule"? We know exactly what Mr Bernstein means.

❖

"I'VE NEVER BEEN A WORLD champion before," said Anthony Davidson. Never mind the 'world' bit, he hasn't been a *champion* since his junior karting days way back in 1995! Succeeding Allan McNish as the new FIA World Endurance Champion is the career pinnacle (so far) for a talent who's never had anything come to him easily. It's richly deserved.

The same is true of his team-mate and fellow champion Sébastien Buemi. Spat out the other side of Formula 1 at the age of just 23, the former Toro Rosso man has spent three years re-inventing himself as a sports car ace, and this title is the culmination of that work. His career route, while enforced, appears to be one that's increasingly popular.

As Gary Watkins explains on page 52, Toyota benefited from a favourable rulebook that allowed its petrol-powered TS040 Hybrid to dominate the WEC season. Nevertheless, that should take nothing away from its first circuit racing world championship in the face of such well-funded opposition from Audi and Porsche.

Engineering excellence, rather than size of budget, has been the defining factor of Toyota's success.

But – and it's a gapingly large but – the shadow over its season has to be Le Mans. Toyota should have completed the clean sweep in 2014, only to fall short at the biggest race of the year. The stature of the world championship is growing, but it doesn't yet match that of the 24 Hours – and the nagging pain of the one that got away must have increased with every subsequent race-winning performance in the second half of the year.

Budget dictates Toyota's two-car limitation at Le Mans in the face of Audi's belt-and-braces triple entry, and as Pascal Vasselon has told us, that isn't about to change. Would a third car have guaranteed victory at Le Mans in 2014? Of course not. But given its double retirement, a third TS040 just might have saved the day.

It's hard to fathom that a company the size of Toyota can't bolster an obvious weakness. Then again, it's not the first time that the Japanese giant has defied logic on the international playing field.

❖

WHEN WE LAUNCHED THE *Motor Sport* Hall of Fame in 2010, the intention was to create an annual awards ceremony to honour those who've made significant contributions on track and stage, or from the pitwall and drawing board, from every era, in a manner that was becoming of this magazine. It was our way of paying tribute to the people around which our sport is built.

Since that first ceremony, 29 great names have been added to the Hall of Fame roll call, and we've been honoured by the presence of so many of them at the memorable evenings in each subsequent year.

Now, having established the Hall of Fame as an exclusive club to which drivers, riders, engineers and team owners can aspire, we're expanding the concept beyond a glitzy VIP evening in London, beyond the pages of the magazine and website, and out to the people who matter most: you.

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MATTERS OF MOMENT

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centre on January 8-11, and one of the main features of this new event will be the *Motor Sport* Hall of Fame. A large stand dedicated to the original founding members – Enzo Ferrari, Tazio Nuvolari, Juan Manuel Fangio, Sir Stirling Moss, Jim Clark, Sir Jackie Stewart, Ayrton Senna and Michael Schumacher – will feature a wonderful collection of cars associated with their careers. As a set piece, it promises to be something special. We'll also be inviting you to tell us who next should be inducted into the Hall of Fame, and we will feature the most cogent arguments in a future issue.

The show promises to be a welcome addition to an already packed calendar. So what's different about this one? Well, beyond its location, the event has a novel approach to the standard car show format. Given the size of the ExCel, a 'Grand Avenue' will feature at the heart of the event, described as a 'catwalk for cars'. Forty handpicked classics representing landmarks in motoring history will be started up and paraded twice a day along the avenue.

They include significant competition cars: an ex-James Hunt McLaren M23, a Lancia Stratos, Moss's 1956 Monaco GP-winning Maserati 250F, an ex-Elio de Angelis Lotus 87B…

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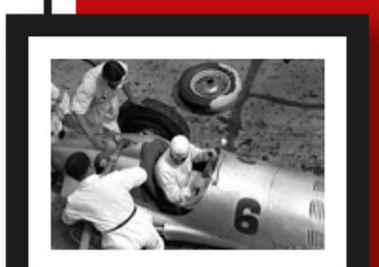
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THE MOTOR SPORT MONTH

IN PICTURES

NOVEMBER 2, 2014

Veteran car run

LONDON, UK

Russell Marne and passengers head down The Mall in a two-cylinder 7hp Panhard et Levassor, a 111-year-old entry, in the early stages of the 2014 Bonhams London to Brighton Veteran Car Run. Ross Brawn featured among the opposition, in his 1904 Wilson-Pilcher.

MATT ALEXANDER/PA WIRE

NOVEMBER 16, 2014

NASCAR's grand finale

HOMESTEAD, FLORIDA, USA

NASCAR dodged a bullet at the end of the season, when serial victor Kevin Harvick clinched his first title. Under the 'Chase' scoring system, Ryan Newman came within one place of taking the crown, despite a winless campaign.



LAT



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Previously crowned as Junior WRC winner, Stéphane Lefebvre's Red Bull Citroën kicks up the spray during the 2014 season finale. Lefebvre is on the right road: Sébastien Loeb is his mentor.

THE MOTOR SPORT MONTH

IN PICTURES

NOVEMBER 15, 2014

Game, set and match

SAKHIR, BAHRAIN

Sébastien Buemi and Anthony Davidson finished only 11th in the penultimate round of the World Endurance Championship, but that was enough to secure them the 2014 title. Team-mates Stéphane Sarrazin, Alexander Wurz and Mike Conway won the six-hour race in their sister Toyota TS040.

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FIST PAST THE POST

Mercedes team members punch the air with delight as Lewis Hamilton takes the chequered flag at Yas Marina, the Englishman's 11th win of the season securing him a second world championship title.

ALL IMAGES LAT

REFLECTIONS *with* Nigel Roebuck

AS THE LAST GRAND PRIX CAME and went, most of all, I suppose, I felt relief that the 'double points' gimmick had played no part in the destiny of the 2014 world championship. If it was sad to see Nico Rosberg's race ruined by 'power unit' problems, as he said himself, "I'm not sure it would have made any difference…" Lewis Hamilton won the title, and won it squarely.

Even though Rosberg – devoid of ers, which brings diverse problems, not merely a drastic loss of power – began to slip down the order, still for a long time it was impossible for Hamilton's side of the Mercedes garage to relax. If Nico could somehow scrape fifth place, and Lewis's car didn't make the flag, Bernie Ecclestone's tacky rule would have handed the championship to the man who had won half as many races.

It would have been interesting to watch Bernie's attempts to worm his way out of that one: he it was, after all, who years ago suggested that winning races was all that mattered, and to that end he tried to abolish the points system altogether, and in its place introduce the awarding of medals, Olympic-style, with the driver collaring the most 'golds' named as world champion.

On that occasion he was unsuccessful, mercifully, but when he proposed the 'double points' foolishness, at a meeting of the F1 Strategy Group at the beginning of the year, his fellow members, instead of denouncing the idea, lamely argued it should apply only at the final race, rather than the last three.

One trusts it will now be quietly buried. Formula 1 dodged a bullet at Abu Dhabi, and it hasn't done too much of that in the recent past.

After the race Hamilton said that this, his second world championship, meant "way, way, more" than his first, in 2008, and you could understand that, not least because on that occasion he won fewer races than the runner-up, Felipe Massa. Overall, he hadn't – by his own admission – driven as well as in '07, his debut season in F1.

This year was a different matter. Yes, of course there were mistakes, perhaps inevitable in one who takes it to the edge as routinely as Lewis does, but in the races he invariably had his team-mate covered, if sometimes not by much.

Like so many of his contemporaries, Hamilton has often spoken of his childhood hero-worship of Ayrton Senna, but as a driver he has always reminded me more of Gilles Villeneuve. There might be considerable differences in their personalities and tastes, but it seems to me that Lewis finds an uncomplicated joy in driving a Formula 1 car, just as Gilles did, and something else that unites them in my mind is an absence of malice.

Hamilton is known for 'wearing his heart on his sleeve', and if that is sometimes tiresome – particularly for those with whom he works – it seems to go down well in the wider world, where anything perceived as 'real' is unusual in this politically correct age, and therefore of value. That said, there have been times when I've cringed at something Lewis has said or done – particularly during periods when he and his girlfriend were estranged – and there's no doubt that on occasion, when his mind was all over the place, his driving followed a similar path.

Villeneuve was not like that, but he was certainly emotional when he felt an injustice had been done to him – indeed I will always believe that is what killed him. At Imola in 1982 his Ferrari team-mate Didier Pironi dived past him on the last lap, when he believed they were cruising to a 1-2: in final qualifying at Zolder, two weeks later, he had his last accident.

A long 'phone conversation with Gilles, between those two races, left me profoundly apprehensive, for his trusting nature had been betrayed and his normally ordered approach to life was blown apart: "Second place is one thing, but second place because the bastard steals it… No, I haven't spoken to Pironi, and I'm not going to again – ever…" And, of course, he never did.

There were in F1 no press conferences, as such, 30 years ago, and neither did we have the unedifying 'pen', to which the drivers – unfailingly accompanied by PRs recording everything said – are marched for mass interviews after practice sessions and the race. Back then conversations with journalists therefore tended to be one to one and, as such, of considerably greater value. If you knew a driver well, all kinds of confidences were laid bare in the heat of the moment, and you were trusted not to let him down.

In this era, Hamilton is perhaps the only F1 driver still – sometimes, anyway – occasionally to behave like that. Even nudging 30, after seven years in F1, he retains an almost childlike innocence, and that – given some of the influences around him – is a constant source of surprise. If Lewis is poker-faced, there's a reason for it and he wants you to take note.

As was Villeneuve, so Hamilton is the fastest driver of his time, neither of them, for example, needing to 'think' himself into a qualifying lap. With people like these it's an instinctive, rather than intellectual, exercise: there's no need to sit there for minutes on end, eyes closed, as if working oneself into a trance. It's a twirl of the finger, engine fired up, into gear, go for it. Sometimes there will be a mistake, because no margin is left, but more usually there will be a sublime lap.

That being so, an apparent anomaly of the 2014 season has been that more often than not Hamilton has been beaten to the pole by Rosberg. Time and again Lewis has topped the sheets in the free practice sessions, and taken that advantage into qualifying, only for Nico to produce a stunning lap in Q3, when it counts.

In the races it has generally been the other way around, if often not by much, but even so the season-long fight has been a close one, and I'll warrant that Hamilton, like most in the paddock, has been taken aback by Rosberg's pace. He was always appreciated as a cerebral man in a racing car, but although he had comfortably the better of Schumacher through three years as his team-mate, the general belief was that Michael was far from the driver he had been. It has been Nico's performances relative to Lewis – in terms of speed an absolutely known quantity – that have caused many not only to recalibrate their opinion of him, but also to reassess the quality of Michael's comeback.

Some have spoken of Rosberg's occasional mind games as if they were somehow not quite cricket, but that is laughable. Since the dawn of time racing drivers have revelled in trying to unsettle their rivals. Think of Stirling Moss, standing on a torrential grid, and rubbing his hands: "I didn't want a wet race any more than they did, boy…" Or Alain Prost, knowing he could go no faster in qualifying at Estoril in 1988, changing into civvies for the last 10 minutes, casually looking on as Senna vainly tried to equal his time…

Whatever, it seems to me that both Hamilton and Rosberg have done us proud in 2014. It's rare indeed for a team to have the sort of advantage they have enjoyed, and the Mercedes management is due considerable praise for allowing the drivers free rein to race.

That said, I thought it a touch ridiculous that, after the debacle at Spa, Nico was treated like a naughty schoolboy, and fined by his team. One thing to be punished for ignoring the terms of your contract, as

was Carlos Reutemann by Williams after the 1981 Argentine Grand Prix, quite another for making a simple driving error. I don't believe for a second that Rosberg deliberately glanced Hamilton's tyre – apart from anything else, damage to his own front wing was guaranteed – and I was as disappointed by the team's over-the-top response as I was by the booing of Nico on the podium.

For me that was the pivotal point of the season. In the short term it was Hamilton who suffered, but in the long run it was Rosberg who paid the higher price. While Lewis's resolve was further stiffened, Nico's morale took a beating from all sides.

Speaking of morale, who can have felt other than profound sympathy for Jenson Button and – to a lesser extent, because he has time on his side – Kevin Magnussen through the closing weeks of the season? Although still not officially announced as I write, Fernando Alonso's deal with McLaren and Honda was agreed long ago, yet with December almost upon us, Damocles still apparently lurks above his potential team-mates.

As yet we know not whether this is a matter of contractual problems, money or simply indecision about the best option for the team, but for five years Button has done very well by McLaren – and never more so than in recent times, when he has not only shaded his team-mate, but dealt with questions about his future with unfailing dignity, patience and even a humour he can scarcely have felt. A proper bloke, Jenson, and a loyal one, too, but then we knew that, and would have expected nothing else from him.

He, on the other hand, might reasonably have expected more consideration – in terms of yes or no – from his employer.

In three seasons as his team-mate, after all, he scored more points for McLaren than the new world champion.



Two into one won't go: Magnussen or Button will partner Alonso at McLaren

"JENSON MIGHT REASONABLY HAVE EXPECTED MORE CONSIDERATION FROM HIS EMPLOYER"

❖

IF IN 2014 THE PADDOCK HAS BEEN POCK-MARKED BY dissension to a degree I can rarely remember in 40 years of being around Formula 1, so there has been much that is good about this season, not least the much improved spectacle guaranteed by more torque and less downforce. Forgive me, aerodynamicists one and all, but it has been a delight to see cars 'stepping out' again.

From a personal point of view, though, the most pleasing single aspect of the year has been the return to prominence, after far too long in the shadows, of the team that Frank built.

I am hardly alone in this, I think. In the press room, certainly, there has long been admiration for Williams, but beyond that an *affection* that extends to no other team in quite the same way. That being so, its decline over the last decade has been widely lamented: in two of the three seasons leading into 2014 a mere five points went on the board, and one really began to wonder – however reluctantly – if the possibility of resurrection had passed.

Maldonado's 2012 victory at Barcelona apart – and forgive me, Pastor, if I still have moments of doubt that it ever happened – Williams's great days appeared to have ended 10 years ago, when Juan Pablo Montoya held off Kimi Räikkönen's McLaren to win the season-closer at Interlagos. JPM had BMW's mighty 3-litre V10 at his back, of course, and – despite being on the grooved tyres of the time – set a lap record that stands to this day.

After the parting from BMW in 2005, Williams went through engines from Cosworth, Toyota, Cosworth again and Renault, before switching to Mercedes this year. Without a doubt this has contributed significantly to the team's resurgence, but there has been rather more to it than that, not least the hiring of Pat Symonds, a man rated so highly by Alonso during their Renault days that he tried – to his dismay, unsuccessfully – to persuade Ferrari to employ him a couple of years ago.

And there have been other Williams recruits, too, notably Felipe Massa and Rob Smedley, a double act at Ferrari for eight years, and now working together at Grove. Revelling in it, too, as they told me in Austin. When I asked Smedley how difficult it had been to adapt to life in England again, working with a very different team, he said it had been no problem at all.

"You know, one thing Ferrari teaches you is to be very adaptable – and to have a *very* thick skin! I think that if you survive 10 years in Ferrari, and you leave on your own accord – and on your terms – then you've managed to understand the company very well. And if you've understood a company as complex as Ferrari, it stands you in good stead for anything. It's been pretty easy, to be honest. I think this team has been a dream.

"I remember in April or May, when I'd only been back a while, saying, 'It's given me back my enthusiasm for Formula 1 – I understand again why I got into this in the first place'. Honestly, it's like being a kid again. We've got a really focused group of individuals here.

"Yes, we know there's a long, long, road ahead of us to get back to where we want to be – and not only that, to stay there, as well – but there's such a positive atmosphere inside the team, and that comes from Frank downwards. It's a company with a huge amount of determination, but it still feels like a family business."

To me, it has always seemed to be a purist's team, and Rob agreed: "It is, yes. Williams is all about *racing*..."

Contrary to what many assumed at the time, his decision to join Williams was not influenced by Massa's move – if anything, indeed, it was the other way around.



Massa finished third on home soil at Interlagos – and then looked capable of challenging for victory in the Abu Dhabi finale

"Felipe had nothing to do with it. Yes, we're very close, and have been for a long time, but actually I signed a contract way before he did. There were several people – Mike O'Driscoll [Group CEO], Frank and his daughter Claire, then Pat when he came on board – who convinced me this was the right place to be, and it was then a case of us getting Felipe involved. He was going to be out of contract at Ferrari, and it was a matter of saying to him, 'OK, it doesn't look good at the minute, but it is going to be good'. You have to have a great deal of imagination – it's like walking into a ruin of a house, and your wife's saying it's going to look brilliant…

"It was clear, though, that the place had a great deal of potential, with a really good bunch of people all committed to the same thing. I was certainly sold that idea, and then we were able to sell it to Felipe."

In one sense at least, though, moving from Ferrari to Williams must surely have been sobering, I suggested. Had this year brought home to Smedley just how much Ferrari had of everything – not least money?

He smiled. "Well, it's very clear that in all aspects of their business Ferrari has… a huge resource they can call on, that's for sure. But I think what this year has to a certain extent taught me is that it's not just about resource: it's how you use it, how efficient you are, where you position yourself, what battles you want to get involved in – you don't have to get involved in every single battle to do well.

"We're a team that's growing, and needs to grow – we're not shy about admitting that. Do we need to get as big as the very biggest teams in F1 – does that buy you success? Absolutely not..."

In days gone by, I said, Patrick Head always considered that Ferrari was incredibly wasteful – yes, they had this huge resource, but a lot of it was tossed away.

Another smile. "Well, it's difficult to talk about someone else's organisation – one I'm not involved in any longer – but look at the teams awash with cash at the moment, and consider where some of them are. The easiest way to answer that is to take the top five in the championship at the minute, look where their spend is, put an arbitrary base engine in for everybody – call it 'engine X', so you take out the engine advantage or disadvantage – and see where they end up. I think you'll see that it's not always about how much you're spending – it certainly wouldn't be in linear order, put it that way. There's waste that goes on, definitely, and not only at Ferrari."

In the course of Smedley's Maranello years as Massa's race engineer, Felipe went through some very difficult times. After touching the hem of the world championship in 2008, he then suffered a briefly life-threatening injury at the Hungaroring the following year, when struck on the helmet by a spring that had fallen from Rubens Barrichello's Brawn.

Thankfully he made a full recovery, but by the time of his return to racing at the beginning of 2010, his erstwhile team-mate Kimi Räikkönen had been paid off after too many lacklustre drives, and in his stead came Fernando Alonso, a very different proposition. In their first race together, Bahrain, Felipe was second – but Fernando was first.

Over time many suggested that Massa simply wasn't the driver he had been before the accident. After all, had he not invariably outshone Räikkönen, even on occasion had the measure of Michael Schumacher, his first team-mate at Ferrari?

While Massa has always insisted that the accident in no way affected his driving, the performance gap between Alonso and himself only grew – as did Fernando's power within the team. For a long time Felipe's confidence seemed to be in the depths, and I wondered how difficult it



had been for Smedley to be 'on the other side of the garage'. Had he felt any resentment towards Alonso?

"No," he said. "Not at all – because Fernando's power was created by his brilliance. If he hadn't been turning in the results week after week – dragging the team forward, kicking and screaming, almost single-handedly at times – I don't think he would have had any power whatsoever.

"It's like anyone in any organisation. OK, you might arrive with a reputation, but reputations fade very quickly: if you say you want this, and you want that, and then you don't deliver for two or three races... people will forget about you, believe me. F1 is a *very* fickle business.

"What I'm saying is that that power has to be earned, and Fernando has done that. For a long time he's been in... not the best car, let's face it, but he's turned in some absolutely incredible results – and consistently, too."

Very well, but there must surely have been occasions when Smedley felt frustrated by certain goings-on at Ferrari. What about this race in Texas in 2012, I said, when Massa was required – by means of a deliberately induced penalty (for snipping the seal on his car's gearbox) – to lose grid positions, which moved his team-mate up?

"Yes," Rob agreed, "there were times when it was like that. As you say, two years ago Felipe out-qualified Fernando here, then took a penalty to put Fernando in a more favourable position on the grid, but the point is, it was the penultimate race of the year – and Fernando was trying to win the championship! I've been in the sport long enough to know what the bigger picture is, and the team has to come above everybody and everything.

"All in all, Felipe had a great career at Ferrari – in 2008 he came within a point of the championship, after all. There's no reason for him to feel any resentment at anything that happened there – he should be happy, and magnanimous enough to move on. Now he's got a great life here at Williams."

It was interesting, I said, that Massa, asked to comment on Räikkönen's poor form since returning to Ferrari, said that in his opinion Kimi's primary problem was psychological, rather than shortcomings in his car.

"Yes – and perhaps he was alluding to his own experience at Ferrari," said Smedley. "It can't be an easy proposition to be Fernando's team-mate. In a normal situation, you'd think, 'Oh, well, he's having a good run at the moment, but in three or four races I'll get back on top – it'll swing about, like it always does between team-mates...' With Fernando it's not like that – because he never, ever, has an off day, and psychologically it must be so difficult for another driver to live with that.

"There's no one like him. It's not just about the number of medals you've got – that doesn't always equate to who's the best, and in Fernando's case it definitely doesn't: he's got two world championships, and he should have had a lot more..."

Long ago Bernie Ecclestone told me of a conversation he had with Gerhard Berger, then Ayrton Senna's team-mate at McLaren. "He was nearly in tears: he said to me, 'I'm going to stop'. He said that if he closed his eyes, and dreamed the most incredible lap of his life, he knew he'd come into the pits, and they'd tell him he was a second slower than Senna. I said, 'This is what you do. Ignore Senna – he doesn't exist. You take absolutely no notice of him. Get on and race – in your mind it's for first place, even though actually it's for second. Forget him, and worry about the other people. Maybe you'll get lucky – sometimes he won't finish, or whatever, and then you're in good shape. But if you start thinking about him, then you're history. Sometimes it happens that one guy is just better than anybody else, and that's it...'"

"FELIPE HAD A GREAT CAREER AT FERRARI. NOW HE HAS A GREAT LIFE HERE AT WILLIAMS"



After a lengthy period of being demoralised at Ferrari, Massa started eventually to come out of it, after which his performances significantly picked up.

"I think," said Rob, "what you've got to accept is that you're not going to beat the other bloke week in, week out, so you've got to take the little highs when they come – and build on them. That's what Felipe managed to do in the last couple of years at Ferrari – he managed to get himself in a happy position, where he thought, 'I know it's not actually a disgrace being beaten by Fernando, because he's just that good...' Whether you say those words out loud, or just accept them in your own mind, that's the important thing..."

Certainly Smedley comes across as a contented man in his new environment. For a variety of reasons, not least to do with his family, he felt that it was the right time to return to England and, as he says, he was fortunate enough to have good offers on the table.

"Williams was the best one – and not because it offered me the most obvious benefits. What really appealed to me was the challenge of getting Williams back to where you expect to find them, to be where they should be. And actually I think it's an honour to be part of it..."

❖

A FEW MINUTES LATER MASSA SAT DOWN IN THE CHAIR lately vacated by the man he describes as, "Not just a friend – more like my brother..."

You have seemed, I said, happier this year than for a very long time.

"I am! *Much* happier! OK, maybe not so happy with some results I've had, some unlucky races – but I'm so much more relaxed than I have been for years. I'm totally happy to be part of this team, and with how it's grown, and is growing. I think Williams has gone back to

how it was in the past, and that is really important.

"Look at McLaren this year – they have the same engine as Williams, and more money, but they haven't been on the same level as us. So many changes have happened here – and it's an honour for me to be part of this change…"

There's that word 'honour' again. Say what you will, there is something about Frank's team that registers like no other, save – in a different way – Ferrari. Had coming to Williams been in some way a sentimental choice for Felipe, just as it was for his fellow-countryman Rubens Barrichello?

"Yes, absolutely," he said. "In the past Williams was an incredible team – and always very popular in Brazil. In fact, I'd say that at home the two big teams – although I always had a big passion for Ferrari, because my family is Italian – were Williams and McLaren, because they had so much to do with the country: Senna was at McLaren, Nelson [Piquet] was here at Williams – and of course Ayrton finished here. But even though he won all the time with McLaren, I always preferred Williams...

"I knew my time with Ferrari was finished – and I knew, anyway, that I needed to change. It's difficult to explain why I'm so much happier, but when you change everything, for one thing you feel younger! Everything feels... you know, fresh. It was better, for me and for Ferrari, that we parted.

"Mind you," Felipe laughed, "I don't think the team changed completely when I left! For sure the car is not 100 per cent where Kimi wants it to be, but I know what his big problem is. To be in a team with Fernando is not easy, because you need to have the car suited to your style, to have the team helping you – and you have to be 100 per cent perfect in your driving, because otherwise he will be quicker than you. Fernando is the top driver, and to beat him you need to be on the level of perfect – if you're not, even in one little way, you will be behind him."

Did he think Alonso better even than Schumacher, his Ferrari team-mate in 2006?

"Yes."

Really?

"Yes, because although Michael was at the top, and an *amazing* driver, I had an easier time with him – I suffered more with Fernando than I did with Michael. What I said about Kimi was not because I have anything against him: I respect him – but I understand what it's been like for him, because I went through it, too!"

Still, I said, it's surprising in a way, because Kimi comes across as almost horizontally laidback, as if he doesn't care about anything…

"Oh, he cares!" smiled Felipe. "He may not show it, but he does – remember, I was his team-mate, too, and I know him. He is not completely The Ice Man..."



One of these former team-mates has been happier than the other in 2014...

"TO BE IN A TEAM WITH FERNANDO IS NOT EASY. YOU HAVE TO BE 100 PER CENT PERFECT..."

If Massa has left Ferrari, there remains within the team an enormous affection for him. For one thing, he won many races for them, and came within an ace of winning the championship, but more than that he is immensely likeable, a popular man in the paddock and known as an honourable one, too.

"Here in Austin, two years ago, I took a penalty, and gave up grid positions for Fernando. It was definitely not nice at the time, but I did it – I think I was always very professional with my team, wherever I've been. In the end you need to do what the team wants – apart from anything else, if they want something, and you don't do it, in the end you will sometimes be the one to pay more… I can't complain about what happened – I tell you what, I can sleep 100 per cent well after everything I've done in my life.

"After I knew I was not in Ferrari any more, I was talking to four teams – McLaren, Williams, Force India and Lotus – and the big possibilities were with the last three. I have to say, though, that when it became serious with Williams I stopped talking to the others.

"It certainly helped that Rob was coming here – he's an engineer, and I wanted to understand how the team worked from a technical point of view. Rob was able to explain that to me, and then I wanted to understand the philosophy, the mentality – and where the team wanted to be. I had a long meeting with Pat Symonds and Mike O'Driscoll and Claire, and then I think I understood pretty well.

"As well as that, there was the matter of engines – everyone I spoke to seemed to think that Mercedes was in front, so that was another positive thing. I started to put the pieces together, and I became ever more sure that this was the best team for me to be in. I have a good relationship with Valtteri [Bottas]: he's a very serious guy – doesn't talk so much, but then I never saw a Finnish guy talking a lot! He's very quick and he works hard, as well.

"You asked me why I'm so happy here: well, it's because Williams today is like a good family. Now what I need is three good races to finish the year, going into 2015…"

He got them, didn't he? Fourth the following day, at the Circuit of the Americas, third a week later on home soil at Interlagos, and then a really magnificent drive to second place in the seasonal finale in Abu Dhabi.

"I'm looking forward to better times," smiled Alonso after his Ferrari swansong, when he finished 80 seconds behind his former team-mate.

"Like Felipe is having…"

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F1 FRONTLINE *with*



Mark Hughes

>> HOW THE CHAMPION CONJURED 11 WINS FROM 19 RACES ON FIVE CONTINENTS

2014 GRAND PRIX REVIEW

WINNING SMILE

The destiny of the 2014 F1 title rarely looked in doubt once Lewis Hamilton had beaten Nico Rosberg off the line in Abu Dhabi – and technical problems further diluted the German's chances. Rosberg was dignified in defeat, a noble note on which to end a sometimes contentious season.

F1 FRONTLINE

with

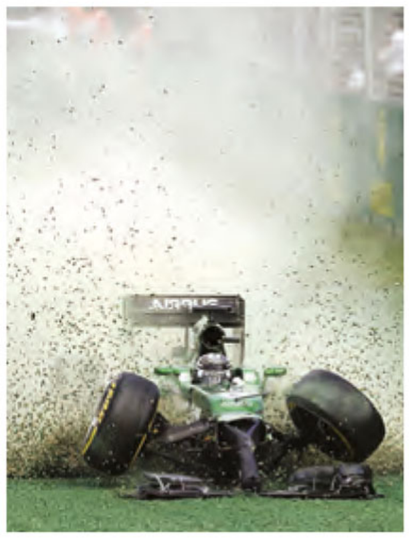
Mark Hughes



A QUIET WAR RAGED IN FORMULA 1 THIS YEAR. Against the muted soundtrack of the new turbo hybrids, the sport fought over its future, the Mercedes drivers fought each other for the title, the teams fought over the financial crumbs from the owner's table and several of them fought for their survival, two of them losing that fight. In the duration of that war the sport's commercial boss Bernie Ecclestone fought a bribery charge in a Munich court and Jules Bianchi was left fighting for his life after an incident at Suzuka reminded us that despite 20 fatality-free years, this remains an inherently dangerous sport.

Amid all this conflict F1's fan base became diffused. Spectator and TV numbers were down for reasons no one could precisely define. Several factors have been suggested: fans like their F1 engines noisy, the enthusiast core had become disenchanted with the increasing artifice (the double points finale being especially unpopular), the sport was failing to embrace new mediums of viewing and therefore losing or failing to attract in the first place younger fans, ticket prices were way too high for times of hardship, the whiff of financial seediness was a turn-off, as was the domination of one team and the consequent dire competitive prospects of the popular Ferrari and McLaren organisations and their drivers – all as the proliferation of competing attractions kicked in hard.

And yet there was some fantastic racing. The closing stages in Hungary – where it was impossible to call which of four drivers was going to come out on top – probably being the showcase. The increased torque and reduced downforce of the cars made watching them in action a joy; the various responses to the technical challenge of a cutting-edge technology where F1 truly led the world were fascinating. This will go down as a momentous season in the sport's history, even if it's not yet obvious what it signified. Technically brave and sportingly thrilling it may have been, but commercially it found itself in a mess, unable to feed all its teams as greed and gravity formed a ferocious pull with a dangerous undercurrent. F1 cannot stay in stasis like this. It's just not clear where it's all heading.



THE NEW F1 ARRIVED IN Melbourne to a row. Commercial rights holder Bernie Ecclestone had never wanted these hybrid engines – and neither had his friend Ron Walker, organiser of the Australian Grand Prix. Walker had even formed a coalition of race organisers last year to sing along with him from Ecclestone's hymn sheet. And yet here was a field full of turbo 1.6-litre V6s with an extra wallop of electrical energy to deliver comparable power and a lot more torque than the 2.4-litre V8s – on two-thirds of the fuel. Energy that previously left the exhaust pipes as noise was now being captured and converted into grunt. But not gelt.

"We [the Australian Grand Prix Corporation] are an entertainment company and we have to entertain the public," Walker said. "A big part of



Hamilton leads away in Melbourne, although he lasted little longer than first-corner casualty Kobayashi (below left)

The quiet row

Australia

that entertainment is the F1 noise – and we didn't get it. When you take the excitement away, you have trouble selling tickets. You have to create demand and part of that is people liking the noise of the race cars… This is not what we paid for."

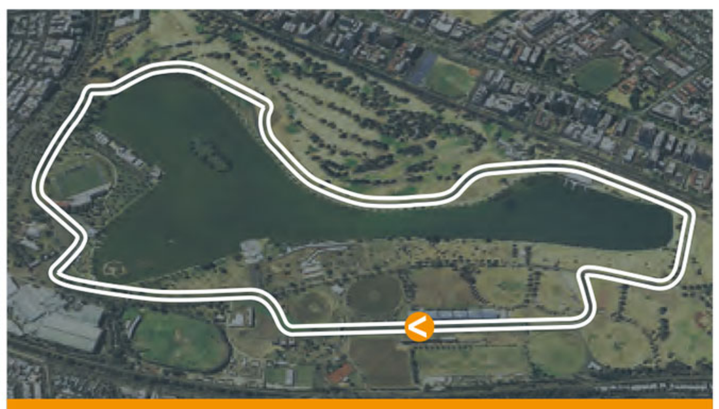
Bernie didn't want the new technology as it inflicted too much extra expense on the teams, which in turn put pressure on F1's owners (mainly controlling shareholder CVC) not to rape the sport financially quite as much as it is doing – and that wasn't a message he wanted to take to them. He said he didn't like the engine noise, and that was the issue around which Walker and his friends campaigned, ironically probably damaging ticket sales of his own event. Doubly ironically, the hybrid formula had been instigated by Bernie's friend Max Mosley when he was FIA president, a few years after he'd leased F1's commercial rights to Ecclestone for an extra 100 years. If he hadn't done that and Bernie hadn't then sold those rights on – its value over-inflated each time it was resold until it was like an over-ripe peach, in its wake the debris of busted companies that had over-extended themselves through speculative greed – Mr Walker's corporation wouldn't need to be paying a fee 500 per cent greater than that when Melbourne first hosted the race in 1996 and people wouldn't be staying away because of the high ticket prices.

Therein is the problem F1 faces globally. Its costs are too high because it's feeding a financial parasite (CVC and its co-owners), so its prices in turn are too high and that's causing damage.

Also damaged were Lewis Hamilton's title prospects before the race even started. So much faster was the Mercedes W05 than everything else it was already likely that his only title rival was going to be team-mate Nico Rosberg – and retiring because of a misfire-inducing crack in a spark plug cover, while Rosberg cantered to victory, instantly put Hamilton 25 points behind. This would come to colour much of his season.

Daniel Ricciardo's Red Bull distantly followed Rosberg over the line, but that second place was taken from him later for having exceeded the maximum fuel flow limit of 100kg/hr. It seemed harsh, given that this was the very first race of the new formula and that the FIA-supplied fuel meters had proved troublesome. On the other hand, fuel flow is effectively now the equivalent of the engine's cubic capacity in terms of the limitation on horsepower. The disqualification stood, but Ricciardo kept smiling. He'd just turned up and seen off the incumbent quadruple world champion on his first drive for the team. It would become something of a theme.

Kevin Magnussen made a superb debut with third place (later promoted to an official second) for McLaren, but it was a false dawn. Back under Ron Dennis' leadership following a coup in which Martin Whitmarsh left, McLaren had come up with an aerodynamically compromised design for the second year. Big changes in the aero department were underway.



Rd 1 ALBERT PARK, MARCH 16 2014

1	NICO ROSBERG	Mercedes W05	1hr 32min 58.710sec
2	KEVIN MAGNUSSEN	McLaren MP4-29 Mercedes	1hr 33min 25.487sec
3	JENSON BUTTON	McLaren MP4-29 Mercedes	1hr 33min 28.737sec

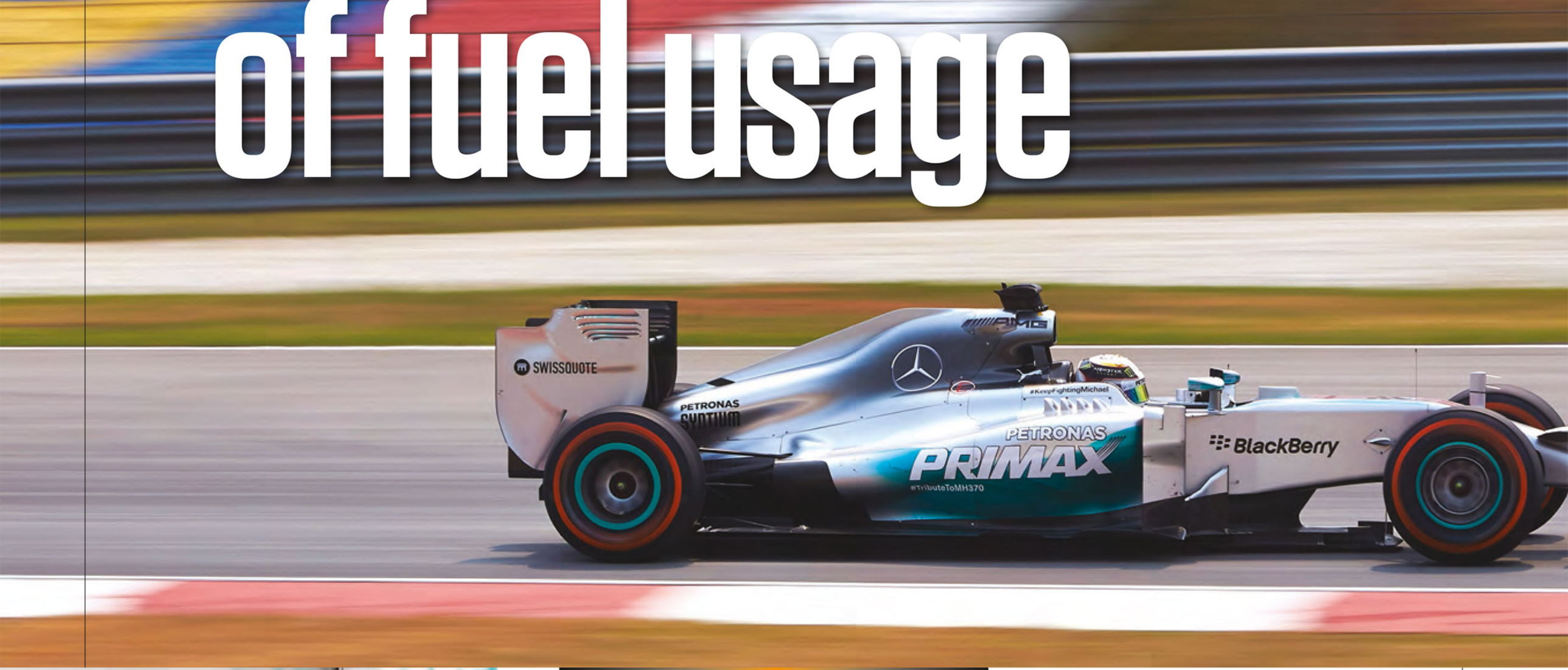
FASTEST LAP NICO ROSBERG Mercedes W05 1min 32.478sec

RACE DISTANCE 58 laps, 191.117 miles

POLE POSITION LEWIS HAMILTON Mercedes W05 1min 44.231sec

F1 FRONTLINE
with
Mark Hughes

The secrets of fuel usage





Malaysia

THIS WAS THE HOME RACE of Mercedes-Benz's fuel supplier Petronas, which for this new formula created a very special brew that allowed an engineering advantage to be built into the Mercedes V6 – and from there into the car itself. Hamilton and Rosberg duly delivered a comfortable one-two.

In the closing stages of his winning drive Hamilton, just for the hell of it, burnt off the Petronas he'd saved from his 100kg allocation by unleashing a series of super-fast laps. His had been a virtuoso drive start to finish as he headed home Rosberg by 17.3sec. But in the process of lapping faster, he'd also used less fuel. The Mercedes W05 itself did this relative to most of the competition but Hamilton was able to do it to Rosberg even within an identical car. More than ever before, converting a finite amount of fuel into lap time had become the differentiator of success in F1. Mercedes' technicalities and Hamilton's technique had combined to make them the partnership to beat.

Generically the hybrid power units convert about 40 per cent of the fuel's energy into useable power (compared to about 30 per cent for the previous-era V8s), but the Mercedes clearly managed the odd crucial percentage more than either the Renault or Ferrari. Getting the turbo-compressed air into the cylinders at exactly the right quantity and temperature (and therefore oxygen density) for combustion efficiency was now hugely important; too much air and you risked detonation, too little and you



Hamilton's opening win of the season was the first of four on the bounce. Below, at that stage there was little sign of tension between the two Mercedes-Benz drivers

BUY THIS IMAGE

Rd 2 SEPANG, MARCH 30 2014

1	LEWIS HAMILTON	Mercedes W05	1hr 40min 25.974sec
2	NICO ROSBERG	Mercedes W05	1hr 40min 43.287sec
3	SEBASTIAN VETTEL	Red Bull RB10	1hr 40min 50.508sec

FASTEST LAP LEWIS HAMILTON Mercedes W05 1min 43.066sec

RACE DISTANCE 56 laps, 192.878 miles

POLE POSITION LEWIS HAMILTON Mercedes W05 1min 59.431sec

exceeded your fuel allocation. The optimum tended to be very spiky – but not on the Mercedes W05.

Petronas and Mercedes HPP had conceived this engine together from first principles, the motor conceived as much around the fuel's traits as vice-versa. The aim was to have a fuel and engine that combined made for extremely knock-resistant combustion. The knock (or detonation) threshold (where the combustion process gets out of sync with piston/valve/spark cycle, typically combusting in pockets before the spark has arrived) determines how little fuel you can get away with delivering to the combustion chamber and also therefore how sensitive the engine is to inlet air temperature. The Mercedes did not need its inlet air to be as super-cooled as the Renault and Ferrari. At the regulation maximum fuel flow limit of 100kg/hour (0.0278kg/sec), the Mercedes was relatively unstressed and therefore fairly insensitive to further reduction in inlet temperature. Probably it would have been more responsive to further inlet cooling were the fuel flow rate higher, but at the regulation maximum, its anti-knock properties made it a dream.

The Renault, by contrast, was extremely inlet temperature sensitive. The cooler you could make its air, the more power it delivered; hence its need for much bigger (aerodynamically damaging) intercooler radiators than the Mercedes. The cooler and denser you make the air, the more fuel you have to supply to match. The Mercedes's very high knock threshold allowed it to deliver much more power for a given inlet temperature and for it to require significantly less fuel. Because the formula limits how much fuel can be used – and puts a ceiling on how fast it can flow – an engine that intrinsically demands more fuel has to be run in a more economical (less powerful) mode. An engine that delivered more power, needed less fuel and was less aerodynamically compromising was created by Mercedes from the fuel, the chemical composition of which was obviously a very closely guarded secret.

As for how Hamilton could maximise this advantage, it was to do with how brilliantly adept he is at maintaining momentum into a slow corner even with a bit of entry oversteer. The more momentum that is retained, the less acceleration is required on exit and the less fuel is demanded. By the halfway stage of the race in Sepang Hamilton had used 47.7kg of his 100kg allocation, compared to 49.3kg for Rosberg – who at the time was 12sec behind.

Chemicals and neurons were at the heart of what had unfolded here.

TOP 10 DRIVERS OF THE YEAR



Felipe Massa

Massa's old chirpy spark was much more evident this year. The move to Williams and away from Ferrari servitude suited him well. He even managed to add to his tally of poles, six years after his last one. For such an experienced old hand, he could still make the occasional blunder – like forgetting to deploy his DRS just as he had Vettel lined

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up in Montréal – and his racecraft wasn't always flawless, but he was irrepressible on track and invigorating off it. He was quick enough to keep a new talent like Bottas on his toes and was very impressive at Singapore, a track that has always suited his attacking style but to which the FW36 was ill suited. He delivered what was surely the best result possible with fifth. His style remains a little unsubtle and heavy rear tyre wear occasionally compromised the strategies available to him, but it was great to see him back at close to his best.

F1 FRONTLINE *with* Mark Hughes



Bahrain & China

Tectonic plates shift beneath Ferrari

A MAN UNDER BIG corporate political pressure was concealed beneath the dazzling smile for the waiting photographers as Luca di Montezemolo climbed from the back of the limo, cocooned from Bahrain's ongoing unrest by air-conditioned luxury and a barrage of tanks and police lockdowns around the outlying villages. Nothing much had changed in the kingdom since the Arab Spring uprising of three years ago; its own citizens were still being oppressed – killed or imprisoned for having the temerity to protest at their lot. The West still looked the other way, given Bahrain's strategic importance in ensuring Saudi Arabia's oil flows in the 'right' direction. But a lot was changing in Montezemolo's world.

For every notch of Ferrari's gradual competitive decline from the glory years of Schumacher and Brawn, so the pressure mounted tenfold upon the boss. This was a particularly bad year to be presiding over any under-performance from the glittering diamond in the crown of Fiat-Chrysler's portfolio as preparations were made to launch the corporation on the Wall Street stock exchange. The prancing horse had become just a halo brand in a game of marketing and commerce. But a horse whose limp prevented it from prancing beamed across all those millions of screens every couple of weeks wasn't much of a halo, wasn't helpful to the money men.

As Fiat's Sergio Marchionne and John Elkann turned their gaze towards Maranello with irritated question marks on their faces, Montezemolo will have felt the grip of fate tightening around him.

The new formula certainly hadn't helped Luca's cause. Ferrari's response to it had been to create a car, the F14T, with the emphasis skewed towards aerodynamic performance – its weak point of the past few years – even at the expense of engine power. While Mercedes was busy embracing the challenge of the new formula from a long way back – it had a single-cylinder prototype running in 2010 – Montezemelo ineffectively campaigned against it. He was still campaigning against it now, albeit maybe only to deflect attention away from the form of his cars, which had qualified fifth and ninth and which in the race would fall steadily backwards from there, humiliatingly overtaken as their poor fuel efficiency and brutal power delivery was heavily punished.

"This is a formula for taxi drivers," he said to the bustling arc of sound recorders surrounding him in the desert heat, "and we are seeing no overtaking, just driving around making the fuel last." No sooner were the words out of his mouth and onto the web than the Bahrain Grand Prix unfolded into a terrific scrap for victory between the W05s of Hamilton and Rosberg, with a superb series of exciting battles in their wake and lots of overtaking – mainly of the Ferraris. Montezemolo's chauffeur was summoned a few laps before the end. As he headed for the airport, the pressure and embarrassment must have been off the scale. This couldn't go on, but things were spiralling out of his control. In the aftermath he ordered his loyal lieutenant, team principal Stefano Domenicali, to fire engine chief Luca Marmorini. Domenicali – who'd agonised when he'd had to carry out a similar Montezemolo directive against designer Aldo Costa a few years earlier – refused and handed in his own resignation instead, depriving Montezemolo of a vital control arm. What he also lost was the possibility of Adrian Newey and/or Mercedes engine boss Andy Cowell joining the Scuderia, for they had been liaising through Domenicali. As the blame culture played out before them, it was suddenly very easy to say, 'No, thank you'. Fiat lost no time installing Marco Mattiacci as Domenicali's replacement.



President in turmoil: Luca di Montezemolo faces a media barrage as Ferrari's poor start to the campaign continues. Above right, Alonso locks up



Montezemolo was allowed to present it as his idea but the reality was that Fiat now had its own man on the inside and a lever was being placed beneath the president.

