

MOTORSPORT

THE ORIGINAL MOTOR RACING MAGAZINE

SENNA

The early years

Barn find sensation!
Ayrton's first race car

Plus *Amazing track test of his original F3 & F1 cars*

KIMI RÄIKKÖNEN
Breaking the Iceman

DAN GURNEY
The day Britain banned an American hero

FORMULA E
New season, new tech









THE 24TH ANNUAL
AMELIA ISLAND
CONCOURS d'ELEGANCE

MARCH 7-10, 2019

THE RITZ-CARLTON, AMELIA ISLAND
THE GOLF CLUB OF AMELIA ISLAND



HONORING

JACQUES – BERNARD “JACKY” ICKX

CELEBRATING MERCEDES-BENZ 500-540K, PORSCHE 962, CARS & GUITARS,
CUSTOM COACHWORK VOLKSWAGEN AND 50 YEARS OF NHRA GAINESVILLE RACEWAY

BENEFITING

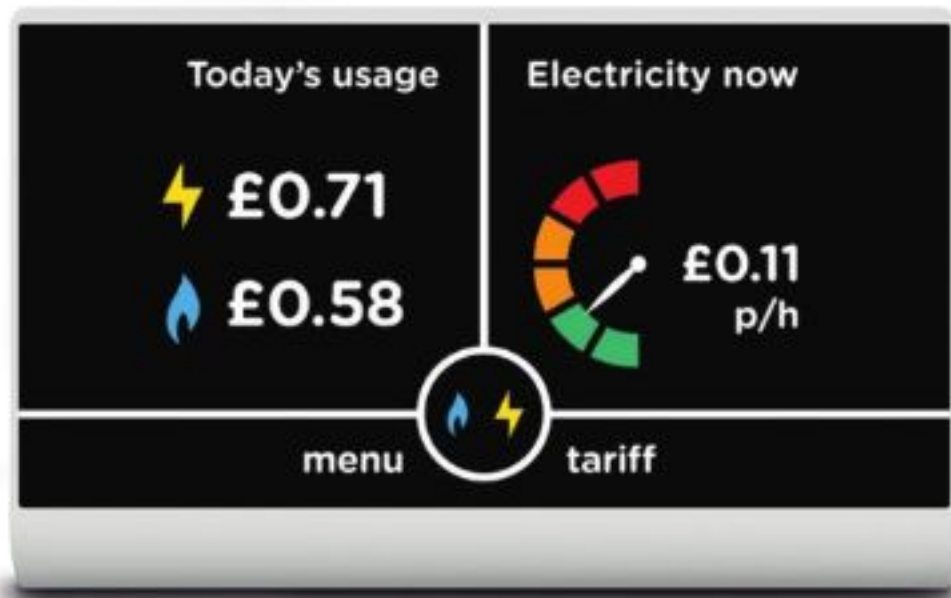
THE AMELIA ISLAND CONCOURS d'ELEGANCE FOUNDATION
A 501(C)(3) NONPROFIT CORPORATION

FOR ADVANCE TICKETS & EVENT INFORMATION,
VISIT: WWW.AMELIACONCOURS.ORG

PHOTO COURTESY OF DAVE WENDT







Get a smart meter and you could save enough energy to power this many blow-dries



Save your energy for proper pampering.

Contact your energy supplier about getting your smart meter at no extra cost.



smartenergyGB.org

Representative of a typical in-home display. Based on UK Gov's projected annual savings of 2% and a Blow Dryer using 2.47kWh. Savings possible by customers measuring energy use and cutting waste. Eligibility may vary. Available in England, Scotland and Wales by 2020.

Bonhams

AUCTIONEERS SINCE 1793



The Bond Street Sale

Exceptional Motor Cars

New Bond Street, London | 1 December 2018

ENTRIES NOW INVITED

With only a limited number of entries sought and several motor cars already consigned, the annual event is set to be another exciting auction from Bonhams record breaking motoring department.

ENQUIRIES

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

*Formerly the property Albrecht Graf von Goertz,
the designer of the renowned 507 model range*
1958 BMW 507 SERIES II ROADSTER



MOTOR SPORT MAGAZINE

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

EDITORIAL

020 7349 8484
editorial@motorsportmagazine.com

Editor Joe Dunn

Editor-at-Large Gordon Cruickshank

Production Editor Robert Ladbroke

Features Editor Simon Arron

Grand Prix Editor Mark Hughes

Art Editor Damon Cogman

Digital Editor Jack Phillips

Designer Andy Coates

Photographer Lyndon McNeil

Writer Samarth Kanak

Contributing Editors

Andrew Frankel, Doug Nye,

Mat Oxley, Richard Meaden

Special Contributors

Gary Watkins, Paul Fearnley

Picture Library

Motorsport Images 020 3405 8100

info@motorsportimages.com

ADVERTISING

020 7349 8484

sales@motorsportmagazine.co.uk

Commercial Director Sean Costa

Commercial Manager Mike O'Hare

Advertising Manager Laura Holloway

Sales Executive William Hunt

Sales Executive Connor Garnett

PUBLISHING

Managing Director Giovanna Latimer

Publisher Steve Kendall

Financial Controller Niall Colbert

Marketing & Operations Director

Gerard O'Brien

Project Manager

Zamir Walimohamed

Brand & E-Commerce Manager

Sarah Fawcett

Digital Marketing & Analytics

Executive Joel Fothergill

Senior Customer Services Executive

Denise Bernard

Circulation Marketing Executive

Oliver Ring

Event & Content Manager

Helena Barrow

SUBSCRIPTIONS

UK & Overseas subscriptions

+44 (0) 20 7349 8484

US subscriptions (Toll Free)

+1 866 808 5828

Motor Sport (ISSN No: 0027-2019, USPS

No: 021-661) is published monthly by Motor

Sport Magazine GBR and distributed in the

USA by Asendia USA, 17B S Middlesex Ave,

Monroe NJ 08831. Periodicals postage paid

New Brunswick, NJ and additional mailing

offices. POSTMASTER: send address

changes to Motor Sport, 701C Ashland

Ave, Folcroft PA 19032. UK and rest of

world address changes should be sent

to 18-20 Rosemont Road, London, NW3

6NE, UK, or by e-mail to subscriptions@

motorsportmagazine.co.uk. Distribution:

Marketforce, Blue Fin Building, 110

Southwark Street, London SE1 0SU. Colour

origination: All Points Media. Printing:

Precision Colour Printing, Telford,

Shropshire, UK. No part of this publication

may be reproduced in any form without

the written permission of the Publisher.

Copyright © 2018 Motor Sport Magazine

Limited, all rights reserved. We take every

care when compiling the contents of this

magazine but can assume no responsibility

for any effects arising therefrom.

Manuscripts and photos submitted

entirely at owners' risk. Advertisements

are accepted by us in good faith as correct

at the time of going to press. Motor Sport

magazine is printed in England.



Contents

Volume 94 / Number 12



FEATURES

56 **BEFORE HE WAS FAMOUS**
Formula Ford, British F3, an impressive
F1 test with Williams... Reflections on
Ayrton Senna's formative years

70 **REGENERATION GAME**
Formula E gears up for a new era,
without mid-race car swaps...

76 **INSIDE THE ICEMAN**
Kimi Räikkönen's biographer Kari
Hotakainen explains how the project
came about - plus a book extract

80 **RACING REFLECTIONS**
Dickie Meaden on another season amid
the maelstrom of historic competition

86 **FORMULA 1 INTERVIEW**
Mark Hughes in conversation with
Mercedes team principal Toto Wolff

94 **THRUXTON POSTCARD**
Images from *Motor Sport's* first track day

96 **LUNCH WITH...**
Portuguese veteran Pedro Lamy
discusses his career with Jack Phillips

104 **GURNEY'S CHEVY IMPALA**
Raced once in the UK... and was then
promptly banned. Former *Motor Sport*
staff member Ed Foster now owns it

112 **MASTER CRAFTSMEN**
Gordon Cruickshank visits RS Panels

149 **ROAD TESTS**
Ariel Atom, Range Rover, Merc G-class

157 **SPEEDSHOP**

189 **GARAGISTA**



REGULARS

13 **Matters of Moment**

14 **Formula 1 News**

22 **International News**

26 **Historic News**

30 **Club Racing & Beyond**

34 **Events**

36 **Tomorrow's World**

38 **Road Car News**

42 **Mark Hughes**

44 **Dickie Meaden**

46 **Mat Oxley**

48 **Doug Nye**

50 **Gordon Cruickshank**

53 **Letters**

119 **Precision Special**

211 **Books**

213 **Art & Memorabilia**

214 **Model Cars**

216 **Parting Shot**

218 **You Were There**



*In the spirit of
Bod and Jenks*

OTHER WAYS TO READ...

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





ventus F200

Top-notch performance slick tyre with consistency and high mileage in dry conditions



Be one with your tyres,
and the road will be one with you.

BE ONE WITH HANKOOK





Joe Dunn
Editor

@joedunn90

W

ith Lewis Hamilton on the verge of a fifth world championship it seems strange to think that only a year ago rumour was rife that he was contemplating retirement from Formula 1. The reasons behind this speculation were myriad - mostly to do with

his passion for the supposedly un-motor racing worlds of music and fashion - but the consequence was potentially singular: it would have meant that with Jolyon Palmer having been ditched by Renault in 2017 and Jenson Button having retired the previous year, the top tier of racing wouldn't have had a full-time British presence for the first time since the early 1950s.

What a difference a year makes. Hamilton, 33, now appears to have his sights firmly set on cementing his legacy and remaining with the sport for as long as he is winning - which, given his golden relationship with Mercedes, could be for many years to come. And he will be joined from next year by not one but two young Brit chargers in Lando Norris and George Russell (and potentially Anglo-Thai driver Alexander Albon too, should he tie up a deal with Toro Rosso).

Norris, 18, will make his F1 debut for McLaren having just signed a multi-year agreement. He is already the youngest ever European F3 winner and is on course to finish third in the current F2 championship. Mercedes' junior Russell will also make the step up to race for Williams until at least 2020. He is currently on course to win the F2 title in Abu Dhabi later this month.

Their journey to the pinnacle of motor sport is welcome and will be a bonanza for British fans, but it also confirms this country's strength in depth at all levels of motor sport. The pair, who both started out in karting, have climbed the domestic racing ladder, learning their trade and honing their craft, while being supported by dozens of unnamed and unknown mentors along the way.

For that, credit must go in part to the Motor Sports Association, this country's governing body. It may not be fashionable to praise the sometimes rather humourless 'rule makers' but - as Norris and Russell prove - it has kept alive grass-roots racing at a time when the sport is struggling like never before to attract young competitors.

Clearly there is still more work to do though: the number of MSA licence holders has dropped by a reported 10 per cent over the past decade, while entries in grass-roots series are down by 15 per cent.

Under the management of David Richards, the newly installed chairman, that work appears to have started: last month he announced that the governing body would be taking over the management and promotion of the British Karting Championship - still the key entry point for future competitors.

The hope is that under centralised MSA control, karting will grow in significance and prestige attracting more youngsters to the sport. This is a good move.

The organisation should also embrace the current movement to include more women in motor sport. The W Series, the all-female racing series announced last month, might divide opinion with its methods, but the goal of encouraging more women and girls into the sport should be shared by all.

The MSA has done admirable work in this area - especially via Susie Wolff's Dare to be Different

initiative - but it needs to build on the momentum. And it needs to practise what it preaches, too: like many establishment bodies with roots in another era, it runs the risk of being seen as male, pale and stale without a more diverse public face. Out of 15 directors who currently sit on the MSA board, for instance, only one is a woman - an imbalance Richards says he is keen to address.

Youth - whether male or female - is the lifeblood of our sport and participation should be encouraged and enthusiasm fired at every level. This magazine hopes that Norris and Russell are harbingers of things to come.

TO ITALY AND THE SMALL, PICTURESQUE TOWN OF GUBBIA IN Umbria. It was here - so legend has it - that St Francis of Assisi tamed a wolf that was terrorising the town and in doing so proved the power of God over all things. I am not one to vouch for the veracity or otherwise of the story, but what I can tell you is that 800 years later the town boasts some of the best mountain roads in Europe.

I know this because I visited on the weekend of the FIA Hillclimb Masters - an event where national champions meet to thrash it out up a stretch of mountain road that wriggles upwards for two miles from the town centre. More than 170 cars descended on the town from across the continent - including entries from the UK.

I was there as a guest of Pirelli, which supplies the tyres to a number of teams, including that of Simone Faggioli. The Italian has a remarkable record having won the European Hillclimb Championship 10 times and earlier this year was at the wheel of the Norma that finished second to Romain Dumas' all-electric VW at Pikes Peak.

Dumas naturally claimed the plaudits and headlines, but Faggioli deserved wider recognition: he is a true great of his discipline.

AND FINALLY: THANK YOU TO Riccardo Turcato who rose to the challenge laid down last month to name a driver who both started and finished their career with the same team: Piercarlo Ghinzani managed the feat with Osella during the 1980s.

A *Motor Sport* magazine key fob is in the post. 📧

Our January issue is on sale from December 5







Post-race scene at Austin, after Räikkönen's first F1 win since Australia 2013

— Russian, Japanese & United States Grands Prix —

OLDER IS FASTER FOR FERRARI

... and we're not talking about Kimi Räikkönen. Removing a few 'upgrades' has helped to restore the team's early season vim – albeit a little too late

Mark Hughes

"In the last three races, we had a loss of form, we know that, but we have analysed the situation and hope to have solved the problems. We will have the proof here in Austin."

So said Ferrari's chief Maurizio Arrivabene. Realistically, the championship looked a lost cause even before the three-race sequence of Sochi, Suzuka and Austin. The earlier operational and driver errors had seen to that. But worryingly, the SF71H seemed now to have lost performance. Its pace had perhaps been disguised in Singapore by mistakes during qualifying and it arguably had the pace to have dominated that weekend rather than trailing home third.

But in Sochi the performance shortfall was real - and coming on top of the Singapore weekend it led many to put two and two together and make five. Talk of an extra FIA sensor being applied to the Ferrari engine, negating the tricks of its unique twin battery layout, quickly spread. But this was just as quickly refuted by the FIA, which had not asked for any extra sensors to monitor the energy flows through the batteries since the two-part modifications at Monaco and Montréal. Arrivabene - whose English is halting at best, surreally confusing at worst - muddied the waters on this matter by acknowledging there'd been a second sensor fitted, but without stating when. It was at Monaco/ Montréal. The mid-season surge of Ferrari grunt that had led Lewis Hamilton to

reference, at Spa, Ferrari's ability to do 'tricks with its engine' was with the second sensor long in place.

The reason for Ferrari's autumnal shortfall lay elsewhere. But it was a very confusing picture - for the team as well as everyone else. Ferrari's development curve for most of this season has been impressively steep - alternately leapfrogging and being leapfrogged by Mercedes, but with both pulling steadily away from the rest of the field. But now it seemed to have stuttered - around a big package of aero upgrades planned for these late season races.

In Singapore a new rear wing and rear suspension (that allowed more rake to be run) went onto the car. For Sochi there were new guide vanes, front wing and floor. But something wasn't working. The Ferrari was suddenly no quicker than a Red Bull that it might ordinarily be expected to outpace comfortably - and could offer no qualifying challenge whatsoever to Mercedes.

Bottas's Merc had qualified on pole (keeping intact his record of never having been outqualified by a team-mate around here) and ran the early part of the race in team formation with Hamilton. But after the latter

began to suffer from rear tyre blistering, so Vettel was able to edge closer. This put Merc in a tricky situation and in discussing how to handle it strategically, the team compromised itself, allowing Vettel to get ahead of Hamilton at the pit stops. Vettel got very aggressive in defence but Hamilton retaliated





Hamilton had one hand on the title as we closed for press. Left, Bottas stepped aside for his team-mate during the Russian GP

hard with a clean pass a couple of corners later.

Under team instruction, Bottas then surrendered his win to Hamilton. But Vettel had only been in the picture because of Merc's tricky situation on race day. On raw pace Ferrari had somehow lost about 0.5sec to Mercedes. The team's analysis showed that in the power sectors it was still marginally better than Mercedes. More than 60 per cent of its lap time deficit came from the slow corners of the final sector, where it was having difficulty keeping its rear tyres cool enough.

At Suzuka a week later Vettel and Räikkönen were unhappy with the car on Friday. Where had the beautifully balanced flowing car of earlier in the season gone? What had changed? Inevitably, attention began to focus on the recent upgrades. Overnight back at Maranello, Ferrari's development driver Daniil Kvyat back-to-backed the pre-Singapore-spec rear suspension, rear wing and pre-Sochi floor with the upgraded versions. No question about it: the old spec was better. Both cars were

converted overnight. Into Saturday Vettel and Räikkönen agreed with Kvyat - the Singapore 'upgrade' had been a backwards step, as had the Sochi floor. The Sochi front wing, though, remained on the car. Had it remained dry, the evidence suggested Vettel would have been vying with Bottas for a place on the front row - though both looked likely to have been behind the flying Hamilton. As it was, imminent rain in Q3 induced another nervy error from Ferrari, which sent both cars out on inters while the rest of the top 10 got in a single lap on slicks. From his compromised ninth on the grid Vettel had an incident-packed race, spinning to the back and damaging his car after colliding with Max Verstappen, then making a good recovery up to sixth (albeit a long way behind the victorious Hamilton) and setting fastest lap along the way, despite the damage. The result almost didn't matter, given Hamilton's continuing domination. The most important thing was that the cause of the performance loss seemed to have been identified. ☑



WORD ON THE BEAT

Rumour and gossip from the F1 paddock

HONDA'S latest engine - as used by **TORO ROSSO** in Suzuka and Austin - is reckoned to be about **60BHP** more powerful than the current **RENAULT** engine in the Red Bull...

At **SUZUKA**, after yet another **FERRARI** operational misjudgement led to **SEBASTIAN VETTEL** and **KIMI RÄIKKÖNEN** taking to a dry track on inters at the beginning of Q3, team boss **MAURIZIO ARRIVABENE** made a



“Vettel made a good recovery to sixth, albeit a long way behind the victorious Hamilton”

startling attack on his team, saying: “What happened today is totally unacceptable. I am very angry. It’s not the first time these mistakes have occurred... It is true that we are a young team, and we are probably missing an ‘old hand’, an experienced person capable of reading situations correctly and quickly.” This was said within the context of increasing internal tensions between Arrivabene and young technical director **MATTIA BINOTTO**, as outlined in last month’s issue.

F2 champion elect at the time of writing, **GEORGE RUSSELL** (right) has been confirmed as a **WILLIAMS** driver for 2019. It’s not yet clear who his team-mate will be. The arrest of



ARTEM MARKELOV’s father seems to have stymied plans for the Russian F2 frontrunner to be there. Existing Russian Williams driver **SERGEY SIROTKIN** is still in contention, pending an agreed financial package, as is current third driver **ROBERT KUBICA**. **CLAIRE WILLIAMS** would ideally like to run **ESTEBAN OCON** as Lance Stroll’s replacement, but financial requirements might overrule that wish. Meanwhile, the **RICH ENERGY** drinks company - which had earlier bid to buy **FORCE INDIA** - is tipped as a Williams sponsor.