Mattiacci, formerly head of Ferrari North America, highly rated within the corporation but unknown in F1, was present in Shanghai ostensibly as new team principal. He looked on as Alonso took third, a long way behind Hamilton's winning Mercedes. Rosberg was again runner-up, albeit a much more distant one than in Bahrain where he'd been potentially faster but could find no way past.

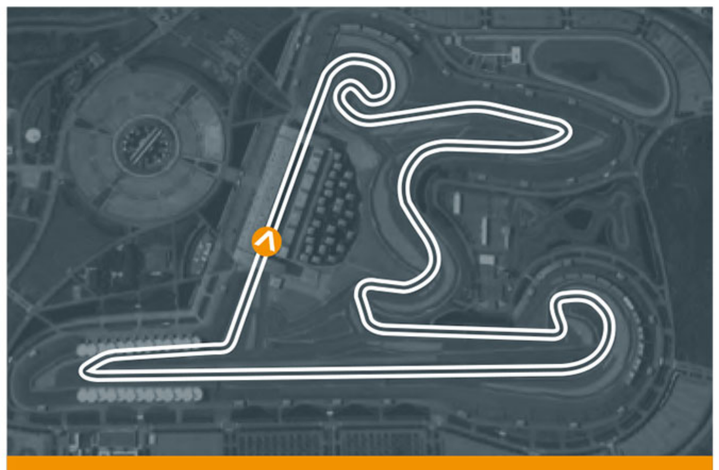
On lap 52 at Turn Four, Hamilton's defence had breached what Rosberg deemed acceptable. Thus was signalled the beginnings of Mercedes hostilities that would unfold over the season. It was always going to occur given that they were head-to-head for the sport's ultimate prize.



Rd 3 BAHRAIN, APRIL 6 2014

1	LEWIS HAMILTON	Mercedes W05	1hr 39min 42.743sec
2	NICO ROSBERG	Mercedes W05	1hr 39min 43.828sec
3	SERGIO PÉREZ	Force India VJM07	1hr 40min 06.810sec

FASTEST LAP NICO ROSBERG Mercedes W05 1min 37.020sec
RACE DISTANCE 57 laps, 191.530 miles
POLE POSITION NICO ROSBERG Mercedes W05 1min 33.185sec

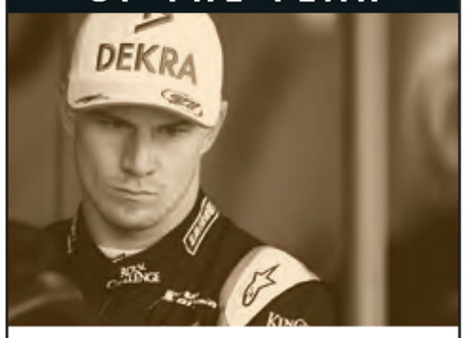


Rd 4 SHANGHAI, APRIL 20 2014

1	LEWIS HAMILTON	Mercedes W05	1hr 33min 28.388sec
2	NICO ROSBERG	Mercedes W05	1hr 33min 46.400sec
3	FERNANDO ALONSO	Ferrari F14T	1hr 33min 51.942sec

FASTEST LAP NICO ROSBERG Mercedes W05 1min 40.402sec
RACE DISTANCE 54 laps, 189.559 miles
POLE POSITION LEWIS HAMILTON Mercedes W05 1min 53.860sec

TOP 10 DRIVERS OF THE YEAR



Nico Hülkenberg

Hülkenberg's most impressive drives were in the first half-season, when the Force India was at its most competitive and his hard-charging style could get it in places that embarrassed some bigger teams. As the development dollars told and the car dropped from the pace, it relied more heavily for results upon its easy tyre

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usage – and Hülkenberg was unable to maximise this trait as effectively as team-mate Sergio Pérez. There was little doubt he had the edge in speed over the Mexican, but better strategies were often out of Nico's reach because he was so hard on the rear tyres – though it was a trait he worked to improve. In Australia he was impressive in running fourth for his first stint. In Sepang he gave the bigger teams a similarly hard time, Red Bull and Ferrari having to compromise their strategies to those ahead in order to keep him behind.

F1 FRONTLINE
with
Mark Hughes

Spain

How Mercedes succeeded where rivals failed

RED BULL TURNED UP AT Barcelona fully armed. The most debilitating of the Renault power unit's problems had been sorted, Total had devised a new fuel reckoned to be worth 0.15sec per lap and there were further development tweaks to the amazing RB10 chassis. Yet Mercedes waltzed to another Hamilton-Rosberg 1-2 that was, if anything, its most dominant yet. The pattern of the season was confirmed. Up until Barcelona, there was the possibility that with a fettled Renault behind it, the Red Bull would prove Mercedes-fast. It wasn't. This was a championship battle destined to be fought out exclusively between Hamilton and Rosberg. The former's fourth consecutive victory finally edged him into a narrow points lead over Rosberg, who'd won just once – emphasising just how costly that failure had been for Hamilton in Melbourne.

The best technical brains at Viry and Maranello, multiple world championships behind them, had fallen well short of Mercedes in meeting the new challenge. The Renault, as well as needing a lot of intercooling as recounted, suffered enormous pre-season problems with excessive heat around the ers-H and a tendency for the ers-K to rip itself out of the crankcase. There was a suggestion of dyno correlation problems that didn't come to light until testing.

As with all three engines, the Renault was designed to have the turbo spinning even when not under load, maintaining a constant boost pressure of about 3.5 bar and any excess heat produced could be converted into electrical energy and stored in the battery. When under load the excess could be fed through the ers-K direct to the crankshaft, with no regulation limit. The Renault excelled in the efficiency of its energy recovery once it was sorted, even exceeding Mercedes in this respect. But the Mercedes simply had a lot more power from the combination of its engine and a bigger compressor, mounted as it was up front, out of aerodynamic harm's way.

The Ferrari had neither good power nor efficient energy recovery and would typically have fewer laps with full power available than either the Renault or the Merc.

But it wasn't only the W05's engine. Near-identical units were in the back of the Williams and Force India, after all (McLaren's engine was the same, too, but the team was contracted to run on a fuel other than the Petronas around which it had been designed, initially costing it as much as 40bhp). The W05 was also aerodynamically a match even for the Red Bull, though it had been achieved in a different way.

Two key features of the Mercedes – the front-mounted compressor on all of the Mercedes motors and the W05's single lower front suspension arm with a wishbone forked end – came together aerodynamically ahead of the sidepod to gift the car a serious performance advantage. The new aero restrictions of 2014 – narrower span front wing, the loss of the rear lower beam wing, no exhaust blowing of the diffuser, smaller rear wing – were swingeing. The beam wing that used to join up the airflow between the diffuser exit and rear wing to give a cascade effect was gone, so getting enough airflow to the rear to compensate was almost as challenging as being able to get decent front downforce by creating effective vortices between the front tyre and sidepod now that the tyre was more in the way. With the front wing's extremities now only halfway across the width of the tyre, getting the air to flow around there to put the vortex in the right place was hugely difficult (and the main reason why McLaren reckons its MP4-29 wasn't quick, for example). The W05 deleted the second arm of a conventional wishbone 'V' and instead had just a single piece with a forked end. This helped put the vortex back where it had been under the old regs (when the flow off the front wing wasn't so blocked by the tyre) and hence gave the car good front downforce – but without compromising the airflow to the rear. It allowed the W05 to forgo the narrow gap between the nose's underside and front wing neutral section used by other cars (such as the Red Bull) whereby a diffuser effect is created that generates front downforce but at the expense of blocking flow to the underside and rear of the car. On the Merc that gap was bigger than on any other, so it had plenty of rear downforce to balance out the good front end. The front-mounted compressor allowed much neater plumbing than on the more conventional rear-compressor Renault and Ferrari motors. This facilitated the W05's compact and uncluttered sidepods. This in turn enhanced the speed of the flow coming through the vortices created from the front wing to give better airflow to the rear. Conceptually, it was beautiful.

The benefits of the good rear downforce on both the Merc and Red Bull were magnified by the traits of the 2014 Pirelli tyres. Much more conservative with compounds than in the past, after the PR calamity of exploding tyres in 2013, the minimum pressures allowed had been increased as an extra precaution. This made the working tread area of the rear tyre effectively the wrong shape, taking load over a much narrower section of tread than it was originally designed for. Together with the increased torque and reduced downforce, it made the rears even more the limiting factor than before – and any increase in rear downforce was a big help.

As usual, the Red Bull got its rear downforce from supremely tightly waisted rear bodywork between the cockpit and rear wing. But, also as usual, this was quite draggy – especially for an engine that struggled to punch the car through the squaring resistance of the air as speed increased. Around this most aerodynamically demanding of tracks Daniel Ricciardo's RB10 finished third – 49sec behind Hamilton.



Rd 5 CATALUNYA, MAY 11 2014

1	LEWIS HAMILTON	Mercedes W05	1hr 39min 42.743sec
2	NICO ROSBERG	Mercedes W05	1hr 39min 43.828sec
3	DANIEL RICCIARDO	Red Bull RB10	1hr 40min 06.810sec

FASTEST LAP SEBASTIAN VETTEL Red Bull RB10 1min 28.918sec
RACE DISTANCE 66 laps, 190.825 miles
POLE POSITION LEWIS HAMILTON Mercedes W05 1min 25.232sec



The steeliness in Rosberg

Monaco

IN THE NINTH YEAR OF NICO Rosberg's F1 career he had finally found himself in a championship-calibre car. But of the first five races his team-mate had won the latter four – and in the one race that Rosberg had won, Hamilton had not been around to contest it. The German was in danger of being cast firmly in the number two role at just the moment he'd finally been gifted a number one car. He had to do something.

The streets of Monte Carlo have long been a Rosberg speciality and he had every reason coming into the weekend to be bullish about turning the tables. Free practice and the opening two qualifying sessions suggested it was going to be extremely close between them.

On their first Q3 runs Rosberg aced his team-mate by a scant half a tenth. He had provisional pole and the choice this weekend of the running order. He elected to go first. Getting crossed up into Massenet and again out of Casino messed up the first sector of his final lap and it was highly unlikely he'd be able to improve – therefore making him super-vulnerable to Hamilton finding that 0.059sec gap on his own final run.

It almost certainly wasn't a pre-conceived plan, but Rosberg's locking up into the Mirabeau escape road, triggering yellow flags that cost Hamilton the possibility of improving, probably secured him pole. Which in turn – Monaco being Monaco – effectively ensured him the win. This indeed was how it panned out the following day, Rosberg leading home Hamilton and a closely following Ricciardo to edge back into the championship lead.

Was it deliberate, a split-second but fully informed decision in reaction to his messing up those two consecutive corners against a backdrop of a steely conviction coming into the weekend that he absolutely had to reassert himself? The stewards could find no firm evidence with which to condemn him. But it was highly suspicious regardless – as was the way the car appeared just to be following his flailing on the steering as he braked, rather than him correcting any waywardness.

"Of course it was deliberate," said one rival, almost admiringly. "But he's never going to tell us. He doesn't need to, does he?" If this was an accurate assessment, then it at least showed a ruthless core in Rosberg that many had suspected wasn't there – and which could be an effective weapon against a supremely gifted, albeit occasionally naïve rival.



Rd 6 MONTE CARLO, MAY 25 2014

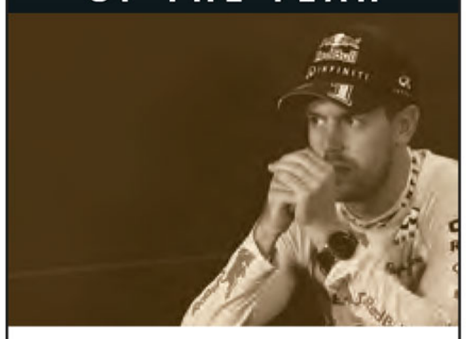
1	NICO ROSBERG	Mercedes W05	1hr 49min 27.661sec
2	LEWIS HAMILTON	Mercedes W05	1hr 49min 36.871sec
3	DANIEL RICCIARDO	Red Bull RB10	1hr 49min 37.275sec

FASTEST LAP KIMI RÄIKKÖNEN Ferrari F14T 1min 18.479sec

RACE DISTANCE 78 laps, 161.879 miles

POLE POSITION NICO ROSBERG Mercedes W05 1min 15.989sec

TOP 10 DRIVERS OF THE YEAR



Sebastian Vettel

For someone who perfected the counter-intuitive art of extracting everything from blown diffuser technology, it was puzzling how the champion failed to adapt in a more conventional car. It wasn't so much that Ricciardo could often as not shade Vettel in qualifying; the telling trait was how much more he took from the rear tyres than his

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team-mate, an area in which Seb had always excelled. At Spa Ricciardo passed him, pulled away at 0.5sec per lap and made his rear tyres last longer. It looked that way, too – Vettel's car much more urgent upon turn-in, sliding for longer and using more track at the exit. Seb was trying like crazy – yet still it wasn't happening. He was unlucky a few times and the difference in pace between them wasn't as great as stats make it look. But the fact remains that he was outperformed in his own territory and has chosen to move on, his reputation definitely dented.

F1 FRONTLINE
with
Mark Hughes

The resurgence of Williams

Canada & Austria



Bottas qualified strongly in Canada, but finished only seventh. Opposite, Massa led from pole in Austria – a race Williams might have won

WITH THE undeniable assistance of a Mercedes power unit, Williams was enjoying what was looking increasingly like a renaissance. The FW36 was low-drag, powerful and well balanced. It lacked the ultimate in downforce so wasn't a serious Merc W05 rival, but there were days when it was the next fastest thing out there. If Mercedes should at any time slip up, Williams should have been in line to pounce. Mercedes did stumble at both Montréal and on F1's return to Austria, but still Williams failed to win.

In Canada Red Bull's Daniel Ricciardo took his first Grand Prix victory as the beneficiary of the Mercedes' overheating brakes and in Austria Rosberg used the W05's superior race pace to prevail despite Williams' Felipe Massa and Valtteri Bottas locking out the front row.

It would have been marginal, but with the benefit of hindsight each of those were probably winnable races for Williams. Had Massa's wheel gun not stuck at his first pitstop in Canada, he wouldn't have been trying to fight his way past one-stopping Sergio Pérez in the closing laps and wouldn't then have got involved in a heavy accident with the Force India. But even without the wheel gun problem, the timing of Felipe's first stop was such that he was about to be undercut by Ricciardo. The FW36 was the fastest thing on track though, with far greater end-of-straight speed than the gutless and draggy Red Bull, so it may have been that Felipe could have passed it later in the race and so been first to benefit from the Mercedes woes. Alternatively, a little more tactical bravery could have got him in early enough at the first stops not to have been undercut by Ricciardo – though with Massa's appetite for rear tyres there was a natural concern about the remaining stint lengths this would have created.

The Merc's problems had arisen from overheating of the control electronics that act as the brain for the energy-boosting electrical systems. Montréal's long straights and slow corners induced heavy electrical loadings on a hot day and when the system shut off it immediately denied the W05s the extra 160bhp stored in the battery and, more damagingly, forced all the rear braking to be mechanical (rather than partly through torque reversal from the ers-K). This was way beyond the duty cycle for which the tiny rear discs had been designed and they quickly overheated. It proved terminal for Hamilton, but not for Rosberg.

Hamilton uses more rear bias and partly it was to do with that. But it was also about competitive paranoia. As Lewis had closed on Nico on the eve of the stops he'd been advised to move his brake bias forwards. Not understanding the nature of the problem (the team didn't want to transmit it over the airwaves to rivals), Hamilton thought it might be a ploy to keep him from undercutting ahead of his team-mate and ignored the request. A lap after pitting, his rear brakes fried themselves completely, boiling away the brake fluid to put him out. Rosberg's brakes never quite crossed that fatal temperature threshold as he adapted his driving to take the strain off them and despite the 160bhp loss he continued in the lead lapping remarkably quickly (at about the same pace as a fully healthy Mercedes-powered McLaren). It was a quite brilliant improvisation



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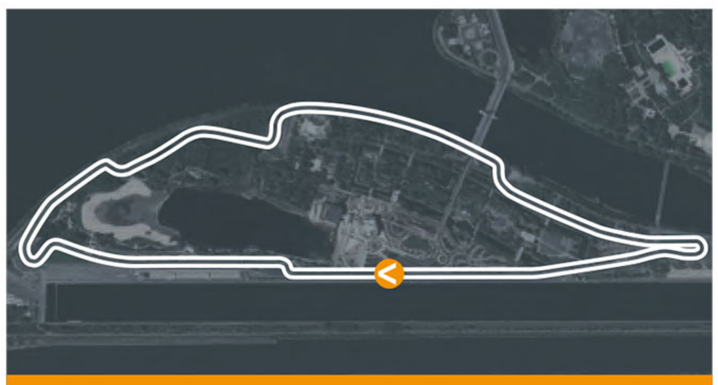
and he lost the lead to Ricciardo only two laps from the end. By keeping his cool he'd allowed his brakes to do the same. The day before he'd used that cool – and Hamilton's desperation to be on the pole he felt was vital to give him the wins he needed to overcome that Australia retirement – to take pole with a car prone to locking up on the super-soft tyres as Lewis had over-committed.

It was a similar story in Austria qualifying. Again the W05 didn't like the super-softs, again Hamilton was more desperate than ever for pole given that Montréal had left him a further 18 points behind and again he made a crucial error, spinning at Turn Two and lining up ninth. Rosberg's final lap was compromised by the Hamilton yellows, leaving him behind both FW36s.

Had it been Bottas leading the first stint rather than harder-on-the-rubber Massa, it might have been possible to have made the stops early enough not to lose places to the two Mercs – laying the foundation for a Rosberg-Hamilton 1-2 – and still have enough tyre life left for the remaining stints. But with Massa ahead it would have been hard on him to have deliberately engineered his team-mate to undercut past. It all came back to a small but crucial error Bottas had made on his final qualifying lap that had gifted Massa pole. Then again, the W05 retained an overwhelming pace advantage on race day and Rosberg might well have leapfrogged to the front at some stage, regardless of Williams' strategy.

While these two races highlighted a certain strategic conservatism at Williams, technically it was operating at a far higher level than in the recent past. Pat Symonds' technical leadership had imbued the aero team with better process and the recruitment of Rob Smedley as performance engineer brought further solid structure. That said, the acquisition of Mercedes power flattered it against the Renault and Ferrari-powered opposition and the loss of blown diffusers – something with which the team had always struggled – was a further help.

In Canada, concurrent with Red Bull's first victory of the season, came the news that Adrian Newey was stepping back from F1. The design genius had been within an ace of signing up with Ferrari but had been tempted back to the fold by the promise of designing a Red Bull road car. From Red Bull's perspective it at least prevented him being used as a weapon against it and secretly the team hoped he'd be unable to leave F1 alone once he'd settled.



Rd 7 MONTRÉAL, JUNE 8 2014

1	DANIEL RICCIARDO	Red Bull RB10	1hr 39min 12.830sec
2	NICO ROSBERG	Mercedes W05	1hr 39min 17.066sec
3	SEBASTIAN VETTEL	Red Bull RB10	1hr 39min 18.077sec

FASTEST LAP FELIPE MASSA Williams FW36 1min 18.504sec
RACE DISTANCE 70 laps, 189.686 miles
POLE POSITION NICO ROSBERG Mercedes W05 1min 14.874sec



Rd 8 SPIELBERG, JUNE 22 2014

1	NICO ROSBERG	Mercedes W05	1hr 27min 54.976sec
2	LEWIS HAMILTON	Mercedes W05	1hr 27min 56.908sec
3	VALTTERI BOTTAS	Williams FW36	1hr 28min 03.148sec

FASTEST LAP SERGIO PÉREZ Force India VJM07 1min 12.142sec
RACE DISTANCE 71 laps, 190.773 miles
POLE POSITION FELIPE MASSA Williams FW36 1min 08.759sec

TOP 10 DRIVERS OF THE YEAR



Jenson Button

Button drove as well as ever this year, but a second season in a mediocre McLaren left him struggling to maintain his career. When Alonso fever took hold at Woking, Button was rather left out in the cold, his future depending upon whether sufficient extra sponsorship could be generated to pay him. Smart tactics on the hoof gave him great results

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in Australia and Japan and only a strategic team blunder cost him a podium in Brazil, a reminder to McLaren of just how good he can be. His racecraft was of a very high order, as seen in attack in Montreal – where he made up two places in one extended move – and defence, as he fended off Alonso in a faster Ferrari at Silverstone. His weak point remains an over-sensitivity to rear-end nervousness, but in a Mercedes he'd have been fighting for a world title. He'd love to go head-to-head with Alonso; the outcome would not be the walkover many would expect.

F1 FRONTLINE
with
Mark Hughes

He made a silly qualifying error, but Silverstone turned into home sweet home after Hamilton cemented his second British GP win

The flawed genius of Lewis Hamilton

Great Britain

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LL HAMILTON NEEDED to do on his final Q3 lap of Silverstone was keep Rosberg behind him. Nico had started that lap right upon his team-mate's gearbox (because it was marginal whether he could cross the line in time to begin the lap before the chequer) and so could not have lapped significantly faster than Lewis and would almost certainly have been slower, stuck as he would have been in his turbulence.

Instead, after making a small lock-up error early in the lap, Hamilton abandoned it – and allowed Rosberg through to take advantage of a drying final sector that was 4sec faster than it had been. Four others also breezed past Hamilton to demote him yet further down the grid. Upon realising the magnitude of what was a very basic error of logic, Hamilton was mortified.

But race day was dry and Hamilton was in the mood to make amends. He'd already made up a couple of places – including a wheel-rubbing pass on Sebastian Vettel – when the race was red-flagged a few corners in to repair barriers destroyed by Kimi Räikkönen's Ferrari. This boosted Hamilton to a fourth place restart and from there he made short work of the McLarens to go second – just 5sec behind Rosberg. With an offset tyre strategy after the first stops, Rosberg got underway again on the option, Hamilton on the hard. It was expected that this would allow Rosberg to pull away in the middle stint of a two-stop race. Instead, Hamilton began closing him down hand over fist, driving with thrilling exuberance to take full advantage of how the high track temperatures had allowed the harder tyre to come into its own; the cat was chasing the mouse and the crowd began to stir. They were denied the dramatic pass, but not the result. Rosberg suffered a gearbox glitch and was forced to pull off. Victory took Hamilton to within sniffing distance of Rosberg's points lead.

Hamilton's qualifying *faux pas* was the third in three events and this time came not from over-striving but under-thinking.

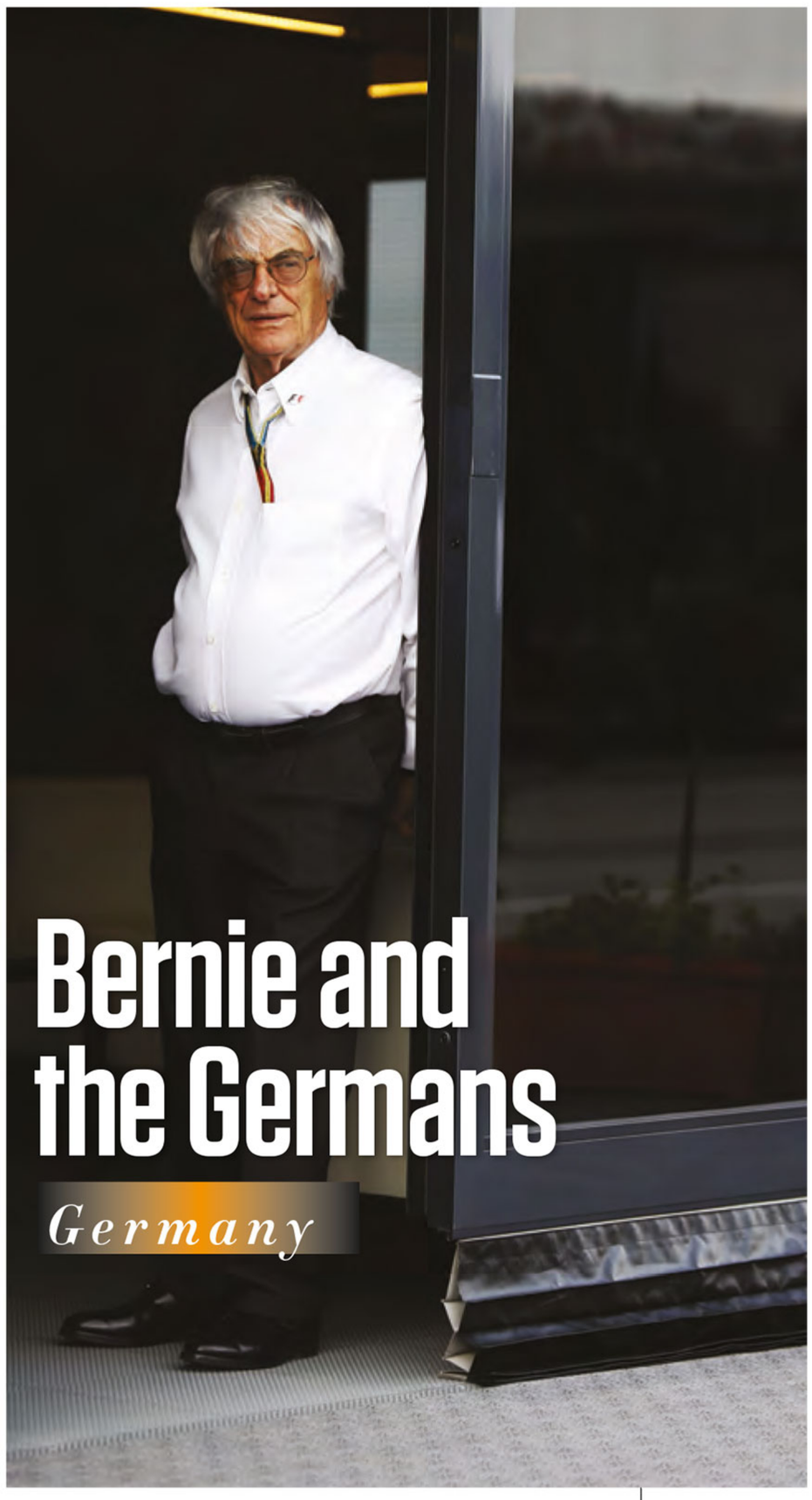
The brilliance of his race drive just underlined what a flawed diamond he remains, even into his eighth year of F1. But he lights up the sport as only a few have ever done.



Rd 9 SILVERSTONE, JULY 6 2014

1	LEWIS HAMILTON	Mercedes W05	2hr 26min 52.094sec
2	VALTTERI BOTTAS	Williams FW36	2hr 27min 22.229sec
3	DANIEL RICCIARDO	Red Bull RB10	2hr 27min 38.589sec

FASTEST LAP LEWIS HAMILTON Mercedes W05 1min 37.176sec
RACE DISTANCE 52 laps, 190.262 miles
POLE POSITION NICO ROSBERG Mercedes W05 1min 35.766sec



Bernie and the Germans

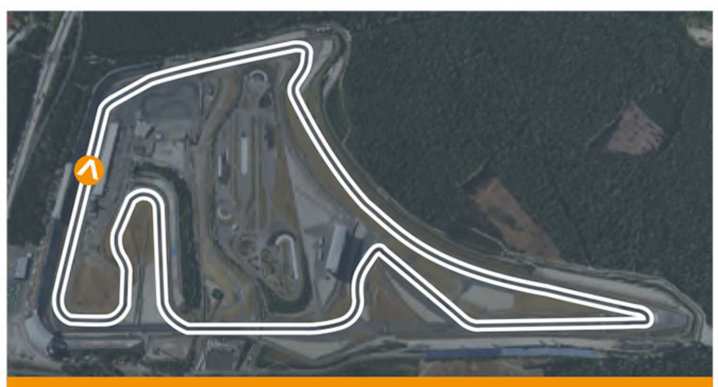
Germany

F1 PLAYED HOST TO A much-reduced crowd at Hockenheim, though it had sold out in Canada, Austria and Britain. Maybe it had something to do with the German news reports carrying regular updates of Bernie Ecclestone's court case in Munich. He stood in the dock accused of having bribed the German banker who was now jailed for accepting a bribe from Ecclestone (if that sounds bang to rights, you're not a lawyer). This dated back to 2005, when private equity company CVC purchased F1 from the creditor banks that ended up owning F1 following the collapse of the Kirch media group. Kirch had over-extended itself in buying the sport for the ludicrous sum Bernie had requested at the time (about seven times what he paid when FIA president Max Mosley granted him the commercial rights until 2110, when Bernie, protected by his Faustian pact, will be 181 years old). The jailed banker insisted the bribe had been to ensure the banks sold to Bernie's buyer of choice (CVC). The prosecution maintained Bernie had a preference because CVC would retain him to run the business (sorry, sport), whereas other potential buyers might not.

The prosecution became ever less confident of its ability to prove this as Bernie continued to insist the payment had not been a bribe, but a blackmail payment to prevent the banker causing Ecclestone problems with the British tax authorities. A few weeks after the German GP, the court used a peculiarity of German law to offer Ecclestone the opportunity of settling the case financially while implying neither guilt nor innocence. Bernie paid $100 million and left court a free man. Meanwhile the banker still resides in jail, judged guilty of having received a bribe. Not of having demanded and received a blackmail payment. Funny old world.

The few Germans that turned up to watch their home race got to see a German driver (Rosberg) win in a German-badged car. He was aided immeasurably in this by Hamilton's qualifying brake disc failure, which had pitched him into the barriers and left him 20th on the grid, 19 places behind Rosberg.

This was the first race of the FRICS (front-rear interconnected suspension) ban: it slowed everyone by a couple of tenths but made no noticeable difference to the competitive order.



Rd 10 HOCKENHEIM, JULY 20 2014

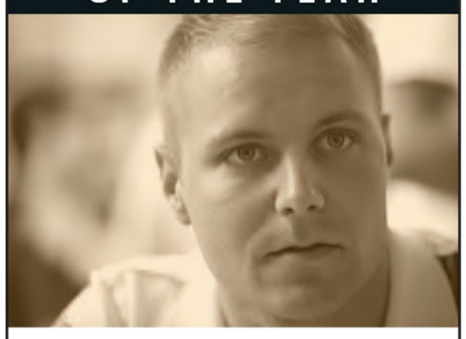
1	NICO ROSBERG	Mercedes W05	1hr 27min 54.976sec
2	VALTTERI BOTTAS	Williams FW36	1hr 34min 03.703sec
3	LEWIS HAMILTON	Mercedes W05	1hr 34min 05.094sec

FASTEST LAP LEWIS HAMILTON Mercedes W05 1min 19.908sec

RACE DISTANCE 67 laps, 190.424 miles

POLE POSITION NICO ROSBERG Mercedes W05 1min 16.540sec

TOP 10 DRIVERS OF THE YEAR



Valtteri Bottas

Bottas came of age during his sophomore season, by developing into a fully rounded world-class performer with no apparent weaknesses. He wasn't quite that at the beginning of the season, when sometimes Felipe Massa's speed could induce him to over-drive. That was quickly corrected and into the second half of the year he was usually the

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cutting edge of Williams' attack. Blended with his natural speed is a fantastic feel for tyres that has the engineering team reaching for the superlatives – and it was a particularly valuable skill with this car at times. Total composure is very much at the core of his performances, his dimmer switch turned way down low and allowing him to absorb pressure effortlessly. With a combination of natural speed, mental strength and general smartness it's difficult to conceive that he will not be winning Grands Prix sooner rather than later.

F1 FRONTLINE
with
Mark Hughes

Daniel Ricciardo, the season's revelation

Hungary

DANIEL RICCIARDO HAD entered the lion's den smiling. Did he realise what he was taking on? Sebastian Vettel had ruled the Red Bull team by the force of his will and brilliance ever since joining five years earlier. Ricciardo had been quick in the Toro Rosso over the previous couple of years, but this was surely an altogether different scale of challenge. Yet by the time we arrived in Hungary he was narrowly ahead of the four-time world champion in qualifying, 21 points in front in the championship and had already taken his maiden Grand Prix victory.

Ricciardo had been quick and incredibly composed from day one. He had a knack of always doing exactly the right thing, of being in just the right place, delivering the maximum result of which the car was capable on the day. His driving has a beautifully smooth, high-momentum precision that is less visually dramatic than Vettel's but – in these cars at least – usually proved quicker. Crucially, it's also way easier on the tyres. Ricciardo can habitually get more laps than Vettel from a set of rubber, even while driving faster. He's often able to optimise strategies that simply aren't available to Vettel. Seb didn't smile so much this year. Daniel was smiling even more than usual.

Over the previous few seasons Vettel had developed a way of extracting the maximum from the unusual traits of a blown-diffuser car, very comfortable with the sort of twitchy oversteer that helped with the direction change, then standing on the throttle, using the enhanced rear downforce to halt the usual penalty for that quick direction change. With the lower downforce of the 2014 cars and their

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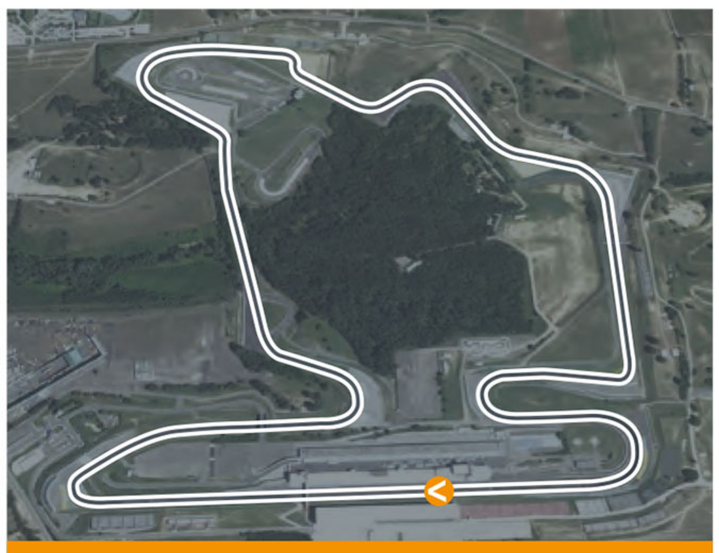


Ricciardo attacks Turn Five. Opposite, his smile might well have been the same had he finished 21st

absence of exhaust blowing, any aggressive change of direction inevitably meant the slide continuing after the direction change and losing at least as much lap time as had just been gained upon turn-in – and taking more from the rear tyres. It wasn't all that surprising that Seb initially didn't get on so well with these cars, but it seemed odd that he couldn't quickly come to master a new technique. But Ricciardo also had better luck than Sebastian in 2014. The timing of the safety car in Hungary, for example, transposed their prospects and laid the foundation for Ricciardo's last-gasp victory.

That safety car had also disturbed what would otherwise have been a serene start-to-finish victory for Rosberg. But even with that disturbance, if only he could have passed Jean-Eric Vergne's Toro Rosso rather than being stuck behind it for many laps, he could still have won this race. Hamilton – who started from the pitlane after his car this time caught fire in qualifying before he'd even recorded a lap – gratefully took the present of the safety car. It wiped his 33sec deficit to the lead off the board and allowed some supreme racecraft upon the restart to bring him onto Rosberg's tail. He later showed Rosberg how you went about overtaking Vergne, with an immediate, stunning outside pass that kept him in contention for the win. The two Mercs were on different strategies and as Hamilton fought Fernando Alonso and Ricciardo for possible victory, he received the somewhat surprising request to move aside for Rosberg coming through on his fresh tyres but needing to stop again. Both were potentially race-winning strategies and backing off would not only have cost Hamilton valuable time to the Ferrari and Red Bull but might well have allowed Rosberg to beat him, too. So he declined, said that if Nico could get himself within DRS range then he'd let him past, but that he wasn't backing off. It was an entirely appropriate response to a message the team later admitted should never have been delivered.

Nico for some reason never did get within DRS range, even though he clearly had the pace to have done so.



Rd 11 HUNGARORING, JULY 27 2014

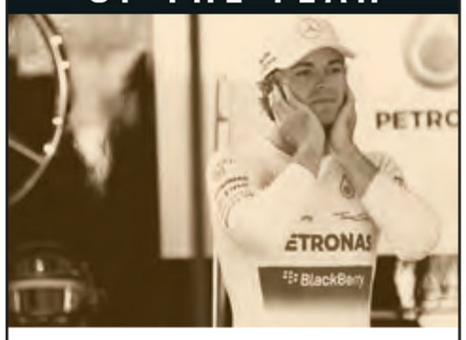
1	DANIEL RICCIARDO	Red Bull RB10	1hr 53min 05.058sec
2	FERNANDO ALONSO	Ferrari F14T	1hr 53min 10.283sec
3	LEWIS HAMILTON	Mercedes W05	1hr 53min 10.915sec

FASTEST LAP NICO ROSBERG Mercedes W05 1min 25.724sec

RACE DISTANCE 70 laps, 190.531 miles

POLE POSITION NICO ROSBERG Mercedes W05 1min 22.715sec

TOP 10 DRIVERS OF THE YEAR



Nico Rosberg

It was almost as if there were two Nico Rosbergs; the smart, feisty performer who forced his way onto Lewis Hamilton's radar and led the title race for much of the year – and the chastened post-Spa driver who for a while looked like a number two. Up until the Spa aftermath he'd responded to the opportunity the Mercedes W05 represented with a pummelling consistency,

5

unerringly good set-up calls and mental strength. Any time Hamilton went faster, he came back out more determined. If his Monaco qualifying incident was deliberate, it was much cleverer than Schumacher's had been in 2006. He was at his most impressive in Montréal, where no team-mate had ever qualified close to Hamilton. Rosberg's speed made Lewis crack and in the race his discipline kept his brakes alive. The Spa incident was insignificant in isolation, but a total game changer. Something in his relationship with the team was damaged in that moment and couldn't be repaired.

F1 FRONTLINE
with
Mark Hughes



GETTY

The big ramifications of a small incident

Belgium & Italy

ROSBERG HAD NOT LIKED the 'resolution' of the team as it reviewed the radio controversy of Hungary post-race. The management had adjudged the call to have been a mistake and no such instructions would go out to the drivers in future. Rosberg was irritated; had lost 10-11sec in Hungary lapping at Hamilton's old-tyred pace and felt aggrieved the team hadn't insisted his team-mate move aside, given that they were on different strategies. Hamilton said at Spa he found Rosberg's reaction amusing. They've raced together since they were competitive team-mates in karts in 2000; they each know the foibles of the other. With the world championship at stake, of course, there was competitive gamesmanship.

After Rosberg lost the benefit of pole at Spa to Hamilton off the line, he was in a far from conciliatory state of mind. As far as he was concerned this niggle went right back to lap 52 of the Bahrain race, when he had a run on Hamilton around the outside of Turn Four. Rosberg was not quite completely level by around three-quarters of the way through the turn when Hamilton began to edge him out, forcing him to back off and concede. "That was unacceptable," said Rosberg over the radio immediately. Unacceptable in Rosberg's own code, perhaps, but precisely where in the corner it is permissible for one driver to start leaning on another is not defined in the rules.

A driver must leave at least a car's width of race track for his rival (the race track being defined as having at least one wheel inside the white line defining the outer edge) but the rest is nebulous; intuitive, of-the-moment split-second decisions that will vary from corner to corner, situation to situation.

Hugely irritated, Rosberg had used his engine in qualifying mode without permission in the last few laps of Bahrain, trying in vain to pass. When Hamilton was next under pressure from Rosberg – at Barcelona – he had used an unauthorised engine setting in response. Then came the Hungary radio call. All these things coloured Rosberg's belligerence at Spa – enough to leave his nose there as ahead of him Hamilton went to take up his line at Les Combes on the second lap. What unfolded was a minor incident with huge ramifications. Hamilton's tyre was punctured, Rosberg's wing damaged. Ricciardo picked up the pieces to take a second consecutive victory, Rosberg salvaging second, Hamilton forced to retire. There was thunder on the faces of the Mercedes management. Seeing a 1-2 go up in rubber smoke and front wing debris did not sit well and neither Toto Wolff nor Niki Lauda held back from expressing their views that they held Rosberg responsible. The drivers were summoned to Brackley a few days later where a riot act was read and Rosberg reluctantly agreed to put his name to a statement accepting most of the blame. Internal sanctions were applied, believed to have been a six-figure fine. It was an unprecedented way for a team to react to a

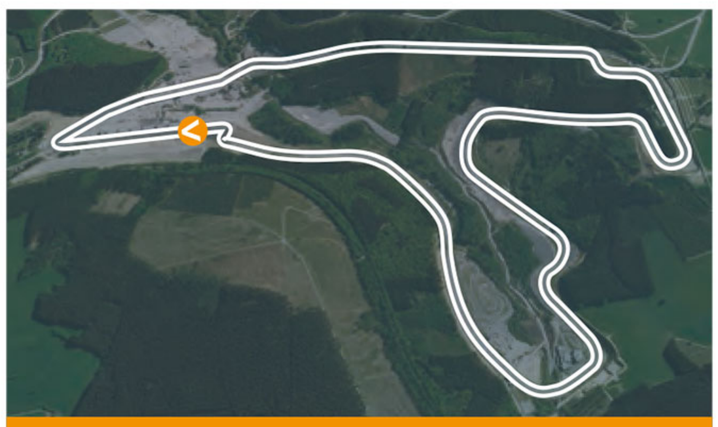


Rosberg gets the jump on Hamilton at the start in Monza. It didn't last. Left, pieces of silver in Belgium

driver fighting his corner against a team-mate and it seemed to take some of the spirit out of Rosberg subsequently.

The stunning post-Spa form of Hamilton was partly because he'd stopped making so many qualifying errors and his car had stopped breaking so often, but also it was to do with a somewhat detuned, chastened Rosberg.

At Monza he took the lead in the early laps after Hamilton's pole-sitting car developed a start-mode glitch but no sooner was Hamilton upon him than Nico locked up for a second time approaching Retifilio and took the escape route to avoid flat-spotting – this handing Hamilton a lead that he rarely lost virtually for the rest of the season.



Rd 12 SPA-FRANCORCHAMPS, AUG 24 2014

1	DANIEL RICCIARDO	Red Bull RB10	1hr 24min 36.556sec
2	NICO ROSBERG	Mercedes W05	1hr 24min 39.939sec
3	VALTTERI BOTTAS	Williams FW36	1hr 25min 04.588sec

FASTEST LAP NICO ROSBERG Mercedes W05 1min 50.511sec
RACE DISTANCE 44 laps, 191.415 miles
POLE POSITION NICO ROSBERG Mercedes W05 2min 05.591sec

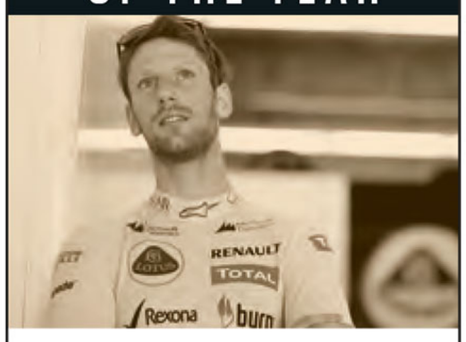


Rd 13 MONZA, SEPTEMBER 7 2014

1	LEWIS HAMILTON	Mercedes W05	1hr 19min 10.236sec
2	NICO ROSBERG	Mercedes W05	1hr 19min 13.411sec
3	FELIPE MASSA	Williams FW36	1hr 19min 35.262sec

FASTEST LAP LEWIS HAMILTON Mercedes W05 1min 28.004sec
RACE DISTANCE 53 laps, 190.587 miles
POLE POSITION LEWIS HAMILTON Mercedes W05 1min 24.109sec

TOP 10 DRIVERS OF THE YEAR



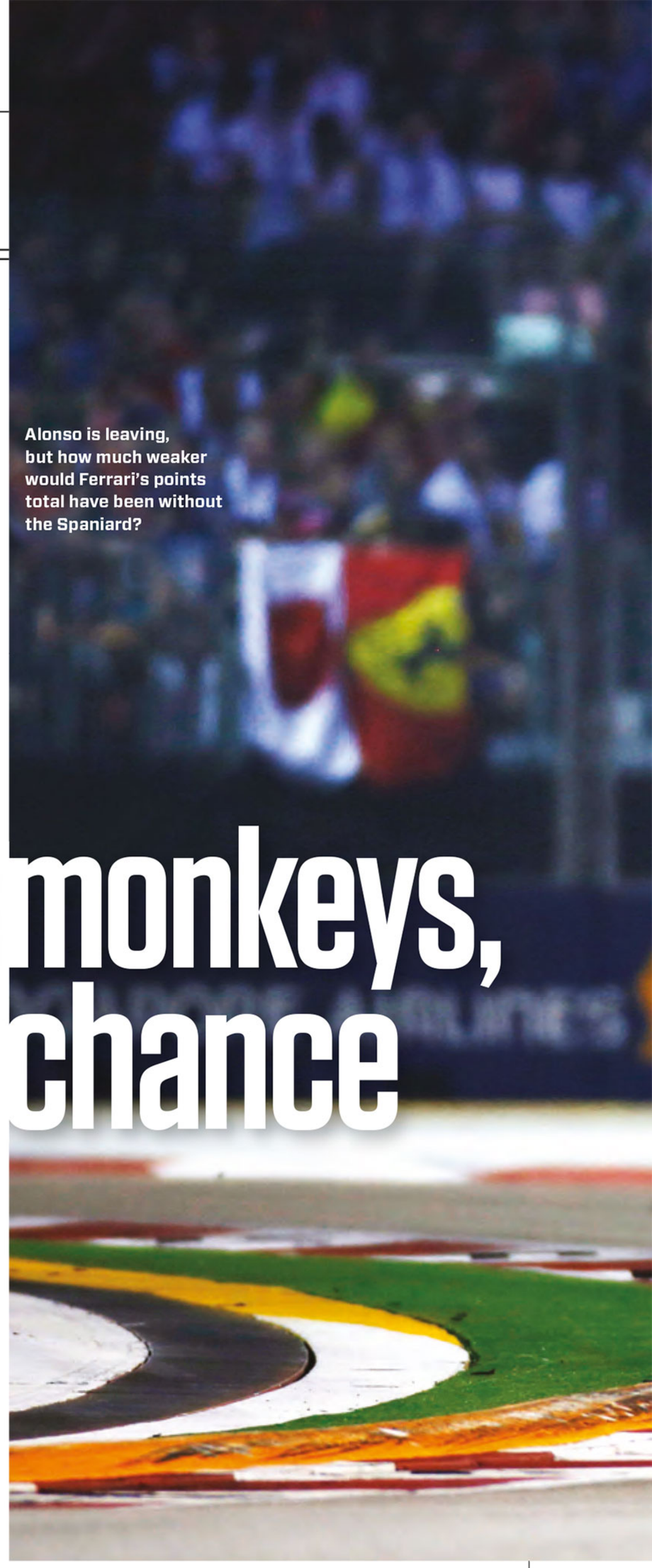
Romain Grosjean

Given that he was unable to do much with the dog that Lotus provided, it might seem eccentric to place Grosjean so highly. But in years to come, when he is able hopefully to pick up where he left off at the end of 2013, it will seem ridiculous to have placed him lower. He could probably have done more with the cars of all those

4

placed below him than they did – and that's justification enough. People at Pirelli swear he's the fastest thing they've ever seen... Going from a podium car to one that sometimes struggled to get out of Q1 occasionally led to his frustration boiling over, but his driving remained flawless. The car was half-reasonable only in Spain, where he qualified fifth and ran ahead of the Ferraris until the engine played up. The man who was consistently able to take the fight to Vettel in the second half of 2013 is still in there, ready to resume when circumstance permits.