VETTEL’s comments on ideas being discussed about changing the qualifying format for 2019. “Just wondering what

we will discuss in 10 years’ time, whether we will be talking about Q9 and Q10... I think we need too much entertainment to be happy. “I think it would be nice to settle for something less. My preferred qualifying was back in the days when they had one hour and you could do what you want.”

RENAULT’s **CYRIL ABITEBOUL** revealed in Suzuka that the team tried to buy out **CARLOS SAINZ**’s **RED BULL** contract at around the time of the **FRENCH GRAND PRIX** in order to make a long-term deal with him, but that Red Bull’s blocking of that move ironically led Renault to take **DANIEL RICCIARDO** away for 2019. Continuing niggles between Abiteboul and Red Bull was also evident when the question of the number of Grands Prix in future was posed. With Abiteboul having gone on record favouring a

reduction to 16 rather than the planned expansion, **CHRISTIAN HORNER** responded with: “Maybe Cyril’s just thinking about fewer engine penalties.” A day later Renault’s 2019 driver **DANIEL RICCIARDO** failed to get his Red Bull out of the pitlane in Q2 after his Renault engine broke...

SEBASTIAN VETTEL’s robust defence of **LEWIS HAMILTON** at Turn Three in **SOCHI** continued to niggle at Hamilton into the driver’s briefing at the following event in Suzuka - Hamilton was adamant that Vettel had moved twice in the braking zone, Vettel insisting he’d done nothing wrong. When Hamilton asked the other drivers if they thought Vettel’s was one move or two, the only one supporting Hamilton was... **MAX VERSTAPPEN**. Amid much hilarity Hamilton pointed out that, “The rule is only there because of you, Max!”

For Austin the aero group had come up with another new floor with accompanying barge board changes. It was an evolution of the Sochi floor. Both practice sessions were run in heavy rain and, although Vettel tried the upgrade, it was felt that with no dry running it was too much of a risk. For Saturday the standard floor remained on - and the car was essentially in Suzuka race day spec. It was wonderful, Vettel said, the car it had been earlier in the season. He lost pole by only six hundredths to Hamilton and had been ahead right up to the final corner. Furthermore, the GPS analysis showed it was absolutely flying down the straights, its power just as prodigious as ever, so further rubbishing the 'sensor' stories. However, he was taking a three-place grid penalty for a Friday red flag infringement, and taking his place on the front row was Räikkönen.



The 39-year-old Finn made brilliant use of that present, using his grippier ultra-soft tyres to get a better getaway than Hamilton, then barging down the Merc's inside to take the lead. Initially Mercedes assumed Hamilton would be able to pass him on track once the ultras faded. But that isn't what happened. Hamilton could find no way past even as his tyres held on longer and so the choice was made to pit under a virtual safety car, putting him onto a two-stop. He never could pull out the required gap over Räikkönen for his extra stop - and Kimi thereby won. In fact Hamilton was beaten by Red Bull's Max Verstappen, too. Vettel? He made his eighth significant error of the year - colliding with Daniel Ricciardo on the first lap and spinning to the back. His comeback drive took him to fourth place by the end, enough to delay Hamilton's crowning for one more race.

"We've lost three months of development," said Vettel after the race, after seeing Räikkönen take a Ferrari pretty much of the same specification used in Hungary in July to victory in Austin in October. 📺



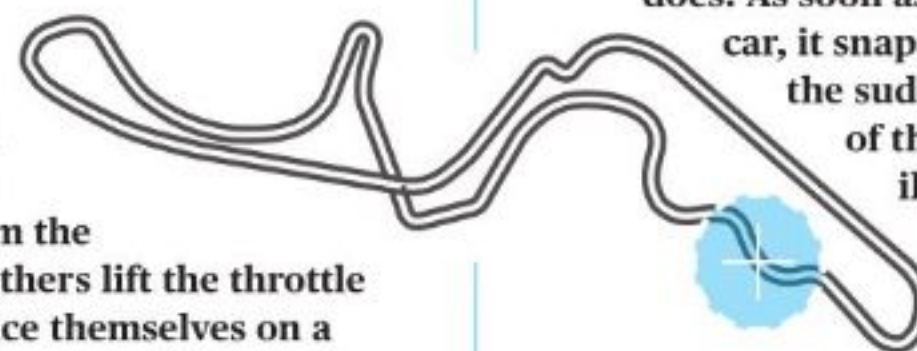
'S' CURVES, SUZUKA

TRACKSIDE VIEW

Red Bull's RB14 and the art of balance

The Red Bull RB14 doesn't seem to know that Suzuka's Turn Four is a corner. Pretty much everyone is flat into it these days, but for the other cars there are consequences whereas this one goes through there apparently mass-less, like a cursor on a computer screen. Some other cars cannot quite get back over to the left-handed approach for Turn Five and are obliged to turn in from the middle of the track, others lift the throttle earlier in order to place themselves on a better line. But Verstappen and Ricciardo don't need to show that courtesy - can just steer over to the ideal geometric approach without compromise. The next most impressive car through here on this Friday morning, as the Ferraris are struggling with some understeer, is the Sauber. Charles Leclerc is hugely confident and hustling the

Alfa-liveried machine as if it's a kart. The Mercedes may be getting through here faster, but looks harder work, more demanding of Hamilton and Bottas. Into the right-handed Turn Five, it rotates quite suddenly, as if it's about to snap into oversteer - but it never does. As soon as the roll comes off the car, it snaps back into line, as if the sudden swinging around of the rear had been an illusion. It underlines the fact that there are some incredibly trick suspension geometries in F1, but visually it looks less supple here than at other places. This particular trick of vehicle dynamics is seen to best effect on slower corners than this. Here it has the effect of making even the big, long W09 look a little nervy, though doubtless Hamilton and Bottas have become used to trusting it.



In Ricciardo's hands, the Red Bull RB14 glides through Suzuka's Esses

Girardo & Co.

AVAILABLE

1963 ASTON MARTIN DB4 Convertible

CHASSIS DB4C/1091/R

HIGHLY DESIRABLE SERIES V

ONE OF ONLY 70 EXAMPLES

BLU SIERRA OVER A DARK BLUE INTERIOR

ENGINE UPGRADE TO 4.2-LITRE SPECIFICATION
BY ASTON MARTIN SPECIALIST RS WILLIAMS



PASSION. CARS. EXPERTISE.

Tel: +44 (0)203 621 2923 info@girardo.com London, England

Girardo.com

CLASSIC II



TWISTED
YORKSHIRE · ENGLAND

All-Terrain T/A

BF Goodrich

TWISTED[®]
REMAKE HISTORY

THE LAND ROVER DEFENDER[®].
THE MOST ICONIC VEHICLE EVER
TO BE CREATED. STEEPED IN
HERITAGE. ROOTED IN MODERN
BRITISH HISTORY. THE WORKHORSE.
THE OFF-ROADER. THE UNDISPUTED
BEAST OF THE GREEN LANE. WHEN
THE FIRST ONE WAS BUILT IN 1948,
LAND ROVER GAVE BIRTH TO AN
ICON. WHEN PRODUCTION ENDED
IN 2016, A LEGEND WAS BORN.
NOW YOU CAN OWN A TWISTED
MODERN INTERPRETATION OF THE
MOST SIGNIFICANT DEFENDER[®]
EVER MADE. TOGETHER, WE'LL
REMAKE HISTORY.



LAT

Toyota gave the World Endurance Championship a present in the run-up to the Fuji round in October. It agreed to a double performance hit for its TS050 Hybrids in the interests of igniting some kind of competition at the sharp end of the grid. Yet a glance at the results of the Japanese round of the WEC suggests that it wasn't so much an unwanted gift as one that wasn't much use to anyone.

The best of the privateer LMP1s, the Rebellion-Gibson R-13 shared by André Lotterer, Bruno Senna and Neel Jani, was still four laps in arrears of the two Toyotas after six hours of racing. That was the same margin between the top independent and the TS050s at Silverstone back in August, prior to the Japanese cars' exclusion in post-race

BRIDGING THE PERFORMANCE GAP

Results don't suggest a shift in the WEC's balance of power, but things are changing

Gary Watkins

scrutineering for a technical infringement.

Yet there were signs that the efforts of the rule makers to ensure that the 2018/19 WEC superseason doesn't continue as a Toyota-dominated 'boreathon' might be turning the corner. There were moments at the Fuji Speedway – but admittedly only moments – when the privateers suggested that they might be able at least to keep the TS050s honest.

TOYOTA'S GIFT

The WEC knew it had a problem on its hands when Porsche dropped its bombshell, in July 2017, that it would be leaving the LMP1 division of the WEC for the brave new world of Formula E. Part of the rescue plan to keep the



Rebellion inherited Silverstone win, but remained well adrift at Fuji

“The WEC knew it had a problem when Porsche dropped its Formula E bombshell”

championship alive was a promise of lap-time parity for the privateers to ensure that Toyota didn't waltz into the distance.

The problem for the WEC is that it made a promise it couldn't keep. It ran counter to FIA stability rules, which meant that the unanimous agreement of the participants was required for any rule changes. Most pertinently that meant Toyota's agreement.

Toyota did make concessions that gave the privateers rule breaks - grandly titled the Equivalence of Technology, the term carried over from the days when the rule makers were trying to balance turbodiesel Audis with their petrol-powered rivals and cars of different hybrid outputs. But what it didn't do was agree to slow the TS050s. Until Fuji, that is.

Toyota acquiesced to a 26kg hike in the

minimum weight of the TS050s, which was actually only a 20kg hit because the cars were marginally overweight. And it also agreed to wipe another advantage. The original EoT allowed its cars to go two laps further than the opposition between refuelling stops in the six-hour WEC races.

The clamour for Toyota to make concessions inevitably grew after its domination at Silverstone, despite a new EoT designed to bring the privateers closer.

“We came to the conclusion that we could not continue as at Silverstone,” said Toyota technical director Pascal Vasselon ahead of Fuji. “We clearly needed to provide a better spectacle.”

Vasselon was, however, at pains to point out that the pre-Fuji changes do not apply to the

Le Mans 24 Hours, the blue riband round of the WEC. Toyota believes that the Silverstone EoT, which removed a notional lap time advantage of 0.25 per cent in its favour, will allow the privateers to be competitive when the WEC returns to Le Mans next June for the superseason finale. That's because the power that its hybrid systems can unleash is significantly less per kilometre around the eight and a half miles of the Circuit de la Sarthe than at the regular WEC tracks by regulation.

— DID CHANGES WORK? —

The privateers were closer in Japan for the fourth round of the 2018/19 WEC. The third-placed Rebellion was four laps down again, though on a shorter circuit, and would



Jenson Button kept pace with the winning Toyota during one stint in Japan

have been closer to the Toyotas had it been under any kind of pressure from any of the other privateers. Its sister car, driven by Gustavo Menezes, Thomas Laurent and Mathias Beche, who were awarded the Silverstone win, was already out of the race and the SMP Racing squad encountered a series of technical problems with its AER-engined BR Engineering BR1s.

Rebellion admitted that it had moved closer to the pace at Fuji. "Closer, but not close enough," was how team principal Bart Hayden described it.

Toyota, meanwhile, claimed that there was evidence from qualifying and the race that suggested the privateers might be ready to start hassling the Toyotas soon under the present EoT.

Vasselton suggested the 0.8sec margin between the pole-winning Toyota and the Rebellion that qualified third in the hands of Lotterer and Jani was covered by the advantages that come with being able to run its hybrid contender in a qualification mode not available to the privateers. He also pointed to the pace of Jenson Button in the best of the SMP Racing entries after it had dropped back as a result of alternator problems.

"Jenson comes out of the pits in front of our no7 car [the winning Toyota driven by Kamui Kobayashi, Mike Conway and José Maria López] and gentlemanly let it past before staying right behind for a complete stint," said Vasselton. "Not one or two laps, but a complete stint. He did a full stint in touch with our car.

"This shows that the potential is there, but

apparently it is difficult for the privateers to put everything together over the full race. All the ingredients are there; I would say we now have a very good EoT."

WHAT'S NEXT?

The privateers are angling for a couple of tweaks to the EoT ahead of the Shanghai WEC round in mid-November. The per-lap fuel allocation they were given for Fuji meant the drivers of the Rebellions and the BREs were having to lift and coast to hit the numbers and avoid penalties.

This, claim the independent teams, ran contrary to a post-Le Mans agreement that they wouldn't have to take what are known as fuel cuts. They estimate that these are worth between three and four tenths a lap.

Toyota still has an advantage in the pits in the time it takes for the fuel to go into the car, down from the five seconds at the start of the season to just two. The privateers want it removed and argue that the deficit here is exacerbated by the Toyota's ability to leave the pits on electric power. There's no cranking of engines and finding the biting point of the clutch in the Japanese hybrids.

The privateers are making gains, thanks to the EoT regulations and in terms of natural development of what are for the most part new cars, but they firmly argue that they are still going to require a bit of help under the EoT if they to make a fight of it.

And that's going to require another act of charity from Toyota. ☒



HOT TOPIC

AN ASTON IN NAME ALONE

DTM gets a Merc replacement, in a roundabout way...

Aston Martin saves the DTM. It would have been easy to reach that conclusion when it was announced, in October, that the British marque will be on the grid of the German-based touring car series in 2019 (after Mercedes' withdrawal). It's not quite right, however.

There will be cars resembling Aston Martin Vantages, and badged to that effect, in the DTM next year, but they won't be official factory cars. Or even unofficial factory cars.

Aston's DTM entry is not conventional. There are multiple partners in the programme, but Aston Martin isn't really one of them. It merely licensed the silhouette of the Vantage - and the right to call the cars Astons - to a Swiss entrant called R-Motorsport. There's no money and no technical support.

R-Motorsport is an ambitious operation that has been competing with success in the Blancpain GT Series Endurance Cup with a pair of V12 Vantages run out of the UK by a combination of the Arden and Jota teams.

Its parent company, AF Racing, is a strategic partner in the marque's Valkyrie hypercar being developed in partnership with Red Bull Racing. AF also has a link-up with HWA, which long masterminded Mercedes' DTM assaults. It is the German company that will develop and then run the Vantages.

So Aston is competing in the DTM by name only. But its presence gives the series the third brand that was needed to guarantee its survival.





6 FEBRUARY 2019

PARIS

PLACE VAUBAN



NOW INVITING

Sotheby's

ESSEN 2019

MOTOR CAR AUCTION

TECHNO
CLASSICA
ESSEN



10-14
APRIL
2019



CONSIGNMENTS

HEADQUARTERS +1 519 352 4575 CALIFORNIA +1 310 559 4575 FRANCE +33 (0) 1 76 75 32 93 UK +44 (0) 20 7851 7070 GERMANY +49 172 7151 251

Collectors gather here.

rmsothebys.com

One of motor sport's biggest names has threatened to hang up his helmet after a spat with officials at this year's Goodwood Revival.

Jackie Oliver, who won the Le Mans 24 Hours in 1969 and drove for teams like McLaren, BRM and Lotus in Formula 1, has said that he is unlikely to renew his racing licence after the incident, which led to a fellow racer leaving the track and hitting the tyre wall during the St Mary's Trophy.

Oliver's Lotus Cortina made contact with *Motor Sport's* resident track tester and noted historic racer Dickie Meaden's Mini during the first instalment of the St Mary's race on Saturday, September 8.

The contact sent Meaden's car into the bank head-on at a speed estimated to be over 60mph, causing heavy frontal damage to the Mini. Meaden was fortunate to avoid serious injury and walked away from the crash.

In the aftermath of the incident Oliver was summoned to the race officials where he was found to be at fault for the accident.

He appealed the decision, which was subsequently referred to the MSA stewards, who then upheld it. It is believed that Oliver has received three points on his licence for his part in the accident.

The 76-year-old still disputes the findings, describing it as a racing incident, something regarded as fanciful by other competitors and those who witnessed the build-up to the crash.

Nevertheless, Oliver says the incident and his punishment has caused him to reassess whether he wants to continue racing: "Classic car racing for me is a hobby, which costs me hundreds of thousands of pounds a year with the Ferrari, the E-type and the BMW, and my career started in club racing back in the 1960s.

"Am I going to do it anymore? Probably not, because [after] an incident like that and some others... I'm told by my wife: 'it's not appropriate for you to do this anymore, Jackie'. And I'm probably not going to renew my licence."

The row comes against a backdrop of increasing concern over driving standards at the Revival - an event that regularly attracts some of the greatest racing cars and richest owners in the world.

According to ex-F1 driver Martin Donnelly, who works as the Revival's driving standards officer, 2018's instalment was one of the worst in terms of damage.

"Driving standards in the St Mary's Trophy were absolutely diabolical," he said. "There's supposed to be no contact and you think of the tens of thousands of pounds of damage done during that race and it's crazy! We say that it was supposed to be absolutely zero

contact as it was an invitational race - not for championship points or anything like that - and there was contact between Jackie and Mr Meaden. I made a decision which [Oliver] appealed, so it went to an MSA stewards' hearing and there was my verdict, and Jackie didn't like it. So he got a time penalty and points on his competition licence."

The second St Mary's Trophy race was also marred by a number of accidents, including one that caused Peter Chambers' Ford-Lotus Cortina Mk1 to barrel roll spectacularly. Nobody was hurt, but Chambers' Jordan Racing Team-tended car was destroyed. Donnelly spoke in exasperated tones about the situation.

"The second St Mary's Trophy race, on the Sunday, was particularly bad and I don't know how you get [the point] across to these guys. You speak to Jackie Oliver, Steve Soper, successful businessmen, or whoever, and they drive like 60-year-old stock car drivers.