Corporate pirates of Singapore



Alonso is leaving, but how much weaker would Ferrari's points total have been without the Spaniard?

THE SPECULATION THAT had been bubbling since Bahrain regarding Luca di Montezemolo's future as Ferrari's president had reached fever point by Monza. He was staying, he insisted. He was going, said the jungle drums. Two days after Monza Fiat's Sergio Marchionne said of Montezemolo: "It's the same for him as it is for me; we serve the company. When the company has a change of plan, or if there is no longer a convergence of ideas, things change." A day after that, Luca's departure was confirmed. He and Fernando Alonso – not always close buddies – had embraced each other particularly warmly in the Ferrari garage. Fernando had reason to feel well disposed. Montezemolo had asked if he could give Fernando anything as a leaving present and the driver had responded that he'd like a change made to his water-tight contract that would allow him to leave at the end of this year if he so chose. Luca told him to consider it done. Fernando would not necessarily have to serve out a contract that ran until the end of 2016.

Marchionne was now the nominal head of Fiat, his protégé Mattiacci the *de facto* chief as the events post-Bahrain finally played themselves out. A couple of months earlier, Mattiacci had answered a question about Alonso's future at the team with: "It is not my job to please Fernando Alonso." It was an interesting hint of hostility towards his star driver. In his fifth season at the Scuderia the Spaniard had despaired of ever winning a title there and had been scouting around at Mercedes, Red Bull and McLaren. There was no vacancy at Red Bull and none at Mercedes until at least 2016. McLaren though was keen to do a deal – to recruit the driver from whom it had split after just one heavily controversial season in 2007 and Fernando's quickly withdrawn blackmail threat to Ron Dennis. Competitive need can make for unlikely bedfellows. This time Fernando wanted a one-year deal, McLaren wanted more. Alonso began to reason he'd be better staying at Ferrari for an extra season than taking himself out of a future Mercedes equation through a long-term McLaren deal.

And it was at this stage in their relationship that Alonso reminded Ferrari just what he was bringing to the party with a brilliant drive around Singapore's streets. Lewis Hamilton's Mercedes won, overcoming an inopportunely timed safety car that required him to pit and rejoin behind Vettel's Red Bull with only a few laps remaining. Rosberg had effectively gone out before the start, a short in the electrics within the steering column rendering his various wheel-mounted controls inoperative. But in many ways Alonso was the star.

The street circuit had allowed him to transcend the car's natural level and he came within a briefly locked wheel of out-qualifying both Mercs. As it was, he started fifth but was soon second and would likely have stayed there were he not caught out by the safety car, which dropped him to fourth, behind the Red Bulls and with not enough spare fuel to launch an attack. As usual he had completely eclipsed team-mate Kimi Räikkönen. The seasonal score would go on to read 17-3 in Alonso's favour and 106 more championship points. Alonso was getting around the car's limitations – a weak front end, poor traction, tricky braking – in a way that was out of reach to Räikkönen, who looked a pale shadow of his former self.

Alonso had been asked his opinion on the radio restrictions that took effect from this race. "Not much, really," he replied. "We have never used the radio for driving instructions." This was at the nub of what the restrictions were all about, a development from the FIA's Charlie Whiting that was surely to be rejoiced at. Hearing teams other than Ferrari advising their drivers to "try turning in earlier, making a shallower apex and getting earlier on the power," and such – stuff that lies at the very heart of what makes one driver quick, another less so – had always been galling. It was not an inspirational thing to hear Nico Rosberg say: "Feedback on my driving, please." As Bernie



Rd 14 MARINA BAY, SEPTEMBER 21 2014

1	LEWIS HAMILTON	Mercedes W05	2hr 00min 04.795sec
2	SEBASTIAN VETTEL	Red Bull RB10	2hr 00min 18.329sec
3	DANIEL RICCIARDO	Red Bull RB10	2hr 00min 19.068sec

FASTEST LAP LEWIS HAMILTON Mercedes W05 1min 50.417sec

RACE DISTANCE 60 laps, 188.749 miles

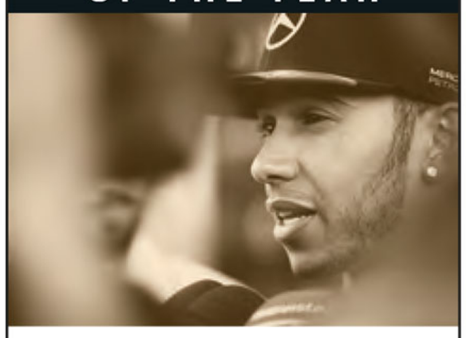
POLE POSITION LEWIS HAMILTON Mercedes W05 1min 45.681sec

Ecclestone said: "People don't want the drivers to be robots." Quite. Initially the ban – something that *Motor Sport* recommended in its manifesto earlier in the year – covered all aspects of operating the car. When it was realised that this was not achievable with the current systems, it was reduced to specific driving advice. The full ban is due to come in next season.

Alonso stands as the shining example of an old-school warrior, the very antithesis of a modern 'employee' driver. That is inspirational. But Mattiacci, the corporate man now running the team, thought otherwise. He felt he needed full control and that Alonso was preventing this. So post-Singapore, the pair met. Alonso believed he was going to negotiate a contract amendment that would allow him to stay for just one more year. It seems that wasn't Mattiacci's agenda. At all. A close associate of Alonso reports that he left the meeting in a rage, calling his boss a 'son of a bitch'. Within days Red Bull confirmed that Vettel was leaving – headed for Ferrari.

When Mattiacci offered the paperwork for Alonso to exercise the option to leave at the end of '14, the clause that Montezemolo had arranged as a present, Alonso – apparently advised by his management that the boss was surely bluffing – signed. At which point Mattiacci added his own signature and said, "We're done," or words to that effect. Cue Alonso's fury. That wasn't quite all, though; one day after the season ended, Mattiacci would be gone, too, replaced by long-time Ferrari ally Maurizio Arrivabene from Philip Morris.

TOP 10 DRIVERS OF THE YEAR



Lewis Hamilton

Only Hamilton's mid-season qualifying errors keep him from a better placing than third. The rest of the time he was at his brilliant best, a conjurer of extraordinary things, a driver who knows that his number one asset is an ability to lap faster than anyone else when all is right with his world. The supporting qualities to that are not always flawless and

3

Rosberg was good enough to get under his skin and inside his head – and frequently found a better set-up direction. But even when Rosberg was actually faster – Bahrain, Barcelona – Hamilton's defences were unbreachable, albeit sometimes just the right side of the letter laid down in the regs. His qualifying errors came in response to digging yet deeper, knowing he had to beat Rosberg many times in order to overcome his 25-point loss from the first race. Eventually, he just relaxed into his groove and allowed it all to come to him.





Rd 15 SUZUKA, OCTOBER 5 2014

1	LEWIS HAMILTON	Mercedes W05	1hr 51min 43.021sec
2	NICO ROSBERG	Mercedes W05	1hr 51min 52.201sec
2	SEBASTIAN VETTEL	Red Bull RB10	1hr 52min 12.143sec

FASTEST LAP LEWIS HAMILTON Mercedes W05 1min 51.600sec

RACE DISTANCE 44 laps, 158.579 miles

POLE POSITION NICO ROSBERG Mercedes W05 1min 32.506sec

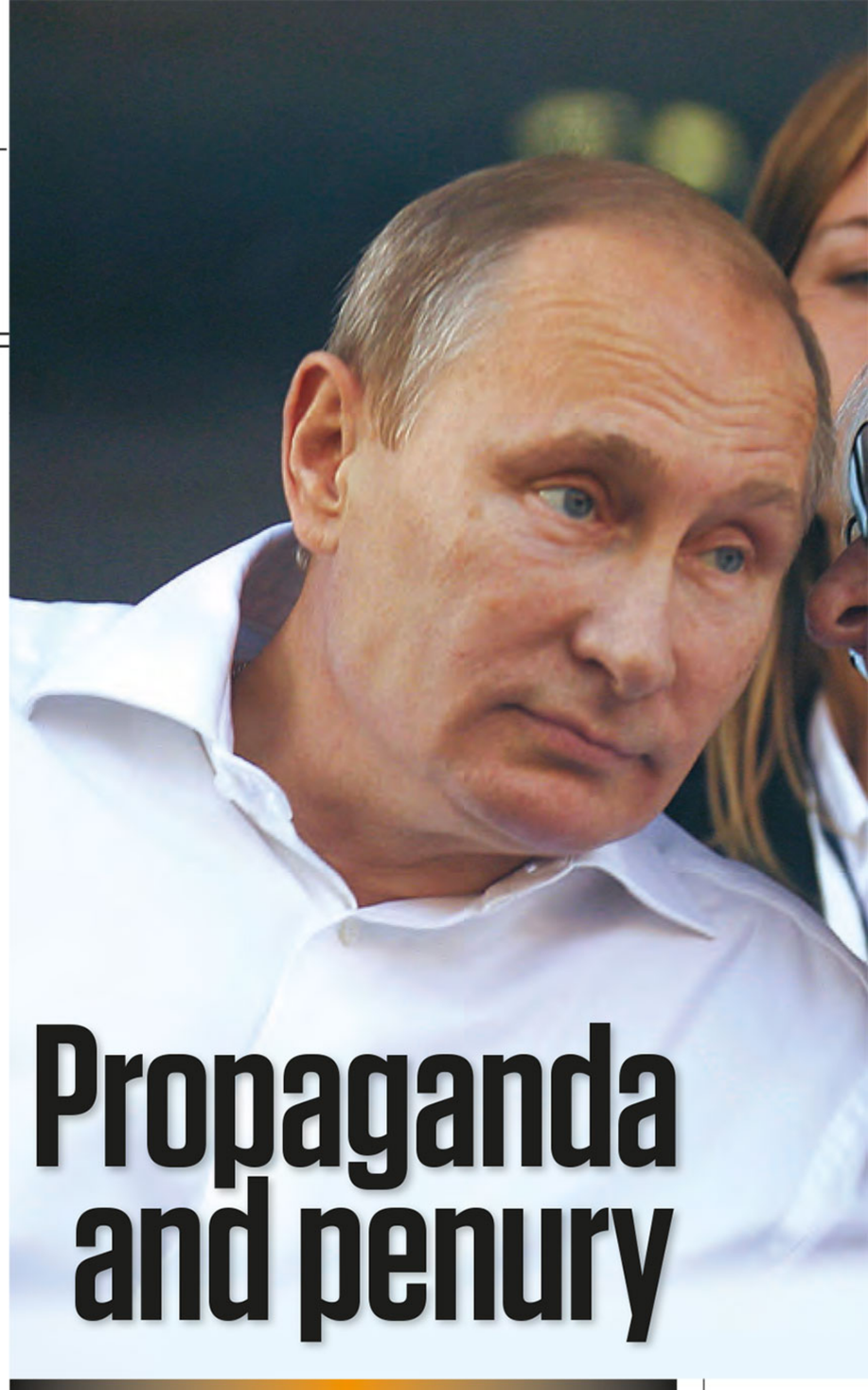
Japan

The Bianchi tragedy

IN THE THURSDAY FIA PRESS conference at Suzuka, Jules Bianchi was asked how he felt about being in the mix for a 2015 Ferrari drive. This was a couple of days before the 'Vettel leaving Red Bull' story broke and Jules replied: "I feel ready. I have been working for that since I joined the [Ferrari] Academy, at the end of 2009. After nearly two seasons in F1, I feel ready for that. It looks like the logical step…" Seventy-two hours later he was on a life-support machine.

He'd been having a strong season with Marussia and at Monaco had driven a quick and combative race to earn the team its first points – putting Marussia ahead of both Sauber and Caterham in the championship for constructors, potentially a £25 million lifeline for the team – if it could stay around long enough to claim it. Whenever a bigger team or two had slipped up in Q1, Bianchi was inevitably there to sneak through. In the four events from Silverstone to Spa he did this three times. At Suzuka he was up against a much-improved Marcus Ericsson in a Caterham with a simplified brake-by-wire system that finally allowed him to feel what the car was doing under braking and corner entry. With nine laps to go Bianchi was fighting hard on a damp track, his intermediates were very worn, darkness was descending, the dry line within the wet patches becoming increasingly hard to see. Adrian Sutil crashed his Sauber at Dunlop, a tractor was sent into the gravel trap to retrieve it under double waved yellow flags. Bianchi lost it at the same place as Sutil and hit the back of the tractor at about 120mph. Those bald facts pose many questions about future lessons, but no one involved was breaking procedure. It was a horrible confluence of circumstances.

Hamilton was comfortably leading Rosberg when the red flags brought things to a close, but no one was in much of a mood to talk about the race afterwards.



Propaganda and penury

Russia & USA

AFTER MANY YEARS OF failed attempts, finally Russia got its place on the F1 schedule with a somewhat bland Valencia-like circuit on the former Olympic site of Sochi. Coming before the American Grand Prix in Austin, it made for an interesting juxtaposition on the calendar. On race day in Sochi Bernie Ecclestone and Jean Todt sat with President Putin like two lap dogs, underlining the political propaganda aspect of this event's existence and bringing to mind Mussolini's presence in the Italian races of the '30s. Putin's patronage – and a vast fee – had made the race happen and, as with Bahrain, F1 happily allowed itself to be used as a political football by vowing to 'keep out of politics'. Russia's current pariah status in international diplomacy was blandly ignored as Lewis Hamilton equalled Nigel Mansell's British record of 31 GP wins. It was pretty much guaranteed once Rosberg flat-spotted his tyres seconds after taking the lead at the first turn. It is not recorded what discussions the Malaysian government held about having state-owned Petronas livery on the Mercedes here when the downing of Malaysian Airlines MH17 in Ukraine in July was still such a very raw subject.

Low tyre degradation and perhaps a continuing hangover from Japan ensured this was the least lively race of the season.

There was black irony in the fact that



Bernie Ecclestone with Vladimir Putin in Sochi. FIA president Jean Todt is just out of shot...

Marussia, after five seasons of on-the-brink survival, made it to its owner's home race (with only one car) before falling into administration. This came just days after Caterham had done the same, reducing the Austin grid to 18 cars. Sadly, the fate of the two minnow teams was not a surprise. They'd entered the sport under Max Mosley's proposal of a £40 million budget cap, a promise that could not be met. Upon Mosley's departure the new teams were never made to feel particularly welcome and were essentially squeezed out financially by the iniquitous income share Ecclestone had agreed with bigger names. Coupled with how much income was leaving the sport and the tripled costs of the hybrid power units, F1 was now resorting to financial cannibalism.

"There is too much money being distributed badly – probably my fault," said Ecclestone in Austin. "But like lots of agreements people make, they seemed a good idea at the time. If the company belonged to me I would have done things in a different way because it would have been my money. But I work for people who are in the business to make money... I would tear all the contracts up, take all the money, pay all the teams' debts."

It was tempting to think Bernie was applying pressure to have CVC sell F1 back to him – at a knock-down price, of course; which may have been why the subject of engine noise came up again. It was hard to think of any other reason why Ecclestone should be creating negative publicity, in America of all places. It wasn't too surprising that before the season ended it looked as though the European Commission would investigate the sport's income distribution.

Regardless of the thin grid, Austin remained a high spot, a great, independent venue promoted properly. It's held not for political capital but as a private enterprise and is well attended. Even so, it struggles to turn a buck and its long-term future remains far from certain – another horrible indictment of F1's business model. Hamilton gave the crowd a good show, chasing down and passing pole-sitting team-mate Rosberg to extend his consecutive victory tally to five, his seasonal total to 10. Ricciardo was masterful in mugging Alonso and the Williams pair to emerge third.



Rd 16 SOCHI, OCTOBER 12 2014

1	LEWIS HAMILTON	Mercedes W05	1hr 31min 50.744sec
2	NICO ROSBERG	Mercedes W05	1hr 32min 04.401sec
3	VALTTERI BOTTAS	Williams FW36	1hr 32min 08.169sec

FASTEST LAP VALTTERI BOTTAS Williams FW36 1min 40.896sec

RACE DISTANCE 53 laps, 192.467 miles

POLE POSITION LEWIS HAMILTON Mercedes W05 1min 38.513sec



Rd 17 USA, NOVEMBER 2 2014

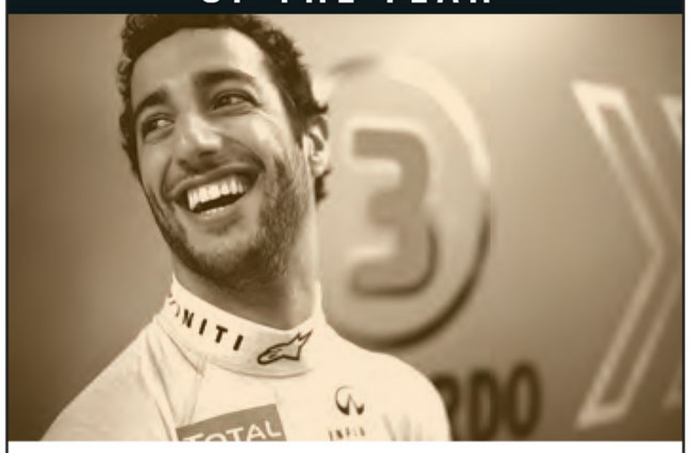
1	LEWIS HAMILTON	Mercedes W05	1hr 40min 04.785sec
2	NICO ROSBERG	Mercedes W05	1hr 40min 09.099sec
3	DANIEL RICCIARDO	Red Bull RB10	1hr 40min 30.345sec

FASTEST LAP SEBASTIAN VETTEL Red Bull RB10 1min 41.379sec

RACE DISTANCE 56 laps, 000.000 miles

POLE POSITION NICO ROSBERG Mercedes W05 1min 36.067sec

TOP 10 DRIVERS OF THE YEAR



Daniel Ricciardo

Ricciardo at Toro Rosso was always fast, could very often turn an eyebrow-raising qualifying lap. But when Red Bull signed him as Mark Webber's replacement it was not totally convinced of his racecraft. Did the fact that his finishing positions at Toro Rosso rarely match those of qualifying simply reflect that he had transcended the car over one lap? Or did it signify a trait within him? It took the gamble – and boy did he pay it back.

2

He began the season with the biggest pressure imaginable. Not only did he have it all to do in laying down his marker in a top team for the first time and against a quadruple champion team-mate, but it came at his home race where the pressure of expectation was huge. Yet he was perfect all weekend, outpacing Vettel and splitting the Mercs in qualifying, then driving a flawless race to second. It didn't really matter that the result didn't count. His Button-like smoothness and precision came without Jenson's over-sensitivity and that high momentum style was not only usually faster than Vettel's in these cars, but much easier on the tyres. Then there was the racecraft, the confident and creative overtaking. And even on the rare occasions when he'd had a bad day, the big smile was never far from the surface. That could only have increased the psychological pressure on his team-mate.

F1 FRONTLINE
with
Mark Hughes

Double top

Brazil & Abu Dhabi

ROSBERG'S SECOND PLACE in Austin had ensured the title could not be decided until the double-points finale in Abu Dhabi. Even if Hamilton won in Brazil and Rosberg non-scored, Nico could still take the title with the 50 points that were on offer in the desert if Lewis retired. Two rounds remaining, and the man with just four wins was still in contention when his rival had won 10, underlining what a potential mockery the double-points idea made of the sporting contest. Another idea that seemed good at the time, perhaps?

Rosberg in fact won in Brazil, Hamilton losing time with a spin on his in-lap while trying to leapfrog ahead on worn tyres. They headed to the finale with Hamilton 17 points in front. In qualifying Hamilton again made a pressure error with a lock-up, again on the super-softs just as in Montréal and Austria – and it allowed Rosberg to take a potentially crucial pole, his 11th of the season (to Hamilton's seven). But that wasn't actually the biggest news of qualifying. The Red Bulls were thrown to the back of the grid after they were found to have front wings deliberately engineered to flex. A leaf spring within a camouflaged shroud was discovered within the outermost flaps. It was a good old-fashioned cheat rather than the more usual subtle interpretation of wording. Vettel and Ricciardo would be starting behind even the Caterhams, which had come back from the dead (for one race, at least) courtesy of a crowd-funding initiative by the administrators.

On race evening Hamilton scalded into an immediate lead and never looked back, Rosberg bogging down and later being slowed by an ers failure. Britain had its first double world champion since Jackie Stewart in 1971.

As forklifts packed up the trucks into the



Hamilton took his second F1 world title – the first for a factory Mercedes driver since Fangio triumphed in 1955

night, the sport had many questions to ask, as did the teams floundering so far in Mercedes' wake. McLaren, with an MP4-29 that struggled for front downforce from a flawed aero concept, held onto fifth place in the championship for constructors, just edging out Force India (which got most of its points early in the season, before the development war accumulation). In its favour Force India had the Mercedes engine, gentle tyre use and a balanced driver line-up in Hülkenberg and Pérez. Against it was an unfeasibly narrow set-up window.

The Renault-powered Toro Rosso was on average a quicker qualifying car than the Force India, but operational errors and a less potent engine meant the team scored 125 fewer points. Teenage rookie Daniil Kvyat was exceptionally talented but needed to make progress with his tyre usage. Jean-Éric Vergne, a hard and committed racer, provided Kvyat with a good benchmark.

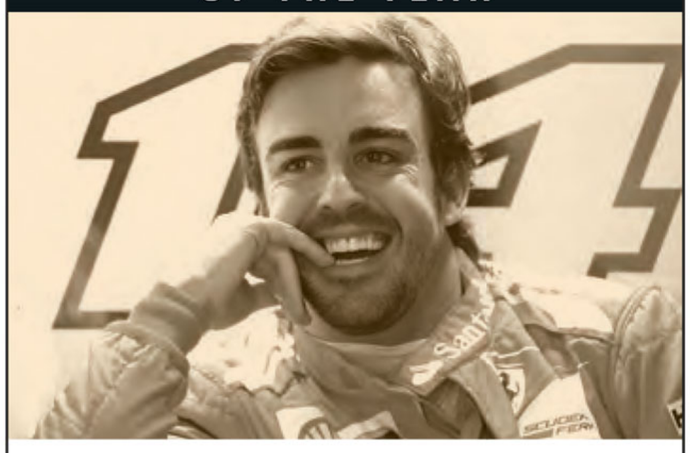
A weak Ferrari power unit did not help Sauber's aerodynamically flawed car. Lotus's Renault-powered E22 was conceived around a twin-tusk nose and a very different aero philosophy for the front and underbody. It simply didn't work, especially in yaw or in slow corners where the steering lock was significant. Romain Grosjean's big talent was thus wasted just as his career had been on the point of take-off.

Mercedes was better prepared, thought more deeply, had better ideas and generally took the new hybrid formula more seriously than any

Button ended the season without a firm F1 deal for 2015. Right, a gracious farewell



TOP 10 DRIVERS OF THE YEAR



Fernando Alonso

Alonso remains utterly magnificent and in 2014 was arguably at the height of his powers, albeit in the most uncompetitive Ferrari he'd driven. An enigmatic character, he absolutely believes in his own legend and has the need and ability to live up to it each time he climbs into the car. The most convincing facet of his many qualities has always been how much he can coax from a less than perfect car and unfortunately for him the

1

F14T meant that skill was often needed. The way he got around the car's many limitations, bullying its reluctant front end by manipulating the weight and somehow miraculously maintaining good momentum, chivvying the car onto its tippy-toes for lap after relentless lap, left Kimi Räikkönen dazed and out-psyched. The building frustration of feeling just how well he was driving as the competitive decline of the team continued meant he found it impossible not to verbally decouple his performance from that of the car – a trait that did not sit well with the management. His huge reputation meant any throwaway comments carried weight, creating waves that were not at all to Marco Mattiacci's taste. For all his skills in the cockpit, Alonso doesn't glue a team. He is eight points away from having five F1 titles and that would be a fair reflection of his standing, yet it's feasible he will one day retire with just two.

F1 FRONTLINE *with* Mark Hughes



Best of enemies: Rosberg compliments Hamilton in the wake of an occasionally turbulent season

FIA F1 DRIVERS WORLD CHAMPIONSHIP

1	LEWIS HAMILTON	GB	Mercedes	384
2	NICO ROSBERG	Ger	Mercedes	317
3	DANIEL RICCIARDO	Aus	Red Bull-Renault	238
4	VALTTERI BOTTAS	Fin	Williams-Mercedes	186
5	SEBASTIAN VETTEL	Ger	Red Bull-Renault	167
6	FERNANDO ALONSO	Spa	Ferrari	161
7	FELIPE MASSA	Brz	Williams-Mercedes	134
8	JENSON BUTTON	GB	McLaren-Mercedes	126
9	NICO HÜLKENBERG	Ger	Force India-Mercedes	96
10	SERGIO PÉREZ	Mex	Force India-Mercedes	59
11	KEVIN MAGNUSSEN	Den	McLaren-Mercedes	55
12	KIMI RÄIKKÖNEN	Fin	Ferrari	55
13	JEAN-ÉRIC VERGNE	Fra	Toro Rosso-Renault	22
14	ROMAIN GROSJEAN	Fra	Lotus-Renault	8
15	DANIIL KVYAT	Rus	Toro Rosso-Renault	8
16	PASTOR MALDONADO	Ven	Lotus-Renault	2
17	JULES BIANCHI	Fra	Marussia-Ferrari	2
18	ADRIAN SUTIL	Ger	Sauber-Ferrari	0
19	MARCUS ERICSSON	Swe	Caterham-Renault	0
20	ESTEBAN GUTIÉRREZ	Mex	Sauber-Ferrari	0
21	MAX CHILTON	GB	Marussia-Ferrari	0
22	KAMUI KOBAYASHI	Jpn	Caterham-Renault	0
23	WILL STEVENS	GB	Caterham-Renault	0
24	ANDRÉ LOTTERER	Ger	Caterham-Renault	0

FIA F1 CONSTRUCTORS WORLD CHAMPIONSHIP

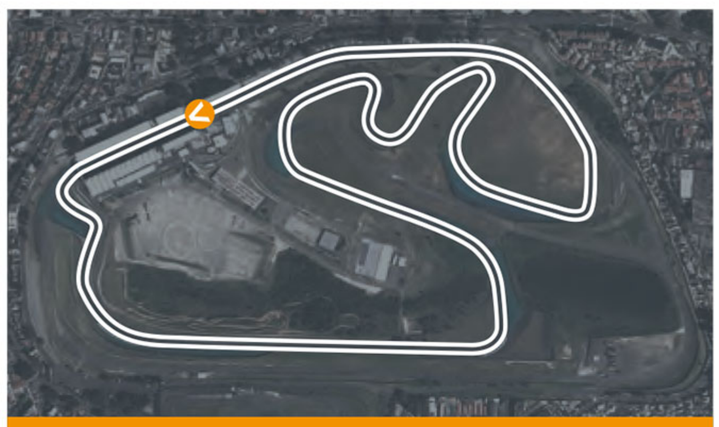
1	MERCEDES	701	7	TORO ROSSO	30
2	RED BULL	405	8	LOTUS	10
3	WILLIAMS	320	9	MARUSSIA	2
4	FERRARI	216	10	SAUBER	0
5	McLAREN	181	11	CATERHAM	0
6	FORCE INDIA	155			

other as an engine manufacturer, dovetailing perfectly with how the Brackley side of the operation had matured into a top team, the whole process and the integration between the two having been overseen and guided by Ross Brawn. That he was sitting on a river bank fishing when the glory unfolded should not detract from the crucial part he played.

He has now won world championships with four different teams over a 20-year period. In some ways, 2014 was just another Newey vs Brawn season, such as we've seen regularly since 1994. The difference being that Brawn's team this time had a massive power advantage on its side – though he can take some of the credit for that too.

Such was the advantage of the engine that it was only a matter of time before Ferrari and Renault began campaigning for more freedom to develop their own units during the season in future. They should perhaps be careful what they wish for, because any freeing-up of development would apply to Mercedes too… In fact, so one-sided was the season that there was a genuine concern about whether the technical regulations have effectively engineered a Mercedes advantage. After Mercedes predictably blocked the Ferrari/Red Bull 'unfreeze' initiative, this was the fear behind bizarre talk of another new engine formula for 2016 with twin turbos and standardised ers! It came from within Ecclestone's enclave and was duly espoused by Christian Horner in Abu Dhabi. It was madness and surely only a bargaining position to assist with pushing the 'unfreeze' through. This is the sort of chaos that ensues when the governing body surrenders its hold on the sport's technical direction, just as it did on the commercial side all those years ago.

Look at the price F1 is paying now. Ⓜ



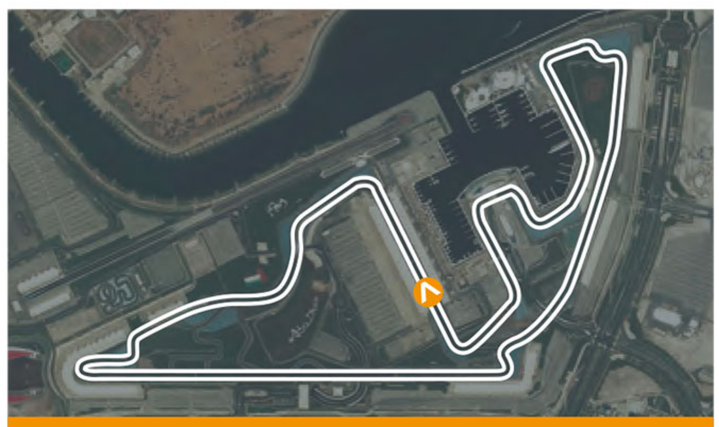
Rd 18 BRAZIL, NOVEMBER 9 2014

1	NICO ROSBERG	Mercedes W05	1hr 30min 02.555sec
2	LEWIS HAMILTON	Mercedes W05	1hr 30min 04.012sec
3	FELIPE MASSA	Williams FW36	1hr 30min 43.586sec

FASTEST LAP LEWIS HAMILTON Mercedes W05 1min 13.555sec

RACE DISTANCE 71 laps, 190.083 miles

POLE POSITION NICO ROSBERG Mercedes W05 1min 10.023sec



Rd 19 ABU DHABI, NOVEMBER 23 2014

1	LEWIS HAMILTON	Mercedes W05	1hr 39min 02.619sec
2	FELIPE MASSA	Williams FW36	1hr 39min 05.195sec
3	VALTTERI BOTTAS	Williams FW36	1hr 39min 31.499sec

FASTEST LAP DANIEL RICCIARDO Red Bull RB10 1min 44.496sec

RACE DISTANCE 55 laps, 189.739 miles

POLE POSITION NICO ROSBERG Mercedes W05 1min 40.480sec

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Davidson, Buemi and Toyota celebrate a title won against rivals with superior resources

TOYOTA

Toyota crowned...

...so how will rivals be able to hit back in 2015? | BY GARY WATKINS

TOYOTA WRAPPED UP ITS FIRST circuit racing world title in Bahrain and was set to add to the championship for drivers, won by Anthony Davidson and Sébastien Buemi, by adding that for manufacturers in the World Endurance Championship finale at Interlagos at the end of November. Its TS040 Hybrid has been the dominant LMP1 car this year, even though it didn't win the Le Mans 24 Hours. Which begs the question: can Audi and Porsche challenge that superiority in 2015?

Who is coming with what?

Toyota will return with a revised version of the TS040. "It makes no sense," says Toyota Motorsport GmbH technical director Pascal Vasselon, "to start again from a white sheet of paper.

"We will keep what we think is sound in our concept, but we have improvement targets everywhere. We know all our competitors have a good chance of stepping up significantly. We do not think we can survive with what we have this year."

Audi appears to have a similar strategy with its current R18 e-tron quattro turbodiesel. Head of motor sport Wolfgang Ullrich says that there "will not be big concept steps".



"No one is interested in having three slow cars. It is not an option for us to divert some budget from the development just to run a third car."
Pascal Vasselon

Porsche, however, will return with an all-new car, built around a fresh monocoque. It is only natural for a marque back in top-flight sports car racing after a long absence to take a second stab at designing a P1 hybrid, according to programme technical director Alex Hitzinger.

"It was always the plan that we would do a new tub and redesign the car based on what we'd learned in the first year of racing," he says. "We are a new team and we can't be expected to optimise our first design."

Hitzinger stressed, however, that a car that is certain to retain the 919 Hybrid nomenclature will not look radically different to its predecessor to the untrained eye.

What technology will they use?

Toyota will retain the front- and rear-axle kinetic energy-retrieval systems that the TS040 ran in 2014, but crucially hasn't committed to retaining the super-capacitor energy storage system.

Vasselon has regularly stated that advances in battery technology will one day enforce a switch away from the super-capacitor. "The battery has been on our radar screen for a long time," he says. "We are waiting for the moment in battery development when it can really be better than the capacitor."

Audi has all but said that it will again run with a single hybrid system, the front axle kinetic set-up it has used since 2012, though it has revealed that it is still evaluating other systems. All indications are that it will retain the flywheel 'mechanical battery' as its energy storage system.

Porsche will retain front-axle kinetic recovery and the turbo-exhaust-driven system of the current 919 Hybrid, in addition to the lithium-ion batteries to store the harvested energy.

How much energy boost?

That is the big question heading into the WEC off-season. All manufacturers have stated their intent to make a step forward in this crucial area.

Porsche and Toyota are aiming to move from the six megajoule class to 8MJ. Both will make a decision after initial testing of their respective 2015 challengers, due to run in December and January. Audi, according to Ullrich, is trying "to do what is possible in a short period". Given the likelihood that it will have just one energy-retrieval system, that can be interpreted as a step up from two to 4MJ.

Can Audi challenge at 4MJ?

That is the million-dollar question. Ullrich suggests that the performance deficit between a 4MJ Audi and 8MJ cars from Toyota and Porsche could be bigger than this year. "It could be even worse," he says, "because of the additional factors that came into the rulebook pre-season." That is a reference to changes to the Equivalence of Technology, which is designed to create a level playing field between the diesel- and petrol-powered P1 machinery, which were made by the FIA and Le Mans organiser the Automobile Club de l'Ouest ahead of the Silverstone opener in April.

There were minor changes again after Le Mans – and these went marginally against diesel technology.

Will the rules change?

Not before the second, post-Le Mans leg of the 2015 series. That is what is written in the regulations, and the FIA and the ACO insist that there is no provision for any change to that. Audi is trying to argue otherwise on the evidence of the final rounds of the 2014 WEC, when both Toyota and Porsche have outgunned the R18 e-tron quattro.

It believes that changes to the original EoT, introduced ahead of the Silverstone opener in April, have handed an advantage to the petrol-powered cars running in the higher hybrid class. It is arguing that there is scope for revisions within the rules if a manufacturer changes technology, and that a shift in hybrid class constitutes that.

Three cars at Le Mans?

It can be taken as read that Audi will do just that. It has been part of its philosophy almost from the start of its sports car adventure and only twice as a factory team has it not run three or more prototypes at the 24 Hours.

Porsche is undecided. It is working in that direction and has been testing members of its GT roster in the 919 with that in mind, but the final decision – to be taken at board level – is believed to be set for some time in early December.

Toyota would like to run three cars, but is, says Vasselon, unlikely to unless "it gets a nice Christmas present".

The Japanese manufacturer has a smaller pot of resources in comparison with its German rivals and doesn't want to compromise development of its 2015 contender.

"No one is interested in having three slow cars," says Vasselon. "It is not an option for us to divert some budget from the development just to run a third car."

What about Nissan?

The LMP1 newcomer has been playing its cards close to its chest since the launch of the programme at the end of May. Nissan has promised innovative technical solutions for its 2015 contender, but is not revealing details of the car ahead of its official launch.

That was scheduled for early December, ahead of a first public test at Sebring, Florida, but delays in the programme are known to have put that in doubt.

The qualifying procedure for the WEC is set to change next season. The grid would be based on an aggregate of the best time set by each of two drivers, rather than the two best times of each. The revised format, designed to make qualifying more fan-friendly, will go for FIA approval at the last World Council meeting of the year in early December.

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LAT

GORDON KIRBY

A FISTFUL OF DOLLARS

FOR THE PAST 11 YEARS NASCAR HAS determined its Sprint Cup champion by a play-off among the top drivers over the last 10 of the year's 36 races. Many long-time fans hate 'The Chase', preferring a traditional championship won or lost over a full season, but NASCAR has occupied itself in recent years by tweaking 'The Chase' to try to create more excitement, more media and internet buzz, and attempt to reverse the steady decline in TV ratings and bums on seats that have become hard facts of life for NASCAR.

This year NASCAR created a new version of 'The Chase'. Sixteen drives were whittled down to four for the finale at the Homestead-Miami Speedway, with the champion being the first of those four to finish the race. But the new system produced an embarrassing if not silly result as three of the year's top drivers – Brad Keselowski, Jeff Gordon and Jimmie Johnson – were eliminated prior to the finale, while two weak performers – Denny Hamlin and Ryan Newman – made the cut.

Fortunately, the right guy took the championship in the end. Kevin Harvick won five races and led substantially more laps – in excess of 2100 – than anyone else. In fact, he took the championship in style by winning the year's last two races.

Harvick toiled with Richard Childress's team from 2001-13, running well but never able to put it all together to contend for a title. Finally, after finishing third in NASCAR's 2010 and '11 championships, Harvick decided to leave Childress at the end of 2013 to join Tony Stewart and Gene Haas's Chevrolet team.

It proved a good decision because Harvick was not only Stewart-Haas's quickest driver in 2014, he was also the man to beat more times than anyone else. Harvick dominated many races and only bad luck prevented more wins.

During the year, Harvick, Keselowski and Gordon were among those involved in a series of fender-bashing incidents that turned into post-race fistfights. Of course, stock car racing is not like open-wheel or sports car racing. Using your car's fender to nudge another car, or even deliberately spin or crash it, is a time-honoured technique in NASCAR.

Quite a few past stars were renowned for their rough-and-tumble methods. Indeed, one of the reasons the late, great Dale Earnhardt was celebrated as the quintessential NASCAR driver, loved by many fans and hated by an almost equal number, was because of his mastery of 'using the fender'.

NASCAR's most famous fight took place on the last lap of the 1979 Daytona 500 and featured Cale Yarborough versus the Allison brothers, Bobby and Donnie. Yarborough and Bobby Allison took each other out as they battled to win the race and, after their crashed cars came to rest in the infield, they engaged in some fisticuffs. Donnie joined in and the incident has been credited with providing an important spark for NASCAR's subsequent growth as a TV commodity.

In 2014 Matt Kenseth and Hamlin fought with Keselowski at Charlotte, while an irate Gordon confronted Keselowski after a collision in Texas. The argument between Gordon and Keselowski resulted in a brawl among their crewmen and NASCAR subsequently handed out $185,000 in fines and multi-race suspensions, but the drivers weren't penalised.

Some people believe this is exactly what's needed to boost TV ratings. Others argue that punch-ups cater only to NASCAR's hard core fanbase rather than attracting new viewers. Good or bad for NASCAR, these things are not going to go away. They're essential elements of stock car racing and probably always will be.



Subarus of Burns and Vatanen to the fore. Below, Thompson's 1998 Honda

Stage stars on display

Donington Collection welcomes its first rally cars | BY PAUL LAWRENCE

THE 12 RACE AND RALLY CARS that best tell the 30-year story of Prodrive Engineering will be on show at the Donington Grand Prix Collection for the next year, in a display headlined by the Subaru Impreza rally cars of Colin McRae and Richard Burns.

While Prodrive moves to new premises in Banbury, 12 of its most famous race and rally cars will form a new display alongside 130 racing cars at Donington. This is the first time that rally machinery has been on show in the Donington Collection.

"We're very proud to be part of this very famous collection: it's a great line-up of cars and we're very privileged to be here," said Prodrive boss and founder David Richards. "Hopefully it will bring some rally people in to see the wonderful racing cars, too."

Kevin Wheatcroft, chairman of Donington Park and son of Collection founder Tom, felt this was a chance to broaden the venue's appeal. "It's added a different dimension and we're really proud to have these cars here," he said.

Wheatcroft added that hosting the Prodrive display was another important move for the East Midlands track. "Five years on from the British Grand Prix project, we're fully recovered now," he said. "Knowing Wheatie [Tom] as we did, I'm sure he'd find something to complain about, but he'd be pleased at the way things worked out."

McRae's Impreza, from Catalunya in 1996, and Burns' 2000 Safari car take pride of place alongside Jimmy McRae's 1986 Metro 6R4. The 1984 Porsche 911 SC RS of Henri Toivonen, the firm's first rally car, is also on display.

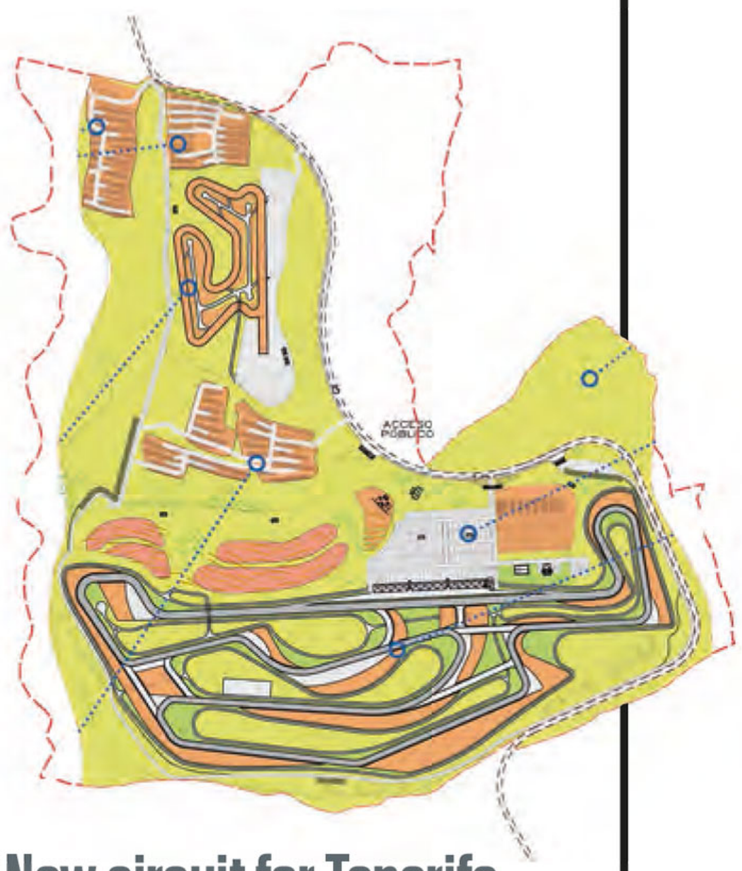
The Super Touring cars of Alain Menu (2000 BTCC-winning Ford Mondeo) and James Thompson (1998 Honda Accord) feature, with a recent Dani Sordo Mini WRC, a BMW M3 rally car and the Aston Martin DBR9 Le Mans racer.

"Every one of the cars at Donington has a piece of history and I could tell you a story about every car," Richards said. "Looking around the room, the driver line-up represents an extraordinary collection of people who have been involved with Prodrive at one stage or another."

Richards admits that the collection provokes some very strong emotions. "Looking at Colin McRae's Subaru brings back some outstanding memories," he said. "Then there is Richard Burns' winning Subaru: I'm sure each one of them holds very special memories for the people in the Prodrive team. But so do some of the racing machines, such as the British Touring Car Championship Mondeo."

"We're very proud to be part of this very famous collection: it's a great line-up of cars and we're very privileged to be here"
David Richards





New circuit for Tenerife

TENERIFE IS SET TO HAVE ITS FIRST permanent racetrack and project chiefs hope it will be operational by 2016.

The Spanish island hosted street races in Santa Cruz and Puerto de la Cruz during the 1960s and is nowadays home to rallies and hillclimb events. The new venture was confirmed at London's Royal Automobile Club on November 4, in the presence of Carlos Alonso, Tenerife's president.

The 2.5-mile circuit will have up to nine possible configurations and will be built to FIA standards. "We have no plans to bid for a Grand Prix," said Minister for Commerce Eduardo Pintado, "because we don't have that kind of money – just look at what happened in Valencia. But we have a very favourable climate and would welcome F1 teams if they want to come here for winter testing."

A major historic festival is likely to feature in the circuit's future plans. *SA*

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Rough with the smooth

Goodwood launches 'ultimate' driving experience | BY DAMIEN SMITH

THERE'S A BIVOUAC IN THE depths of the forest, complete with blazing log fire, hot drinks and pastries – served by a butler. Yes, once again we've discovered the Goodwood touch, the added extra you wouldn't get at Silverstone, Brands Hatch or anywhere else. Standards within the driving experience market, so vital as revenue earners for race tracks, have just been raised a notch or three.

Goodwood launched its 'Ultimate Driving' package, in partnership with BMW, on a rain-sodden October day. The conditions offered the perfect test for the armada of BMW X5s on the 'Adventure' off-road experience, which utilises 32 miles of tracks through Goodwood's rolling 12,000-acre estate. On such a scale, it's no wonder the instructors take the odd wrong turn, but that only adds to the sense of adventure.

The dense woodlands of the chalky south downs are perfect for challenging the capabilities of the X5, which is equal to most – if not all – this ancient landscape can throw at it. The forests are the perfect playground for such activity and the only surprise is that it's taken this long for Lord March and his team to make the most of them.

Later, we sampled the 'Performance' package at the race circuit, consisting of laps with an instructor first in a Mini and then in a selection of BMW's impressive fleet. The lairy power of the M6 kept us alert on a sopping track, but the wonderful torque of the brilliant Alpina D3 Bi-Turbo was better suited to the conditions. Ms 3, 4 and 5 were also available, while our inner hooligan was sated by powerslides on the skidpan in an M235i.

Then, for something completely different, there's a Rolls-Royce Wraith to offer a taste of the finest things in life – although we don't think that's available for drifting.

Activities are not cheap but, typically for Goodwood, they're not short of value. Off-road, £195 will buy you 90 minutes, with a full day of driving priced at £375, although we'd suggest a half-day, at £275, is more than enough. On the track, two hours of M-Series Performance Driving costs £350, with four hours at £620. There's also an Academy for under-17s consisting of skidpan and circuit driving in a Mini, with prices ranging from £65-199.

For more information go to www.grrc.goodwood.com









Brabham five: Sam and Matt, front, with David, Finn and Geoff standing
JAKOB EBREY

Jack Brabham honoured

BRITISH MOTOR SPORT SALUTED the amazing life and career of Sir Jack Brabham in a memorial held at Silverstone in October.

More than 400 people gathered at the circuit's Wing to honour the three-time world champion, who died at the age of 88 in May. They included Sir Jackie Stewart, Sir Stirling Moss, John Surtees, Tony Brooks and many others who raced against and worked with the Australian through the 1950s and '60s.

Sir Jack's wife, Lady Margaret, flew in to join the Brabham family, while Daniel Ricciardo and Mark Webber paid tribute by video. The memorial was organised for the majority in Britain who weren't able to attend the Australian state funeral held for Sir Jack in June.

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A Racer's Soul
Emerson Fittipaldi

This slim volume has no pretensions to be the definitive Emerson Fittipaldi autobiography. That, hopefully, is yet to come. Instead, this book is a highlights package of the great man's career, taken from interviews compiled by McLaren communications man Matt Bishop for the team's regular website columns.

Fittipaldi promises to be outspoken and forthright, but being a gentlemanly elder statesman he's rarely controversial.

Criticism of Clay Regazzoni's already notorious race ethics during their battle for the 1974 Formula 1 title is hardly revelatory.

Inevitably, while he does cover Lotus, Chapman and Peterson, there's a bias towards the McLaren years, and more on Copersucar and the Indycar years would have been welcome. But this is an easily digestible page-turner, attractively presented, that reminds us once again what a class act Fittipaldi was – and still is. **DS**

Published by Haymarket Media
ISBN 978-0-575329-4-5, £19.99

Last Train from Yokkaichi
Alan Henry

The title might resonate only with those who've had the privilege of attending a race meeting at Suzuka, but provincial Japanese railway stations breed a certain emotional attachment – positive or otherwise – within all those who've passed through them.

The front cover made me smile... as did most of what follows.

For those of a certain age, Henry (and his contemporary Pete Lyons) were passports to an impossibly distant place known as the Formula 1 paddock. In the mid-1970s, their words in *Motoring News* and *Autosport* provided frequent relief from double Latin on Thursday mornings, recording chassis numbers and fuelling dreams.

Available only in electronic form, this engaging autobiography touches on highlights of a career that took the author on a global voyage of discovery that began (more or less) at Snetterton.

The main focus is on people and personalities, rather than politics, and tales of sleeping at a young Niki Lauda's parental home paint a picture of a world far removed from the one we now know.

For those lucky enough to have trodden a similar career path since the 1970s, it's a reminder that we missed the sport's social zenith – a terrific read for less than the price of a half-decent bottle of wine (and we'd also recommend one of those, by way of accompaniment). **SA**

Published by Haymarket Media
Available through Amazon as an e-book, £5.99

The Business of Winning
Mark Gallagher

Mark Gallagher is well placed to tackle the business angle of Formula 1. After an early career as a journalist, he moved into the PR and marketing spheres, eventually gaining the inside perspective upon which much of this book is based, at Jordan Grand Prix.

Eddie Jordan has become something of a comedic parody today, thanks to his purposefully 'eccentric' appearances on the BBC's F1 coverage. But it should never be forgotten just how much he achieved as a team boss, not just in terms of results on track, but more particularly as a businessman. Unconventional? Of course. But as Gallagher shows, the Irishman's methods worked and there were some good lessons to be soaked up in the Jordan cauldron during those heady days of the 1990s .

The intention here is to offer something other than a sports book. That can make it a little dry at times, plus there's too much repetition from chapter to chapter. You could also argue that a book on the business of F1 should include some hard figures and detailed financial analysis of how teams run – which would be particularly pertinent right now. But still Gallagher achieves a balance by blending his business philosophy with genuinely insightful anecdotal experience. **DS**

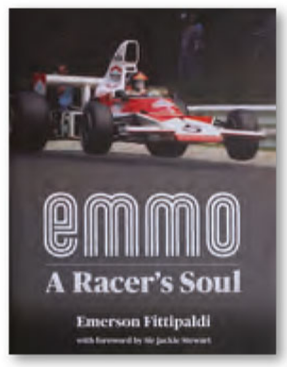
Published by Kogan Page Limited
ISBN 978 0 7494 7272 6, £14.99

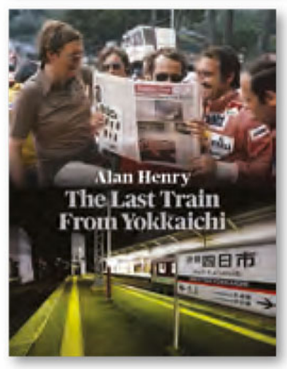
Journey to Le Mans
Written, produced & directed by Charlotte Fantelli

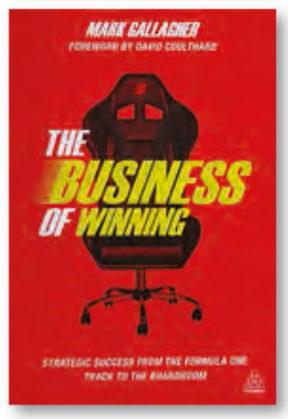
You'd be forgiven for thinking it was scripted, but Jota Sport's remarkable victory in the LMP2 class at the Le Mans 24 Hours really did happen this way.

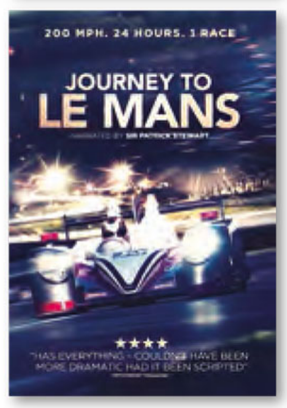
The British team overcame significant setbacks to conquer the super-competitive prototype second division, but with hindsight those problems couldn't have been better timed. The film crew and production company commissioned to follow the adventure would surely agree.

The melodrama is milked somewhat as Jota owner/driver Simon Dolan takes centre stage.











But the real stars are young chargers Harry Tincknell and Oliver Turvey, the latter finding himself parachuted into the team just two days before the 24 Hours begins, after lead driver Marc Gené is seconded to the Audi LMP1 squad.

Speaking of Audi, the influence of its excellent *Truth in 24* film of 2008 is obvious. Like that documentary, this captures the true spirit of Le Mans – but on this occasion from the perspective of the plucky privateer.

Le Mans fans will lap it up. **DS**

Produced by Fantelli Productions
available on DVD (£7) and Blu-Ray (£14)

The Magnificent Monopostos
Alfa Romeo Grand Prix Cars 1923-1951
Simon Moore

Moore's previous books on the 2.9 and 2.3 Alfa Romeos have rightly become standard works. Now he concludes the trilogy with a book as magnificent as its title, which confirms his position as the prime Alfa historian.

Covering the single-seater racing cars from P1 to Alfetta, not forgetting the powerboats, the two volumes in slip-case cost £300. But if you are ever going to want information on these cars you'll need to consult this, and judging by the previous works it's a case of buy now as the 1000 print run is selling fast. Why? Because you won't find this depth of detail and wealth of illustration anywhere else. Moore alternates between model development, race history and individual chassis biographies, eagerly tracing the sometimes convoluted trail of parts that went into a special then reformed into an Alfa, and quoting at length from his sources.

His research efforts have been unending, extracting clues from factory drawings to illuminate chronologies and even trying to trace a ship sunk with an engine aboard, all backed up by many magnificent photos and drawings with detailed informative captions. Gems such as Nuvolari checking his drinking tube before a race, the amazing befinned and chromed 1950s special built on a 308C, or the treasure trove of spares surrounding the Alfetta that Mike Sparken obtained from Portello all add fascination, and the presentation is excellent.

Packed with stories about the players as well as facts, this is a deeply impressive achievement. **GC**

Published by Parkside Publications
available direct from gpalfabook@gmail.com
ISBN 978-0-982077439, £300



RED BULL

MAT OXLEY

FRANTIC ANTICS IN THE JUNIOR RANKS

MOTOGP PRODUCED SOME GREAT RACING during 2014, with 12 of the 18 races decided by less than two seconds. But that's a yawning chasm compared with the frantic antics in Moto3, in which 16 of the 18 races were won by less than three tenths.

Moto3 was created in 2012 to replace the 125 class, the last surviving category from the original world championship line-up, which rights holder Dorna decided to cleanse of two-strokes that had dominated since the 1970s.

Dorna first replaced the 500cc two-strokes with 1-litre four-strokes, then the 250 two-strokes with 600s and finally the 125 two-strokes with 250 singles. So now MotoGP is 100 per cent 'diesel' (two-stroke aficionados' disdainful nickname for four-strokes).

However, four-strokes dramatically increased costs – by three to four times according to some team managers – so the technical rules for the Moto2 and Moto3 feeder classes were written to prohibit fabulously expensive engineering.

Thus the Moto3 regulations are a considerably longer read than the MotoGP rules, with Dorna effectively designing the engines. Bore size is limited to 81mm, magnesium crankcases and seamless-shift gearboxes aren't allowed, revs are limited to 14,000rpm via the control ECU and so on.

The junior class has always been close (if only because it's easier to engineer, set up and ride a lower-powered motorcycle), but Moto3 is the tightest category ever.

The two main manufacturers involved are Honda and Austrian marque KTM. Honda's original vision was for manufacturers to sell bikes to teams, who then improve them with their own know-how, so it's more of a contest between teams than factories. KTM had different ideas: they entered a full-factory team that won every race during 2013.

That enraged Honda. "Does KTM seriously believe it could defeat Honda if we had a proper factory team in Moto3?" said HRC vice-president Shuhei Nakamoto.

You can guess what happened next. Honda entered a works Moto3 team for 2014 and applied the brains of its best MotoGP engineer – Shinichi Kokubu – to the project. Honda's favoured team would be a Spanish outfit, represented by riders Alex Rins and Alex Márquez (younger brother of you-know-who), run by former 125 world champion Emilio Alzamora, mentor to the Márquez brothers, and bankrolled by beer brand Estrella Galicia.

However, things weren't going to be easy for the world's largest motorcycle manufacturer. KTM's 2013 domination had prompted another rules change for 2014, with manufacturers required to seal a year's supply of engines at the first race, which are then randomly allocated to their riders during the season. In other words, no more one-off factory specials.

Honda only started work on its 2014 NSF250RW in September 2013, so had just six months of development before having to seal all its engines for six riders.

KTM continued to dominate in the early stages of 2014, but as Honda got the NSF sorted the racing got closer and madder.

KTM's Aussie wild-man Jack 'Jackass' Miller led the way, playing to the crowd after each victory with his self-styled 'goon' riding and turning the air blue in post-race TV interviews.

But time was running out. Honda Racing Corporation engineers were tireless in their efforts, improving the NSF's engine mapping and intake and exhaust systems, and pretty soon the bike was faster than KTM's RC250GP.

From June's Catalan race to October's Malaysian GP, Honda won eight of 11 races and Alex Márquez assumed the title advantage.

The final few races were literally on-the-edge-of-your-seat events, with half a dozen riders disputing the lead at every corner, "using their bikes as truncheons of hate", as one excited fan observed.

The top six finishers at Phillip Island – Miller chased by five Hondas – crossed the finish line separated by two tenths of a second. A week later at Sepang the first five were covered by eight tenths; once again Miller battling alone against the Honda pack. And when I say battle, I mean battle.

"Moto3 is always rough and tough and dirty and grimy," said Miller who bumped into Márquez several times at Sepang. The Estrella team protested but Miller was absolved. As a recently retired MotoGP race director said, motorcycle racing is a contact sport.

Sepang set the scene for a winner-takes-all finale at Valencia. The race was another nerve-wracking affair with riders bumping and barging around the narrow Spanish track. Finally, Miller crossed the line in first place, but it wasn't enough. Márquez finished third and took the title by two points.

Miller is a huge talent and knows no fear, which is why HRC has signed him to a three-year MotoGP deal. Honda has always loved the never-say-die Aussie attitude. Márquez is also on the way up and will contest the 2015 Moto2 series with 2014 title-winner Marc VDS. It can be only a matter of time before he joins big brother in the elite class.



"Márquez is also on the way up. It can be only a matter of time before he joins big brother in the elite class"

❖

AS PART OF THE ROYAL AUTOMOBILE CLUB'S efforts to put the 'auto' back into its activities, the Torrens motorcycling trophy is now to be awarded annually. This year's short list is 2014 TT dominator Michael Dunlop, 21 times TT winner John McGuinness, four-time British Superbike champion Shane Byrne and MotoGP rookie Scott Redding. The trophy will be awarded at the RAC in January. It honours motorcycling journalist Arthur Bourne, who wrote under the nom-de-plume of Torrens. Ⓜ



'High-airbox' F1 cars will be on parade at Goodwood. This is Niki Lauda's Ferrari 312T in the 1976 Brazilian GP

LAT

More F1 for Goodwood

1970s racers to star in demo event | BY PAUL LAWRENCE

MORE THAN 25 RARELY SEEN early 1970s Grand Prix cars will feature in a demonstration from Formula 1's 'high airbox' era during the 73rd Goodwood Members' Meeting on March 21/22.

Two ex-Niki Lauda Ferraris and a pair of Lotus 72s will be joined by cars from March, McLaren, Tyrrell, Shadow, Amon, Trojan and Token. The Ferrari 312T and 312B3 will head a demonstration session each day along with JPS-liveried Lotus 72s driven in period by Emerson Fittipaldi and Ronnie Peterson.

The experimental March 721X raced by Henri Pescarolo in 1972 will be on hand along with the 1973 Shadow DN1 from Graham Hill's team. Meanwhile, a rare appearance will be made by the Token RJ02 in which Tom Pryce made his F1 debut.

The race line-up for the Members' meeting will include the Derek Bell Cup for 1-litre Formula 3, while Graham Hill will be celebrated with an hour-long, two-driver race for 1960-66 GT cars on the Saturday evening. Group 1 saloons will also appear after a successful revival event in 2014.

John Aldington, the man credited with introducing Porsche into the UK, will be remembered with the John Aldington Trophy race exclusively for pre-1967 Porsche 911s.

The Hawthorn Trophy will be for 1950s front-engined F1, F2 and *Formule Libre* cars, while 1960 British Formula Junior champion Trevor Taylor will be honoured with a race for rear-engined, drum-braked Juniors.

Early Can-Am prototypes and pre-1935 grand prix cars will race for the Bruce McLaren and Earl Howe Trophies and a race for British 1960s production sports cars will be named in honour of Les Leston.

Finally, Goodwood has announced that the theme for the 2015 Festival of Speed (June 25-28) will be 'Flat-out and Fearless: Racing on the Edge'. The event will celebrate epic moments such as the Gilles Villeneuve/René Arnoux battle at Dijon-Prenois in 1979 and Colin McRae at the Bunnings jumps on Rally Australia in 1997.

BRM V16 cash appeal

THE NATIONAL MOTOR MUSEUM Trust is working to raise another £50,000 in order to preserve the museum's 1950 BRM V16 Type 15 and keep it running in demonstrations.

To date, the BRM Preservation Appeal has raised more than £34,000, but more is needed to fund vital restoration work on this celebrated Grand Prix car.

As the official 2014 Goodwood Revival Beneficiary Charity, the Trust has made a good start in securing the funding for much-needed work to the 1950 racer.

Chassis 1 was raced by Reg Parnell and Juan Manuel Fangio in period and restoration is required to keep it running, including a rebuild of the supercharged 1.5-litre V16 engine. The suspension and brakes also need to be refurbished.

"Thanks to the donations we have received so far, work can begin on the first stage of the BRM's renovation," said Douglas Hill from the NMM. "The engine can be removed and tested on a dyno to see how much power it is still producing, before being disassembled and inspected.

"We still don't know what will be uncovered during the engine strip-down so are uncertain how much time and money will ultimately be required."

— OBITURARY —

Jock Russell

Jock Russell, best known for racing a Lotus 70 in Formula 5000 in the early 1970s, has died. Edinburgh-based Russell sometimes bought out-of-date Grand Prix cars and drove an ex-Stirling Moss Lotus 18 and the ex-Jim Clark Lotus 43 in Libre events. In his early years he raced against Clark on the tracks of Scotland and northern England.



JEFF BLOXHAM

Replica BMW's flying start

MODEL ENTHUSIAST CHRIS Randall recently completed work on a replica of a 1979 BMW CSL GTO and looked on as Mike Wilds and Steve Guglielmi took it to an end-of-season Masters victory at Oulton Park.

Randall wanted to build a machine like the four Group 5 CSLs built in period and the project replicates the cars raced in the US IMSA series.

"We started with a period car that had some race history and it runs a 3.5-litre normally aspirated engine," said Randall of the three-year build project, which is finished in familiar Jägermeister colours.



JEFF BLOXHAM

Historic titles settled

STEVE HARTLEY AND MANFREDO Rossi de Montelera have been confirmed as 2014 FIA Masters Historic F1 champions. Lancastrian Hartley won the post-78 title in his Arrows A4, while Italian de Montelera (Brabham BT42, above) won the pre-78 crown.

Meanwhile, Morgan SLR racers Keith Ahlers and Billy Bellinger claimed the Masters Gentleman Drivers title. Leo Voyazides and Simon Hadfield won the FIA Masters Sports Car Championship in Voyazides' Lola T70 Mk3B and the London-based Greek racer added the Masters Pre-66 Touring Car title with his Ford Falcon.

Burns & Chevron honoured

THE LIFE OF RICHARD BURNS AND the 50th anniversary of the Chevron marque will be celebrated during the 2015 edition of Race Retro at Stoneleigh from February 20-22.

Ten years on from Burns's death, the show will honour the memory of Britain's second world rally champion with a display of his cars ranging from an early Talbot Sunbeam through to Peugeots and Subarus (below) from the heyday of his WRC career.

The late Derek Bennett formed Chevron Racing in 1965 and his company built beautiful cars for most categories in the late 1960s and 1970s. Many examples of his single-seater and sports car designs will be on show.



LAT

■ **Plans for a revival of the Chateau Impney hillclimbs of the 1950s and 1960s are gathering momentum, with a July 11/12 fixture provisionally arranged. A new course, double the length of the 550-yard original, has been given MSA approval. It is believed that the revival event will focus on older cars. The first hillclimb on the hotel drive was held in 1957.**

■ **The Historic Sports Car Club has launched a new scheme to encourage novice competitors in three of its most accessible race championships: Historic Formula Ford, Historic Road Sports and '70s Road Sports. The scheme will reward the best novice in each championship with an end-of-season trophy as well as an entry voucher for the 2016 season. The Road Sports trophies will be named in honour of Gerry Marshall and Win Percy.**

■ **The route for the 2015 edition of Tour Britannia is now being finalised and will take competitors across the Irish Sea for five closed-road special stages in the Wicklow Hills. The May 13-15 event will start and finish in North Wales and include races at Anglesey and Mondello Park.**

■ **We regret to record the passing of John Homewood, a successful Hillman Imp racer during the 1970s. He was 67 and had been suffering from cancer.**

PRODUCTS



McLAREN MERCEDES JENSON BUTTON 2014 1:2 SCALE HELMET £80
www.mclarenstore.com



FERRARI KNITTED SCARF £25
f1store.formula1.com



MINICHAMPS 1:43 RED BULL RB10 €54.95
www.redbullshop.com

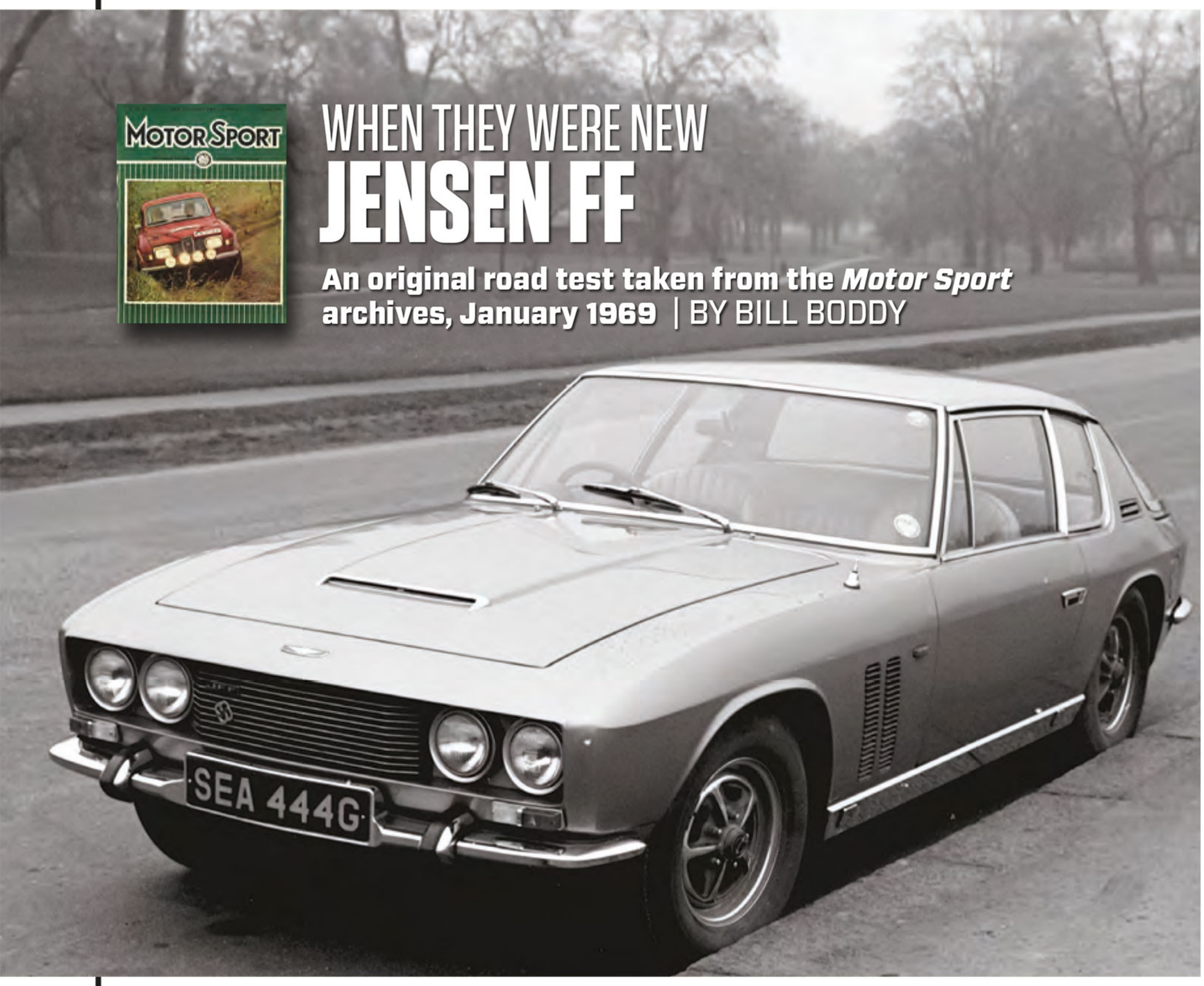


FORCE INDIA WHEEL NUT LAMP £299
www.memento exclusives.com



MERCEDES LEWIS HAMILTON FLAT BRIM CAP £27
shop.mercedesamgf1.com

WILLIAMS WATERPROOF JACKET £125
www.wmrshop.com



WHEN THEY WERE NEW
JENSEN FF

An original road test taken from the *Motor Sport* archives, January 1969 | BY BILL BODDY

RECENTLY I WAS ABLE TO BRING my knowledge of Jensen affairs up to date, by driving the advanced FF (Ferguson Formula) model as well as a modern Interceptor.

With the innovation of four-wheel drive and Dunlop Maxaret anti-skid braking on the FF, the small West Bromwich company makes one of the world's most advanced cars. The first impression was that there is absolutely no way of telling that there is anything unconventional about the transmission, although it is extraordinarily unusual, using hypoid drives front and rear, that additional differential, a driveshaft passing along the engine's nearside and chain drive transfer to this shaft. Yet in action there is no transmission noise and the power steering gives no hint that the front wheels are being driven.

Fortunately, going up to Silverstone for the VSCC Driving Tests the roads were wet, and I was able to appreciate the FF's superiority over conventional motor cars. It is possible to turn on the power of the 325bhp Chrysler V8 engine with impunity. Corners can be negotiated under power – you just turn the front wheels and the FF goes where it is pointed. This is not only impressive and reassuring, but makes for excellent cross-country average speeds.

The Maxaret braking is of immense value on slippery roads. The knowledge that the wheels will not lock gives great confidence; you approach a road junction, or tuck in between two moving vehicles, and just stamp on the brake pedal, no matter how wet or greasy the road surface. Kick-back from the pedal on slippery going is no worse than we used to experience on certain vintage cars whose chassis frames flexed – a 6½-litre Bentley, for example.

Couple this braking with 4WD and you have one of the safest cars on the market. The FF costs £1809 more than the Interceptor; whether this is worthwhile will depend on how a driver rates his skid-avoidance skill. From limited experience I can say that the FF transformed my method of driving.

The Jensens are well made, fully equipped cars. They do not challenge the Rolls-Royce market in respect of either quietness or absolute refinement, being essentially high-performance cars for four passengers rather than the epitome of luxurious travel.

On the road the FF excels in speed, acceleration, comfort, good driving position and, above all, its impeccable controllability. Its cornering tendency is neutral, with a trace of oversteer if power is taken off in mid-corner – and the adhesion remarkable.

The FF and Interceptor, 4WD apart, are virtually the same, except that the FF frame tubes are farther outboard as the transmission tunnel is wider. The FF is recognisable by two vents on the bonnet sides instead of one on each side and an air-intake on the bonnet lid. Being somewhat heavier it is 3mph slower, but it would be the faster car in point of average speed, especially in the rain, and to drive it in these conditions is to add a new experience to the motoring repertoire. A brief test showed 10.9mpg of 100-octane petrol, where the Interceptor did rather better, giving 14.5mpg on a long journey. Refuelling is needed about every 200 miles and the FF even more frequently. On 99-octane fuel, the engine pinked like a prudish young bride. Both cars have steel-panelled four-seater bodies welded up and upholstered by Jensen, using some panels imported from Italy, the styling being by Vignale.

Two fully adjustable bucket front seats are separated by a wide veneer-finished tunnel and console, with a shaped back seat having a folding arm-rest. A multitude of flick switches located on the console confuse a driver unaccustomed to a Jensen, but are generally satisfactory. Half the big sloping back window is demisted by a Triplex heater. There is a comprehensive cold/hot air system of ventilation and heating, each with its own fan, supplemented by fresh air from three swivelling facia vents.

The instruments comprise Jaeger speedometer and tachometer, the latter going into the red from 5000rpm – this Chrysler engine is comfortably under 3000rpm cruising at our pathetic top speed limit. A reasonably accurate Jaeger electric fuel gauge and a Lucas ammeter occupy the facia, angled towards the driver, and at the top of the console there is a loud Smith/Jaeger clock, flanked by the electric window controls. The horizontal area of the console contains the rather ornamental short lever controlling the commendably

JENSEN SPECIALISTS

Martin Robey
www.martinrobey.com

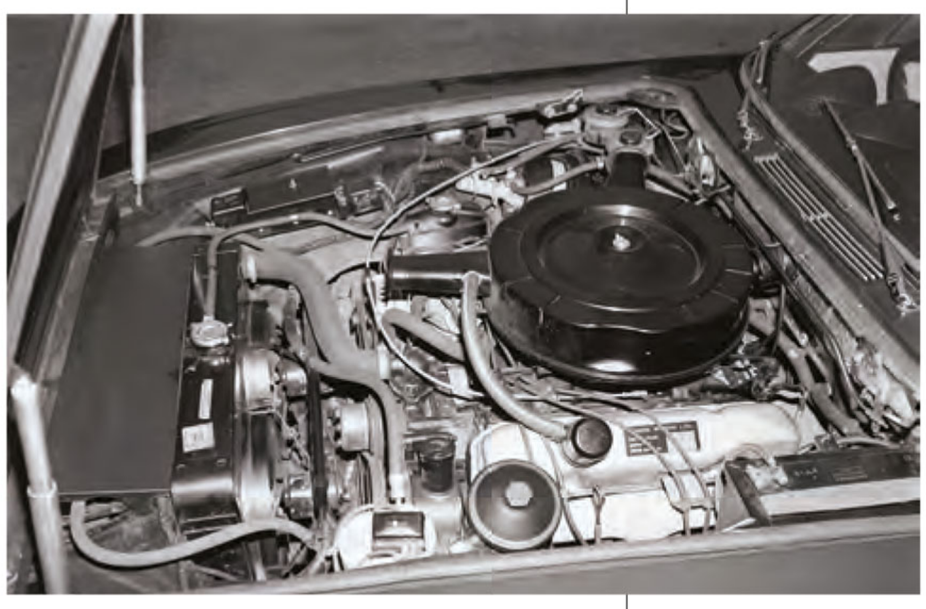
Cropredy Bridge
www.cropredybridge.com

Rejen
www.jensenparts.co.uk

smooth-functioning three-speed auto transmission, which has a kick-down that postpones the change into top until about 80mph has been reached.

Both Jensens have plenty of creature comforts – Connolly leather, opening side windows, deep visors, Britax safety-belts, first-aid kit, electrically retracting radio aerial, provision for headrests, anti-dazzle mirror and so on. The carpeted boot is spacious, the rear window constituting its lockable lid, but luggage has to be humped up into the boot. For stowing small objects there is a lockable cubby behind the console.

The Lucas dual headlamps gave a ridiculously cut-off beam on both Jensens, when dipped, while an



old-fashioned button sounds a genteel horn note. The small steering wheel has column adjustment, is sensibly low-set, and has a non-slip leather-bound rim.

In both cars the 6267cc engine gives very effortless, impressive and useful acceleration and easy fast cornering, at the cost of some exhaust boom, but in handling the Interceptor falls from grace when sampled immediately after the super-safe FF. Sliding the Interceptor is fun, but there is always the feeling that front-wheel adhesion is low. Initial mild understeer changes to lurchy oversteer, and in neither case does the steering give much confidence, being too low-geared for quick control. The ride tends to be choppy, although suspension hardness can be varied.

These Jensens will do 100 to 110mph almost anywhere, with ample reserves of power to press on to 130mph or more on the motorways of civilised countries. Both are high quality British luxury cars and the FF is one of the world's most sophisticated approaches to safe control of a fast, powerful car. Ⓜ

JENSEN FF FACTFILE

Production: 1966-71
Power: 325bhp
0-60mph: 8.1sec
Max speed: 130mph

World's first 4WD performance car plus ABS; stunning looks and four proper seats with V8 power. Should have been a milestone but stifled by price and complexity.

Ideal spec: any of the 320 that didn't rust...

AUCTIONS

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

Bonhams

@ LONDON OCTOBER 31

London to Brighton Run Sale

1905 Gardner-Serpollet 18hp Type L phaeton steamer
Coachwork by Kellner, chassis 1013, engine 1307
Sold for £371,100

1901 Panhard et Levassor twin-cylinder 7hp rear-entrance tonneau
Coachwork by Henri Labourdette, chassis 2881, engine 2881. The 11th car ever registered in Toulouse
Sold for £259,100

@ LONDON NOVEMBER 30

1969 PORSCHE 908/02 'Flunder'
Former factory car. Driven in period by Richard Attwood, Vic Elford, Gérard Larrousse, Helmut Marko, Rudi Lins and Gerald Koch. Third at Le Mans in 1970 for Marko and Lins. Used in the film *Le Mans*
Estimate: £2-3 million

1934 Talbot AV105 'BGH 23'
Ex-Couper and Blight. Alpine Trial car, much raced and rallied at Brooklands and many other venues
Estimate: £800,000 - 1.2 million

1955 Austin-Healey 100S
Multiple winner with privateer John Dalton. Class winner in the *Autosport* Sports Car Championship
Estimate: £600,000 - 800,000

1966 Fiat-Abarth 1000SP Tipo SE04
Driven in period by Peter Schetty and Toine Hezemans. Winner of numerous hillclimbs
Estimate: £80,000 - 120,000

1991 BENETTON B191B
Chassis B191B-06. Raced by Nelson Piquet in his final Grand Prix. Driven to third by Michael Schumacher in Mexico and Brazil, 1992 – his first F1 podiums
Estimate: £240,000 - 300,000

@ SCOTTSDALE JANUARY 15

1966 Ferrari 275GTB Competizione
Ex-Scuderia Filipinetti. Class winner at Le Mans in 1967, plus Spa and Imola in '69
Estimate: TBC

Artcurial

@ PARIS NOVEMBER 2

Nearly €50m sold in 2014 Up 67% on 2013

Two world records for classic Porsches
1974 Porsche Carrera 2.7 Targa €232,400
1972 Porsche 911 2.4S Targa €212,200

H&H

@ DROITWICH SPA DECEMBER 3

Chateau Impney sale

1993 Sauber-Mercedes C12A
Chassis 93.C12A.04. Driven in period by JJ Lehto and Karl Wendlinger. Fourth places at Imola and Monza in the team's debut Formula 1 season
Estimate: £18,000 - 25,000

DECEMBER AUCTION CALENDAR

- **2 COYS** True Greats, The Royal Horticultural Halls, Westminster, London
- **3 H&H** Chateau Impney sale, Droitwich Spa
- **4-6 MECUM** Kansas City 2014, Kansas City Convention Center, USA
- **7 BONHAMS** Collectors' Automobilia and Motor Cars, Banbury Road, Oxford
- **8 SHANNONS** Melbourne Summer Classic Auction, Cheltenham, Victoria, Australia
- **12-13 MECUM** Austin 2014, Austin Convention Center, USA
- **15 BARONS** Annual Yuletide Classic, Sandown Park, Esher



Ferrari is set to become an independent entity for the first time since Fiat took over in '69

Ferrari gains independence

Shares go on sale in £38bn fund-raising drive | BY ANDREW FRANKEL

FERRARI IS TO BECOME AN effectively independent company once more as it is spun off from its parent group FCA (Fiat Chrysler Automotive). It's part of a strategy to raise £38 billion for the Italian-American giant to fund a five-year investment plan. FCA boss Sergio Marchionne's long-term ambition is to create an organisation to rival the monster Volkswagen Group.

This means 10 per cent of Ferrari's shares will become available to the general public, while the remainder will be offered to existing FCA shareholders, in part to avoid accusations of selling off the family silver.

Ferrari was an independent company from its inception in 1947 to the sale of a majority stake to Fiat in 1969, following a stalled bid by Ford to buy the company earlier in that decade. Now, and for the first time in its existence, Ferrari will be answerable not to a supervisory board of management, but directly to its shareholders.

But if the ramifications of the move are significant for Ferrari, they are many times more so for those brands left within the heavily indebted FCA group, including not just Fiat and Chrysler but Jeep, Alfa Romeo and Maserati. For Marchionne's plan to work, revenues will have to double between now and the end of 2018 and production increase from the current 4.4 million units per year to 7 million.

Jeep is doing well and has spearheaded FCA's recent return to profitability, but FCA's plan also depends on smaller Italian brands with their potentially larger profit margins.

This means the forthcoming Maserati Levante SUV has to hit all its marks while the new Giulia mid-sized saloon, which is designed to return Alfa to America as a volume player, will need to set higher standards that any similar Alfa of recent or even distant memory.

Junior McLaren gets an ID

McLAREN HAS PUT A NAME TO its new junior supercar, due to be launched in the second quarter of next year. Hitherto known only as P13, the new range of cars will be called the McLaren Sport Series.

The first version of the new car will probably be a coupé and, like all McLaren's road cars to date, be a mid-engined two-seater. Pitched below the current 650S and starting with prices believed to be in the region of £140,000, the Sports Series will provide McLaren with a direct rival to the likes of the Porsche 911 Turbo, new Mercedes-AMG GT, Audi R8 and Aston Martin V12 Vantage S. It will be powered by the same 3.8-litre twin turbo already found in the 650S and P1 hypercar, but detuned to about 550bhp. This should still be enough to propel the Sports Series to close to 200mph and give it a 0-60mph time of less than 3.5sec.

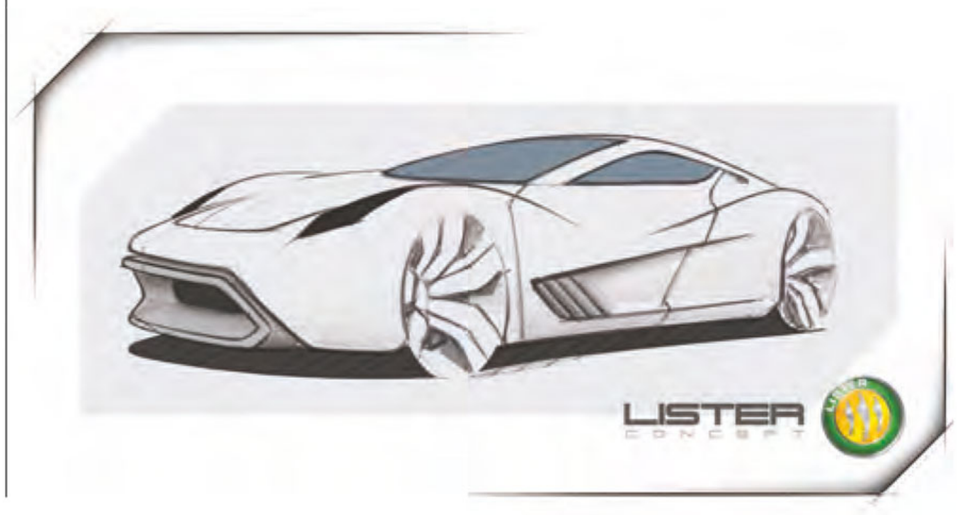
If the Sports Series is to realise McLaren's stated aim of selling about 5000 cars by the middle of this decade, it will need to be made in a number of different specifications, including a convertible roadster, a track-orientated 'GT3'-style version and perhaps a more comprehensively equipped model to bridge the gap to the 650S, which now retails for almost £200,000. And McLaren would not be McLaren were some racing version not made available sooner rather than later.

New 250mph Lister

HOT ON THE HEELS OF THE successful sale of nine copies of the original 'Knobbly', Lister Cars has announced that it will launch a 1000bhp hypercar within the next three years to compete with the likes of Bugatti, Pagani and Koenigsegg.

The as-yet unnamed car is projected to have a top speed in excess of 250mph and cost in the region of £2 million.

The car exists only in sketch form but will use a supercharged 7.8-litre Jaguar V12. The engine will also come with new cylinder heads boasting twin overhead camshafts, a configuration Jaguar tried unsuccessfully for this engine in both road and racing applications. If the new Lister sees the



light of day it will be available for both circuit and road work, although the company expects to sell as few as six units per year.

Of course, there is nothing new in Lister creating new cars around Jaguar mechanicals. Not only did Archie Scott Brown achieve his greatest successes in a pre-Knobbly Jaguar-powered Lister, but in the 1990s Lister returned to both road and track with the V12-powered Lister Storm, achieving both credibility and some success in both arenas.

Maybach back again

UNDAUNTED BY PREVIOUS failures, Mercedes has relaunched the Maybach name, two years after its two vast Maybach limousines ceased production in the light of slow and slowing sales. This time, however, Maybach returns not as a marque in its own right, but as an ultra-luxury version of the already pretty opulent S-class limousine.



To turn an already long-wheelbase S-class into a Maybach requires even more air between the wheels to provide a super-spacious rear cabin, where special airline-style reclining seats will be included. Power comes from the 6-litre V12 twin-turbo motor already found in the S600 version of the S-class.

Sales of the new car are expected to begin in the new year and, at a price sure to top £150,000, will provide Mercedes with a direct rival for the likes of the Rolls-Royce Ghost and the Bentley Flying Spur. More variants are available in other countries, including both two- and four-wheel-drive versions of the S500, but there is no news of any sporting AMG models so far.

Extraordinarily, this is not the longest version of the S-class in Mercedes-Benz's pipeline. Next year it will reveal the Pullman version with a further extension to its wheelbase to incorporate a third row of seats that will face rearward from the middle of the cabin and sit behind a divider separating passengers from the chauffeur.

The significance of Maybach's rebirth is likely to stretch far beyond this single model. Mercedes has recently embarked on a rebranding strategy that divides Mercedes into three distinct sub-brands: Mercedes-Benz for core product, Mercedes-AMG for its entire range of sporting models and Mercedes-Maybach for its most luxurious offerings. It seems unlikely to have taken such a drastic move were the Maybach name not destined for many products beyond the one you see here.



Maybach won't be a marque in its own right, but will be a label reserved for particularly sumptuous versions of the existing S-class



BMW has revealed new M versions of its X5 and X6 SUVs. Adopting the same twin-turbo V8 engine already seen in the M5 and M6, the X5M and X6M will offer 564bhp, more than found in any comparable rival from Mercedes, Porsche or Range Rover. This results in a fairly preposterous 0-62mph time of 4.2sec for each car and a top speed of either 155mph or 174mph. Both come with stiffened air suspension. The X5M and X6M are priced at £90,179 and £83,000 respectively, with UK sales commencing in April.

Audi tweaks outgoing R8

AUDI HAS STARTED THE RUN-OUT process for its massively successful R8. While the new car will be seen next year, for now 60 R8 'Competition' models will be made available and are billed as the fastest R8s in the model's history.

Featuring a new version of the 5.2-litre V10 engine with power raised by 20bhp to 562bhp, the most obvious modifications are visual and designed to link the road-going R8 to its long-serving racing cousin the R8 LMS. To that end it comes with a fixed rear spoiler, carbon-fibre diffuser, ceramic brakes and sports exhausts as standard. Sadly for interested parties in the UK and Europe, the R8 Competition will be for sale only in the US.

Cayenne range expands

PORSCHE HAS ANNOUNCED TWO new petrol-powered 3.6-litre V6 engines for its Cayenne SUV. Despite similar size and configuration, however, they are entirely unrelated. The more interesting engine is the new 434bhp motor for the forthcoming Cayenne GTS, which is now on sale for £72,523. Compared with the previous GTS it offers more power and torque and better fuel economy and CO_2 as well as a 0-62mph time of just 5.1sec – a 0.5sec improvement.

If there is a downside to this, it is likely to be the one already observed in the very similar Cayenne S, which also forwent a 4.8-litre normally aspirated V8 in favour of the new forced-induction V6.

In the case of the S, for all the additional efficiency of the smaller engine it lost a great deal in terms of both sound quality and throttle response; Porsche will need to have worked miracles for the same criticisms not to apply to the Cayenne GTS.

Other modifications include lower and stiffer suspension, brakes from the Cayenne Turbo, a Turbo-look nose and GTS decals.

The second V6 petrol engine is a 300bhp unit, made available for the entry-level Cayenne that's priced at £49,576. This is likely to prove inferior in every significant way to the scarcely more expensive Cayenne diesel, which offers better acceleration and fuel consumption. Audi supplies both these units to Porsche. M



MERCEDES-AMG GT S

A spiritual successor to the SLS, minus gullwing doors | BY ANDREW FRANKEL

HOW HIGH UP IN THE pantheon of legendary corners would the Corkscrew at Laguna Seca come? In the top 10 for sure, which would be fine were it not a rubbish corner. Like the equally famous and only slightly less pointless Karussell at the Nürburgring, it's worse than useless, serving only to spoil the wonderful rhythm of the corners that come immediately before and after.

By contrast, in a fast car with no downforce the catchily entitled Turn One is hair-raising for all the right reasons. You approach at whatever speed your car can muster then arc left over a blind brow and downhill to an entirely invisible apex clipped just as you need to be on the other side of the track and braking hard for the inconveniently tight Turn Two. And it was here that the all-new Mercedes-AMG GT S proved itself to be what few had dared to hope: a rival to the best road cars Porsche can produce.

For the engineers at AMG's Affalterbach base, the GT was always going to be the equivalent of that tricky second album. Its first whole car project had been the SLS, launched in 2009 and destined to live only five years. It attracted broadly positive press reviews and spawned a massively successful FIA GT3 race car, but was never quite able to avoid the suggestion that it had not sold in quite the numbers anticipated. This may be untrue, but ask how many it made and you will be told Mercedes does not divulge such figures.

But that is the context into which the GT was born. Its design was heavily influenced by that of its forebear, but it is a different car for a different customer, aimed at the much more crowded market around the £100,000 mark where the opposition includes everything from the Aston Martin V8 Vantage S and Jaguar F-type R coupé to the Audi R8 and BMW i8. What it shares with the SLS is the concept of an almost entirely (93 per cent) aluminium spaceframe clad in aluminium panels



FACTFILE

£110,495

ENGINE
4.0 litres, 8 cylinders, twin turbochargers

POWER
503bhp@6000 rpm

TORQUE
479lb ft@1750 rpm

TRANSMISSION
seven-speed double-clutch automatic

0-62MPH 3.8sec
TOP SPEED 193mph
ECONOMY 30.1mpg
CO_2 219g/km

with a front-mid mounted engine driving the rear wheels alone through a carbon-fibre propshaft and a seven-speed Getrag double-clutch gearbox. There are double wishbones at each corner, but only the fronts are in any way related to those of the SLS.

But the big news is its new 4-litre twin turbo V8. Oddly enough it's this motor that does have a close relative in the AMG line-up, in the form of the 2-litre four found in the A, CLA and GLA. It's not quite true to describe the V8 as two of these motors sharing a common crank, but that's its design basis. It comes in two power outputs, the standard GT with 456bhp (£97,195) and 503bhp for the £110,495 GT S. The 'S' is first to go on sale, with deliveries beginning in spring.

Where'd the doors go? You'd think if there were one element of the SLS that Mercedes would be keen to preserve it would be those extraordinary gullwing doors. But for some reason the GT opens conventionally. I suspect that cost got in the way.

The cabin is remarkably cosy and, if you are a large middle-aged man, not as roomy as you'd have hoped. Ideally I'd drive it in my socks, just to liberate a little additional legroom. The instruments are unexpectedly ugly, too, but there's reasonable stowage space.

Happily, with the first turn of the crankshaft your mind is diverted to an altogether more pressing issue. That small turbocharged engine you could almost call a twin four fires up as if it were a race-built small block Chevy V8. Mercedes is decidedly pleased with the sound it has achieved and rightly so: the thunder at idle transforms with every additional rev into a classic quad-cam howl as 7000rpm approaches.