END OF THE ROAD FOR LE MANS STAR

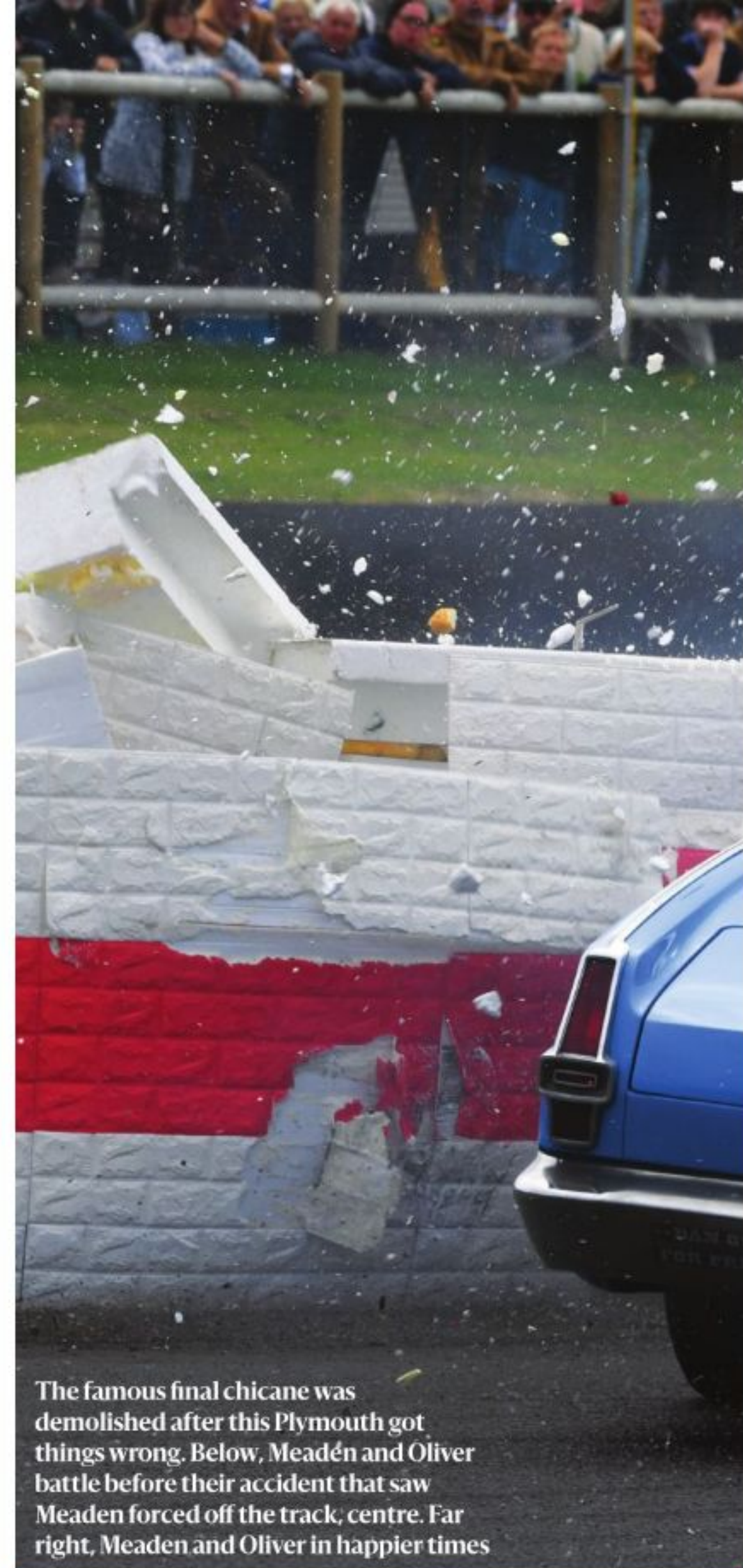
Driver threatens to quit after chaos at the Goodwood Revival meeting

Samarth Kanal

"We, motor sport, the MSA and I need to clamp down and have a zero tolerance on contact and it doesn't matter if you're Jackie Oliver, Gordon Shedden, or whoever; you have to act accordingly," he reiterated.

Donnelly added that he hoped that Oliver would not take the stewards' verdict personally. "Jackie and I go way back. He was the guy who gave me my first drive back in 1989 at the French Grand Prix [in place of the injured Derek Warwick]. I said [to him]: 'I don't enjoy doing this'. He produced onboard footage hoping to exonerate himself and reverse that decision; that wasn't the case."

Oliver sympathised with Donnelly and said: "Fair enough, that's the way it goes. And I felt for Martin. The poor guy was put in a position



The famous final chicane was demolished after this Plymouth got things wrong. Below, Meaden and Oliver battle before their accident that saw Meaden forced off the track, centre. Far right, Meaden and Oliver in happier times

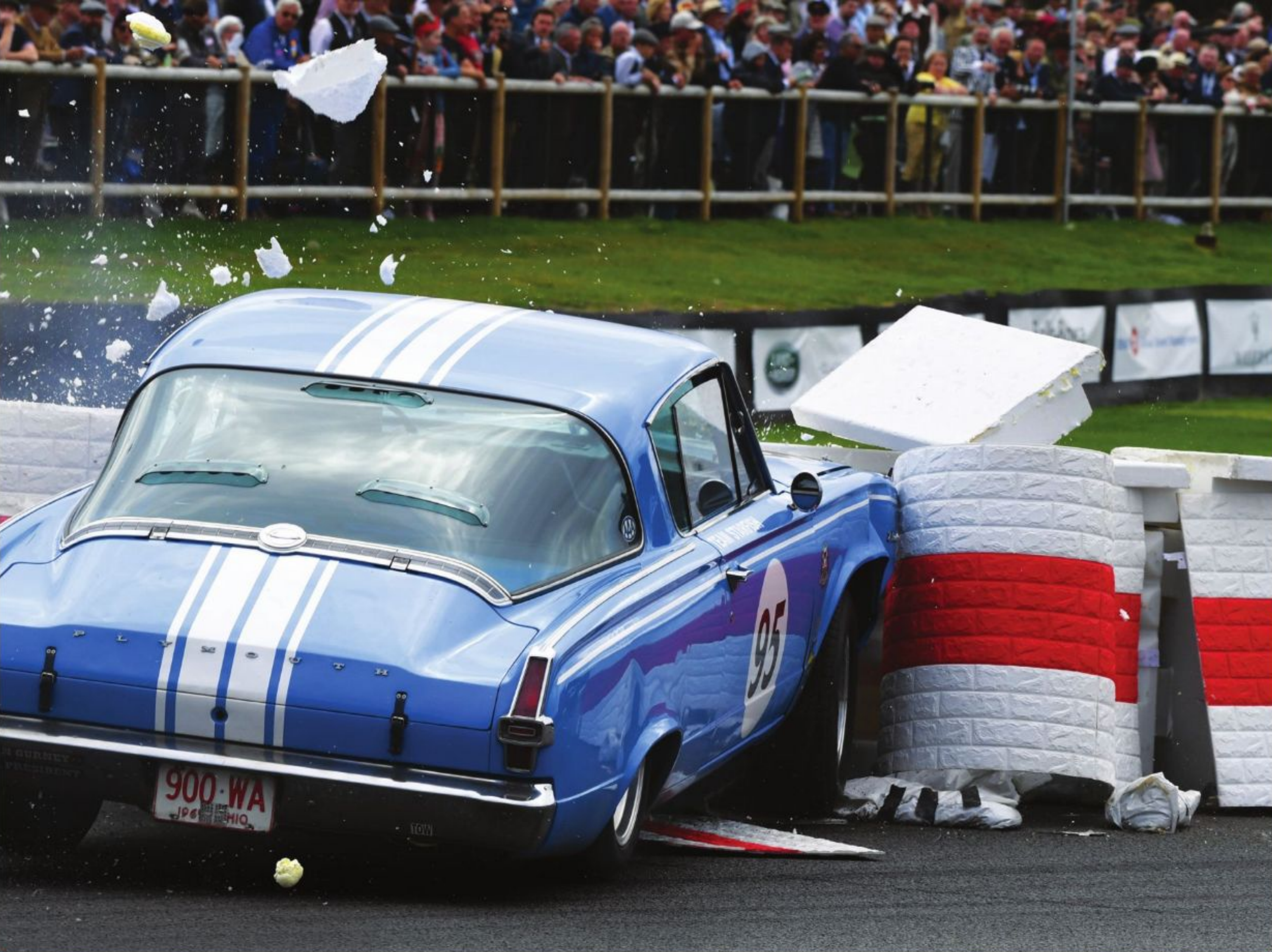


to make an uncomfortable decision; it's unfortunate. I emailed him and said, 'Martin, life goes on.'

RACING'S AGE ISSUE

As Grahame White prepares to step down as Historic Sports Car Club CEO at the end of the year his replacement, Andy Dee-Crowne, has said that changing demographics is the biggest cause of dwindling grids in historic racing.

"There is no doubt that there are some age issues affecting everybody," he said. "A lot of the club racers are getting older. We're seeing, generally, that people will decide not to race anymore because as they get older they have a



“Classic racing is a hobby. Am I going to do it anymore? Probably not”
Jackie Oliver

lot of [physical] issues with driving. You have to remember that historic racing has lots of drivers who started in the 1960s and, naturally, you would expect a decline in the number of drivers as we all get older.”

In the November issue of *Motor Sport*, CEO White said that a glut of historic racing events was spreading drivers and their cars thin across the calendar, causing lower grid numbers at many events - he used the Oulton Park Gold Cup as an example.

However, Dee-Crowne said that historic racing associations must do more to attract competitors: “Obviously, drivers and competitors have a lot of choice now and you have to look at your budget at the start of the year and manage that appropriately.

“I think we see the competitor now becoming nomadic in their approach to racing, and clubs have to continually improve on their offerings to attract competitors.”

HRDC founder Julius Thurgood said that Brexit was creating a situation of economic uncertainty in last month’s issue in a “false situation”, but Dee-Crowne said: “I think there are other factors and I don’t know if I subscribe to Brexit or any of the financial pressures that are currently around.”

Formula Ford continues to provide a healthy grid of young drivers, while the VSCC offers races for those under the age of 30.

“If you look at the championship this year for Formula Ford you will see that the front-running racers are a lot younger than

one would imagine when it comes to historic racing. But we have to look at other ways of encouraging people to enter our sport at whatever age,” concluded the HSCC’s soon-to-be CEO.

— ISLE OF MAN CANNED —

The Rally Isle of Man has been dropped from the MSA’s 2019 British Historic Rally Championship schedule after this year’s event was cancelled at the last minute.

The Isle of Man Government blamed the organisers for the cancellation of the event, which was due to take place on September 13-15, in a statement issued 10 days before the event was due to take place. ☑



Rally Isle of Man was due to be a round of both the BHRC and the British Rally Championship

“Rally Isle of Man’s decision to cancel so close to the event will be a big disappointment and frustration to fans on and off the Island and for the competitors,” read the statement.