But the engine's still greater achievement is not only to sound but also behave like a normally aspirated unit, especially if you select 'race' from the choice of five different driving modes. Only when the car is right on the limit and you're trying to lasso its rear end with throttle modulation alone are you aware that its response lacks the last fraction of the immediacy of a good normally aspirated engine.

It makes up for it in other ways. Whereas the 6.2-litre turbo-free V8 in the SLS was actually quite a peaky motor that required careful management to keep it percolating, this little turbo motor needs no such excuses, running hard with as few as 2000rpm on the clock. And the car is ferociously fast too, fast enough I expect to keep pace with the lighter but less powerful Porsche 911 GT3.

But back to Turn One. I'm not sure



how rapidly we're travelling as we approach as I'm far too busy to look at the dial, but it will be registering some distance into three figures. The GT I'm following has four-time DTM champion Bernd Schneider at the wheel and if he doesn't lift for it, neither will I. He doesn't, and as the car flies over the brow it feels momentarily like you're driving off the edge of the planet. But the hard work remains ahead, namely nailing the apex and then losing the best part of 100mph before Turn Two. And





Base GT wasn't available to test, but higher-spec S version wooed Frankel with its poise and adult sports car manner

the GT hits its marks to perfection. It's probably as big a test of chassis composure as you could reasonably throw at an effectively wingless road car on road tyres, and it coped admirably.

Around the rest of the lap it was scintillatingly quick but no pushover. Anyone fooled by its name into thinking this is some soft and accommodating Grand Tourer will be in for a shock: the car has an aversion to understeer and wishes to exist instead in a state of neutrality or, ideally, as much oversteer as you feel you can handle. It is, in other words, a proper sports car that can bite.

Not that you'd know it away from the track. On the road the GT is taut, precise, firm-riding but sufficiently deftly damped to just about stand up the claim that it provides viable daily transport. I wasn't happy with the standard sports seat, however.

Overall AMG has done a fine job and it is to be remembered that this is where the GT range begins. In a couple of years will come its real answer to the 911 GT3, which will be both lighter and more powerful and no doubt work wonders in Turn One.

In the meantime I will be intrigued to drive the standard GT. It's not just the extra power you're paying for when you buy an S, but a whole suite of meaningful equipment including an electronically controlled limited slip differential. I expect Mercedes created the base-model GT to appeal to those who want a car with that look and image, but don't need to spend another £13,000 buying a level of dynamism they're not going to use.

As an only car, I'd rate the newly introduced Porsche 911 GTS as a better bet on a daily basis. It has rear seats and a more spacious cabin. It's also easier to drive right on the limit and, at just over £90,000, dramatically cheaper, too.

But the AMG is simply more special. It looks more striking, makes a better noise and, when you drive it as it was designed to be driven, it's more exciting that the 911. Forced to choose, if I could only have one it would be the Porsche, but if it were part of even a two-car stable, I'd choose the Mercedes. That says a lot about the qualities of the three-year-old 991 generation of 911, and even more about how Mercedes rose to the challenge. AMG's second album is not just cheaper than the first, but doors aside, far better too.



BMW X4 & X6

Two strange but potent new brews

YOU USED TO KNOW WHERE you were with a BMW and that it would prove a pretty nice place to be. But now its products are less easy to predict. On the minus side, I'm afraid I've never been less convinced by the range of real 'M' BMWs than I am with those available right now but, more positively, the i3 and i8 are the two most impressive production cars I've driven in the last year.

They are better than brilliant: both are touched by genius. Between these poles sit BMW's more mundane product lines and here things are a little more predictable: the 3-series is still the world's best small saloon, the 5-series fully competitive if not quite a class leader and the 7-series sufficiently off the pace to make you wonder why BMW bothered. *Plus ça change…*

Where, then, do the X4 and X6 fit into the frame? Both cars are all new, but while the X6 merely replaces its predecessor, the X4 breaks new ground for BMW. You don't need me to tell you how weird both cars look, but while the completely restyled X6 looks odd enough to be almost interesting, the X4 looks like a scaled-down X6 styled by someone with no talent using out-of-focus shots of an already heavily disguised car.





I never much liked the old X6, but if the tri-turbo X6 50d I tried is a reliable guide, the car itself is much improved in every dynamic area and also now accommodates five people as standard. I'd still choose an X5 because it's cheaper, less ugly and seats seven, but I can now at last see a case for the X6.

I can't say the same about the X4. BMW tried to make the X6 as good to drive as you could reasonably expect such a heavy SUV to be, and therefore put clear air between it and the X5. But why anyone would buy an X4 rather than an X3 escapes me. It's been a while since I've driven an X3, but my memories are broadly positive. The X4 seems like an excuse to charge more money for a car that's less spacious and at least a candidate for being the least attractive on sale. It's perfectly pleasant to drive, but that's hardly a ringing endorsement of a brand-new product. As a complete package – a car to drive, own and look at every day – its appeal has thus far eluded me.

BMW X4 xDrive 3.0d M Sport

FACTFILE

£46,395

ENGINE
3.0 litres, 6 cylinders, turbocharged

POWER
258bhp@4000rpm

TORQUE
413lb ft@1500rpm

TRANSMISSION
eight-speed auto, four-wheel drive

0-62MPH 5.8sec
TOP SPEED 145mph
ECONOMY 47.9mpg
CO_2 156g/km



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ASTON MARTIN V12 VANTAGE S ROADSTER

Compromise matters little in a 200mph drop-top



YOU CAN'T BLAME CASH-strapped Aston Martin for extracting maximum value from the materials at its disposal. In the beginning the DB9 begat the shorter, V8-powered Vantage that in turn developed a Vantage S off-shoot, with a seven-speed robotised manual paddle-shift gearbox between the rear wheels.

In the meantime Aston wondered what reception a Vantage with the full-fat V12 would receive, and was pleased to discover the world thought it was good. So I guess it was only a matter of time before the 'S' specification and V12 would be married, and the V12 Vantage S was the result. The only permutation remaining was to make it available with the convertible Roadster body – and here it is.

It's a curious car whose charms took time to pierce the veneer of dynamic issues that are most noticeable on first acquaintance. I always thought Vantage Roadsters had reasonably rigid chassis, especially compared with the DB9 Volante, but something to do with the V12 – either its additional weight or the way it is installed – has made the V12 Roadster feel far more structurally challenged than I remembered. And while road testers love to bang on about torsional rigidity while everyone else looks on perplexed, you can feel it here in the degraded ride quality, less precise handling and a certain amount of steering column shake.

FACTFILE

£147,000

ENGINE
5.9 litres, 12 cylinders, normally aspirated

POWER
565bhp@6750rpm

TORQUE
457lb ft@5550rpm

TRANSMISSION
seven-speed robotised manual, rear-wheel drive

0-62MPH 4.1sec
TOP SPEED 201mph
ECONOMY 19.2mpg
CO_2 343g/km

As a thing to drive, it's not even on the same score sheet as the V12 Vantage S coupé, one of my very favourite supercars. And if that matters to you as it did to me, stay away: this is not like a McLaren 650S where I'd challenge anyone to detect a material dynamic difference between open and closed versions.

But then I looked at it from the other direction, and thought of it not as a spoiled V12 Vantage, but a massively upgraded Vantage Roadster. And to those already in love with the idea of an open Aston and more than happy to tolerate whatever compromises that might bring, the proposition is entirely different. For this Roadster is just as good as any other at all the open-air stuff, but brings with it wonderful performance, an almighty soundtrack and utterly effortless cruising at any speed commensurate with keeping you out of jail.

First impressions really count with almost all cars and familiarity only reinforces those views. But not this one: during four days my feelings for it progressed from resentment to antipathy, thence to mild pleasure and finally ending up at genuine warmth. Personally I'd prefer any closed Aston, but if you want a Roadster there's never been a better one than this.





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BENTLEY FLYING SPUR V8

Never mind the spec sheet: sit back and savour the refinement



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ON PAPER THERE SEEMS little point in considering this new 4-litre V8 version of the Bentley Flying Spur over its extant 6-litre, W12 big brother. It costs about £10,000 less, but in Bentley-land you pay that much to equip your car with fancy ceramic brakes. What you lose is not just two litres and four cylinders but a whole 116bhp, once enough to power an entire hot hatchback. Now with a trifling 500bhp, this is the least powerful Bentley you can buy, yet at 2425kg it is still massively heavy and indeed a mere 50kg lighter than the apparently far better value 12-cylinder car. It does, just, get under the limit for top-rate excise duty, but you'll still pay £860 in your first year and £485 thereafter for your virtual tax disc.

But the V8 Spur is nothing like the weak link its specification suggests – and this is why. For good or for bad but certainly for sound commercial reasons, the current Flying Spur is a car designed more for those in the back than the front. This is where most Chinese owners will sit and this is where Bentley sells most Spurs, one reason why the largest Bentley dealership in the world is in Beijing rather than Los Angeles or London. It is not a driver's car and so long as Bentley continues to produce other machinery that is rewarding to drive, I have no problem with that.

What profit, then, is there in having the 12-cylinder engine? To many it will simply be a desire to show you have not had to settle for second-best, for what other reason could there be for choosing the V8? Plenty, as it turns out.

Most importantly the V8 is a far nicer engine than the 12, which has its cylinders arranged in such a way that it's more illuminating to call it a pair of narrow angle V6s sharing a common crank. That engine is light and notably compact, but it lacks entirely the smooth, rich character of classic V12 configuration. The V8, by contrast, is far more suited to the suave sophistication of the Spur. Its note is far more refined and pleasing on the ear. It does lack the 12's monster low-end torque, but you'll not find the V8 Spur in the least deficient.

What you'll find is a car that will put a further 100 miles between fills, so on any properly long drive it's a far quicker option than the W12.

The rest of the car is as expected. It's amazing that a car using a Volkswagen platform and so much hidden, off-the-peg VW content can feel so unlike any other product of the group. I can't think of any car for remotely similar money that feels anything like this well built. A Mercedes S-class will be yet quieter and more comfortable, but that reckons without the sense of occasion found in the Spur.

In short this is the least sporting Bentley since Volkswagen took over the business at the end of the last century, yet it is effective, rewarding and delightful to occupy, whichever seat you happen to choose. Ⓜ

FACTFILE

£142,800

ENGINE
4.0 litres, 8 cylinders, turbocharged

POWER
500bhp@6000rpm

TORQUE
486lb ft@1750rpm

TRANSMISSION
eight-speed automatic, four-wheel drive

0-62MPH 5.2sec
TOP SPEED 183mph
ECONOMY 25.9mpg
CO_2 254g/km



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Every month I peruse *Motor Sport* from cover to cover – and every month I'm tempted to comment!

Following Doug Nye's recent article on the Porsche 908/03, I thought I might add a little to the history. In December 1969, we were invited to Stuttgart to celebrate Porsche winning its first world championship for manufacturers. While there we went to Weissach, where I was asked if I'd like to see the new 908/03. In a dark corner, the dust sheet was removed and I sat in the car without its front bodywork. When I stepped out, a somewhat nervous engineer said: "Herr Redman, vat do you sink of ze new 908/03?" I truthfully replied: "I think it's a very good car – for Douglas Bader." I have told the results of the January 1970 test at Weissach previously, so will not repeat the tale here.

All the 908/03s were prepared at Weissach, so at the Nürburgring 1000Kms and at the Targa Florio the JW Automotive crew simply serviced the cars during the race. At the Nürburgring, we had a slow first pitstop when I took over from Seppi. I passed the winning 908/03 driven by Vic Elford and Kurt Ahrens and then caught team-mate Leo Kinnunen. At the 14km top gear 'jump', I was just a few feet behind Leo when he made a mistake and clipped the banking on the left. He flew in the air while having a substantial accident. I think Leo had probably suffered a sleepless night, following the horrible death by fire of his friend Hans Laine the previous day, when his 908/02 turned over on the main straight. At the next stop, our engine was again slow to fire and soon we were out of the race with engine failure caused by lack of oil.

In March 1998 I went to Sebring, to test the five factory museum cars that were going to Laguna Seca for the historic meeting in August. Among these was a 908/03. Having driven it, I was chatting with Klaus Bischof, at that time head of the Stuttgart Porsche Museum, a factory mechanic in 1969 and then in 1970 a technician with Porsche Salzburg. When I commented that we were leading at the Nürburgring and ran short of oil, he replied: "Ja, Brian. In Salzburg ve knew about zis problem – ve had larger tanks."

Brian Redman, Florida, USA

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(Further letters may appear in our digital edition only. Please include your full name and address)

Cruise control

Mark Hughes made a good suggestion about safety cars in a recent column.

I have proposed to the FIA that it should abandon the current safety car procedure and replace it with what we call the Code 60 system, which has been in use with Dutch race organisers for several years.

Initially devised by veteran driver Huub Vermeulen and his team, this system has also been in use during the Dubai 24 Hours and other endurance events. Instead of sending out a safety car from one spot on the circuit, all marshal posts throw out a purple flag and a big '60' sign all at the same time. From that moment the maximum speed is 60kph at all times (easily monitored with the current electronic systems). On F1 cars a dash light could signal it.

It has a number of advantages: nobody can use this safety period to gain an advantage by racing to get to the end of the line of cars behind the safety car (possibly creating a dangerous situation), simply because the distances between all cars remain frozen and they are at a safe speed from the moment the signal is given. There are also no advantages with using the safety car period to make a pitstop.

At the end of the safety period, the flags and signs are withdrawn at the same time, possibly preceded by a sign that they will shortly be withdrawn.

Hans Hugenholtz, Naarden, Holland

[F1 has trialled a 'virtual safety car' system along similar lines – DS]

Trading places

Mark Hughes's excellent article about the engineering behind the technology of modern F1 cars and engines leads me to just one conclusion. We should scrap the F1 championship for drivers and just have that for constructors. Or better still, have a championship for teams just in case we ever get privateers returning.

All drivers (rightly) compliment the team in post-race interviews as they know better than anyone it is the teams, designers and engineers that win races.

Football trophies are not awarded to the highest goal scorer, but the winning team. Cricket has a man of the match, but the team wins the Test. Horse racing has a champion jockey, although it is mainly the horses that are remembered for big victories. And here is a thought: for riding many different horses in the course of a season, jockeys receive a small riding fee plus generous percentages of any winnings.

Can we transfer these ideas to F1? There are approximately 20 Grands Prix a year and approximately 20 cars entered. Let each driver have a go in each car. Pay them a driving fee plus prize money. Let them race in other formulae on spare weekends and during the off-season. The result? The best team will win the championship and the best driver would emerge as a worthy champion. I bet the viewing audience would return to witness the competition.

We will always remember the likes of Moss and Brooks as great champions (without crowns). I think many recent title winners might be remembered simply for being in the best team in their championship year.

Guy Raines, Malton, North Yorkshire.

A cut above

Here's a possible solution to the apparently intractable problem of F1 cost-cutting.

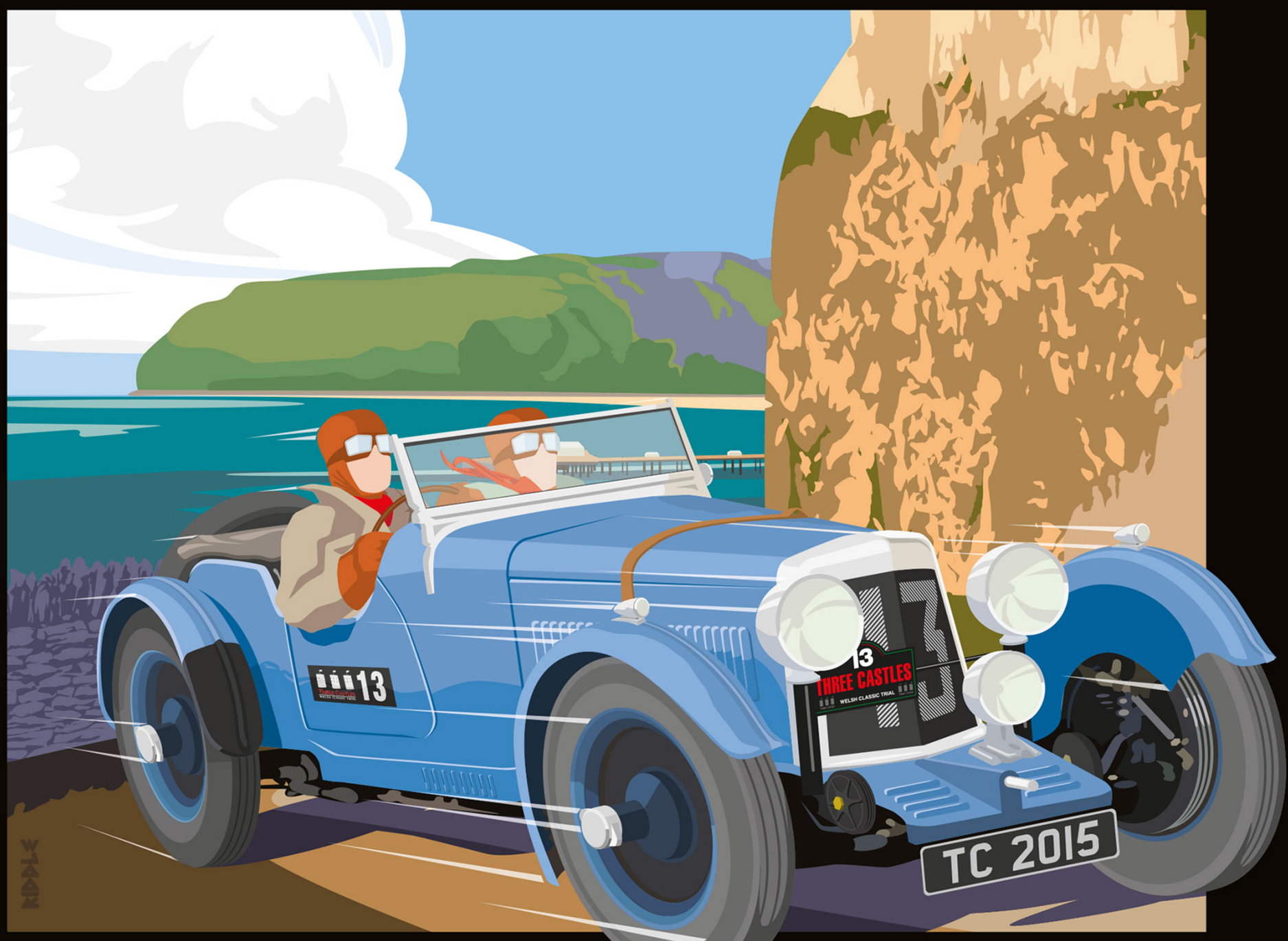
The FIA should introduce a rule whereby at season's end the five leading teams are compelled to offer for sale their current cars, engines and spares at a fixed price to be stipulated by the governing body. Would the return of privateers reduce the spectacle for the fan in the grandstands?

Anthony Honess, Hove, Sussex

Rule of thirds

Recent talk of the FIA asking leading F1 teams to run third cars, and their general reluctance due to cost implications, casts my mind back to an era when F1 racing was less prone to criticism of sterility and artifice. There might be little prospect of reversing this trend, but I think the idea of relaxing the regulations that demand two-car teams of identical livery would create greater diversity and interest, not to mention a welcome increase in grid size.

This could be achieved in a number of ways. Firstly, by existing teams running a third car for a whole season for a driver who might bring their own sponsors. Secondly, a new team could purchase and run a single car from an existing team – possibly a previous



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year's model. And thirdly, an existing team could run an additional car on a one-off basis for a new driver, or as a reward for test and reserve drivers. In the championship for constructors, points could be restricted to the top two finishers from any one make of car.

Any of the above would bring the prospect of more cars, new drivers, a greater variety of liveries and possibly greater accessibility for new entrants.

I believe that Claire Williams recently stated that Williams would not be interested in running a third car and that the team was opposed to customer cars. However, did that very team not make its debut running a single March chassis for Patrick Nève at the 1977 Spanish GP? And I remember bristling with excitement at the 1983 European GP at Brands Hatch, where Williams had entered a third car for Jonathan Palmer as he made his F1 debut.

Clive Turner, Maldon, Essex

Remembering Jonathan

Before he died, Jonathan Williams expressed a desire that all his old racing friends would gather together and remember him in the age-old way. In October, his wish was respected when a group of drivers involved in the last years of Formula Junior and the early years of F3 met near Newbury. Jonathan



Sir Frank Williams and Richard Attwood took centre stage when friends of the late Jonathan Williams gathered to discuss racing's good old days

was a key figure in those classic years and central to that tight group of friends that lived in that notorious Harrow house. Sadly, Piers Courage and Charles Crichton-Stewart are no longer with us, but other close associates including Charles Lucas, Roy Pike and Frank Williams arrived at Newbury looking (and behaving) very much as they did all those years ago! Others attending included Chris Craft, David Piper, Richard Attwood, John Cardwell, Mike Knight and Tony Goodwin, along with Robs Lamplough, Sarah Aspinall (formerly Sarah Courage) and Jonathan's partner Linda Skelley.

Frank Williams was in splendid form, reflecting the current resurgence of the Williams F1 team. But at this lunch it was those more humble days of struggle that were fondly remembered.

Paul Watson, Halstock, Dorset

Bourne to run

I enjoyed Anthony Horan's recent letter on the sound of the V16 BRM. It was what got those reporters excited when the first one was demonstrated at Folkingham aerodrome back in 1949. It did not bode well, though…

I never heard the cars racing, only at demonstrations between 1967 and 2012. In the real world I have enjoyed the sounds of the later H16 BRMs in 1967 as well as numerous V12s from Bourne, Ferrari and Matra – especially Chris Amon's going up the hill at Monaco after missing the start in 1971. It was like a Stuka with a gearbox – you could hear the anger and frustration.

Did I miss the historic sounds when I heard the new F1 cars at Silverstone last summer? I have to say no, though Nigel Roebuck has already put it better than I could in *Reflections*. My own reaction is to dig out the following quote from Vanwall by DSJ and Cyril Posthumus:

"At one point Tony Vandervell stamped down to the Ferrari pit, winced at one of the Lancia-based V8 engines blaring from its eight megaphone exhaust pipes, and said to Vittorio Jano, the designer, 'They're making too much noise; all the power is coming out of the pipes instead of going to the wheels'. The passing of a Vanwall at that moment, making little more noise than a road-going sports car, added point to his remark, for indeed the Vanwall was remarkably quiet."

And no one can say the Vanwalls did not add to the excitement of F1 back in the day, can they?

David Cole, Oakham, Rutland

A taste of Martini

Thank you so much for publishing my recollections of a glorious era in sports car racing for the John Wyer Automotive Engineering team in the December edition.

I would like to make clear that when the JWAE contract was signed with Porsche, we did not contemplate that the Martini Salzburg team would be a rival works-supported entry. It was most unfortunate that this led to the drivers from each team racing each other, which unquestionably cost us victories.

The transfer negotiated by John Wyer from FAV to JWAE Ltd during the Ford GT40 era was agreed in late 1966, after the 7-litre cars had won at Le Mans, and this included the 50 updated engine sets that were the basis of the development of reliable engines.

I trust these two points are of benefit to your readers.

Maitland Cook, Chelsea, London

Due credit

In December's story on the John Wyer Automotive Engineering team, although much is made of Ermanno Cuoghi and rightly so, we have ignored his successor Alan Hearne who, though not being the comedian Ermanno was, led his team of mechanics by working harder and faster than any of them as they sought to emulate his skills. He started at JWAE in 1967 and went all the way through to the end in 1975, building the 917s for Pedro during that period.

He was most valuable to me as chief mechanic in the years 1972 to 1975 inclusive, and also helped with the preparation of the two GR8s for Cluxton and myself in 1976 and '77 (second at Le Mans both years, to Jacky Ickx in a Porsche!). A note of his contribution would be greatly appreciated by me.

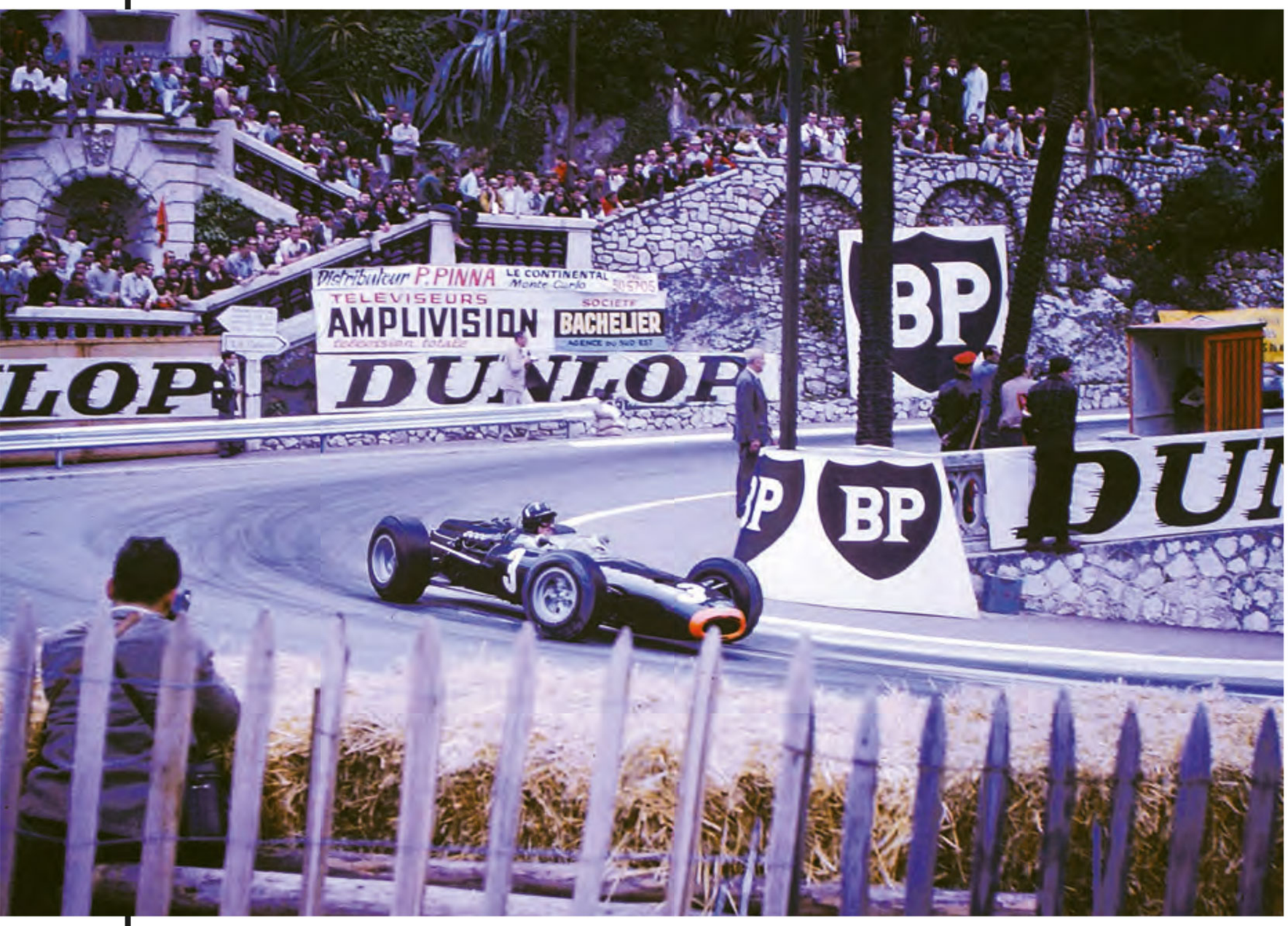
John Horsman, Tucson, Arizona, USA

Merci, François

Those of us associated with the Winfield Racing School were greatly saddened to learn of François Guiter's passing. Elf and Renault provided unique support of our programme, which launched so many motor sport careers, and Monsieur Guiter was its rock.

Ours was a partnership that lasted 25 years, from 1973 to 1998, probably a record for any young driver sponsorship scheme. He was a brilliant man, and equally charming. A lot of us owe him and his company a very great deal.

Mike Knight, Ascot, Berkshire



JIM ROSENE

The fence posts might be a mild irritation, but compare this with the kind of mesh-infested images that spectators are obliged to take at most circuits today. This is from May 30 1965, when US-based reader Jim Rosene was standing close to the hairpin to watch Graham Hill score his third straight Monaco GP victory for BRM. The Englishman finished more than a minute ahead of Lorenzo Bandini's Ferrari.



1



2

WAYNE NUGENT

The 2005 Rally Australia had a big impact on Wayne Nugent – partly for the spectacle and partly because it was the only time he saw Colin McRae drive 1 McRae was poised to finish on the podium until a clutch problem forced his Skoda out on the final day **2** Sébastien Loeb led the event for Citroën, but retired after crashing into a tree

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Newey Jr steps up

Design guru's son on F4 trail

Harri Newey, son of 2012 Hall of Fame inductee Adrian, has been racing in the BRDC F4 Winter Championship with HHC Motorsport. Having spent the past six seasons karting, the younger Newey made the step up to cars in the French F4 Championship in October. He hopes to make a full-time switch to cars next season.



"It's a big step up from karting, but I've been able to do a lot of testing with the car so I'm very familiar with it and I'm confident of making strong progress," said Newey. "BRDC F4 is a very competitive championship and a proven destination for top kart racers."



HHC's Charlie Kemp said: "We're delighted to have Harri in our third car for the Winter Championship. He is a great signing for our team. The Newey name requires little introduction and I'm sure he'll develop into a very strong competitor."

Newey joined series regular Will Palmer (son of former F1 racer Jonathan) and fellow rookie Zubair Hoque in the North Yorkshire-based team.

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{ LUNCH WITH }

WALTER WOLF

Jody Scheckter's 1977 Argentine GP victory had a whiff of Hollywood – new F1 team wins first time out – but his team patron was used to success

writer SIMON TAYLOR | **photographer** CLINTON HUSSEY

IT SOUNDS LIKE THE romanticised plot of a bad movie. Into the rarefied technological stratosphere of Formula 1 comes a brand-new one-car team, sponsored only by its owner: and, against the best cars and drivers in the world, it wins its very first race. Straining credibility even more, the same little team goes on to win two more Grands Prix that season, and puts its singleton driver on the podium in every other round that it finishes. The end result is second place in the world championship. Almost more unbelievable is that, with just one car to score points, the team is fourth in the constructors' championship.

But this isn't fiction. It really happened, although it was nearly four decades ago when F1 was very different from today. Even so, it astonished everyone in motor racing – except one man, a man who always assumed that he would succeed in everything he did. When he first appeared in the F1 paddocks Walter Wolf was a brash, ebullient 37-year-old, a larger than life character who refused to be overawed by the Grand Prix establishment.

His beginnings were humble. In 1957 he arrived in Canada from Slovenia as a penniless teenager, and in less than 20 years he had built up a huge fortune, which came primarily from setting up and equipping off-shore oil rigs around the world. His involvement with motor racing lasted just four seasons before this rather mysterious man turned on his heel and walked away, returning to his various commercial interests, his love of flying helicopters, and his 7000-acre ranch in the wilds of British Columbia.

In today's motor racing circles he is almost forgotten, although he has maintained many of the friendships around the world that were forged in those four hectic seasons, from Chris Amon in New Zealand to Jody Scheckter in Hampshire. When I finally track him down he is somewhat surprised that I should want to travel from England to talk about his brief time in F1, so long ago; but he agrees to have lunch with me. I was rather looking forward to beating a path to his isolated ranch, but a business trip is taking him to Vancouver, and he proposes we meet in his favourite French restaurant there, Le Crocodile. He arrives on time to the minute, a fit-looking 75, evidently

entirely recovered from the stroke he suffered two years ago. From Le Crocodile's magnificent menu he orders *soupe de champignons sauvages, parfumée a l'huile de truffe, avec torsade de parmesan* (mushroom soup to you and me) and a stylishly presented dish of sea bass. He drinks only water, and his cappuccino at the end of the meal is decaffeinated.

Accompanying him is his charming third wife Edna, whom he introduces by saying: "Nowadays when there are computers inside everything, it is good to have a wife 30 years younger than I am. She knows how to turn on the TV." He was previously married to a former Miss Austria, and before her to Canadian aristocracy in the shape of the great grand-daughter of the former premier of Prince Edward Island. His circle of friends and acquaintances stretches from politicians to Hollywood actors, from Olympic skiers to business moguls like himself.

WALTER'S DIFFICULT START IN LIFE NO doubt shaped and toughened his determination. He was born four weeks after World War II broke out, when Adolf Hitler was intent on his repulsive ideal of a pure Aryan race. "It was not a good time to be the youngest son of a half-Slovenian, half-Austrian bricklayer father and a three-quarters German, quarter-Slovenian mother." In the chaos of war-torn Europe his father was conscripted to fight with the German army on the Russian front – "He was 40 years old, but the Germans were putting everyone they could find into uniform" – and was captured. He spent the next 10 years in a Russian prison. Walter, now living with his mother and brothers in Yugoslavia, did not see his father from when he was three until he was 15.

But from an early age he dreamed of cars and motor racing. "All the time I was a kid, even from Yugoslavia I managed to follow what my heroes were doing: Fangio, Moss, Mike Hawthorn, Peter Collins. But I longed to see a real Formula 1 race for myself. So when I was 16 I hitch-hiked to Italy, and arrived at Monza for the Italian Grand Prix. Of course I had no money to buy a ticket, but I got myself in. You can always manage to get in anywhere if you try hard enough."

Walter was 19 when he decided it was time to go west and seek his fortune. He arrived in Canada with no money, and speaking no English. "The first words I learned in English were 'noodle soup' because that was the cheapest food I could find. For the first few months I lived on nothing else. I found out how to get warm by taking refuge in a local cinema, and I learned English from watching cowboy movies."

The Wolf determination ensured that Walter survived. After various jobs, from lift repair man to underwater diver building bridge foundations, he joined a company that made marine equipment. His summary of his 20-year route from the bottom of the ladder to the top is brief. "I kept working, I kept working, I became junior partner, I kept working. I got contracts for big projects in Canada. I ended up taking over the company. We did oil platform installations all over the world: off the shores of Louisiana, in Brazil off Rio, in Nigeria, in New Zealand, in the North Sea working out of Aberdeen. And we dealt in crude oil, buying low, selling high. We weren't IBM, but we made a lot of money."





WALTER WOLF
CAREER IN BRIEF

Born: 5/10/1939, Graz, Austria
1957 Emigrates to Canada and becomes successful in the oil industry **1976** Enters F1 with Frank Williams **1977** First true Wolf F1 wins maiden GP. Team also races in Can-Am **1978** Dallara builds first F3 car under Wolf label **1979** Wolf quits F1 and sells assets to Fittipaldi

To get himself around, along with private jets and JetRanger helicopters, he bought himself a Lamborghini Countach. "But I decided it wasn't good enough, so I got onto the factory to ask them to make me a special one. That was how I met Gian Paolo Dallara. At the time he was chief engineer at Lamborghini, although of course he already had a lot of experience with racing cars, including designing the 1970 De Tomaso F1 car that Frank Williams ran for Piers Courage. I am still very close to Paolo: for me he is the best all-round car engineer in the world. I am not just talking about Formula 1 now, he is not a Patrick Head or an Adrian Newey, but he is very versatile: he has done F1 cars, he has done Indycars, he has done road cars. He is still a very good friend, and one of the nicest guys I know. Now he is working on a new sports car, not to compete with Ferrari or McLaren, but something that can sell for under €100,000, like a modern-day Porsche 550 Spyder with a 300bhp Alfa Romeo V6 engine.

"With Paolo, using the Countach as a base, we set out to make the fastest road car in the world. At one time I was spending more time at the Lamborghini factory in Sant'Agata than I was in my office, and I had several Countach Walter Wolf Specials made." He also got the factory to assemble the last-ever Miura out of remaining parts, and gave it to his then wife as a shopping car. "Later, when Lamborghini was in trouble, I could have bought the business. I had a look at it, but it had too much debt. That was a smart decision. Later it ended up with Chrysler, and now it belongs to VW.

"THEN I DECIDED I WANTED TO GO racing. So I got Max Mosley to sell me the latest March sports-racer, the 75S. With Paolo's help we put a DFV in the back, and the idea was to do Le Mans, me co-driving with Chris Amon. I was trying it out at a track in Italy and I ended up in the guardrail, turned over I don't know how many times. I got out with a few scratches, but then my bank, my company, my wife, they all blackmailed me to stop. They said, 'Either you want to be a playboy or you want to continue in business'.

"And then I met Frank Williams. In all of Formula 1 he is the man that I respect the most, besides Bernie. Frank is one of a kind. He has put his whole life into motor racing, regardless of all the ups and downs. What happened was, I was at the Lamborghini factory one day ▶

LAT & SUTTON



1

1 Jacky Ickx (Wolf Williams FW05) heads for a lapped seventh in the 1976 Spanish GP **2** How F1 team owners relaxed in the Seventies **3** Gilles Villeneuve took Wolf Can-Am drive after Chris Amon stepped down in '77



2



3

4 Wolf rates Bobby Rahal highly. This is the American in WR5 at Watkins Glen in '78 **5** Jody Scheckter scored three wins in Wolf's first F1 season, including Monaco **6** Away from the races, Wolf believed in enjoying himself **7** James Hunt's stint with the team was brief. At Monaco in '79 he retired from the race, and then from racing. Wolf would soon quit, too



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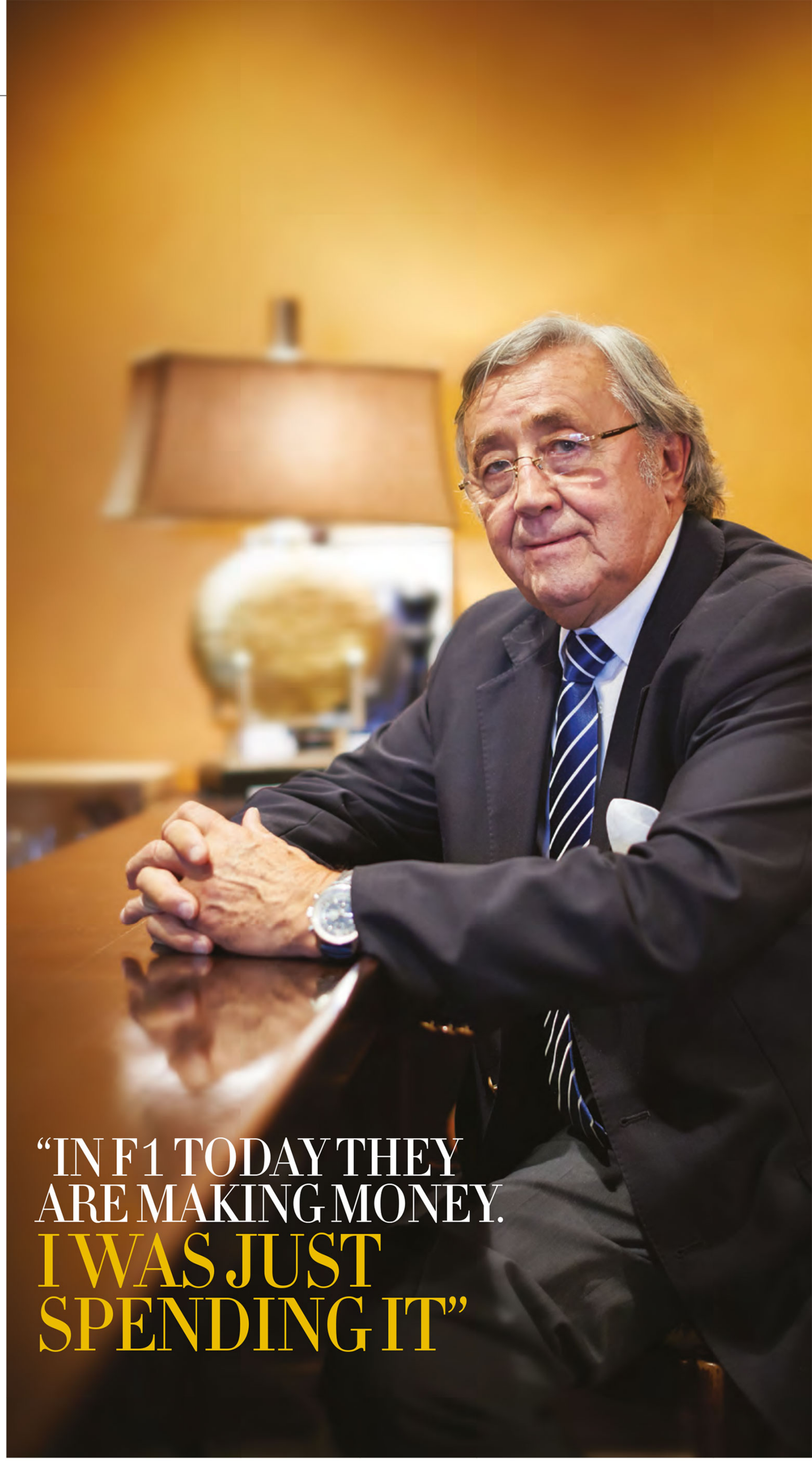
and Paolo, who still knew Frank well, said to me: 'Do you know Frank Williams?' I said I knew the name. Paolo told me that things were a bit tight for Frank with his F1 team and he needed an engine, so I agreed to buy him one. By the end of the 1975 season I had bought him 11 engines."

Walter maintains now that he was never a shareholder in the Williams F1 team: "I just helped him." But the accepted story – and Frank's own version – is that, having been a guest of the Williams team at several of the 1975 Grands Prix, Walter bought 60 per cent of the Williams team for the 1976 season, in return for paying off the team's debts of £140,000. Whatever the truth, from the Spanish Grand Prix in 1976 the Williams cars were entered by Walter Wolf Racing and were known as Wolf-Williams FW05s. In fact they were basically Hesketh 308C chassis from the previous year, for Walter had also bought the assets of His Lordship's team when it went into liquidation. With the deal came Hesketh designer Harvey Postlethwaite, assisted by Frank's newly hired engineer Patrick Head.

THE CARS WERE BEAUTIFULLY TURNED out in dark blue but, with Jacky Ickx, Michel Leclère and later Arturo Merzario as the drivers, they were overweight, they handled badly and they weren't competitive. Moreover Frank Williams soon found that he did not enjoy being a salaried employee of what had been his own team. Walter, meanwhile, quickly became impatient with the lack of results, and started to think about starting again with a team that was entirely his own.

At Brands Hatch, when Jacky Ickx failed to qualify his ill-handling car for the third time, Walter was furious. Behind the Team Lotus motorhome he openly confronted Lotus team manager Peter Warr. He told him he had decided to set up a new team for 1977, and he wanted Warr to manage it. Peter told me many years later: "He offered to double my salary, and on the Sunday evening after the race he took me and my wife to dinner at Trader Vic's at the London Hilton and started an expansive and voluble campaign to persuade me. He would not take no for an answer."

At first Warr wasn't convinced, and meanwhile Walter also had to make sure he could keep Postlethwaite. "So we had a meeting at the mews house I had in Kensington, Harvey, Peter and me. Harvey and Peter said, 'If you have this new team, who will drive the car?' I said, 'I don't know, who do you recommend?' They put their heads together and said, 'Here is a list of four names. If you get one of those, we will join your new team. But you won't get any of them'. On the list were Niki Lauda, Mario



Andretti, Ronnie Peterson and Jody Scheckter. So I spoke first to Niki. He said, 'No thanks, I am at Ferrari'. Fine. Then I spoke to Jody. He said, 'I am not available. I have a contract with Ken Tyrrell'. I said, 'I'll pay you double what Ken pays you, and you can keep all the prize money'. Ken was paying Jody $300,000 then, so my offer caught Jody's attention. In the end he agreed to come, and now we had our team."

By the end of the year Frank, desperate to be his own boss again, had left to set up Williams Grand Prix Engineering. Meanwhile Harvey was designing the Wolf WR1: a light, straightforward chassis to take the ubiquitous Cosworth DFV engine, clothed in a curvaceously elegant body. Patrick Head was very much involved, doing a lot of the suspension work on the new car until Frank tempted him away. Meanwhile joining the team, as a humble machinist, was a young man named Ross Brawn.

Walter is proud that in Postlethwaite – who went on to be a major player at Ferrari, Tyrrell and Honda before his sudden death at 55 – and in household names Head and Brawn, he employed in their early years three of the finest technological brains in F1's recent history. (In 1980, just after Walter had disposed of the team to Fittipaldi, Harvey hired a lad straight from university to help him with his aerodynamic calculations. His name was Adrian Newey.)

The new Walter Wolf Racing continued to operate out of the former Williams premises at Bennet Road, Reading. From the start Walter wanted to concentrate on running a single car. "Each race can only have one winner," he says, adding impenetrably, "When 10 naked men climb a ladder, the man who is second from the top looks the same as the man at the bottom."

THE FIRST GRAND PRIX OF THE 1977 season was Buenos Aires, run in the stifling heat of an Argentinian January. Things didn't start well for the new team: much of practice was lost tracing a fuel-feed problem, and Scheckter ended up 10th on the grid. But the car handled very well, and as soon as the race started Jody began to move up the field, benefiting from the retirements of Hunt's McLaren and Watson's Brabham, and passing Reutemann's Ferrari, Andretti's Lotus and finally Pace's Brabham to take the lead with six laps to go. He ran out the winner by 43sec. It was a historic victory, even if some F1 pundits dismissed it as a flash in the pan.

It proved to be anything but. In the remaining rounds Scheckter scored two more wins, two second places and four thirds. There were also several mechanical retirements, but every single time the Wolf finished a race it was on the podium. By mid-season Jody was leading the world championship from Lauda. In the Monaco Grand Prix he achieved an imperious victory, leading from start to finish to vanquish the Ferraris of Lauda and Reutemann. Walter says that Monaco win was one of the best days of his life.

Then Jody achieved another joyous victory, this time in Walter's adopted homeland. That Canadian GP win at Mosport was a lucky one, inherited when Andretti's Lotus blew its engine with two laps to go, but by the same token Jody had the Long Beach GP in his pocket, only to suffer a puncture four laps before the end.



Scheckter's win in Canada, Wolf's adopted homeland, was particularly sweet

"And there was Austria: we would have won there too. Jody was third, catching Alan Jones and Niki in front of him, when he came up to lap Patrick Neve in Frank Williams' old March. Neve was a meathead. He moved across and Jody spun off. That was the only time I was ever pissed off with Frank."

In the final world championship positions, the top three were Lauda, Jody and Andretti. "So we only finished second. That wasn't so wonderful. Second doesn't mean anything, it only means something if you win." But Jody's deal with Walter of $600,000 plus all the prize money turned out to be a good one. "I tell you, he earned more that year than Niki. Of course, if you ask Jody today he will tell you he was underpaid. But he was brilliant, he was a great racer, very fierce. When Jody closed on you, you had two choices: get out of the way or be pushed out of the way."

As well as having an unparalleled debut season in F1, the energetic Walter had simultaneously set his sights on the Can-Am Series, which was being revived that year by the SCCA. Lolas dominated the entry lists, but Walter got Dallara to design and build him a centre-seat Can-Am car, and engaged Chris Amon to drive it. In practice for the first round at St Jovite Brian Redman had that notorious accident when his Lola took off at the infamous hump at more than 150mph, flew for 40 yards and flipped over on its back. His injuries included a broken neck. "When Chris saw that he almost had a heart attack. He said, 'I don't want to do this'." Nevertheless he qualified the Wolf WD1 on the front row, and ran second on a wet track until an untraceable rear vibration put him out. Thereafter Gilles Villeneuve was brought in to drive the car for the remainder of the series, netting pole position and third place at Elkhart Lake but otherwise a string of retirements.

For the 1978 Formula 1 season Harvey produced the WR4, basically an updated and improved version of the WR1. But several of the other teams had taken bigger steps forward and the Wolf was now rather less of a front-runner, Jody repeatedly complaining of a lack of traction. For a while the team reverted to the original WR1, and with this Jody was third at Monaco. The WR5 was sufficiently improved to finish second to Andretti's Lotus at Hockenheim, by which time one of the earlier cars had been sold to Teddy Yip for Keke Rosberg to drive in Theodore colours. The season ended on a higher note, with Jody taking third place at Watkins Glen and then, to Walter's great pleasure, second place to Gilles Villeneuve's Ferrari on Montréal's Ile Notre-Dame circuit. "But that wasn't the car, that was Jody."

In these two final races of 1978 Walter did change his strategy temporarily and run a second car. This was because he wanted to give the young American Bobby Rahal his first taste of Formula 1. "I had been sponsoring an Austrian Formula 3 driver called Willy Siller, and when I was at the Nürburgring I saw Bobby Rahal running in a European F3 Championship round. He had never seen the old Nürburgring before, but he qualified third quickest among all the top F3 guys, so he was clearly one of the few from North America who could show the Europeans what it was all about. He went on to finish third in the race. We gave him a test at Brands Hatch, and then we entered him in a second WR5 in the US and Canadian Grands Prix.

"At Watkins Glen he played himself in, qualified 20th and finished 12th. Then in Canada it rained hard in Friday practice. Bobby was going really well until he slid off into the barriers and tore the front suspension off the monocoque. The car couldn't be mended for the race. Well, we had an old WR1 on display in the lobby of the Hyatt Hotel in Montréal, not race-prepared or anything, just on show. The mechanics rushed off to get it, and worked all night to put it into a state where it could be raced. Bobby qualified it on Saturday, 20th on the grid alongside James Hunt's McLaren, and in the race he went for it, getting up to 11th in the first 10 laps before something went





January 9 1977: Warr and Wolf celebrate (right) as Scheckter wins first time out

wrong, the fuel system I think. I liked Bobby, he was a very good driver."

By now Walter knew, to his dismay, that Jody was off to Ferrari for the 1979 season. "I have to tell you, when Jody left I started to lose interest, because he had been part of the original gang of four – Harvey, Peter, Jody and me. If you listen to what most drivers say, you'd think there are never bad drivers, only bad cars. They say, 'Give me the right car and I will be world champion'. And, 'If I was driving that car over there I would win the race'. But Jody never made excuses. He was a fighter, a winner.

"So for 1979 I needed a new driver. James Hunt had worked with Harvey at Hesketh, and he was persuaded to come because of that. His salary was entirely paid by Olympus. I wanted to try to get Gilles out of Ferrari, but I gave in and we signed James. The trouble was, the heart had gone out of him. The previous September, when Ronnie Peterson had his accident at Monza, James came into our motorhome that evening in a bad state."

Peter Warr told me some years later that James, who had already been signed to drive for Wolf in 1979, pleaded with him on that Sunday evening in the Wolf motorhome at Monza to release him from his contract. "He wanted out, but I said we should wait a week or two for things to settle down. At the time we were talking we knew Ronnie was injured: what we didn't know was that by next morning he would be dead."

Walter is in no doubt about why the accident happened. "It was because the starter screwed it up. He switched the green light on too early and Patrese was still rolling, so he got away very fast. He hit Hunt's McLaren, and Hunt clipped Ronnie's rear wheel. Then, as you know, James jumped out and went to Ronnie's aid. It was a very bad day."

"WHEN JODY LEFT I STARTED TO LOSE INTEREST. HE WAS A FIGHTER, A WINNER"

But James did start 1979 with Wolf, although the atmosphere in the team was not as it had been with Jody. "When James and Harvey were at Hesketh with Lord Hesketh and Bubbles Horsley, the races were not the important thing. Having fun was the important thing. But when James came to Wolf we were serious, and there was a fair bit of friction between him and Harvey. You often get that in a team: the driver says, 'Give me a better car'; the engineer says, 'Drive the car faster'."

In fact Postlethwaite's new WR7 was in trouble from the start. Harvey had devised a clutch-driven fan that, ostensibly, was intended to draw air through the oil coolers. But at Rio this reminded other designers of Gordon Murray's controversial Brabham BT46B fan car that had been withdrawn following its Swedish GP victory the previous year. They reckoned it was a movable aerodynamic device, and therefore illegal. Before the race Harvey got the Wolf mechanics to change the direction of the fan, which satisfied the complainants. But then – proving that the device had in fact been doing what it was supposed to do – the oil overheated, and a second oil cooler had to be fitted behind the radiator.

James Hunt did seven races in the WR7. He only finished one of them, a lapped eighth at Kyalami. At Zolder he got up to fourth place before crashing, saying afterwards that he thought a tyre had gone down. In all the others he retired. On two occasions, on lap one at Long Beach and on lap four at Monaco, a driveshaft joint broke. Peter Warr told me that James had confided to one of the mechanics, "I've discovered that if I run the car along the barrier and give it a squirt in second gear, it breaks a driveshaft." Walter doesn't volunteer that story himself, but he remembers it when I mention it.

So, after the possibly deliberately driver-induced driveshaft failure four laps into the Monaco Grand Prix, Hunt announced his retirement. "After Patrick Depailler's hang-gliding accident, Ligier approached James to fill their temporary vacancy. I told Guy Ligier I would sue him if he tried to go through with that, because I had James under contract. If he was still prepared to drive for anybody, he had to drive for me."

Within days of James's announcement the Wolf seat had gone to Keke Rosberg. The Finn's eight races with Wolf brought little joy, but Walter remembers Keke with affection. "He was very aggressive, like a little bull terrier. He had the killer instinct. But you have to admit that his world championship in 1982 for Williams was in part due to a lot of luck: remember he only won one race that season.

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Gilles was killed, Pironi was injured. Keke was in the right place at the right time."

By the end of 1979 Walter's enthusiasm had ebbed away. "I decided that Formula 1 was finished for me. Once I go, I go. I sold the assets to the Fittipaldi team, and they took over the Wolf premises in Reading. Harvey and Peter Warr stayed on, along with some of the mechanics. I did more flying, spent more time with my family, sold my company, bought my ranch. But I did get involved in motorcycle racing with Suzuki in 1986. We ran Mario Duhamel in Canada and he did extremely well, won a title that season. And Suzuki produced a limited edition street bike in my Wolf colours." In 1998 Walter was inducted into the Canadian Motorsport Hall of Fame.

"Then in late 1998, almost 20 years after I had got out of Formula 1, Bernie Ecclestone told me that Ken Tyrrell was selling his team. Bernie said if I bought it he would back me, to get back into my position in Formula 1, so I offered Ken $15 million for the whole Tyrrell team. Harvey was back working there then. Ken said to me, 'Walter, I want you to have the team'. Then a week later BAT offered $25 million. When I heard that I said to Ken, 'You should accept their offer. Very fast'. So Tyrrell became BAR.

"Bernie is another man I really respect. Sure, he has made a serious fortune out of motor racing, but he doesn't just do it for the money, believe me. His whole life has been motor sport, ever since he was racing a little Formula 3 car at Brands Hatch 65 years ago. He has put together the Formula 1 package and he has made a lot of money. He deserves it.

"Another big figure, of course, was Enzo Ferrari. Do you know that Wolf was at that time the only F1 team to run at the Fiorano test track apart from Ferrari? When we were running Jody, the Old Man invited us to take a car down there to test. Of course, the reason was he wanted to take a look at Jody. A month or so later he signed him, and Jody went on to win the championship for him straight off. The Old Man was smart. Behind those dark glasses you never knew what he was thinking. Most guys that smart don't live to be 90 years old.

"I have made some great friends in motor racing. Gilles Villeneuve only drove for me in Can-Am, but we were neighbours when I had a house in the hills above Cannes and we saw a lot of each other. He was a fantastic guy. There is always a fine line between being a real racer and being stupid, and Gilles didn't know where that line was. After Pironi ignored Ferrari team orders at Imola and won the race, even though they were really just making a demonstration, Gilles was really angry, he felt cheated. He couldn't take it. A few days later Gilles, Jochen Mass and I had dinner at my house and we talked about it. Gilles and Jochen were good friends. Then the next weekend at Zolder, in the final moments of qualifying, Gilles was going for pole position, and he crossed that line. Ironically it happened to be Jochen who was in the car he hit, which was very sad for Jochen. You can't cross that line. It was like Ricardo Rodriguez in practice for the Mexican Grand Prix in 1962 – he was going for pole and he crossed that line.

"Carlos Pace was a guy I liked. He was a very good driver, better than people remember. But he was also a hell of a guy. I asked him once, 'Carlos, which do you prefer: the racing, or the women?' He said, 'Of course, definitely the women'. He died flying, with his instructor, near São Paulo. Carlos Reutemann was very good, too, but when the pressure was on he could be psyched out – like Alan Jones did to him when they were both at Williams in 1980. Jonesy was great: it took him a while to get there, but in the end he was a proper champion.





"I WAS ACCUSED IN SLOVENIA OF BRIBING THE PRIME MINISTER. IT'S COMPLETE GARBAGE. I NEVER MET THE MAN"

"Today, motor racing is all very corporate. It is a business, not a sport any more. In the 1970s we would all stay at the same hotel, drivers and teams, we would have dinner together. We were friends. After the race we would hate each other for a day or two, then we would be friends again. Today people don't talk to each other, you would never see people from different teams having dinner. And after the race, each driver rushes to the airport, or if a driver retires he is gone without waiting for the end. There's another big difference: if you are in F1 now, you are making money. When I was in F1 I was just spending it."

WALTER HAS CONTINUED TO HAVE A variety of business interests in Europe – a brand of aftershave in Spain, a cigarette brand in Croatia – but recently he has been in the news because, as he is quite happy to explain to me, Interpol has a warrant out for his arrest. "I was accused in Slovenia of bribing the prime minister. It's complete garbage. I never met the man. I have been in court seven or eight times, flying back and forth. I am accused of giving a present to an unknown person in an unknown place at an unknown time. What does that mean? It means they have made it up. It was dragging on, dragging on, and then I had my stroke, spent some time in hospital, and after that I said they could go to hell. They say I am hiding in Canada. I am not hiding, they know exactly where I am. You found me, no problem. And the likelihood of Canada allowing me to be extradited is the same as me becoming Pope.

"The thing is, they are all communists in Slovenia. I don't like communists, I don't like fascists. To me they are the same. Hitler was an egomaniac, Putin is an egomaniac. You know, history repeats itself, and people like that are very dangerous. I have been on television in Slovenia and I have said these things, and they do not like it. Now I have lost everything I had in Slovenia – it was worth €20 million. But I am not really motivated by money. I am more interested in achieving something. And I still have enough to eat. On my ranch I have 2000 cows, so I can eat meat for a long time."

I'm told that as you approach Walter Wolf's ranch house there is a big dog kennel, with a big dog inside it. The notice above the kennel says: "Never mind the dog, beware of the owner." That sums up the man: a man who thinks big, a man with a sense of humour, but not a man to be trifled with. I'm rather sorry that we don't see his unmistakable figure in its black leather coat in the paddock any more. He may say that he preferred his era in F1 nearly 40 years ago: but I have a feeling that he would fit rather well into the ruthless political cut and thrust of F1 today. Ⓜ

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MARIMON

SIAS

ODROMO NAZIONALE

1954 MASERATI 250F

1956 MASERATI 250F

15

STRIPED FOR ACTION

A temporary identity crisis over its nose stripes hasn't diminished this works racer's remarkable originality. We gave Jaguar's design chief Ian Callum his first D-type experience in a car that almost won Le Mans

writer GORDON CRUICKSHANK
photographer MATTHEW HOWELL

CONSIDER A CAR WHICH was rebuilt out of two separate machines, which has had a succession of engines, has worn two different bodies and was once passed off as something it wasn't. Doesn't sound a paragon of authenticity, does it? Yet the vehicle concerned possesses a fully traceable historical trail as a continuous entity, something Denis Jenkinson dinned into me as the one factor that allows you to say a car is 'right' when I joined this magazine. And while it's dubious if restorers or dealers make misleading claims, things are different when all this happens as part of a machine's first-line race career.

And this car, XKD603, comes from that front row; a works long-nose D-type built in 1956 to contest the great sports car races for Jaguar. That subsuming of identities happened at Browns Lane under Lofty England, and it was David Murray, instigator of Le Mans-winning team Ecurie Ecosse, who passed it off as something it wasn't. In order to sell it at a premium when it was out of date and no great use to anyone, he changed its livery to turn it into the 1957 Le Mans winner and packed it off to the USA. It's not always collectors and dealers who muddy the archive waters…

It was noted Jaguar historian Andrew Whyte who put things right. In 1973 603 came into the care of Anthony Bamford, still wearing the single white nose stripe of the '57 winner, but Whyte had the evidence to confirm it as 603 – not a winner at La Sarthe, but a genuine second-placer there and boasting a unique and significant history of its own, one evinced by the patches, welds and bracketry that accrue on a much-raced machine and confirmed by one unique and slightly bizarre piece of bodywork that it wore to only one party.

❖

TO RETURN TO 1956 AND, IN THE WAKE of the previous year's Le Mans disaster, a new set of rules for sports car racing. To steer away from prototypes and reduce speeds, cars now had to have a passenger door and a full-width windscreen, which affected Jaguar most as the '55 cars boasted that wrap-around fighter screen and a mere hatch for the 'passenger seat'. Malcolm Sayer's tests showed a 10mph drop with the wide screen, so other changes had to be made to claw that back, notably Dunlop alloy wheels and lighter construction, as much to reduce consumption to cope with a new Le Mans tank limit as anything. Six cars were built, XKD601-6, and the team experimented with injection and both De Dion and independent rear suspension to supplant the C-type system of trailing arms and torsion bars that normally hung from the back of the D-type monocoque.

Having missed out on the new cars' unpromising Sebring debut, it fell to 603 under Mike Hawthorn to make a mark at Silverstone's *Daily Express* meeting with fastest lap – followed by a DNF due to a steering problem. Nor did the Nürburgring bring joy: Hawthorn and Desmond Titterington took 601 but a snapped halfshaft ended a miserable run, while Paul Frère, teamed with Duncan Hamilton, rolled 603 in practice. Full of promise, the new cars were not yet delivering.

Le Mans should have been next, but as track alterations postponed it the team chose to enter the 12 Hours of Reims, not to score points as this was non-championship, but in the main to test fuel economy to deal with Le Mans' new 120-litre tank limit. At last it happened: a 1-2-3 for the works Jaguars, backed up by an Ecurie Ecosse D-type in fourth. True, this was not a strong field, but as a run-up for the big one it was perfect. Yet for 603, which finished third with Titterington and Jack Fairman, it was the end of its first life.

Come Le Mans the team was buzzing. Sayer had devised a plastic tonneau that smoothed back a few mph from the Appendix C screen, and with three entries plus a spare, not to mention short-nose Ds for EE and Écurie



"YOU DON'T KNOW THE JAGUAR MARQUE UNTIL YOU EXPERIENCE THESE SENSATIONS"

Ian Callum

Nationale Belge, the cat was preening its whiskers. And it was a D that collected the garlands – but wearing the blue of Scotland. Only 10 minutes in, Frère spun 603 into the unforgiving wall at the Esses, sending team-mate Fairman into a spinning Ferrari and side-swiping two-thirds of Coventry's hopes. With a split injector pipe dragging Hawthorn and Ivor Bueb 26 laps back, even their spirited recovery to sixth was a dispiriting end, for Jaguar then announced its withdrawal from racing.

Which caused a glass or two to be raised in Merchiston Mews, Edinburgh. What with pulling off the Le Mans win Jaguar craved, Ecosse inherited three of the '56 long-noses including 603 – or what 603 had become. Frère's clash with the laws of momentum caused serious damage to the monocoque, so Browns Lane replaced it with that of recently scrapped XKD602, retaining the front subframe of 603. Puzzled why it isn't now called 602? Today we think of a monocoque as the core of the car. Not so then. Though ahead of the game, Jaguar's engineers weren't entirely confident about single-hull construction so the steel engine cradle in fact extends down the prop shaft tunnel to the rear bulkhead, with the riveted alloy centre section sitting astride it like saddlebags. The firm saw this subframe as the entity of the vehicle, hence the identity lying with that. There's plenty of evidence of this,





LAT

Ecurie Ecosse won its second Le Mans in a row in 1957, Bueb/Flockhart leading home Lawrence/Sanderson

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Mike Hawthorn scores FTD on 603's debut. Top: glorious second at Le Mans in 1957. Car history evident in many details, especially notebook



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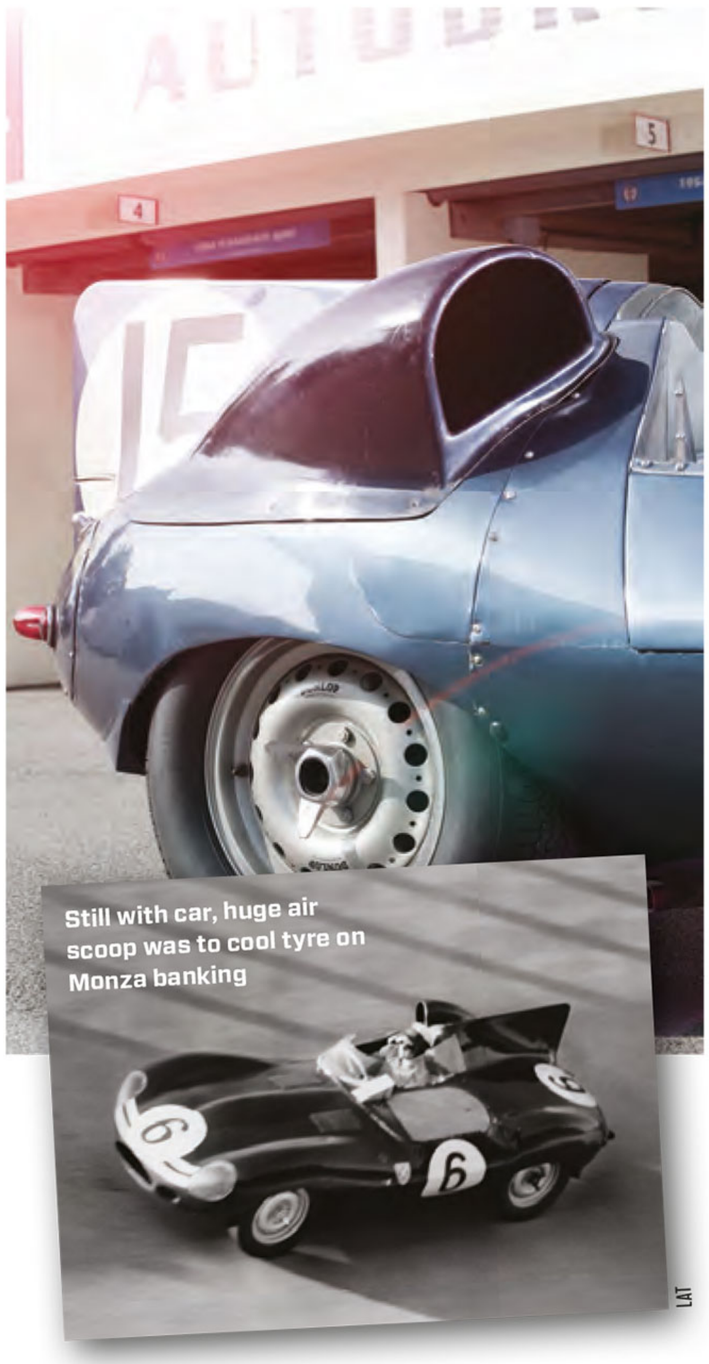
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including interior panels stamped with both numbers and 602 pencilled under the metal of the fin, and also some valuable paperwork has accompanied the car to this very day – a blue notebook in which works competitions manager Phil Weaver recorded everything done to the car. There was one of these little books for every D, works or customer, and to possess car and book together is a rare prize.

❖

WITH DAVID MURRAY FOCUSED AS much on exposure and prize money as any championship, 603 would have a busier time in its new Ecosse blue suit than with the factory outfit, starting in 1957 with Buenos Aires when Argentinian Grand Prix driver Roberto Mieres joined Ninian Sanderson in 603 for the 1000Kms. The Scot was lucky to hang on when a bird struck the screen; result, a disappointing fourth. While Murray sent Flockhart on an unsuccessful solo foray in the Mille Miglia, 603 travelled to the Ardennes where Sanderson and John Lawrence were well overshadowed by the opposition. In fact despite an Ecosse 1-2-3 at Reims (603 the tail-ender) the D was entering its sunset period, but reflected glory of Le Mans made the blue cars welcome at any meet and Murray made the most of it. Maybe he over-extended his little équipe, for '57 brought much disappointment, but also one great prize when Bueb and Flockhart stroked 606, now with a fuel-injected 3.8, to victory at La Sarthe – and just six laps behind came 603. Even if the works Astons and Ferraris did fall out, it was a remarkable double for a private entrant and a major boast for this car.

It made two other splashes in the racing pool that year: victory in a 2hr race at St Étienne (its sole win) and a little trip to Italy to square up to some Yanks in 'The Race of Two Worlds'. This attempt at a Monza set-to between Indianapolis and European racing cars faced a boycott by the Grand Prix world, but Murray, eyeing the huge prize fund, sent three cars, lightened by removing headlamps and using magnetos so as to ditch the battery. Running on the famous banking was obviously geared the US way and, despite small scoops in the rear wings, the stress on the D's enclosed tyres forced them to limit speeds, Jack Fairman having a huge moment when 603 threw a tread. Nevertheless he finally placed fourth behind a trio of bellowing Offy roadsters. The car returned in 1958, steered by Ivor Bueb and equipped with something radical – a towering scoop like a 1970s F1 air intake, riveted over a hole in the right rear wing and gulping the Monza air to cool that critical tyre. This remains with the car, still bearing the metallic blue paint, a little faded but perfectly shaped to sit on the flank, a unique relic of an odd episode. It may have helped the tyre, but a broken fuel line stymied the effort.



Still with car, huge air scoop was to cool tyre on Monza banking

LAT

For these two years while Jaguar worked quietly at E-type experiments and Ecosse plotted various XK-powered Lister and Tojeiro projects, the Ds continued as the workhorses, entering the important sports car events. But the new 3-litre capacity limit for sports cars put a short-stroke rod through Jaguar's hopes of keeping its star aloft until a new racer appeared. Murray had arranged that the factory would install the smaller engines in his cars and prepare them (all detailed in 603's blue book) but that didn't save them. For 603, now registered RSF 303, the low placings of '57 became a series of DNFs through 1958 and '59, relieved by a couple of sevenths.

She did have some interesting people aboard, though: chain-smoking Masten Gregory from Kansas City, "lapped the Nürburgring faster



than any works Jaguar ever has" said *Motor Sport*. Later he shared 603 with Fairman in an unsuccessful '58 Le Mans trip, then with ebullient Scot Innes Ireland a year on. Before the engine curse again struck they ran third behind the Astons – impressive for a senescent model.

During '59 David Murray's plans expanded and he chose to sell Le Mans-winning 606. In the event he pulled a fast one: the three Ecosse cars carried one, two or three white nose stripes to tell them apart, 603 the corporal in the barracks. But while it gained a 3.8 motor for the sale it also lost a stripe, and what James Munro took home to America was not the winning car. But happy with his prize he kept it for many years before passing it on to well-known collector Anthony Bamford. It's in this period you may have seen the car back on the track, often in the hands of Willie Green or Frank Sytner. Willie loved it: "Fantastic car," he enthuses. "A lovely old lady. She just welcomed you aboard."

In Green's hands 603 returned to Le Mans for the classic event of 1978. "She was like a dog let out of the kennels – oh, we're back here again, are we?" he remembers. "Just shook herself and got going." To take a second place behind Stirling Moss – in a 250F. Green was supremely impressed by her stability. "Through the Mulsanne kink at 185 a Daytona goes fingertip light, but in a D at within 10mph of that you can drive with one hand. In fact," he continues, "I followed Stephen Bond's Lister down the straight and I could see the nose slowly rising. I went past in the D waving with both hands! It's a serious compliment to Malcolm Sayer. He just got it right."

❖

WILLIE RACED THE CAR IN ORIGINAL form, but as historic racing intensified she received a new engine with all the benefits of years of XK development, plus a fresh nose and tail which wouldn't hurt so much in a bang. But the real engine and bodywork were carefully set aside, and restored to the car when Bamford sold it to Jonathan Turner, who raced the Orient Express with her. From Turner it went to collector and historic racer Stefan Ziegler and now, retired from the track, lives with Clive Beecham, who has finally returned it to NCO rank with that second stripe and had it refreshed by David Brazell Engineering. Luckily David is as intent on originality as the owner, and when I went to inspect it he gave me a run-down of what makes this such a unique survivor among these much-modified cars – works oil tank, brackets and cut-outs from when the factory briefly fitted injection, 1956 quick-change brake calipers, war surplus switches from a Lancaster bomber, BRG still showing under Ecosse blue, repairs made after Gregory hit a bank in 1958, and around the car those numbers 602 and 603. But more emotive are the leather and the wood. The cockpit

trim was fitted at Browns Lane, and the steering wheel is that grasped by Mike Hawthorn in the car's debut race at Silverstone almost 60 years ago. And although there's a day-to-day seat in the car, the original one is brought out to show me, fabulously tatty as you'd hope after so many famous bottoms have settled into it. With the blue book recording its entire race career, and never being restored, 603 is a remarkable survivor almost straight from 1959 and the close of its first-line career.

Having got the car to the last Goodwood Revival in its proper livery, Brazell is sorting out those few things that have departed from spec over the years ready for entry to the 2015 Mille Miglia. Sharing the driving will be Jaguar design chief Ian Callum, and we all met when Ian came to experience it – his first D.

But before that it was my turn. Getting from a wheelchair into a D, even one with a tiny door, is formidable, but finally I was posted down the passenger hole and could take stock. Knees up high, feet braced on a bare bulkhead, heat

"THE NOISE IS SUBLIME, BLASTING BACK FROM PASSING WALLS IN GLORIOUS STACCATO BARKS"

gushing from round the handbrake, it's a raw experience, separated from the driver by that central bar below which his hand ducks to click the angled gearlever. You feel both in and outside the car – folded round the mechanicals yet exposed to the gale over the shallow screen, envying the driver's headrest as the acceleration pulls you back, revs dipping instantly between shifts and the next gear throwing you forward again in a relentless surge.

On these country roads the car jogs around on its suspension yet it isn't wayward, and the noise is sublime – rich and hard-edged, blasting back from passing walls in glorious staccato barks. A thousand miles will be tough, but I envy them... Ⓜ

FROM THE COCKPIT IAN CALLUM

Jaguar design director forgets the pressures of the studio

DESPITE HIS WIDE EXPERIENCE Callum hadn't driven a D before. "The first thing to hit me was a moment of nostalgia – growing up in Scotland I kept hearing about these cars and seeing it was like meeting an old film star who hasn't aged. It's a real privilege. I never take such things for granted despite the opportunities I have through work."

As a trial for his planned Mille Miglia run Ian first had a ride. "It's cramped in that little hole and enormously hot," he said as he extricated himself. "Made me nervous about doing 500 miles in there!" Then it was time to change seats. Time to listen to David Brazell's briefing, to feel the pedals, clack the short lever through trial changes, hear the trusting owner telling him to enjoy it. Time to prod the little Lucas button that unleashes that predator bark only a racing six can deliver.

After an experience like this you don't leap out and walk away. And Callum doesn't. Engine cut, goggles go up, he pats the wheel, inhales the smells of oil and brake dust and hot metal, and grins. "Fabulous!"

Dusting himself down he reflects. "A racing car on the road has its challenges, but I settled in quite quickly. You have to get into the right state of mind; recalibrate your senses, give yourself more space on the road. I expected it to be harder – the fact that it's well sorted made it easier. The ride was almost civilised and the clutch wasn't fierce. But the torque – bloody instant! I loved that engine. I love hearing something so mechanical. You don't know the Jag marque until you've experience those sensations – it's to do with the racing heritage, it tells you you're in touch with a mechanical entity."

Callum stepped into the D from his bright red E-type coupé. A contrast in physicality?

"I found the big wheel a bit bizarre and the thin rim takes getting used to. The box felt good; you're aware of the revs without looking at the tach. Going down the gears was tricky – I had to remind myself to double-declutch and I crunched the gears a couple of times but once you find the rhythm it flows through the gears. The steering was good, not heavy, and the stability at speed was impressive; I don't know if the fin really helps but there was no wander. You could keep it in a straight line without effort – although 175 on the Mulsanne might demand your attention."

What about slowing down? "Once you learn to temper the pedal it will stop as you want," Callum reckons, then goes on, "the remarkable thing was how drivable it was – you could tackle corners like in a modern car. I only drove it in tune with my ability; this isn't about speed, it's about enjoyment. Being a designer I have a peripheral view of things; I need to know what's behind that bulkhead, and when you're in this thing you know that XK engine is there! You're aware of all the mechanical elements that make it alive.

And if he had to select a finest moment?

"We went on some wonderful country roads, but actually the outside lane of the M1 was memorable. Maybe because that was the closest to the Le Mans experience. The windrush was amazing – and the stares we got!"



1000 miles to go... Jaguar's design guru contemplates forthcoming Italian trip

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Ciaran Haggerty

Money is ever an obstacle, but the Scottish racing community is getting behind one of its own. Simon Arron met him

IT WAS SCOTTISH SAGE AND AUTHOR Graham Gauld who drew my attention to one of the core reasons for his country's remarkable record of motor sport success, given its relatively meagre human resources. South of the border, from the pioneering days of automotive combat, Brooklands cultured its ethos of 'the right crowd, and no crowding', but attitudes would in future be different elsewhere. "When there was a significant push to create a racing circuit in post-war Scotland," Graham said, "it didn't much matter whether you were a barman or an aristocrat, everybody pitched in together for the common good and helped wherever and however they could."

This healthily inclusive approach survives to this day – and Ciaran Haggerty is racing proof.

In 2014 Haggerty became Scotland's youngest Formula Ford champion, at 18, and did so in convincing style. He won 11 of the 15 championship rounds (all at Knockhill) and failed to appear on the podium only once, when he finished fourth. That he was competing at all owed much to others' largesse.

Haggerty does not come from a racing-obsessed family, but became hooked on the sport after trying a rental kart. He started racing at 10, but didn't have the means to compete in anything as exotic as the British championship and so focused on local and regional events, picking up a few titles along the way.

He switched to cars in 2013, competing in the Scottish FF1600 series and taking one victory en route to finishing as best rookie, in fourth place overall. At the end of that season, the Scottish Motor Racing Club awarded him the Hartley Whyte Trophy, presented annually to a promising newcomer. With the cup came a cheque for £750… and he immediately donated that to fellow racer Ryan Dalziel's charity, which raises money for Rett syndrome (Dalziel's niece Dionne is a sufferer – the disease affects brain development, predominantly in young girls).

"Ryan had offered me a huge amount of support," Haggerty said, "taking me out to Daytona and then giving me help that enabled me to get started in Formula Ford, so donating the money to his charity seemed like the right thing to do. Once I'd announced my intentions, everybody in the room came to chat to me. I think it turned out to be the best £750 I never actually had."



SIMON ARRON

CAREER IN BRIEF

Born: 13/8/1996, Johnstone, Scotland **2006-2012** karting, picking up race victories and titles in local and regional events **2013** Scottish FF1600 Championship. Awarded Hartley Whyte Trophy as most promising newcomer and donated £750 prize to charity **2014** Scottish FF1600 champion, winning the last 11 of 15 races

Dario Franchitti agreed to buy Haggerty a Ray chassis that Graham Brunton Racing would run throughout the 2014 season and a number of other established Scottish racing institutions – including Ecurie Ecosse – pitched in to support his campaign. As well as his endeavours at home, he was also able to compete farther afield, racing at Oulton Park, Brands Hatch (he was running in the lead pack in the Formula Ford Festival final, until sliding wide at Graham Hill Bend and slipping to 10th) and Silverstone (where he scored a heat win in the Walter Hayes Trophy, before a collision sidelined him at the semi-final stage).

"I want to make a career out of racing," he says, "and if I can do that it would be amazing. Right now I'm looking at options in America. The Mazda Road to Indy scheme looks like a really great option, because if you win a championship at one level you win serious prize money that enables you to progress to the next. It's a good way to move up the ladder; Europe doesn't have anything like it. Without finding a major sponsor – or winning the lottery – I can't see myself getting too many opportunities closer to home. The States seems like a good place to go, perhaps even as early as next season." M

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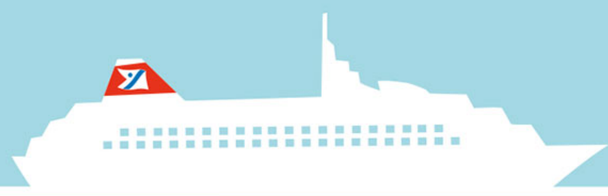
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The caffeine racer

He only took an inherited single GP win, but coffee-drinking, Marlboro-smoking Alessandro Nannini was fast and popular – until fate cruelly ended his F1 career

writer ROB WIDDOWS

"SUDDENLY HE ARRIVES, FROM NOWHERE, a yellow helmet in my mirror."

The afternoon of Sunday October 22, 1989 was one of the most tumultuous in the history of Grand Prix racing. You will remember that McLaren team-mates Ayrton Senna and Alain Prost collided at the chicane while fighting for the lead of the Japanese Grand Prix at Suzuka. With just seven laps to go, Prost's race was run and, seemingly, the world championship lost. Senna got going again, pitted for a new nose and went on to win the race after a demonic drive back to the front.

Later the FIA, led by Frenchman Jean-Marie Balestre, decided that Senna should be disqualified for bypassing the chicane after the accident. The winner's trophy was duly taken to the Benetton garage, where Alessandro Nannini, who'd finished second, was only too pleased to receive it.




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Almost a year later, on Friday October 12, he was lucky not to lose his life, not in a racing car but in a helicopter. In just a few seconds, that day in Tuscany, Alessandro Nannini's Grand Prix career was finished. But he was not ready to stroll away into the sunlit vineyards surrounding his family home.

Thanks to hours of micro-surgery in the Orthopedic Trauma Centre in Florence, his severed forearm was re-attached and the painful process of rehabilitation began. Two years later, despite restricted movement in his right hand, he embarked on a successful second career in touring cars, first with Alfa Romeo and then Mercedes, before retiring in 1997.

Now, in the late autumn of 2014, we are in the magnificent living room of his apartment in Siena. We have coffee, we have cigarettes, we are reminiscing about what we often call the 'good old days'. Certainly, they were different days. More relaxed, shall we say, a little less corporate. Sandro just loved to race, to be around the best cars in the world. We talk about his approach to racing all those years ago.

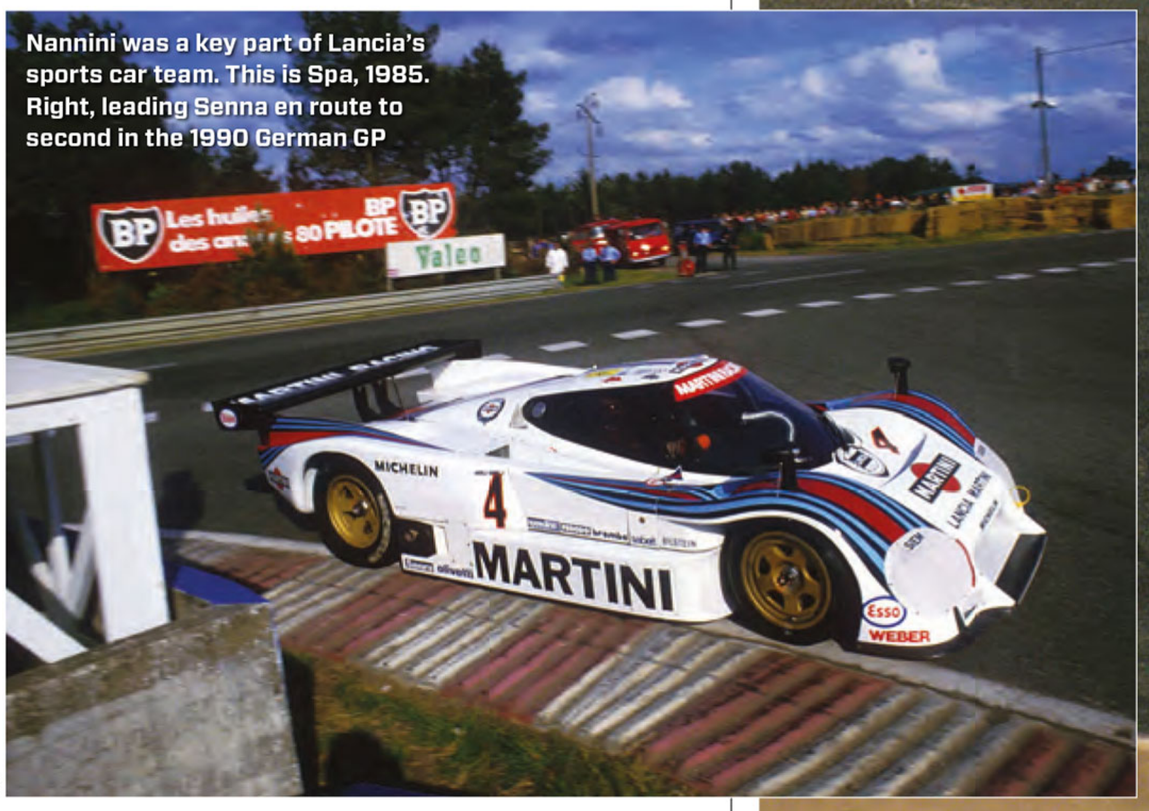
"FOR ME, IT WAS A PASSION," HE SAYS. "Anything with an engine I love – rallying, sports cars, Formula 1, anything that makes that beautiful noise. In the beginning, with my Lancia Stratos, I liked very much the gravel, sliding the car. Just recently I did a rally for fun, in Sardinia, in a Subaru, on the gravel. Fantastic." He has a big smile, arms crossed.

"So, you know, I was just so happy to be racing, without any great ambition, because also I had a passion for life, for the other side of being an F1 driver. I brought my Italian coffee machine to the races – I needed one hour to wake up before going on the track… I smoked my Marlboros – from a Camel packet at Benetton – and, you know, the best times were when I was in the car… and after that the girls. I liked very much the girls. I liked not so much the bullshit but maybe I could have worked harder, had more focus." Cue laughter.

"Of course, they were very different days, I mean we had a lot of fun. My sister Gianna was a big pop star, and when she came to the races the mechanics, they were crazy, wanted to be with her, not me." More laughter. "The atmosphere at Benetton was very relaxed, always music in the garage. In some ways it was tough, at Monaco thousands of gearchanges, my hands would bleed after the race, and it was dangerous. I had some big accidents, at Imola, at Hockenheim. It was part of the job. I saw many drivers die and we all tell ourselves 'it won't happen to me'. I told myself, 'I don't want to die', and I was lucky. Now it is very safe, much safer than rallying, and the circuits are more correct."

The name of Nannini first came to prominence when he raced for Minardi in Formula 2, his talent attracting the attention of Lancia's sports car team for whom he set the fastest lap at Le Mans and won the Kyalami 1000Kms in 1984. Giancarlo Minardi tried to sign Sandro for his new F1 team in '85, but he was refused a superlicence and finally came to the Grand Prix grid in 1986. He stayed two years before Benetton snapped him up.

"Giancarlo discovered a lot of drivers, including Alonso, and had a very good eye for talent. He had a passion for racing. Minardi was a very good little team and Giancarlo is still doing a lot for young drivers in Italy. It was my first step, I learnt a lot, but the engine, the Motori Moderni, was no good, not as much power as the others. Carlo Chiti, he was a clever man, but not so practical I think, and I had so many retirements, finished only one race, at Hockenheim. It was very frustrating, the engine broke all the time, I was not happy, but still I could beat [Andrea] de Cesaris – I was faster – and Benetton saw this so they approached me. Giancarlo was very good, he said, 'Sandro, you go, is a good chance'.



Nannini was a key part of Lancia's sports car team. This is Spa, 1985. Right, leading Senna en route to second in the 1990 German GP

LAT

"This was a good time for Italian drivers. The 'Mother Fiat', with Abarth, Lancia and Ferrari, was investing in racing, but now it's not so good for our drivers. Back then there was support for us, for me, for Patrese, for Alboreto, for de Cesaris and many others. Now, apart from Ferrari, they don't spend so much marketing money on racing."

The Benetton clothing chain, with its many colours, came to F1 in spectacular fashion. It had its eyes on talented young Italians and Sandro duly signed up for 1988, the start of a three-year stint that was to prove something of a rollercoaster ride alongside the flamboyant Flavio Briatore. To begin with he partnered Thierry Boutsen and scored a point in only his second outing.

"I had a good relationship with Briatore when he came to the team," Sandro says. "He was a businessman and didn't know much about F1, you know, but he was tough, a strong manager. I remember, in Hungary, I was in third place and the gearlever broke with three laps to go. On the Monday Briatore came to Witney and asked, 'OK, who was the person checking this piece? Whose job was this?' and a guy said 'It was mine'. Briatore looked at him and said, 'Go out, go away', and he didn't do that job any more.

"When I had a chance to go to Ferrari, Briatore was correct. He did not try to stop me. 'You are ready for this', he said to me. I spoke with Cesare Fiorio, he was my friend from Lancia. He offered me a contract for 1991, but I would not sign it because it was not exclusively for the Scuderia. They could have put me with any type of team using a Ferrari engine – like a Minardi – so I was angry with Fiorio. In the end they took Alesi because, I think, they wanted the marketing in France. Maybe Ferrari was not so good for drivers anyway, eh? Look what happened to Prost when he said the car was shit. I mean this is Alain Prost, what were they doing? Crazy.



LAT

"I WAS ANGRY, SO WENT TO SENNA AND SAID, 'I DON'T LIKE THIS KIND OF RACING'. IT WAS LIKE KARTING – A STUPID RISK"

"Actually, after the accident with the helicopter I did drive a Ferrari, at Maranello, but it was difficult for me in the little tight corner, you know, with my hand. I drove a Benetton again too, at Estoril with Alesi, and that was easier for me with power steering and a paddle gearchange. I was five years out of F1, the grip was incredible and in the fast corners my head was not ready for the car. So much grip, the car was fixed to the road. I was amazed, and faster than Alesi in some places."

You might imagine that Suzuka 1989 would be Sandro's finest hour, his one and only Grand Prix victory. Not so. The victory was inherited, after Senna was disqualified, and this was not the way he wanted to win.

"Prost and Senna, they were winning everything with McLaren, and my second place in Australia was a far better result. In Japan, after they crashed at the last corner, I was way ahead when Senna came back into the race so there was no reason to go flat out with so few laps left to the end. So, for safety, I backed off, the gap was OK. Then, suddenly, Senna arrived on his new tyres but nobody told me he was catching so fast over the last laps, no pit boards, no information. He was lapping so much faster than me, but I did not know this, and then... hey, at the last corner, he arrives in my mirrors, I see only the yellow helmet. I think, what is going on? He was not there, anywhere, before, and then he passes me. What is happening? I didn't know and I couldn't fight, my tyres were gone.

"After the race I was asking, 'Why no information?' Then, very soon after the podium, Senna is disqualified, I am in first place, but not a proper win. He never spoke to me, I never saw him, there was no point."

The following season, however, in Hungary, there was plenty to talk about. Sandro was right with race leader and former Benetton team-mate Thierry Boutsen, ready to pounce on the Williams, when the man in the yellow helmet drove into his Benetton, nudging him off the track.

"I had caught Boutsen, I could have passed him, and then Senna arrived and pushed me off into the sand at the chicane. This time I did talk to him. I was angry, yes, so I went to him and said, 'I don't like this manoeuvre you did, I don't like that kind of racing – it was like karting, a stupid risk. We could discuss this for a hundred hours but I am telling you now – next time, when I find you, if I can do it, I will kill you'. He said 'OK' and walked away. I don't think he had very good relationships with people and when I was invited to Imola for the anniversary of his death this year I said, 'No, I don't want to be there', and didn't go."

DESPITE THE BAD FEELINGS IN HUNGARY, 1990 was a strong season for Sandro, his star in the ascendancy. In his home town of Siena he was a hero, a seat at Ferrari beckoned and at the end of September he was on the podium again, this time in Spain, his third of the year. Less than two weeks later he was in a Florence hospital, his career finished.

"I remember everything," he said. "We had picked up my new helicopter from Florence, an Ecureuil, and we were going to land at the airfield in Siena – but the pilot said, 'No, we'll land at your home'. He was very experienced with Agustas, but not on the Ecureuil, and where we landed the ground was uneven, the tail rotor hit the ground. He tried to get some height but made some mistake, and the helicopter was just spinning round in the air, out of control. I put my hands up to protect my head, I thought we would turn over when we went down, but the rotor blade hit my arms and I was thrown out.

It all happened so fast, just a few seconds, but my right arm was gone. My parents ran out of the house, my father picked up the arm, told the ambulance people to take it to the hospital – they didn't want to, but he did the right thing. On the way to hospital I lost a lot of blood, became unconscious and woke up two days later.

"When I looked at my arm, at my fingers, it was a big shock, but I didn't think it was the end, not at all. A racer drives with his arse, the hands are not so important, the arse is important, for the feel, and this I knew when

I went to DTM with Alfa Romeo after the arm was mended. There were some jokes, I would hide a false arm up my coat sleeve and it would fall out when I took off the coat, things like this, you know. It was tough, many pieces taken from other places to repair my arm and my hand, but I could have died. I mean, in 95 per cent of helicopter crashes people die, so I am in the lucky five per cent, no? I was an F1 driver, and so many have died since the early days of Ascari and Nuvolari… So, every morning I wake up and I thank God.