“The Department of Infrastructure, together with other departments, has tried hard to get Rally Isle of Man to start planning its rally event earlier.

“Despite repeated opportunities, Rally Isle of Man missed all of the original deadlines for its paperwork and indeed the extended deadlines. As a result of Rally Isle of Man’s longstanding poor organisation, Government officers were not confident that the rally would be run safely and competently.”

Next year, the event - which had run since 1963 - will not take place. BHRC championship manager Colin Heppenstall said: “It’s very disappointing for us as a championship that the event was cancelled and I hope the motor club will be able to work with the government to bring the event back in the future.

“At the end of the day, I need to be guaranteed that the event would run in 2019. Competitors spent a lot of money and lost a lot of money [with this year’s cancellation] and I didn’t have the confidence that it would run in 2019.

“It’s a big loss for the calendar and it was two rounds of the [historic] championship and the British Rally Championship, so both major championships are very heavily affected by the cancellation. I think I don’t want to apportion any particular blame to any party; it’s six and two-thirds. I can’t comment any more than that,” added Heppenstall.

BOSS RACER BANNED

“Why should I quit?” replied banned BOSS (Big Open Single Seaters) GP competitor Karl-Heinz Becker when asked if he would

retire. At the age of 74, he’s competed in the Deutsche Rennsport-Meisterschaft and European Touring Car Championship, among other series, in a career spanning 56 years. Becker has been banned because he was involved in a crash in a Formula 1 support race at Hockenheim back in July.

“It was a pity and I am sorry for that. However, the accident was clearly a racing incident and the race stewards took no further action, claiming it hadn’t been my fault.”

However, BOSS GP banned him for three meetings and took matters much further.

“I received a letter from BOSS GP that they had approached the DMSB (Deutscher Motor Sport Bund) and I was due for a health check to have my racing licence renewed.”

Becker said that he passed the check-up but the series hasn’t allowed him to return.



Karl-Heinz Becker

“This season, the car was amazing and I am sure that BOSS GP didn’t want an old geezer earning podium finishes. Now that the doctors had cleared me, BOSS GP was looking for a different argument, claiming my behaviour on and off the track was damaging their business and dangerous, and nobody wanted me in the series anymore.

“Nearly all drivers have confirmed in writing or orally that this is simply untrue.”

Becker is currently taking legal action against BOSS GP seeking compensation and an overturn of the ban. He also wants it to retract statements about his sporting readiness and medical condition, according to a spokesperson.

BOSS GP didn’t respond to calls from *Motor Sport* for comment.

“I am still faster than many drivers in the series, even those with stronger cars. I will wait and see what the next couple of months will bring. But quitting is not an option!” ☒



HOT TOPIC

PORTUGAL'S ANSWER TO GOODWOOD?

Estoril Classics Week is a new, and growing, attraction

Estoril Classics Week fits in oh-so-well to the historic racing calendar, making full use of Cascais’s stunning weather with a small handful of events ranging from concours to racing on October 2-7. But could it rival Goodwood?

Leaving guests of the Concours d’Elegance outside Casino Estoril shaken was a (coincidental) forest fire that had sprung up after the classic rally in the Sintra Mountains.

This is a glamorous setting, and appropriately so as Cascais - a safe haven for spies during World War II - inspired Ian Fleming to pen the James Bond novels. Far more stirring was the presence of cars such as the Ferrari 166MM and Aston Martin DB7 Zagato.

Promoter and head of the local tourism board Duarte Nobre Guedes, has finished the Paris-Dakar rally three times and started out as a racing driver and instructor.

“The idea was to put every existing event together in one week, but I don’t want to go against Goodwood or the Le Mans Classic - we have our own personality - and we’ll always be a second choice to Goodwood.

“But our ambition is to grow, and people here feel that the variation of historic racing competition at our event is wonderful. I believe that what counts is the people, and this is the strength of Cascais,” he said.

Estoril Circuit itself, however, is an ageing concrete behemoth, and the sparse crowd of spectators, locals in particular, seemed far more concerned about the upcoming match between Benfica and Porto: *O Clássico*.

Goodwood this was not, but there’s room for the event to grow and, in such a spectacular corner of Europe, Estoril Classics Week could well become an important international fixture in the historic racing calendar.

CHAMPIONS CHOOSE DUNLOP



Congratulations G-Drive Racing. European
Le Mans Series Champions 2018.

Thank you for choosing to race on Dunlop
in our 130th anniversary year.

www.dunlop.eu

[@DunlopMSport](https://twitter.com/DunlopMSport) [@facebook.com/Dunlop](https://facebook.com/Dunlop)

 **DUNLOP**
FOREVER FORWARD



Conditions at Brands Hatch were horrendous, but it didn't dull the Escort celebration, or Classic F3



It was launched as Ford's 'small family car', a replacement for the angular Anglia, but soon morphed into something else altogether: a potent competition tool, as well suited to stage life as it was to the track. Half a century on, the Escort remains widely used and worthy of commemoration...

A LEGEND IN ITS OWN LAP TIME

The HSCC pays tribute to one of the nation's race and rally staples

Simon Arron

BRANDS HATCH

It's something of a scarcity in homogenised modern Britain - a club meeting with a feature that won't (in this case can't) be repeated. The Historic Sports Car Club headlined its traditional September trip to Kent with a brace of Ford Escort 50th Anniversary Celebration Races, open to the first two of the model's iterations. This splendid initiative drew more than 20 cars, in assorted states of tune beneath a variety of flared sculptures.

The only downside was dismal weather, so much so that even an icon of Escort proportions was unable to attract an audience commensurate with its status. Such were conditions that the tunnel between inner and outer paddocks had to be drained to permit transfer between the two, and the second day's practice began behind the safety car to tame competitive zest in a world of standing water.

The Brown family dominated: Daniel (Mk2) won the opening race from the Mk1s of father Sean and brother Robert, while the trio slumped to a mere 1-3-4 in the second race as Steve Minton (Mk2) squeezed his way between them. The cars sounded the part and looked even better: one trusts something similar might be organised in 2068.

Nor was it just the circuit-based attractions. The first thing I spotted on Sunday morning was a ShellSport Escort Mexico from Brands Hatch's early 1970s 'celebrity' fleet, one that raced for two seasons before being retired and later used as a wedding car by former circuit boss John Webb and his bride Angela. It has been in the hands of its current owner for more than 25 years and is regularly pressed into service for European road trips, complete with period stickers.

The adverse conditions were a boon for drivers of smaller cars in the Historic Touring Car Championship, a chance to run rings around most of the Lotus Cortinas. Adrian Oliver - son of Eric, who conquered the 1949 World Sidecar Championship with the help of passenger Denis Sargent Jenkinson - won the opener in his Hillman Imp, while Steve Platts took the second in his Singer Chamois.

One entry with a particularly original look was the lovely navy Mini of David Dunnell, the very car in which outgoing HSCC CEO Grahame White had made his racing debut at the same venue 54 years beforehand. "It is very original," said White, "but then so it should be. It had been sitting in my barn for a great many years before we decided we really ought to take it out and do something with it."

The meeting's balance comprised many familiar treats, with another phenomenal FF2000 entry and yet more of the customary combat that makes Historic Formula Ford so compelling - even in a deluge. F1's rights holder Liberty Media seems to be investing much time, money and effort in a bid to understand how to improve the spectacle of racing. The simplest solution might be to buy a couple of tickets to an HSCC meeting.

THRUXTON

The contrast was striking. A few days beyond confirmation that Rockingham (born 2001) was to cease operations as a racing circuit, Thruxton (born 1952, reborn 1968) appeared in rude health - a template for how a once loss-making venue can be turned around through diligent use of the 353 days per

“Thruxton is a template for how a venue can be turned around using the 353 days per year when racing isn't permitted”

annum on which racing is not permitted.

The other 12 are largely consumed by events of significant profile (BSB, the British Truck Racing Championship and a double dose of BTCC from 2019), but space should always be left for meetings such as this. The stands might have been sparsely populated and the ice-cream van queues non-existent, but the Classic Sports Car Club is ever blessed with strong grids and its meetings always have a pleasing ambiance. A pity that the free-range suspension travel of the Swinging Sixties series was elsewhere, committed to a renegade calendar slot at Brands Hatch, but the meeting didn't suffer unduly from its absence.

Some of the officiating was overzealous (one chief marshal reported a Mini driver for track limits, when the poor bloke had simply understeered wide and lost the kind of momentum that would take a fortnight to recoup... hardly gaining an advantage), but for the most part this was a common-sense clubbie with a side serving of mild weirdness.

I know the Toyo Tyres Jaguar Saloon & GT Championship isn't new to Thruxton, but the sight of a phalanx of XJ6s bouncing through the chicane always looks slightly incongruous.

A bit like truck racing, but with added walnut and leather. 📷



Grids were as diverse as they were healthy during the CSCC's meeting at Thruxton



CLUB RACING & BEYOND



DONINGTON PARK

One month on from Thruxton, another CSCC voyage began when my alarm interrupted a vivid dream about a BTCC pile-up at a non-specific circuit - several contemporary cars were involved, ditto the 1993 Toyota Carinas of Will Hoy and Julian Bailey. If anyone can interpret this, feel free to drop me a line.

An omen for a strange day? Not at all. The northbound journey was effortless, the M1 both empty and bathed in chilly sunlight, and before 8am I was settling into Garage 39, Donington's new paddock café, for a welcome first taste of its breakfast fare. Recommended.

The meeting was originally slated for the longer 'Grand Prix' version of Donington, but there weren't enough marshals available to cover all posts - a situation possibly not helped by clashing, high-profile meetings (BTCC Silverstone, BSB Oulton Park) within reasonably close range. The benefit was that sawn-off Donington better suits racing of this calibre: Talbot Sunbeam Lotus, Ford Capri, Reliant Sabre 6, a phalanx of Minis and Spridgets... seldom are the sport's roots any grassier - and the world is always a better place when you can hear a Sunbeam Tiger's V8 symphony and use sound alone to pinpoint its precise location.



OBITUARIES

One of the greatest privileges of my professional life has been to meet a wonderfully diverse array of people, a group united by a common passion but whose journeys started from all points around the globe. It was with much sadness that I learned of the recent passing of two individuals whose company I had greatly enjoyed.

A fine driver in his day (he finished fourth in the 1972 British Formula Atlantic Championship), and later a respected engineer and team owner, Bob Salisbury lost his lengthy battle with cancer at the age of 74.

I got to know Kevin Corin during the early 1980s, when he worked as an engineer for Murray Taylor Racing in British F3. We had reconnected in recent years, despite being 12,000 miles apart, because social media provided a channel through which we could discuss our shared love of photography. Kevin died pursuing his passion, struck by a car while covering a rally in his native New Zealand. He was just 63. ☹️



CLUB RACING SPOTLIGHT

Paul and Andrew Lovett, devotees of all things quirky

Readers of a certain age might recall Martin Kent's Sunbeam Rapier Fastback - actually a rebodied Gordon Keeble with 5.7-litre V8 - which graced Special Saloon races during the 1970s. It cast a rare silhouette at the time and the model, something of a heavyweight in standard form, was never truly suited to competition. And yet...

Worcester father-and-son team Paul and Andrew Lovett now run a Rapier Fastback at HSCC and CSCC events.

"We love Cortinas, Minis and MGBs, but everybody races those so we wanted something different," says Andrew, 31. "I've done a few hillclimbs, but this car was chosen to teach me about racing. It has certainly helped me to learn the art of being overtaken..."

Paul, 62, adds: "It's a great car and handles beautifully, but does rather struggle to keep up on the straights. We got it from a chap who'd bought a beautiful road example with a solid, rust-free shell. He was preparing it for track use, but a health scare sadly forced him to abandon his racing plans so we purchased the project, finished it off and went racing as soon as we could."

Appetites whetted, the pair are now building a Datsun Fairlady for the 2019 season, when the Rapier will be driven by Paul's wife and Andrew's girlfriend.

"It has failed to reach the flag only once, when Dad got punted off, but it has a particular talent for breaking - cracked cylinder heads and so forth - just after it has taken the flag," says Andrew.





HISTORIC CARS & RACING

Race preparation • Restoration • Servicing • Sales • Storage • Transportation



1955 Jaguar D-type

Chassis No: XKD510

Body No: H 2010

Engine No: E 2017-9

Gearbox No: GBD118

Finished in British racing green

Ex Duncan Hamilton, Gerry Ashmore, Bib Stillwell



www.CKL.co.uk

01424 870600

Woodcote, Marley Lane, Battle, East Sussex, TN33 0RE

EVENTS



NOVEMBER 2018

COMING ATTRACTIONS

INTERNATIONAL *November 8-11, NHRA Finals, Pomona, USA*

The National Hot Rod Association season concludes with Top Fuel, Funny Cars, Pro Stock, and Pro Stock Motorcycles in front of about 40,000 spectators at Pomona. NHRA competition tends to be tight. Star drivers include Steve Torrence and Tony Schumacher.

IN THE UK *November 9-11, Classic Motor Show*

More than 3000 classic and vintage cars will be on show at the Birmingham NEC - vehicles from the turn of the 20th century all the way to modern supercars. Ginetta's 60th birthday will also be celebrated. Day tickets start from £26.50.

INTERNATIONAL *November 17-18, Macau Formula 3 Grand Prix*

F3's annual showpiece on one of the most demanding circuits in the world. The list of famous names to have won the FIA World Cup is too long to mention here. There are major support races for GTs, touring cars and bikes.

INTERNATIONAL *November 18, NASCAR Homestead, Miami*

The NASCAR finale is always absorbing as four drivers, who have survived the previous elimination rounds, compete for the main prize under the Homestead lights. Last year's champ Martin Truex Jr is chasing another title.

INTERNATIONAL *November 18, Sound of Engine, Suzuka, Japan*

This historic event is unlike any other, with an amazing range of machinery from Group C to Formula 1 and passionate crowds. The event attracts big names and cars that you wouldn't see elsewhere. It includes a guest race for Masters USA 3.0-litre F1 cars from 1966-85.

NOV 4 **MOTOGP** Malaysian Grand Prix

NOV 4 **NASCAR** Texas

NOV 11 **NASCAR** Phoenix

NOV 11 **FORMULA 1** Brazilian Grand Prix

NOV 18 **MOTOGP** Valencian Grand Prix

NOV 18 **WEC** 6 Hours of Shanghai

NOV 25 **FORMULA 1** Abu Dhabi Grand Prix



SHORT BREAK

INTERCLASSICS BRUSSELS

Another reason to visit the culturally rich Belgian capital

The fourth edition of Belgium's classic car show, Interclassics Brussels, celebrates the 60th anniversary of the World's Fair that was held at Heysel from April to October, 1958. The World's Fair - characterised by its chrome Atomium sculpture - drew 42 million visitors and a collection of cars from the national exhibition will be displayed at this year's show, which takes place from November 16-18 at Brussels Expo.

Porsche's 70th anniversary celebrations continue in Belgium with a collection of 356 Roadsters on display, honouring Ferry Porsche's first and seminal sports car.

Expect hundreds of classic cars to take up 35,000 square metres of floor space with more than 300 exhibitors displaying a wealth of valuable machinery. In the club area of the show, the Belgian Federation for Old Vehicles (BFOV) will have

a prominent presence and visitors will be treated to a series of presentations covering various classics.

Visitors will have the chance to purchase books, parts and antiques from the

exhibitors, and numerous art dealers and galleries will be displaying their works on the show floor. You'll be able to peruse and purchase motor sport-themed art and talk to the artists themselves.

There will also be awards for cars from each decade, from pre-war to the Nineties, while the best-preserved car, best restoration, best of show and best presentation are also eligible for awards.

On Friday, the show is open from 10am-9pm while opening hours are from 10am-6pm over the weekend. Tickets bought in advance start from €12.50 for adults, while children under 12 go free. www.interclassics.be



HOW TO GET THERE

Flights to Brussels Airport are scheduled daily from major airports. Or take the Eurostar from St Pancras straight to Brussels-South Railway Station, which is a 20-minute bus ride to Brussels Expo. Of course, a road trip isn't out of the question either...

ALSO GOING ON

Spa-Francorchamps is a two-hour drive away, with public driving experiences available and guided tours on offer until November 14. The nearby towns of Spa and Stavelot are attractions themselves, and it's possible to drive parts of the old Spa circuit.

DON'T MISS

Autoworld holds a collection of 250 classic and vintage cars in the centre of the city. The museum houses the collection of Ghislain Mahy, with Formula 1, sports cars, design classics and more getting dedicated spaces at this highly rated attraction.