"SO, I WENT TO THE DTM, I WAS FAST, IT was easier with power steering and the new gearboxes so that was successful for me. Nicola Larini and I won many races and Alfa won the championship in 1994, so this was happy."

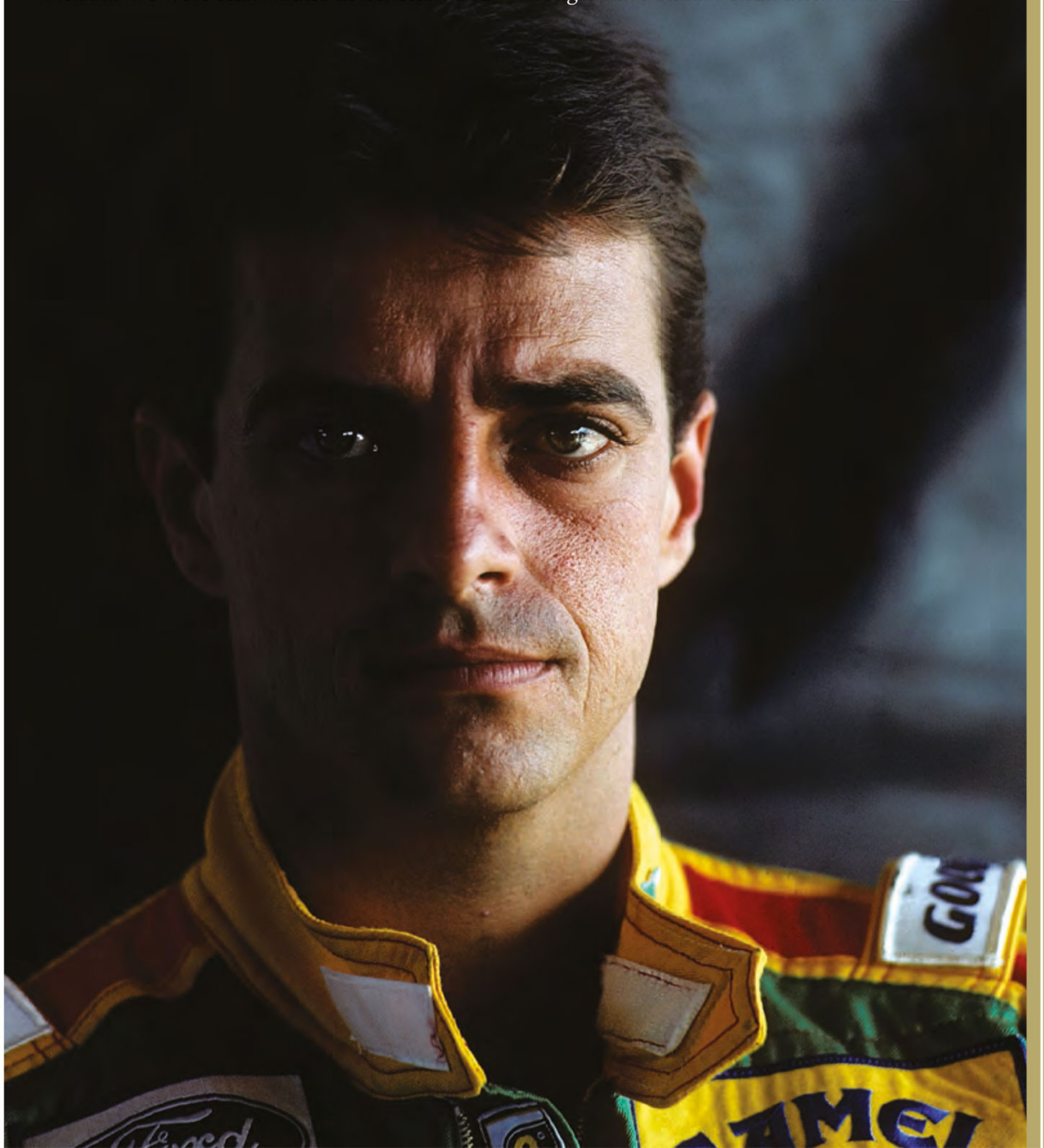
For a man whose burgeoning career was taken so abruptly from him, Sandro remains upbeat. He presides over a successful family business in Siena, and treasures memories of wheel to wheel racing with some of the greats.

"Yes, Prost, Mansell and Piquet I liked very much to race, especially I liked to fight with Nelson. We were team-mates at Benetton and he taught me a lot. He was very serious about his racing, but Nelson loved his practical jokes and… we both liked the girls. Mansell, he was always friendly, and a brave driver, big balls. It was a great time, I have no regrets.

"I have plans for the Nannini business outside Italy, expanding beyond the bakery and the cafés. I came back from the accident, won races for Alfa, for Mercedes and, as we say in Tuscany, what doesn't kill you makes you stronger, so… *Ora mi sento sempre bene* – you can translate, eh? [Now he feels happy all the time.] I learnt a lot from my days in F1, about contracts, about business and how to be careful of those who will not be honest in their relationships with me."

Does he watch Grands Prix these days, I wonder? "No, was exciting from the inside, not so much from the outside, I think."

By now we have moved on to his local trattoria in Via Camollia, started on a fine Castellaccio Chianti and a spaghetti con pomodoro. A pretty girl sits down at the next table. She's a musician from Pescara, teaching at Siena's Accademia del Jazz. We speak of that spectacular road circuit on the Adriatic coast, but not at length. Unsurprisingly, I no longer have Sandro's full attention. Ⓜ



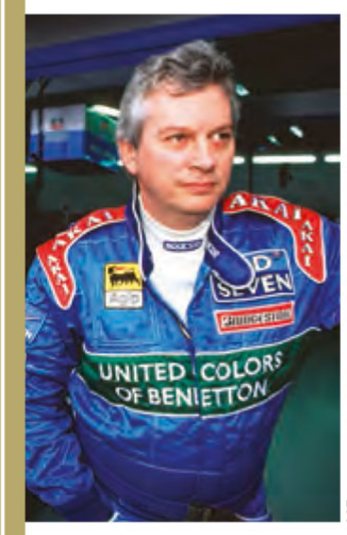
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PAT SYMONDS' VIEW...

The former Benetton technical chief on Nannini at his peak

SANDRO WAS A VERY charming guy and he was pretty damn talented, no doubt about that. Perhaps he relied a bit too much on all that natural talent, and he could have gone further if he'd pushed himself a bit more. He took his racing seriously, don't get me wrong, but he wanted a life as well.

He was so good to work with; he loved his racing and he was ambitious. He wanted to win – but he wanted a good life alongside his racing. He drank a lot of coffee, and I'm sure he always gained a few tenths from drinking all those espressos. He smoked a lot too, as I did at the time. We thought it should be compulsory, it seemed a cool thing to do at the time. They were very different days.



LAT

To be honest, I don't remember much about the race at Suzuka in 1989 – I've always tended to remember the races we lost rather than those we won. He was there to pick up the pieces, to take the win, after Senna and Prost had their shunt, but I don't think he'd say it was his best drive. I do recall Hungary in 1990, though, when everyone forgot to tell Sandro that you can't overtake at the Hungaroring. He was very good that day, might even have won it, until Senna pushed him off the road.

On the technical side he didn't put in more effort than he needed, but I've always wanted a driver who tells me the truth, not a driver who thinks he's an engineer, and Sandro was so straightforward, such an honest guy. If he didn't understand something, or didn't know something, he'd say so. Drivers should be like that.

At the end of 1990 Rory [Byrne] and I were leaving Benetton to start the Reynard project, but Sandro never made it to our leaving party because of the helicopter crash. To this day, I'd love to see more of him; he was such a lovely normal guy, great to work with, and we had a lot of fun. We went to Siena with him, for the famous Palio horse race, and met his family who have their bakery business there. They were absolutely happy days, and I have only very fond memories of working with him.

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THROWING BUBBLES

Dan Gurney and AJ Foyt scored Ford's second consecutive Le Mans victory... and a new racing tradition was but moments away

writer SIMON ARRON **illustrator** GUY ALLEN

THE THEORISTS SAID IT was a pairing ill conceived for the delicate art of endurance driving, because Dan Gurney and AJ Foyt were racers to the core. Gurney knew all about Le Mans, though – this was, after all, his 10th attempt – and understood its finer points. It remained to be seen whether Foyt, winner of the Indianapolis 500 just a couple of weeks beforehand, could grasp them, too.

This was another of the Ford vs Ferrari epics that gripped Le Mans during the mid-Sixties. Ford had ended Ferrari's winning streak the previous season and Maranello was out for revenge: at the time it would have seemed inconceivable that Ferrari's outright win in 1965 might still be its last such success almost 50 years later.

Foyt and Gurney assumed control early on in their Shelby-prepared Ford MkIV, drove to a target lap time and looked ever more secure as misfortune struck other Fords (three being eliminated in a single accident at about half-distance). In the end, the two Americans finished four laps clear of the rest, headed by the Ferrari 330 P4 of Mike Parkes and Lodovico Scarfiotti.

It was the start of a good week for Gurney, who seven days later took his Eagle-Weslake to victory in the Belgian GP at Spa.

It was in Le Mans' immediate slipstream that another tradition was born, one that is nowadays part of a slickly drilled podium routine in all spheres of the sport. Back then, Gurney was holding the victory Champagne and felt the gathered photographers were expecting him to do something. So he flipped the cork and sprayed the contents over all and sundry (including, apparently, Mr and Mrs Henry Ford). "It was," he said, "just a spur of the moment thing."

An instinctive reflex, perhaps, but it became a motor sport staple that has so far lasted 47 summers, and counting... Ⓜ




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Charge of the light brigade

Cisitalia might be a relative footnote in automotive history, but for a fleeting time it created quite an impact. We tried a 202MM Spider, one of its greatest creations

writer RICHARD HESELTINE
photographer LYNDON McNEIL

IT COULD BE DOWN TO THE buffeting, more likely the frenzied backbeat, but normal synaptic firing has been interrupted. This glorious Cisitalia 202MM Spider is everything you expect it to be and more, but you don't so much drive this car as wear it. And it trumpets your arrival from about two miles away, maybe more depending on wind conditions. Lord above, it's loud under load. Nor is it a car that responds to tactility, yet in many ways it feels more modern than the year of its manufacture might suggest: 1947 puts it straight into the catch-all category of 'post-vintage', but you would swear it was from a more recent decade.

This is more than just another 'etceterini'; much more. The model's other alias, 'Nuvolari Spider', offers a significant clue as to the car's worth, as opposed to its value. You see, Cisitalia and The Flying Mantuan almost pulled off an upset win on the 1947 Mille Miglia. Nuvolari wasn't in the best of health, yet somehow his Cisitalia was eight minutes clear of the chasing pack at the halfway point in Rome. His drive was all the more remarkable given that the car was packing all of 1098cc and *maybe* 65bhp. Not only that, the first post-war running of the great race may have been held in June, but there was nothing summery about the weather. Nuvolari and his wingman Francesco Carena manfully battled monsoon conditions on the closed autostrada between Turin and Milan, only for the Cisitalia's ignition system to take on water. Valuable time was then lost while the distributor dried out. The lead might have changed, but Nuvolari wasn't yet done. Once up and running, he pressed on as only he knew how but ultimately had to settle for second place behind the Alfa Romeo 8C 2900B duo of Clemente Biondetti and Emilio Romano. Class honours were some consolation.

Stopped short of an unexpected win, Cisitalia had still more than made its mark. If Nuvolari's performance wasn't enough to ensure banner headlines, Cisitalias also finished third and fourth overall. Not bad for an upstart operation that had built its first car barely a year earlier. But then marque instigator Piero Dusio was nothing if not ambitious. Even now the grandiosity of his vision takes your breath away.

❖

THIS FASCINATING CHARACTER WAS born in Scurzolengo, south west of Turin, in October 1899. A natural sportsman, his footballing career with Juventus was curtailed by a knee injury but he found a perfect substitute in motor sport. A savvy businessman, Dusio earned more than one fortune in real estate and the textile industry. Supplying uniforms to the Italian army, in addition to less business-like attire, paid for his racing exploits. A gentleman driver in modern-day parlance, he was sufficiently talented to place sixth overall in the 1936 Italian Grand Prix at Monza aboard a Maserati 6C.

Becoming a manufacturer in his own right was a natural step, Dusio establishing Consorzio Industriale Sportive Italia in 1944. By his own admission, he was not an engineer, but he did have a knack of recognising and enabling burgeoning talent. The D46 single-seater, the model that established the marque trackside, was largely the work of the brilliant Dante Giacosa. And despite packing only a 1.1-litre four-banger, this tiny device punched above its weight with Nuvolari winning the Coppa Brezzi in September '46 – and this despite the steering wheel famously working loose in the closing stages.



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SPITZLEY ZAGARI



LAT

Giant-killer: Nuvolari's near-win on the 1947 Mille Miglia made jaws drop. Right: D46 was marque's first success

Cisitalia is a marque whose legend was forged on the global stage by the 202 coupé. This landmark design prompted jaws to drop collectively in 1947, and chin-stroking pseuds have been hailing it as a masterpiece ever since (one example has been on display at the Museum of Modern Art in New York for more than 40 years). Yet it was, in essence, a Fiat 1100 'special', albeit one that fully exploited the talents of former aero engineer Giovanni Savonuzzi. Subsequent variations on the theme would also influence designers on both sides of the Atlantic. However, by the time the Voloradante model broke cover in 1953, Savonuzzi was long gone. As, indeed, was the firm's founder, if only in the physical sense.

While the D46 earned valuable revenue, and the 202 road car caused the motoring media of the day to gush, other schemes proved anything but successful. Dusio over-extended himself in an attempt to build a Grand Prix challenger and it almost ruined him. With a brains trust that included Ferdinand Porsche, Rudolf Hruska (the same man who later engineered the Alfasud) and Carlo Abarth, the resultant single-seater – known as the Type 360 in Porsche lore – featured a mid-mounted 1493cc flat-12. Unfortunately, it was undone in part by a lack of finance and failed to take on the Grand Prix elite (although Clemar Bucci later braved the largely untested design to claim an Argentinian flying kilometre speed record).

By the dawn of the '50s Cisitalia was on the ropes. Dusio had by now also become embroiled in – or maybe sidetracked by – the Péron government's bid to establish a mainstream motor industry in Argentina. This he partially achieved, even if he was ultimately elbowed out of the resultant Autoar concern. Meanwhile in Turin, it was left to his son Carlo to halt the brand's slide into oblivion. Cisitalia was, however, now entering its twilight years with plans to build a car with Ford backing ultimately coming to nought following much expenditure of both time and money. Similarly, bold plans to equip the 202 with an adapted marine engine made by BPM (Botta & Puricelli Milano) also proved a costly distraction. The Aldo Brovarone-penned Voloradante coupé, by comparison, was a more conventional proposition. There was nothing complicated about its make-up; there would be no reaching for the stars here. Nonetheless, it too failed to find favour with just four being made. At some point during 1954, the Voloradante was quietly dropped. Cisitalia was now in limbo.



Down but not out, in 1959 Dusio Jr made a concerted bid to revive the marque with a four-door Fiat 600-based saloon but this too was aborted. Altogether lovelier was his elegant 750 roadster, which featured 735cc Fiat power. Variations on the theme continued into the '60s with larger-displacement engines, most cars going to South America. However, the profit-making aspect was rarely factored in. Manufacture ended in 1964 after Carlo Dusio threw in the towel. His father simultaneously wound down the affiliated Cisitalia ICSA concern in Buenos Aires, the marque's glory days by now all but distant memories.

❖

BUT WHAT MEMORIES. NUVOLARI'S drive on the '47 Mille Miglia merely burnished an already gilded CV, but it did much to establish Cisitalia's reputation as a serious player. As is so often the way with small-series Italian marques, exact production figures are something of a mystery, but it is widely held that Cisitalia made as many as 30 202MM roadsters that were promoted as 'Nuvolari Spiders'. The car pictured here was number 21 in the series and packs an extensive competition career, if only at minor level. Sold new to Sicilian Ignazio Salonia, it was campaigned on the island in events such as the Catania-Etna hillclimb, but wasn't road-registered until April 1949 (the RG prefix denotes Regusa, Sicily). By 1959, it was on its fourth owner, Milanese enthusiast Angelo Beretta retaining the car until 1986. Two changes of custodian later, the 202MM made its Goodwood debut at the 2012 Revival Meeting. It is currently owned by Mark Cooper who engaged DTR European Sports Cars to rectify one or two eye-watering bodges effected by previous 'restorers' (not least to the steering) and drove it on the 2014 Ennstal Classic.

Photographs really don't lend a sense of scale. The Cisitalia is tiny, but what it lacks in size it more than makes up for in otherworldly beauty. Given that most sports cars of the day were warmed-up pre-war models – hence cycle-wings and square-rigged bodies – here it's fully enveloped and achingly pretty. From front on it's much like a regular 202 coupé, right down to the deceptively simple oval grille (it's a one-piece casting, slats and all). It's only when seen in profile that it bids farewell to subtlety. Style's triumph is often substance's loss, but here the tailfins are more than designer affectations. Savonuzzi was an engineer, not a stylist, and he insisted that they were there to aid stability.

Inside, it's equally striking. Climb over the bracing bars that run across the door apertures, and the transmission tunnel bisects the bench-backed seat. You sit bolt upright, and there is little in the way of lateral support. Ahead, the alloy-spoked, cork-rimmed steering wheel fronts a body-coloured dash.

The gauges are works of art in themselves: in typical Italian fashion, the most important instrument is the rev counter with inset functions bearing the legends Term Acqua (water temperature) and Manometro Olio (oil temperature). On the left (on the passenger's side) sits the speedo, which also incorporates a fuel gauge and a clock, the gear knob and minor controls being made of rather groovy amber-coloured plastic.

❖

PUSH IN THE IGNITION KEY AND, WITH the fuel pump engaged, you're obliged to fumble beneath the dash for a lever; the one that moves the starter motor's contacts together. There's nothing so sissy as solenoids here. The motor whirs and then whirs some more before the engine catches with surround-sound fanfare. It may be a prehistoric OHV Fiat unit, but only the block was retained during the Cisitalia makeover. Slot into first – the four-speed 'box gained more modern internals somewhere along the way – and there's a pronounced ker-klunk. Release the parking brake, let out the light(ish) clutch and the Cisitalia clearly isn't a happy bunny. It pops and fluffs before finally, reluctantly making it past the magic 3000rpm mark. The two single-choke downdraught Webers then gulp greedily as you slot into second, the gearchange having a longish throw but the addition of synchromesh makes all the difference. Now it's moving, and how.

At 4000rpm, there's a distinct hardening of



tone as the high-lift camshaft makes its presence felt. The Nuvolari Spider barks like a proper racing car. Hit 5000rpm and it sounds far more powerful than it actually is (with a few tweaks, it's currently producing at best 90bhp) although the narrow power band and widely-spaced gear ratios means you have to pick and choose your moments to get the most of the Cisitalia cross-country. As is to be expected, the worm-and-roller steering is a little vague and really dates such a forward-thinking design, but it doesn't detract from the driving experience, at least not with familiarity. This is a light car, weighing about 760kg minus driver, and the 0-60mph dash takes an estimated 13sec. By modern standards, that might not seem quick, but consider its engine size and vintage and the Cisitalia's turn of speed is revelatory. The finned aluminium drum anchors, however, aren't the last word in stopping power. They're not even the first. And the live rear end on semi-eliptic leaf springs doesn't like bumps, but that rather goes with the territory.

This really is a mouse that roars. Top speed is estimated to be about 90mph, which on paper doesn't exactly set your pulse racing, but it's all relative. Off paper, it focuses your attention more than its meagre stats might have you believe. This isn't a particularly easy car to drive. It's fun, but to pilot this car well requires forethought and commitment. It's worth the effort, though. To drive one flat out for 1000 miles – and in all weathers – would require super-human talent and reserves of obstinacy. Which is why Tazio Nuvolari remains a legend and motoring writers, by and large, are not. Ⓜ

Thanks to: car owner Mark Cooper and Paul de Turris of DTR European Sports Cars (www.dtrsports.com)

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Gonzalo Rodriguez approaches The Corkscrew during practice for the 1999 CART race at Laguna Seca. Later that day, he would crash fatally close to where this shot was taken

Paradise *lost*

More than 15 years after his death, Uruguayan racer Gonzalo Rodriguez is about to be commemorated in a documentary. We look back at an engaging character with greater potential than the wider world perhaps appreciated

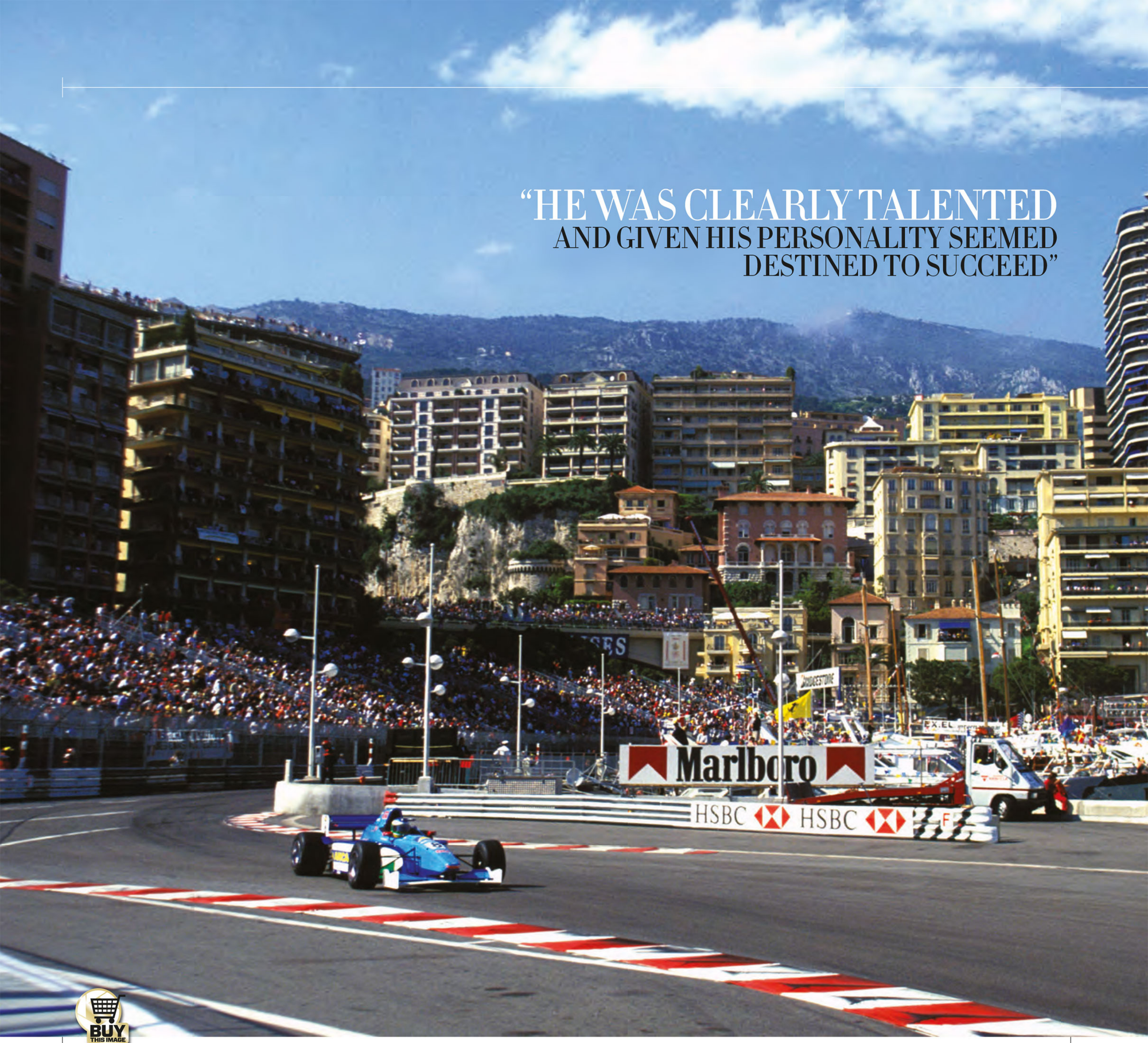
writer SIMON ARRON

MAY 15, 1999. MONACO. CIRCUIT ACTIVITIES ARE COMPLETE for the day and a Renault Espace is trying to pick its way through dense humanity now mobbing the pit straight. Fans peer in through slightly fogged windows and contemplate two figures in racing overalls, but turn away when they realise that neither is familiar. My fellow passengers are amused and contemplate how different the reaction might be if ever they should become Formula 1 stars.

Fate, sadly, would deny them such privilege.

The Espace was carrying us from post-race FIA Formula 3000 Championship press conference to the paddock, which in those days was located in France rather than the principality. Within four months race winner Gonzalo Rodriguez would be dead, killed while practising for a Champ Car race as he prepared for the next phase of his career; within five, runner-up Jason Watt had suffered paralysing injuries in a motorcycling accident, although he subsequently raced again in sports and saloon cars and went on to win the Danish Touring Car Championship in 2002.

DAN BOYD



"HE WAS CLEARLY TALENTED AND GIVEN HIS PERSONALITY SEEMED DESTINED TO SUCCEED"

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I retain clear memories of that journey, partly because of its subsequent poignancy but mostly because of the riotous conversation between two men with their feet on the ground and a firm grasp of the world beyond racing. Thoroughly good blokes, both.

❖

GONZALO 'GONCHI' RODRIGUEZ

Bognoli was born on January 27 1971 in Montevideo, Uruguay. His father Ruben-Jorge had been a successful saloon car racer and rally driver, so it was no surprise that Rodriguez junior should be drawn to matters mechanical. He began karting at 13, amassing multiple domestic and regional title successes before switching to cars and becoming the dominant force in the national Formula Renault series. He had also picked up a touring car title, and dabbled with SudAm F3, by the time he launched his international career by moving to Europe to contest the 1992 Spanish Formula Ford series.

He was second in that and third overall when racing in Formula Renault for the following two seasons, in Spain and Britain respectively. He then graduated to British F3 with Alan Docking Racing, where Warren Hughes was one of his team-mates. "I knew very little about him when first we met," Hughes says, "but got to like him very quickly. You couldn't not like him – he was a lovely character with an infectious personality. What we had didn't really feel like rivalry. He was one of the drivers with whom you'd choose to spend time away from the track.

"I'd done F3 for a couple of seasons and he was in his first, so I was usually a bit quicker and I don't think the category particularly suited him. He liked to hustle a car and F3 was all about precision and momentum. He was generally at his best in the wet, where he was



Rodriguez en route to victory at Monaco in 1999. Above, celebrating his third – and final – FIA F3000 success

SUTTON



SUTTON

able to demonstrate his car control."

Rodriguez scored his only 'victory' that year in the British GP support race at Silverstone, although it didn't last long. "Somebody's visor tear-off had been sucked in to his airbox, causing the whole thing to implode," Hughes says. "That destroyed the mandatory restrictor and gave him much more power. I saw the data afterwards and the numbers looked more like F3000 than F3! I think he was well aware of what had happened and knew he'd be excluded, but he still relished the moment. Then again, I always thought he would be better suited to an F3000 car because they ran massive amounts of castor and had very heavy steering, which suited his great upper body strength. F3 might not have been his thing, but he was clearly talented and given his personality seemed destined to succeed."

In 1996 Rodriguez combined F3 with a limited programme in what was then known as British F2, for slightly older F3000 cars, before committing to what should have been a new-look British F3000 series (running to contemporary FIA specification) in 1997. He signed a deal with a team set up by former racers Brian Redman and John Bright.

"He was an absolutely lovely bloke," Bright says. "The first time he came to see us, our workshop was pretty much empty and I was in there building our transporter. He seemed quite surprised that this should be the team manager's job. We'd ordered a car, but it had still to arrive from Lola. I remember very clearly that he had sponsorship to the tune of £240,000, although payments usually turned up quite late. Our first scheduled race was at Brands Hatch, but a few days beforehand we still hadn't leased an engine because his money hadn't come through. When it finally arrived, I transferred a lump sum to Zytek and they delivered and fitted the engine that same afternoon. The following morning we went to do a straight-line shakedown at Bruntingthorpe, then we were off to Brands. That's just the way things were – all very last minute."

Unfortunately, the Redman Bright car was one of only three to turn up at Brands and the series was canned after a single race, in which Rodriguez finished second to Dino Morelli. (It's unlikely ever to feature as a pub quiz question, but Tommy Field completed the entry.) Thereafter the team committed to contest as much of the FIA series as it could afford, with Rodriguez scoring half a point for sixth place in a rain-curtailed race at the Nürburgring. "I think he was perhaps trying a bit too hard from time to time," Bright says, "because there were a few offs that cost him better results, but he was a terrific driver and totally suited to powerful single-seaters.

"If I'm honest, I wasn't always sure he was F1 material because he'd come out with the team in the evening and drink a beer, or a glass of red wine. He never seemed very worried about his diet. He'd have been a perfect fit in the United States, though, where things were a little more relaxed."

❖

RODRIGUEZ SUBSEQUENTLY transferred to Belgium-based Astromega, for whom he scored three wins (Spa and the Nürburgring in 1998, Monaco in 1999) and four other podium finishes.

"Gonzalo always tried to put across a nonchalant approach," says former Astromega team manager Sam Boyle, "but behind the scenes he worked really hard at being as good as he was. I remember at the start of the '99 season, when we were testing with Gonzalo and Justin Wilson, who had just joined us. Justin had stepped up from Palmer Audi and, like most young drivers, was very keen on doing things properly. When we got to the lunch break, Gonzalo flopped in a deckchair and sat there eating a burger and fries. He liked to make it look as though it was all so easy, but really he was just trying to play with Justin's mind. I remember Justin wondering how Gonchi could possibly be so quick on that kind of diet!

"He was incredibly open, though, and offered useful advice to Justin, who couldn't believe a team-mate would be so generous. But Gonchi thought helping his team-mate would serve them both well: if Justin went faster than him, he knew he'd just have to go out and try even harder.

"It was easy to work with him, a great pleasure. When he first came to see us, it was just him. There were no managers, no hangers-on, no people wanting their 50 per cent. He sat down, said, 'Right, I think I can find this much sponsorship. What can we do?' It was very straightforward. We never saw a single

Tune in as Simon Taylor describes Rodriguez's maiden FIA F3000 victory, at Spa-Francorchamps in 1998
@ THE MOTOR SPORT DIGITAL EDITION



Roger Penske shakes his new CART racer by the hand in Detroit, August 8 1999

LAT

"GONZALO WAS – AND REMAINS – ONE OF THE FASTEST DRIVERS I'VE KNOWN"

tantrum, either. If there was a problem he'd sit down and work at it. And if the car was doing something because of the wind, or particular track conditions, he'd just get his head down and deal with it. The whole paddock held him in huge affection – even the other drivers. I never heard anybody utter a bad word about him. After running him in F3, Alan Docking felt Gonchi definitely had a certain something – and the more powerful the car, the more he seemed to have it."

Wilson remembers Rodriguez's openness very fondly. "He was the best team-mate anybody could have wanted," he says, "and given the customary selfishness of European single-seater racing he was probably one of a kind. He was always smiling, had a great personality and just loved being in the paddock. It could take him about 45 minutes to walk from the car park to the truck, because he'd stop and talk to pretty much everybody.

"And he was incredibly quick, too. There would be times when I'd think, 'Right, I can't believe it's possible to take Turn X any faster than that'. Then I'd check the data and bang, he had. Gonzalo was – and remains – one of the fastest drivers I've known."

Boyle cites the Monaco victory as a particular highlight. After qualifying second to eventual champion Nick Heidfeld, Rodriguez took the lead when the German was penalised for a yellow-flag infringement. "Once he was in front, he was gone," he says. "He skimmed the swimming pool barriers for lap after lap, right on the limit but never beyond. It was awesome to watch and his lap times were incredibly consistent. I felt that was his best season with us.

"His focus wasn't perhaps quite as great as 1999 went on, because by then his mind was already in America – but that was partly our fault because [team owner] Mikke van Hool had strong business links with Roger Penske and took Gonzalo to see him. Gonchi didn't have the money or connections for F1, but Penske had future plans for him."

That led to a debut Champ Car appearance at Detroit in August 1999 – and it was while practising for his second such event, at Laguna Seca on September 11, that he perished. His car went straight on at the top of The Corkscrew, took off, hit the retaining wall with huge force and then flipped over the debris fence to land upside down on a grass bank beyond. The initial impact had been instantaneously fatal.

❖

A FORTNIGHT EARLIER, I'D WATCHED him finish second to Watt in the penultimate F3000 race of the year at Spa, looking down from the press room terrace as he hurled his car through Eau Rouge, taunting the laws of physics for lap after lap. It wasn't apparent, but his engine was cooking merrily after a stone pierced the radiator. "We could see the problem on the telemetry," Boyle says, "and the Zytek guys were begging us to bring him in, but it was the team's home race! To this day I don't know how it held out."

I was hosting the post-race conference and Gonzalo grabbed me shortly beforehand. "Listen," he said, habitual smile much in evidence. "Things are starting to happen in America but I can't talk about them, so would you mind not asking me about future plans?" I promised I wouldn't – and didn't – then caught up with him in the paddock later. "Thanks for being discreet," he said. "Next year, you must come to the States to watch me." To an ambitious driver from a small country with precious little racing heritage, this was the cusp of paradise. He bounded up the steps of the Astromega truck, gave a final friendly wave and disappeared inside.

It would be the last time I saw him and the image remains vivid. Ⓜ



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IN THE WAKE OF GONZALO Rodriguez's passing, his sister Nani established the Fundacion Gonzalo Rodriguez to perpetuate her brother's memory. Her initial objective was to help underprivileged children in her homeland, by creating sports facilities that could be used as a social tool to keep youngsters off the streets and teach them the importance of respect.

"After Gonzalo's death," Nani says, "the motor sport community embraced me and it was the best environment in which to cope with my sense of loss. Everybody was keen to help and within a few years the Fundacion had become one of the most important non-governmental organisations in Uruguay. We pushed to make sport a part of the curriculum at every primary school in the country and by 2007 that had become mandatory."

In time the FGR's influence extended to other areas, including road safety. During her early research, Nani discovered that 73 per cent of children in Uruguay were travelling unrestrained in cars, only 10 per cent were using seats that complied with international safety standards... and only one per cent of those had been correctly installed. Her work led to drastic improvements in this domain – and also to the compulsory adoption of seat belts in Uruguayan school buses. She was also invited to become one of the founders of a new Latin NCAP initiative that sought to bring locally sold cars closer to safety standards common in Europe and North America.

"Manufacturers responded well," she says, "and worked hard to improve the situation. It is not so many years since very few people in the region knew what an airbag was, or what it did. In my opinion safety standards had been about 20 years behind the times in Latin America, maybe more. I miss Gonzalo terribly, but many things are now improving as a result of the programmes with which I'm involved. Life has given me an opportunity to believe that things always happen for a good reason and from every tragedy there is a chance to create positives."

The GONCHI documentary is due for release in March 2015, initially in Latin America and Mexico.

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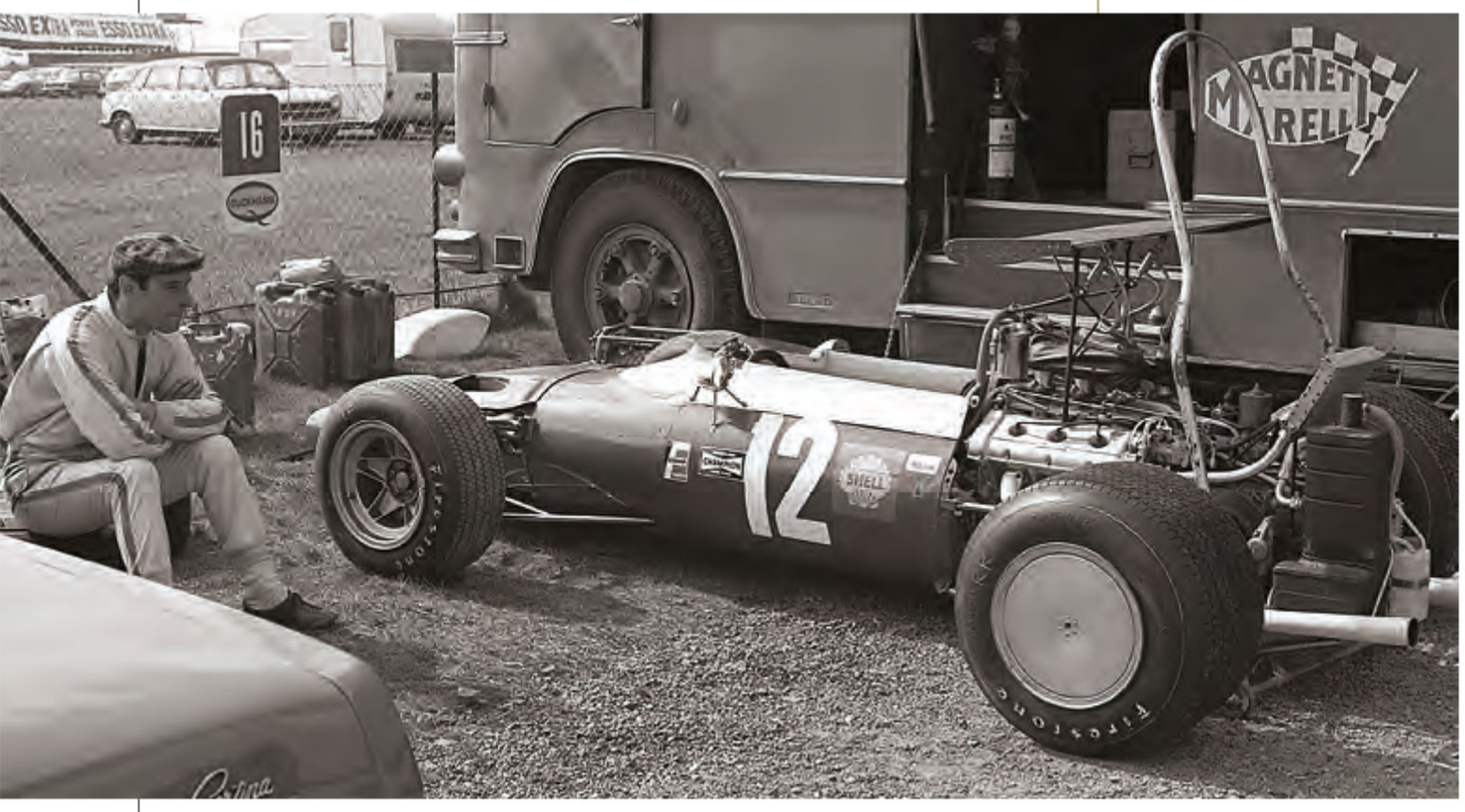


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Thruxton, April 1969. Ernesto 'Tino' Brambilla strikes a thoughtful pose while contemplating his Ferrari 166. The Italian went on to finish sixth in what was the opening round of that season's European F2 series





The glamorous side of Thruxton, also from the April '69 meeting. F2 winner Jochen Rindt (Lotus 59) with wife Nina plus Piers and Sally Courage. Another angle of the same group can be seen to the left



PRIVATE VIEW

A 'YOU WERE THERE' SPECIAL

An evocative selection of monochrome snaps from the 1960s, originally developed and printed in the family bathroom...

LOOKING BACK, ROGER HOYLE SAYS IT was inevitable that he would accumulate an archive of sorts. His father passed on a keen love of photography – initially via a hand-me-down folding camera – and this proved a perfect complement to another of his passions: motor racing. Roger completed a physics degree and spent his working life in thermo-optics. "Images," he says, "have always fascinated me. I used to take a lot of paddock shots in the 1960s, but that was usually during practice because I could never afford the right pass on racedays!"

Moving on to a Praktica, with a 300mm lens ("possibly a Soligor"), Roger eventually settled on Canon as his brand of choice. He concentrated mainly on race events in southern Britain, notably Brands Hatch and Thruxton, but also rallied as a co-driver and was an active member of both the Sutton & Cheam Motor Club and Farnborough District Motor Club.

Nowadays, he follows the sport mainly from an armchair because he is "increasingly frustrated with Formula 1", but he is also a voluntary educational ambassador for the Bloodhound SSC land-speed record project. "I visit schools and help with bespoke clubs," he says, "to raise the profile of science and engineering and encourage more youngsters to join these professions."



Brands Hatch, August 1967. John Surtees with his Lola T100 F2 racer. He and team-mate Chris Irwin failed to qualify for a race won by Jochen Rindt (Brabham BT23)

Brands Hatch, March 1965. John Rhodes (Mini) took fourth in the British Saloon Car Championship event supporting the Race of Champions. Roy Pierpoint and Mike Salmon scored a Ford Mustang 1-2



Candid moment from the 1965 Race of Champions: Dan Gurney finished second in the opening heat, but ignition trouble caused him to retire his Brabham BT11 from the second while leading



For the Nazis conquering the race track was just the beginning



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The 19-race Formula 1 World Championship season is covered with its usual meticulous attention to detail. The vastly experienced and much-respected Tony Dodgins and Maurice Hamilton, both long-time paddock insiders, bring you all the drama and intrigue that is Formula 1. Supporting their race commentaries are detailed results spreads that include specially prepared lap charts and tyre strategies.

The 2014 season was one of massive change, with new engine regulations altering the F1 landscape. The inevitable rise of Mercedes-Benz as a championship-winning force finally came to fruition, as Lewis Hamilton and Nico Rosberg went head to head for the ultimate prize of being the World Champion driver.

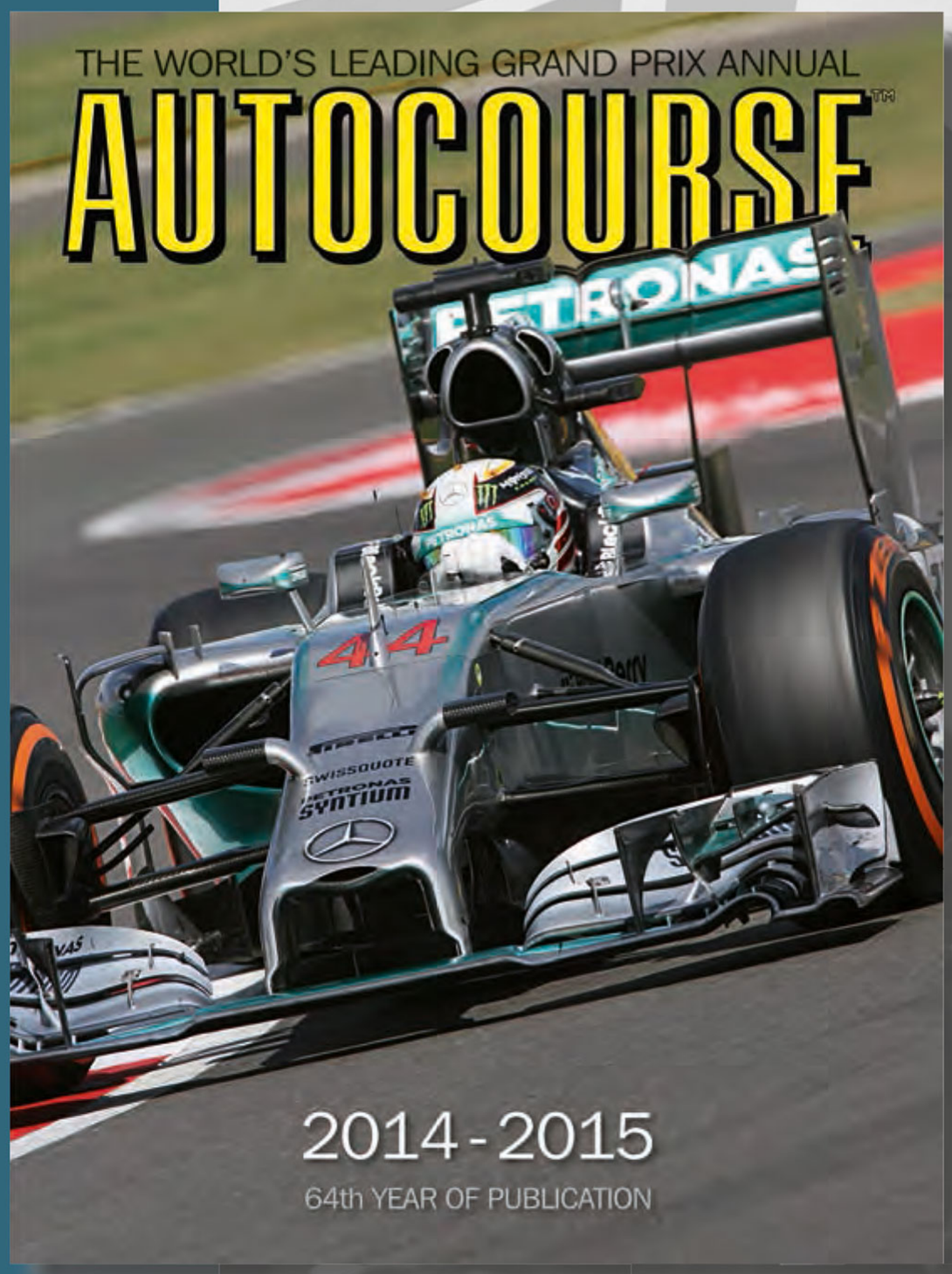
As ever, politics cast a long shadow over the sport, and the end-of-year financial crises that engulfed many of the smaller teams are assessed, along with the implications for the future wellbeing of Formula1.

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

The sport's other leading categories are also given ample coverage, including the single-seat ladder from Formula 3 up to GP2, which showcases the pool of rising talent, all aiming to make their way into Formula 1. Also described is Audi's battle with Toyota and Porsche for sports car racing's World Endurance Championship, and the typical door-banging combat that is Touring Cars, in all their respective categories. Veteran scribe Gordon Kirby gives his no-holds-barred assessment of the racing year in the United States.

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EVENTS
OF THE MONTH

WALES RALLY GB ❖ RALLY OF THE TESTS



Meeke was vying for second place until he clipped a ditch. The better news is that he'll keep his Citroën seat in 2015

CITROEN

WRC
Wales Rally GB

IN CONTRAST TO ITS HEYDAY, WHEN IT USED TO COVER upwards of 70 stages over the length and breadth of Britain, this year's Wales Rally GB (the correct current nomenclature for what was the RAC Rally) was a mere stroll of 189 competitive miles. But that did not make it any less intense. Like the Le Mans 24 Hours, the character of the World Rally Championship has changed: the element of endurance is gone and now every stage is a sprint. If anything, this makes it even harder.

It was a fact acknowledged by Volkswagen's Sébastien Ogier before the start, when he said that this was the first time he could focus on pure enjoyment, having wrapped up his second title on the previous round in Spain. "With the pressure of trying to win the championship, the fun maybe takes a back seat," he said. "But here, it's just going to be fun."

Ogier drove like a man revelling in the slippery and inconsistent conditions, although the weather was unusually warm for this time of year. Spectators on ▶

Ostberg takes flight en route to third – he was the only Citroën driver to make the podium









Saturday's Dyfi stage were even spotted removing their coats, an almost unprecedented phenomenon.

Ogier led from the first stage to the last, but on the opening day he was pushed to the very limit – or rather, the limit of his team-mates. The Frenchman had predicted that the biggest challenge would come from the other two Volkswagens of Jari-Matti Latvala and Andreas Mikkelsen. The latter was quickest in shakedown and gunning for his first victory on roads he knows well. But on the second stage of the rally Mikkelsen went off, damaging the suspension. Crews normally carry a basic spares package in the car, including suspension arms, to make essential repairs if they hit trouble. Hoping to save weight, Mikkelsen had left all the spares behind...

Latvala pursued Ogier throughout the first day, ending it only 6.6sec behind. On the first stage of the second day, though, it all started to unravel. Knowing he couldn't afford to let his team-mate escape, Latvala pushed hard but slid into a ditch, from which it took spectators more than three minutes to extricate him. To make matters worse, the incident ripped the rear wing off Latvala's Polo, which made the handling extremely unstable for the rest of the morning. "It was my fault," admitted the Finn. "But with Sébastien like this, if you don't push to the maximum, you don't catch him."

This set up an intense battle for second place, which eventually played

From left, Ogier and Ingrassia celebrate; Evans and Barritt were fifth– and best Brits; Hirvonen waves goodbye; Matthew Wilson returned to the WRC; Latvala dropped to eighth after an off

itself out a full minute behind Ogier. Taking part in his very last rally with M-Sport before retiring, aged 34, Mikko Hirvonen eventually emerged as best of the rest. Throughout the event he battled with the Citroëns of Kris Meeke and Mads Ostberg, both of whom overhauled Hirvonen briefly, before falling victim to separate tyre-related dramas. Ostberg suffered a left-rear tyre delamination during the Aberhirnant stage, run in the dark on Saturday night, while Meeke's problems were more self-inflicted.

He headed into the final day holding second but skidded into a ditch on Sunday morning, which cost him little time but damaged his tyres. Crucially, there was no service halt on the final day, so he had to hang on to that damaged set throughout and slipped from second to sixth.

Ostberg took the final podium place behind Hirvonen, so Citroën secured second place behind VW in the championship for manufacturers.

Hirvonen's second place on the rally also ensured that he achieved his own target of ending the year as the best non-Volkswagen driver. It was the best possible farewell, crowned by setting a fastest stage time on the second day. "I can't think of a better way to end my career," he said.



RED BULL, M-SPORT & CITROEN

The WRC2 championship – which sits just below the main World Rally Car category – was clinched by former Dakar winner Nasser Al Attiyah, who finished sixth in class.

Jari Ketomaa won it, while Britain's Matthew Wilson was third on his return to WRC competition for the first time in two years. He drove a Ford Fiesta in the same Michelin Pilot livery with which his father Malcolm sealed the 1994 British Rally Championship. *Anthony Peacock*



PETER BAKER

Rally of the Tests

RYAN PICKERING AND ANDY BALLANTYNE took a hard-fought overall victory on the 13th Rally of the Tests after three full days of classic rallying in their 1962 Triumph TR4 (above).

While the TR4 claimed the big prize for the best performance by a Pre-63 car, the top scorer was the Porsche 911 of Roger and Leigh Powley. Results were always in doubt, though, in an event where fortunes constantly ebbed and flowed across the 90-car field.

The route for the 13th edition ran from Buxton to Bristol via two overnight halts in Llandrindod Wells. With 27 special tests on private land, 18 regularity sections and six time control sections all on public roads, it was another tough challenge as the event rekindled the days before forest special stages forever changed the RAC Rally.

The event's popularity was underlined by an entry that was full months in advance and included all the key players. Clerk of the course Guy Woodcock delivered the rally his customers wanted in a route that took in classic rallying roads and test venues.

The action started with a Thursday evening prologue close to Buxton and included a regularity section through the Goyt Valley.

Pickering and Ballantyne took a slim early lead, while Howard Warren/Iain Tullie (Porsche 911) put in the best overall performance.

Day two took crews from Buxton to Llandrindod Wells via the Welsh borders and it proved to be a difficult day for Warren, as increasing gearbox woes threatened to end his rally. He struggled on, sometimes with only first and reverse gears, and ended the day with a nine-second lead over the Powleys, but an overnight gearbox change was needed.

Among the Pre-63 pack, the Pickering TR4 dropped to fourth after a costly error on a regularity section as former rallycross champion Dermot Carnegie and Paul Bosdet forged ahead in their Volvo PV544.

Friday signalled the end of a hat-trick bid for Paul Wignall and Mark Appleton, when their 1959 Alfa Romeo Giulietta Sprint consumed its gearbox before lunch.

The intensity of the event continued on Saturday with a Welsh loop that took crews back to Llandrindod after a long day of action and some challenging road and weather conditions. Pickering had a fine day to move back into the Pre-63 lead, while the Powleys also delivered an outstanding performance to beat everyone by 40sec and build their overall advantage to 1min 30sec.

Sunday was all about getting to the finish in Bristol, via tests on the maze of military roads at Caerwent. The South Wales venue cost the Powleys time, but they saw off a determined challenge from Alfa Romeo Giulia crew Andrew Buzzard/Rob Lyne to win with a margin that was slashed to just 19sec on the final day. Warren/Tullie survived for third.

In the Pre-63 contest, Pickering and Ballantyne held on through a day of ups and downs, but it was very close as just eight seconds split them from Carnegie.

"It's been a long ambition to win this rally," said Ballantyne. *Paul Lawrence*

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Sebastian Melrose – Dario Franchitti's godson – discovers a new water splash feature at Becketts

ALL IMAGES SIMON ARRON

OLD, BUT STILL HARD TO BEAT

Brands Hatch, October 26 & Silverstone, November 1-2: evidence that new ideas aren't necessarily the best

WHEN YOU THINK OF Formula Ford, does your mind's eye conjure the ungainly, bewinged contraptions that have struggled to attract custom on the British Touring Car Championship support programme in recent seasons… or compact, uncluttered projectiles that hunt in large packs? In all likelihood the answer is 'B' – and if it isn't it should be.

For career-minded drivers, Britain's single-seater landscape has been in tatters awhile – with the conspicuous exception of Jonathan Palmer's BRDC Formula 4 Championship, launched successfully in 2013. Formula Renault thrives in Europe, but has been absent from these shores for three seasons (although a return is planned for 2015). British F3 is being put out of its misery and we wait to gauge response to the new MSA Formula (an FIA-approved recipe that effectively replaces modern Formula Ford). As things stand, there might soon be three similar categories courting kart graduates.

Below the radar, meanwhile, Formula Ford 1600 carries on doing what it has always done, providing drivers with



an opportunity to hone their craft in cars that permit properly close racing.

The Brands Hatch Formula Ford Festival might be a shadow of its former self, with sufficient cars for just a couple of heats, but that hasn't diluted its intensity. James Raven eventually won this year's event quite comfortably, simply because he was the only driver able to unstitch Jonathan McMullan's largely flawless defence. McMullan didn't have the fastest car, but intelligent technique provided adequate compensation as he completed a Ray one-two with five cars on his tail.

One week later, at Silverstone, the Walter Hayes Trophy attracted 115 entries – and founder James Beckett hopes to attract sufficient numbers to expand the format from six heats to eight in 2015, just like the Festival in its heyday. Wayne Boyd (Van Diemen MS13) took a victory that was memorable not so much for the fact that he won the Grand Final from 14th on the grid, after repassing Rob Hall on the final lap, but for his recovery from a distant 33rd to seventh in the first semi-final, after he'd been bundled into a spin on the opening lap. You tend not to notice driving rain when you're watching a performance of that calibre.

Given that sufficient cars exist, is it perhaps time to set the two events a fortnight apart and create some kind of combined award for the best aggregate performance? That might boost the event that most needs it, without diluting the other.

Expanding the WHT might mean shifting qualifying to Friday, given the restricted hours of daylight and the need to incorporate support events (race organiser the HSCC's Formula Libre-style single-seater and closed-wheel races are lovely, anything-goes throwbacks), but teams tend to be at the circuit by then anyway, for testing.

However things evolve, the original Formula Ford continues to produce competitive splendour that's hard to fault (or, indeed, match), despite being 47 years old.





Aaron Telitz leads at Brands, top, with Festival winner James Raven (25) in the following group. WHT victor Wayne Boyd under pressure, above. Left, marshals tend to the stricken Ray of Jon Miles, son of former tin-top racer Norris

STRENGTH AND DEPTH

Silverstone, October 25: the beguiling diversity of a national institution

IT CAN BE ONLY A COUPLE OF DEGREES outside, but still you get a nice, warm feeling as you peel across the Wellington Straight bridge and see Silverstone's national paddock looking absolutely rammed. The trimmings might have changed over the past 30 years or so, but this is club racing in the grand manner of old: hundreds of vehicles (quite literally so, in this instance) and precious little in the way of an audience.

The occasion is the 64th annual running of the Birkett Six Hours, the 750 Motor Club's annual end-of-term relay: with 69 teams of four to six drivers (and sometimes as many different cars) the landscape is as varied as any in modern motor sport. The field might include many a Caterham (or derivatives thereof), but the entry also features Smart ForTwos, Radicals, a Triumph Dolomite Sprint, a sprinkling of Minis (ancient and modern), a Renault 5GT Turbo, an authentic Porsche 935 K3 replica and AC/DC's car-loving lead singer Brian Johnson in an MGB. Oh, and Le Mans 24 Hours LMP2 class winner Jota Sport is also here, tending to a couple of Mazda MX-5s – not quite a full factory effort, but it doesn't look far short.

The bank to the outside of Copse is packed with photographers shortly before the scheduled kick-off at 11.45, but the shot is diluted by the decision to implement what is effectively a safety car start, with drivers setting off in single file after a rolling parade lap. By the time the first two cars reach Copse, some of the field are still on the Wellington Straight: by the second lap, the leaders are already passing their first of many backmarkers. Clumps of traffic and





Boundless variety underpins the Birkett. Below left, AC/DC's Brian Johnson raced an MGB



huge speed differentials are ever a factor.

The race loses much of its zest before one-third distance, after a serious accident at Maggotts: Charles Harvey-Kelly (Radical SR3) and Ben Pearson (BMW Compact) hit the retaining wall hard after a collision and the safety car appears while medical crews extricate Harvey-Kelly. The operation takes some time and the unfortunate driver is subsequently airlifted to hospital with head injuries.

The race eventually carries on, the appropriately named Winning Radicals team of Aaron and Lee Bailey, John Macleod, Doug Carter and Brian Murphy (all in Radicals, obviously) completing 141 laps to win on scratch. Victory on handicap goes to Six Signatures, an all-Caterham armada featuring James Needham, Kurt Brady, David Rowe, John Toshack and Spencer Horgan.

The British Grand Prix has been a calendar staple since 1948, despite Bernie Ecclestone's past efforts, but the Birkett began only three years later and outstrips most things in terms of heritage. One imagines there might be calls to restrict the range of entries in the wake of this year's event, but diversity has been the event's essence from day one.

The Birkett is what it is and would best be left that way.



BLAZING SADDLES

Snetterton, October 11 & Brands Hatch, October 18-19: sharply contrasting finales at the end of the bike racing season

IT WAS A STEP FROM A UNIVERSE IN which the battered Ford Transit is king (that will be the Classic Racing Motorcycle Club) to one in which even some sidecar teams – traditionally motorcycle racing's poor relations – have huge hospitality rigs. Welcome, then, to the British Superbike series.

One of the biggest advantages of an early drive to Snetterton is that a few Little Chefs still operate on the A11: most such institutions have long been boarded up, but head east and they continue to serve a hearty breakfast.

Upon arrival, one of the first things I hear is the paddock tannoy: there is still space in one or two events. If anybody fancies an extra race, late entries are being accepted for (look away now if you compete on four wheels) £25.

In many ways it's like a historic car meeting, with intense combat at the front while others are content just to enjoy the machinery at their own pace. It's a happy, relaxed place.

The intensity is far greater a week later, although the anticipated BSB showdown fizzles out after a practice accident leaves contender Ryuichi Kiyonari with a fractured collarbone. Initially it seems he might miss only the first race – and conspiracy theorists go into overdrive when rival Shane Byrne falls, potentially extending the title fight. In the end it makes little difference, because Byrne wins twice on Sunday with Kiyonari still sidelined.

Even with the main show shorn of a little spice, the spectacle remains compelling. All forms of motor sport are there to test the laws of physics, but superbike racing does so more than most: as riders try to reapply power at the exit of a greasy Graham Hill Bend, some kick out a rear wheel in a manner that verges on speedway.

I know little of bikes, old or new, but do rather enjoy watching them.

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Guess the era: unspoilt RAF buildings give Bicester Heritage a timeless feel

TOM PILSTON

SCRAMBLE FOR THE PAST

A long-disused RAF base promises to become a new Brooklands-style motor village

WHEN I WENT TO visit Duncan Wiltshire for last month's column, I didn't expect half my day to be spent touring an RAF base. But Bicester Heritage proved a fascinating venue, and I think we're all going to be visiting it a lot. It's an astonishing survivor, a complete air force complex where virtually every building dates from between the wars, even though it was a live training base until the 1980s, with a brief surge during the first Gulf war when the USAF moved in. Property developers have been after the disused base and its airfield for years, but after it was given conservation status the perfect team purchased it. Not only are they restoring the 50 buildings down to period paint, but the intention is to create a motoring and aviation village, packed with restorers, tuners, dealers and anyone else from our world. And the airfield has a tempting perimeter track…

Driving force behind this is Daniel Geohagan, well used to major property undertakings – he converted a Tblisi railway station to a department store. He's also a VSCC competitor (his

Alvis 12/50 is parked outside), so he doesn't need to feign his enthusiasm for creating a bustling centre for historic cars and aeroplanes.

Already 10 specialists have moved in, with 11 more on the way, and the village has hosted a string of gatherings – with acres of space it's a perfect destination for club runs. Dan's view is of a motoring community where enthusiasts and racers can walk from an engine shop to a coachbuilder and bump into organisers and dealers on the way. Which happened to me: the moment I got out of the car I met 96 Club's Michael Scott and Patrick Morgan of restoration company Dawn Treader.

Dan gave me the tour, traversing the tree-lined trident layout leading to the airfield, still used for gliding, while he explained the balancing act between restoring to period – 19 of the structures are listed – and making these buildings suitable for their new occupants. He's especially proud of Building 100 – a gents lavatory listed as Technical Latrines (the number is an RAF pun). But with the aid of a sympathetic architect the buildings are being made practical while retaining their character: vintage dealer Robert Glover showed me around his new base, the old Power House, where a fantastic travelling crane dangles above the Royces and Bentleys (including a splendid 8-litre Sedanca built for Lord Brougham and Vaux) standing on preserved fancy tiles. Then we strolled over to where Ewan Getley fettles Cricklewood Bentleys, an early Blower laid open to view as a digital scanner was run over it. Even the vast 1936 hangar conveniently re-roofed by the USAF is being used to store cars: Historit's Charlie Morgan took us up



and down the lines of cocooned machinery, throwing back covers to reveal a Lancia LC2, George Eyston's Riley MPH prototype and many others in this vast space with room for 300 cars.

"I see this as a sort of motoring marina," says Dan, "where if you're fettling an engine and you need some electrics done, you can just walk over to someone on site. And at six o'clock everyone meets for a drink." There isn't a bar yet, but Dan explains he sees one side of the site hosting engineering, the other social venues, including accommodation, perhaps in the Officers Mess, and a clubhouse in the spacious Armoury and Lecture Rooms. Within the Motor Transport unit, a three-sided courtyard already being used for club meets, there will soon be a café, and to set the period scene there's a rare RAF tractor parked in the sheds. So strong is the 1930s and '40s atmosphere that parts of the new film *The Imitation Game*, about cracking the Enigma code, were filmed here.

Details like this reminded me of Goodwood Revival as we explored the base: all the paintwork is from a 1931 palette while the metal Crittall windows are being replaced with new from the same makers. (I noticed that visitors' modern cars were all outside the Guard Room barrier; I'm not sure if this is period policy…) There's a shed specifically to house a Hucks starter, the Model T-based machine that spun up propellers, and Dan is on the hunt for one to display – and who knows, perhaps find employment on the aerodrome. He sees potential for aero specialists to alight here too.

Geohagan's multi-million pound restoration is cracking on, but the unrestored buildings have their own cobwebby, cracked glass appeal too, in the same way I'm glad I roamed pre-museum Brooklands while the banking was weed-grown and old aircraft parts littered the site.

A particularly nice touch at Bicester is the airfield's original wartime 'scramble' bell, once again hanging outside the Guard Room. Added to a soundtrack of lathes, drills and sidevalve engines, and perhaps in time a DH Gipsy, a tug of the rope could spirit you back 70 years.

Heritage village has plenty of room for car meets, above. In old Power House, below, travelling crane hangs over vintage vehicles



ROY SMITH

DREAM GARAGE

How we'd blow the budget this month



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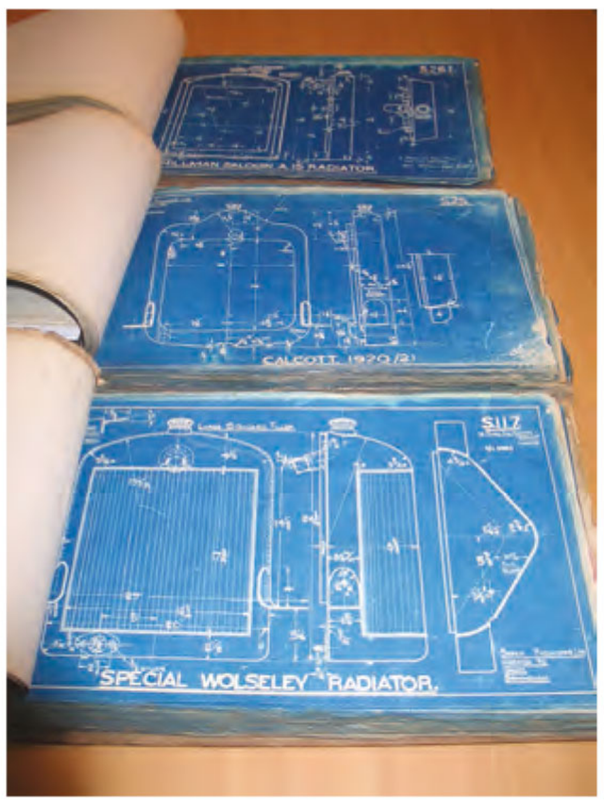
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PAGES OF HISTORY

For anyone researching pre-war cars, the Vintage Sports Car Club's library is a vital port of call

MANAGING THE GENERAL EDITORIAL inbox as I do, I have to handle all sorts of abstruse queries from 'how do I become a Formula 1 driver/motoring journalist' through 'which races did my great-uncle win at Brooklands?' (often the aged relative has embroidered the facts) to 'can you identify this veteran car in my family photo album?' I like the latter question, not because I know enough to give chapter and verse but because I know some men who do. Every Wednesday they gather in the VSCC library to pursue research for themselves, owners, restorers and *Motor Sport* readers, and their knowledge combined with the Club's remarkable library has solved many a motoring conundrum.

When I visited The Old Post Office, the Club's handsome Chipping Norton HQ, Senior Librarian Ian Ferguson showed me the VSCC's wealth of material: 2500 books, complete runs of periodicals back to *The Autocar* No1, manuals, handbooks, pamphlets, flyers, video and 50,000 photos. Magazine indexes were digitised long since (before we did ours – I relied on a VSCC CD for a long while) and nowadays photos are digitised and quick to search too. Magazines too are scanned before storing; "That has speeded up searches enormously," says Ian. In addition the families of deceased enthusiasts donate many books and photo albums – "Some don't even have cars in them. We don't know what to do with those," says Ian frankly.



Though it's properly a facility for members, visitors are welcome and these volunteer researchers/historians don't mind helping others, such as finding details of George Abecassis' first Austin 7 racer to assist his son David in restoring it. And it can work both ways – sometimes a picture sent for identification answers a long-standing question about an ancient veteran.

Ian spread out some of the rare items: engineering drawings of HE radiators (left), the hand-written minutes of the club's formation, copies of the *Automotor Journal* from 1902. "We're looking for more issues," he tells me optimistically before showing me the holy grail of automotive book collectors – an original 1909 edition of Gerald Rose's *A Record of Motor Racing*, kept in a large safe along with early race records and other valuable items.

It's an impressive facility, and I don't doubt Ian's assertion that it's one of the finest motoring libraries in the country. And perhaps the knowledgeable people who man it just for the love of history give it that little extra.




You ain't seen these... Trans-Atlantic transplant thanks to Photoshop

ANDREW TAYLOR/SIMEONE MUSEUM

VIRTUAL VISIT FOR US COLLECTION

A squad of Brooklands contenders appears at The Track – but only on screen

BROWSING THE WEBSITE OF THE wonderful Simeone Museum in Philadelphia recently I did a double-take – there was a photo of several cars from this prime collection outside the Clubhouse at Brooklands. Had I missed a visit? It turned out that this was clever photo-editing (openly declared!) to emphasise that the museum includes no fewer than five cars that actually raced at Brooklands: a Delahaye 135S/175S, an MG K3, and three Alfa Romeos – RLSS, 8C2300 MM and the ex-Hugh Hunter 2900A which contested that unofficial 'fastest sports car' contest in 1939.

Built up over many years by neurosurgeon Fred Simeone, the collection of 60 or so sports cars is highly focused on originality and, having known Fred for years and seen his amazing research library, I can testify to his knowledge and passion. The quality of the cars is exceptional – we're talking actual Mille Miglia and Le Mans winners – and many of them are demonstrated around the on-site track, while the cars are displayed in appropriate scenic sets. It's long way from the dusty unmarked backstreet garage where I first encountered them.

If you're on the East Coast, go and visit; otherwise, visit the website or download the museum's new app for a personal video and audio tour by Fred Simeone. Details at: www.simeonemuseum.org





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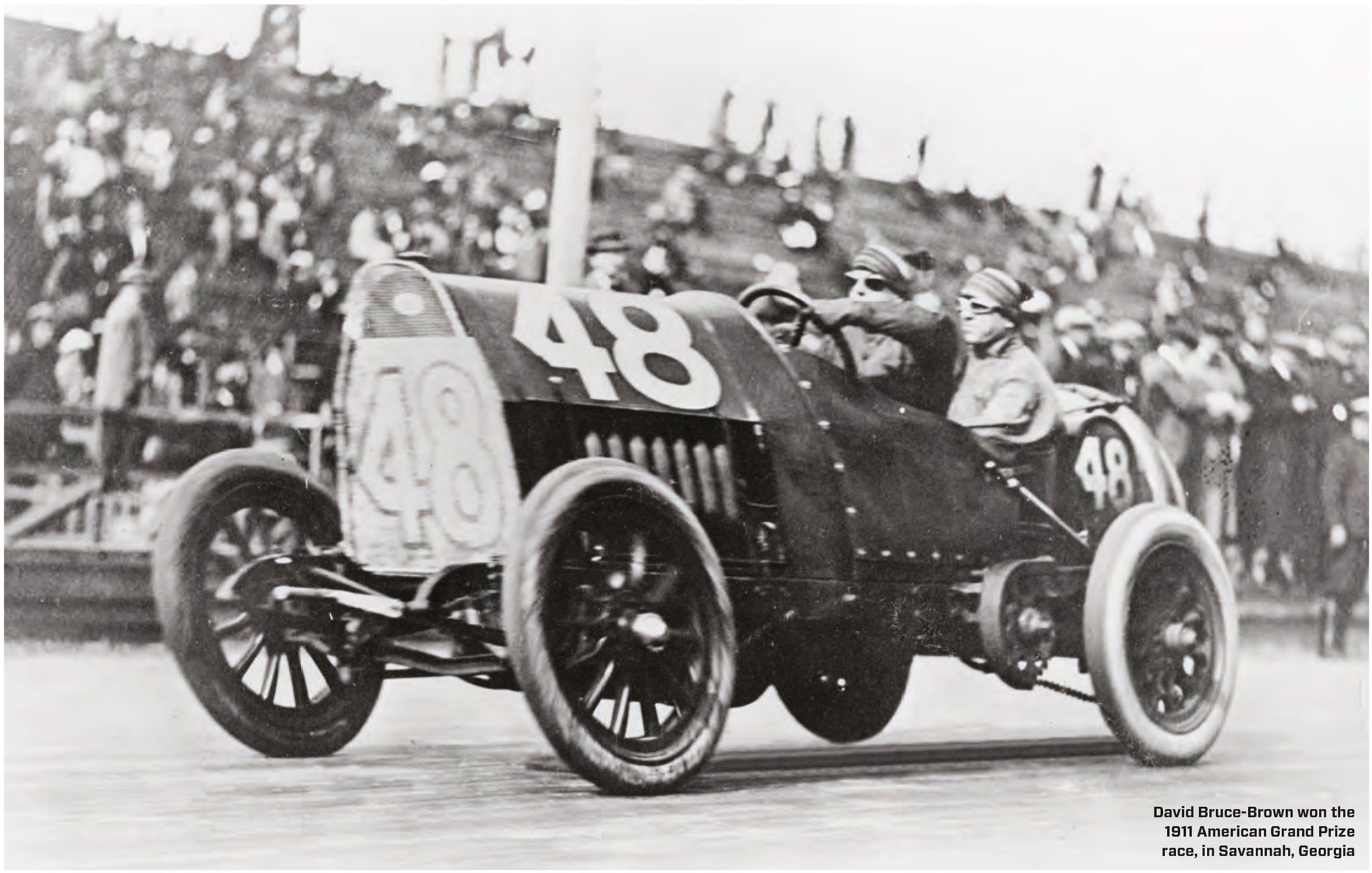
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FROM THE ARCHIVES WITH

DOUG NYE



Our eminent historian dips into the past to uncover the fascinating, quirky and curious



David Bruce-Brown won the 1911 American Grand Prize race, in Savannah, Georgia

GP LIBRARY

MILWAUKEE MILESTONE

A recent book paints a vivid picture of Grand Prix racing's pioneering days in North America

AMONG MANY MOTOR racing books that I admire, the great American enthusiast Joel Finn did a remarkable job of recalling for the centenary two years ago a major American event in *The 1912 Milwaukee Races*, published by Joe Freeman's Racemaker Press (ISBN 13:978-0-9647769-6-8).

The Milwaukee meeting in question included both the American Grand Prize and the Vanderbilt Cup races run on a closed public-road circuit. The organisers were confronted by issues of public liability, and critically by unforeseen costs since capturing revenue from the attendant crowds proved near impossible. But Joel's painstaking research concludes that most of the problems were way beyond the hapless organisers' control. The races themselves were well run while the accidents – characterised by him as "both numerous and serious" – were caused by driver error or mechanical failure.

For a start, heavy local rains forced a two-week delay, and road repairs were an unforeseen cost. The delay diminished both entry quality and attendance. The circuit had a lap

length of 7.89 miles on the boundary of Milwaukee and the township of Wauwatosa. Its surface had been widened to a minimum 30-40 feet, scarified then relaid with four inches of small rock topped by two inches of fine chippings, then a layer of asphalt/sand mix. Each lamination was rolled, then oiled and sanded repeatedly. This work alone swallowed about $25,000, with pits, grandstands and bridge work on top of that. The organisers fixed ticket prices at a dollar each, grandstand boxes $30-40. A profit of $50,000-plus was predicted.

The great American star drivers of the era included David Bruce-Brown, who had just finished second in the French GP for Fiat, Caleb Bragg, Teddy Tetzlaff and Ralph Mulford. Bruce-Brown – from New York society – was absolutely the most glamorous racing personality of the period. He and his wealthy friend Bragg arrived in Milwaukee on Monday, September 30, the day before practice began. No bizjets then, so they arrived instead in two private railcars from New York city, with managers and staff accommodated in a third railcar between theirs. These coaches were parked on a siding near the grandstands, their purpose absolutely the parallel of modern F1 teams' paddock pavilions.

At around 11.30am next day, in early practice, official Fred Wagner noticed at a pitstop that the tyres on Bruce-Brown's big chain-driven Fiat S74 were wearing badly. With only half an hour of the session remaining, the young New Yorker assured 'Wag' he'd take it easy, so the tyres would be fine.

He planned to spend the afternoon preparing for the planned banquet that evening while his mother was due to arrive at Milwaukee by train.

Back out on course, Bruce-Brown was passed by Teddy Tetzlaff's Fiat S61. His lap average was already 80.2mph. Tetzlaff then spotted Bruce-Brown closing up on him, before falling back. It then seems that Bruce-Brown accelerated hard to close the gap along the South Fond du Lac Road. But on a stretch where coarse stone had been used to fill-in a major dip, the Fiat S76's left-rear tyre blew out. The car veered sharply off the cambered road, thundered into a ditch then somersaulted to land facing backwards on the left side of the road. Both Bruce-Brown and his riding mechanic Tony Scudelari (or 'Scudelar', accounts differ) had been crushed under the inverted Fiat as it landed, and were punched deep into the soft rain-soaked bank of the roadside ditch. Nobody witnessed the accident. George Clark's Mercedes was next along. He and his mechanic tried to assist the unconscious victims. Clark then ran to a nearby farmhouse to telephone race control. After some 30 minutes real help arrived but while both men were still breathing it required shovels to dig them out, before they were carried on timber planks to an ambulance. Bruce-Brown died within the hour, Scudelari on the following Tuesday, October 8.

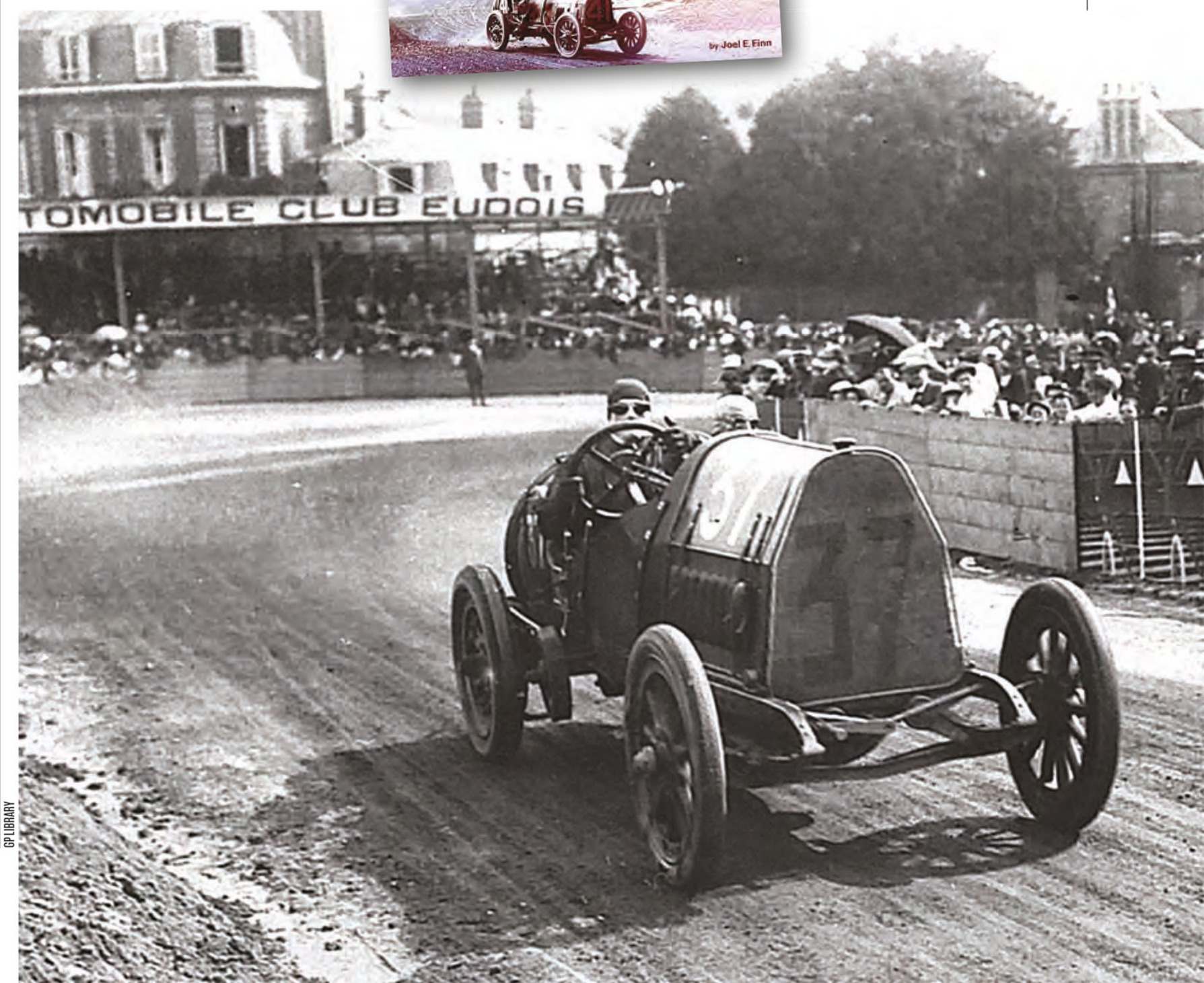
The Milwaukee races went ahead, the 299-mile Vanderbilt Cup being run before some 50,000 spectators, of whom only 20,000 are thought to have bought a ticket. Ralph de Palma won for Mercedes at 68.97mph, taking the trophy and $3000 in prize money. Was it a spectacle? Yes – by the standards of the time it probably was – at least for a race with nine starters. Medium and Light Car races were then won by Mason Specials, driven by Mort Roberts and Harry Endicott – the first over 220 miles (with eight starters), the second 173 miles (and three starters).

The main event, the Grand Prize itself, was held on Saturday, October 5, 1912. The target was 52 laps, 409 miles (and 4616 feet). Bragg was intent upon winning. He led by four minutes from de Palma's Mercedes with three laps left, and eased off to conserve his Fiat S74. Passing Wagner's green flag into the last lap de Palma had closed the gap to 2min 36sec. Unaware of de Palma's pace, upon reaching the roughest section of the now cut-up course Bragg eased back even more and de Palma's Mercedes was suddenly upon him. The Italian-American misjudged the closing rate, and suddenly his left-front wheel struck Bragg's right-rear, and the Mercedes was airborne.

Miraculously it did not roll, but instead speared into a deep ditch, impacting violently against its far bank and being stopped instantly. De Palma and riding mechanic Tom Alley were both thrown forward, out of the car, over a fence and into a harvested cornfield, landing on the corn stalks. Alley was knocked out, de Palma broke a leg and was speared by corn stalks.

Bragg, shocked by this sudden assault from behind, rumbled on to the finish. He crossed the line to secure his first major road-race win and $5000. He had averaged 68.45mph, then turned

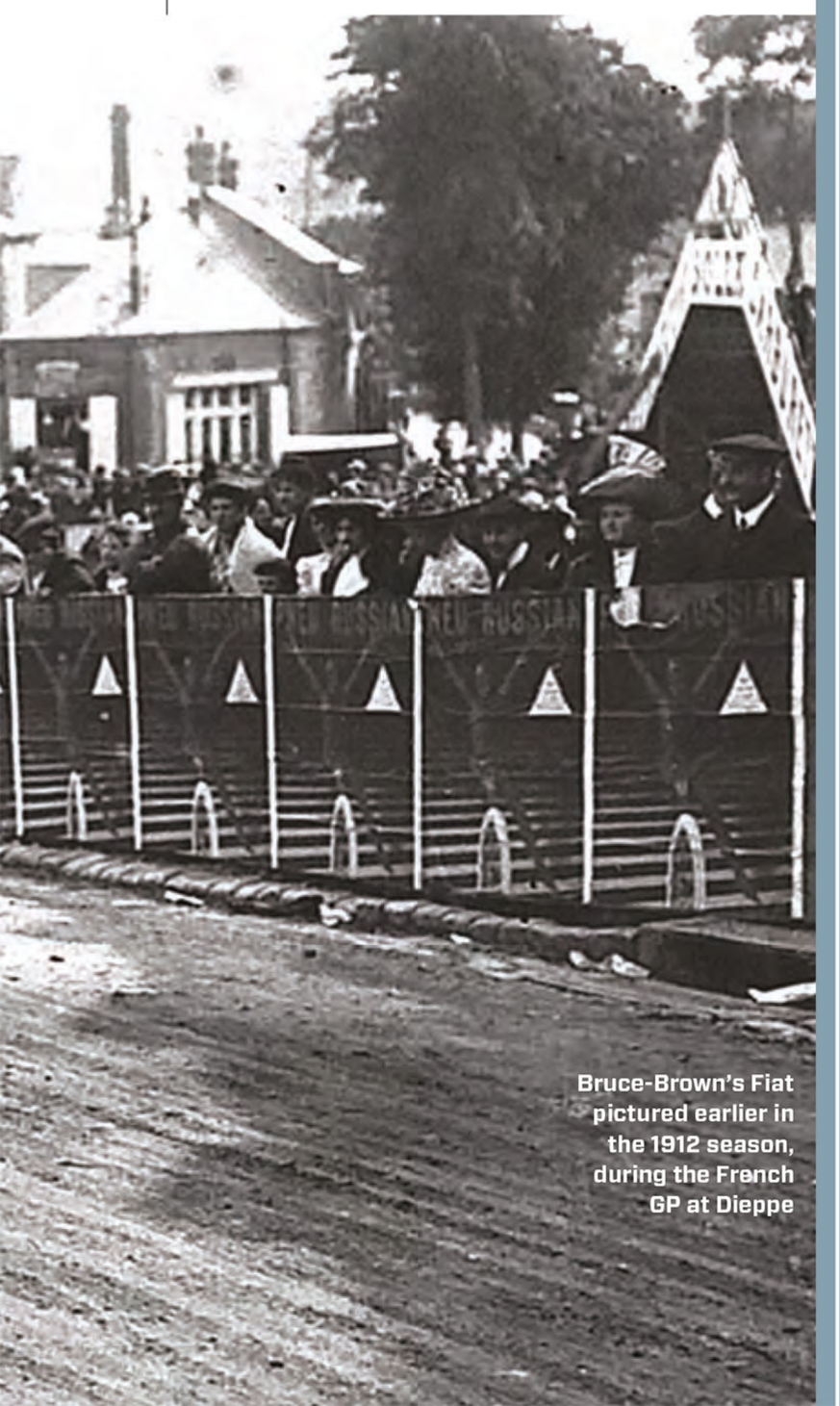




GP LIBRARY

around and drove officials back to the scene of de Palma's crash. The injured driver was not expected to survive. In the ambulance de Palma asked about his wallet. His clothes had been shredded. The wallet would never be found – although he survived he had not only lost his chance of a second place finish ($2500) or even the win, but also a thousand dollars in folding. Having lost a fine friend in Bruce-Brown, and fearing for another in de Palma, Bragg found himself having to defend his driving against lurid newspaper reporting – and, once he had recovered, de Palma would remain more angry at having his wallet pinched than by the inattention shown by Bragg and his riding mechanic, Capra. The Milwaukee organisers made a thumping loss, and cheques to contractors and participants bounced. Bragg's prize money was paid independently by William K Vanderbilt Jr, and de Palma was only paid out in 1914, a Milwaukee deputation counting it out to him in person in gold coins.

By the early 1920s, road racing had withered away in the USA and would not re-emerge until the late 1940s, albeit – as Joel Finn states – in a far different form. I hugely recommend this fine book – photographically it is majestic.



Bruce-Brown's Fiat pictured earlier in the 1912 season, during the French GP at Dieppe



Louis Chiron (Alfa Romeo P3) leads away at Montlhéry at the start of the 1934 French GP

LAT



A SHORTAGE OF CLOCKS IN ITALY?

Sumptuous Alfa history throws fresh light on Mussolini's nationalistic streak

STILL ON THE SUBJECT OF FINE racing histories, it was a London High Court judge who observed that some motoring marques are particularly well served by their historians. Alfa Romeo has certainly been very well served indeed by the enduringly enthusiastic Simon Moore, and his latest two-volume tome is not only an absorbing and informative joy but also beautifully produced – which is very unusual amongst specialist books self-published by an enthusiast author.

You might notice I'm a fan. Well, that is unashamedly true, but something I particularly like about Simon's treatise is his inclusion of the Alfa GP-engined racing powerboats set loose by a small coterie of speed-happy loonies over a 20-year period from 1934-54, and – more particularly – of an extraordinary letter which Simon reproduces. It's from *Il Duce* himself, Italian leader Benito Mussolini, addressed to Nicola Romeo in Milan and from *Il Capo del Governo*, Rome, dated June 9, 1926.

Mussolini was quite a car enthusiast but he was also an extreme nationalist and developed a policy not just of Italy first, but also Italian language first. Accordingly, his letter to the head of Alfa Romeo read:

Dear engineer Romeo,
Yesterday, while returning from Firenze, I directed my attention to the instruments in my Alfa Romeo (which runs, I might add, very well) and I made the following observations:

a) the Magneto is German (Bosch)
b) the clock is Swiss
c) the horn (which does not work) is French!
I do not preclude the possibility that there are other 'exoticisms' in the interior.
Is this the way to support national products? Does this mean that there are no magnetos, clocks and horns in Italy?

Saluti Distinti,
Mussolini

Mussolini might have approved of the pre-war branding on a pre-war can of Castrol upper cylinder lubricant displayed today in the Cerda Targa Florio Museum – 'Castrollo' sounding decidedly Italianate. 'Yeah but...' as Jenks used to say – the rest of that label's in French, and English-language 'Castrollo' cans also survive.

If you admire Alfa Romeo's finest, and fancy Simon's fabulous two-volume work *The Magnificent Monopostos – Alfa Romeo Grand Prix Cars, 1923-1951* (Parkhouse Publications, Seattle, 2014 – ISBN 978-0-9820774-2-9) – start saving now. I promise it will not disappoint you. Ⓜ




MARTINI
VARTA Renndienst

PARTING SHOT



JULY 25

1971

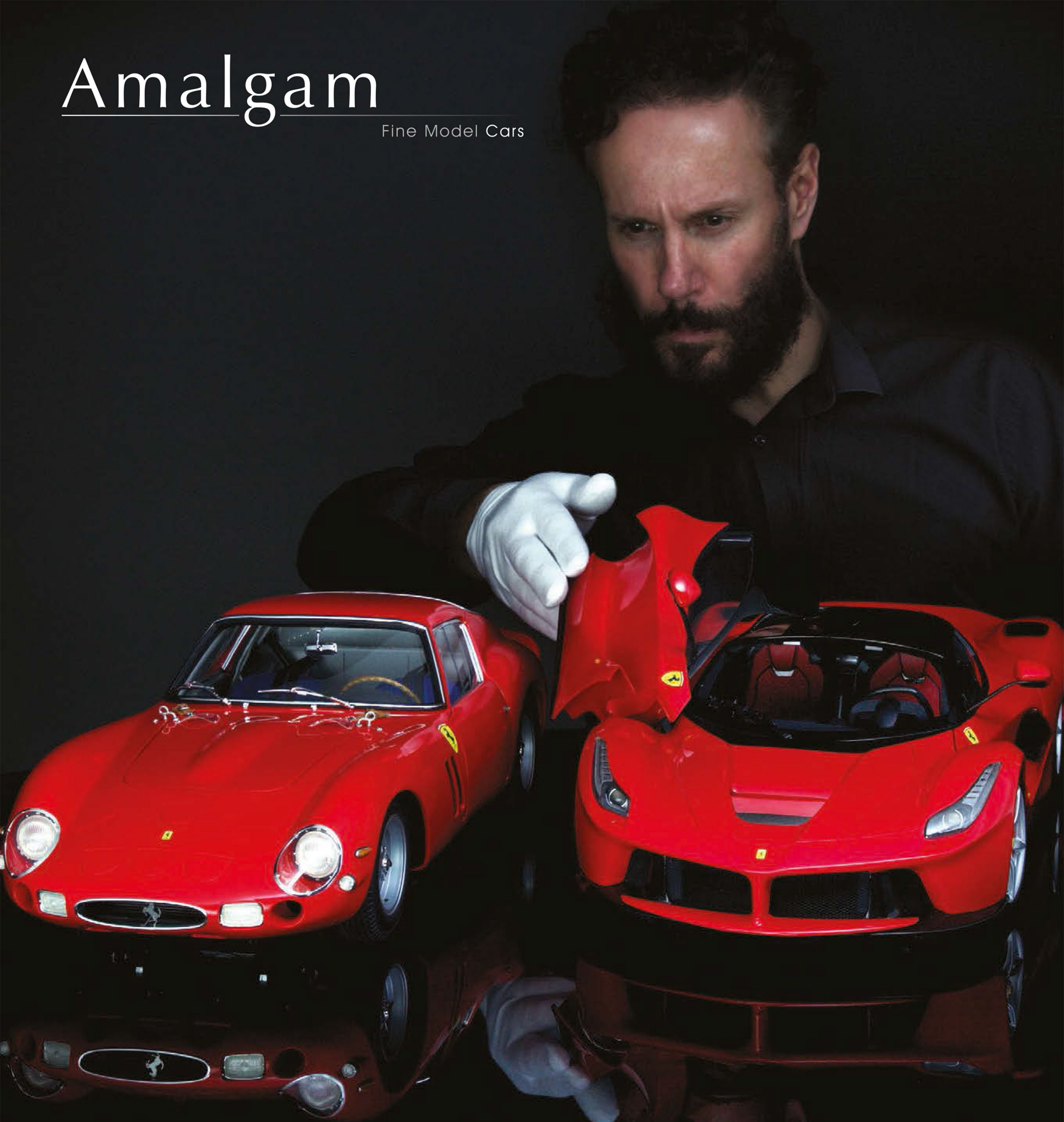
SPA-FRANCORCHAMPS, BELGIUM

The winning Ford Capri of Dieter Glemser/Alex Soler-Roig leads the Ivo Grauls/Peter Hoffmann Camaro *et al* into Eau Rouge at the start of the annual 24 Hours. The 60-strong field included cars from Moskvich, Citroën (an SM!) and NSU, as well as the usual Opels, Alfa Romeos, BMWs and Minis. Diversity as an art form...

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