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

Tel: +44 (0) 1284 333 812

Email: carnetservices@carseurope.net

CARS

Classic Automotive Relocation Services

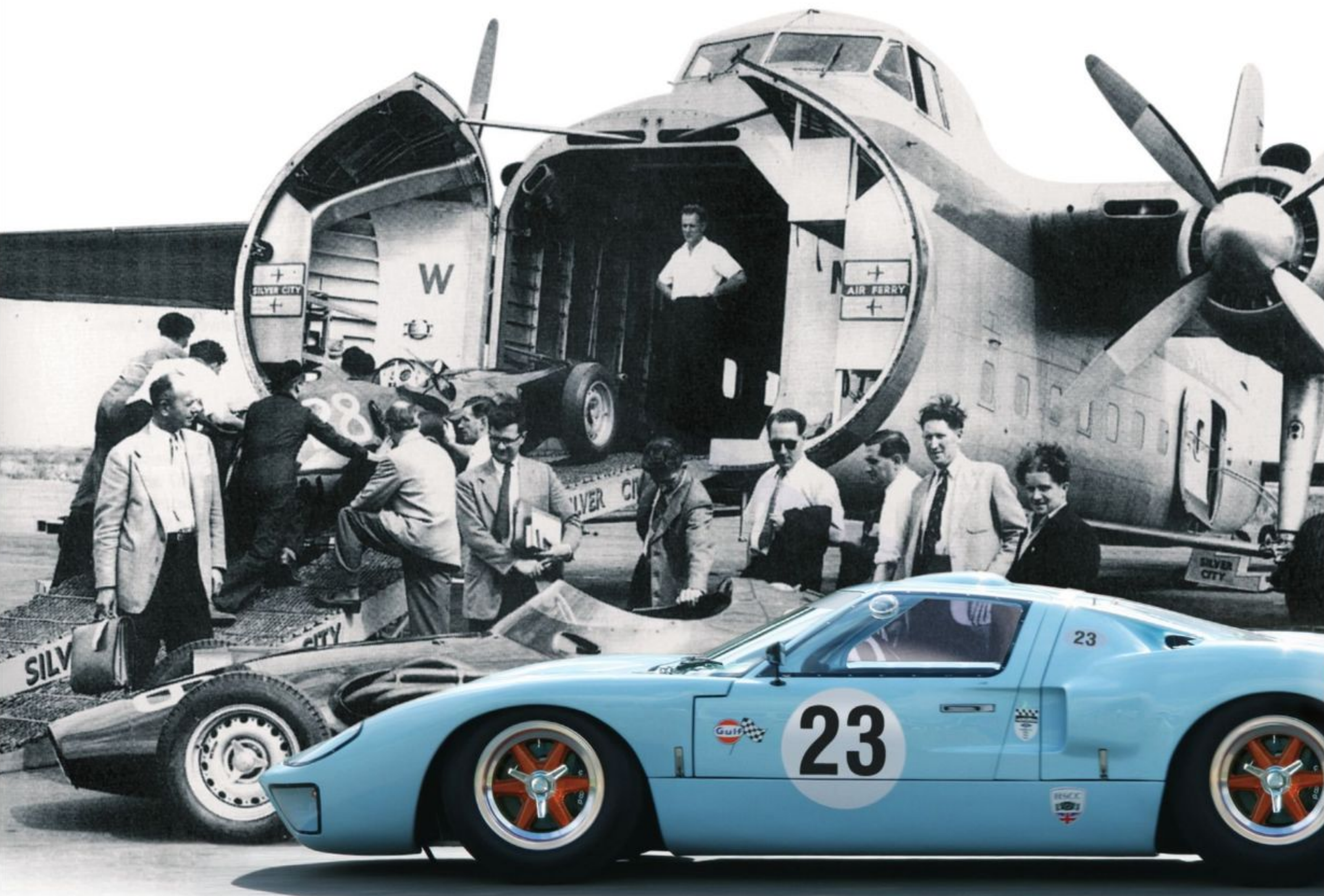
TRADITIONAL VALUES
MODERN THINKING

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

OFFICIAL EVENT PARTNER



AMELIA ISLAND 2019
CONCOURS D'ELEGANCE



DUBAI

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

JAPAN

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

NEW YORK

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

LOS ANGELES

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

NETHERLANDS

+31 (0) 252 682 526
info@carseurope.net
www.carseurope.net

UNITED KINGDOM

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



A modified hydrogen-powered ADESS LMP3 chassis lapped Spa recently as a demo

FUTURE FUELS

WEC & ACO INTRODUCE HYDROGEN

A vision of the future, as the ACO tries to clean up its output

Jack Phillips

Hydrogen power has taken another step closer to becoming the next big innovation pioneered at Le Mans. A car that emits just water lapped Spa-Francorchamps in September to demonstrate how close it is to being integrated into the World Endurance Championship and ACO's rulebook.

The car was little more than a mule, a slightly dated ADESS LMP3 chassis adapted with distinctly futuristic looks and bodywork that carried the logos of the 24 Hours of Le Mans on its sidepods. But beneath was where the real interest lay.

The car, named LM PH2G, has been developed in partnership with GreenGT, a Swiss company based between Marseille and Toulon. GreenGT might ring a few bells with those who make the annual pilgrimage to La Sarthe each year, for an earlier variant of the car joined a demonstration lap in 2016 with Olivier Panis at the helm. It was also pulled from Garage 56 in 2013 because it wasn't

ready. And it appeared at Formula E's 2016 Paris ePrix, looking like a home-built special that you'd see on Pikes Peak.

Driven by Yannick Dalmas at Spa during a break in the timetable of the European Le Mans Series finale, the car has evolved into a more conventional-looking prototype with 635bhp and top speed capability of more than 300kph (186.5mph).

BMW has been investigating developing a hydrogen-powered prototype for some time, and in June it was announced that Hyundai and Audi are collaborating to push the technology further forward.

In September, *Daily Sportscar* quoted the local Le Mans paper, *Le Maine Libre*, as reporting that "Audi is secretly working on a hydrogen-powered prototype for Le Mans." Audi is yet to comment, having been contacted by *Motor Sport*.

As for this existing LM PH2G concept, it is "a simple hydrogen/hybrid vehicle" according to the ACO. It has four motors, two on each rear wheel. Hydrogen, 8.6kg of it, is stored in three pressurised tanks, one either side of the driver and the other behind. They fill the fuel cell, in which oxygen from the air and hydrogen combine by electrolysis to generate electricity. It has KERS, too, to reach those impressive power figures.

The only output, other than the aforementioned 635bhp, is water. On the day, bottles filled with water tapped from the exhaust were handed out to assembled guests...

A demonstration pitstop was performed at Spa to highlight how safe the energy is, for engineers as much as for the environment.

The pitstop was "completed by an operator wearing normal clothes", read the ACO's release. "With no need for overalls or helmet, they will simply have to fit the valve and job done!" Like they said, simple. 📺



HOT TOPIC

INSIDE GARAGE 56

*A history of the irregular
Le Mans entry*

While LM PH2G, or the technology within, is hoped to be on the main Le Mans grid in 2024, the recent addition of Garage 56 has been celebrating technological advancements for six years.

Not six races, it should be noted. The DeltaWing, designed and devised by Ben Bowlby and Panoz and with Nissan power - before an acrimonious and very public lawsuit cut that partnership - was the first to make use of it.

It was as innovative as it comes; low-drag bodywork, super light and fuel efficient with 2CV-sized front tyres. It crashed out, assisted by a Toyota, but the cast was set for Garage 56. The following year GreenGT entered its H2 prototype, but the car was withdrawn.

In 2014, the DeltaWing reappeared as a Nissan - and then ended up in court. But it did complete the first ever, and so far only, all-electric lap of Le Mans, and surpassed 300kph. The ACO felt no car was up to standard for the 2015 race.

It returned in 2016, for quadruple amputee Frédéric Sausset (*below*) and his modified LMP2 chassis. La Sarthe had rarely witnessed a moment as moving as when the car finished. Last year, the WR (Welter Racing) name - still holder of the record for the fastest speed clocked at the track, at 252mph with its 1988 Peugeot P88 - was revived for a bio-methane-fuelled, active-aero car. It withdrew with budget problems.

There wasn't a Garage 56 in '18.



AFFORDABLE FINANCE FOR STUNNING CARS



- ✓ Our expert, friendly team will help make your dream car a reality
- ✓ Equity release can unlock the capital in your car collection
- ✓ Competitive rates and terms from 12 to 60 months
- ✓ Realistic balloon payments allow the lowest possible monthly repayments

Call one of our experts now for a competitive quote on
020 3603 0083 or visit jbrcapital.com

Finance and terms subject to status. Loans from £25k to £5m+.

JBR

CAPITAL



Official
Finance
Partner

Mclaren has launched its fastest car to date. It's called Speedtail and will reach at least 250mph, just 11mph below the top speed of the world's fastest car, the Bugatti Chiron.

Thanks to its three-seat configuration with a central driving position, the Speedtail will be seen by many as the spiritual successor to the iconic 1994 McLaren F1, though unlike its vaunted ancestor the car is positioned as a 'hyper GT' rather than an ultra-light supercar. This means that the design direction was influenced more by concerns of ride comfort, refinement, practicality and outright top speed than paring away the last gramme of mass or setting a lap time. Just 106 will be built (the number of both road and race F1s of all kinds constructed), each pre-sold for £1.75 million plus local taxes.

The Speedtail comes with what is described as 'a pioneering petrol-electric hybrid powertrain' developing a mighty 1035bhp, fitted into an all-carbon fibre teardrop body of quite extraordinary proportions. Most notable is its length: at 5137mm this low-slung hypercar is fractionally longer than a Mercedes-Benz S-class limousine. The reason is drag reduction and, to that end, the Speedtail is also fitted with retractable cameras in place of door mirrors and static front wheel covers that dramatically reduce aerodynamic turbulence around the wheel arches.

Top speed aside, just one performance figure has been released but it is quite revealing. The Speedtail will cover 0-186mph (300kph) in 12.8sec, while the most powerful McLaren prior to the Speedtail, the P1, required 16.5sec. At approximately 1530kg, the Speedtail is not significantly lighter than the P1, while its powertrain develops about 132 additional horsepower, not nearly enough to explain the enormous apparent performance gap between them. So something else is going on. Suggestions that this might be related to an electrically driven front axle are not correct, so the time has been achieved with the inherent traction disadvantage of rear-wheel drive.

Clearly this vast disparity is accounted for in the main by the Speedtail's wildly more slippery shape. Even so, it's worth mentioning now that the Speedtail is not just vastly quicker than the P1, but quicker over that measure even than the 444bhp more powerful, all-wheel-drive Chiron.

The Speedtail is likely to have a significance far beyond the 106 examples to be built. McLaren boss Mike Flewitt is on the record as saying that the next generation of widely available McLaren street cars will come with hybridisation designed in from launch, so by the middle of next decade it is unlikely that any purely petrol-powered McLaren products will be available. The Speedtail is in the vanguard of that process, so expect elements of its hybrid technology to be transferred to the less unaffordable McLarens of the future.

BUSY TIME FOR BMW

In the month since the last road car news pages were written, BMW has launched three new cars. Not variations of existing product, or three new models based on one new car, but three genuinely brand-new cars. Not that long ago it would have taken Aston Martin a quarter of a century to launch that many new products. Such is the world in which we live.

Taking centre stage at the Paris Motor Show was the new 3-series, still probably the most important car in the BMW range despite the ever-growing importance of its SUVs. Based on the same architecture as the 5- and 7-series models, the new 3 is longer and wider than the car it replaces, but lighter too. BMW says



250MPH McLAREN

*New 1035bhp hybrid
Speedtail edges close to
Bugatti Chiron territory*

Andrew Frankel

its main focus was to ensure it set the class benchmark for driving enjoyment without compromising ride and refinement.

The car is more spacious, said to be better built from higher-quality materials and goes on sale in the UK in spring. Initially there will be a 320d diesel and a 330i petrol six, but you can expect the range to soon include a 330e hybrid too. Whether the 320d can retain its position as range favourite depends on the increasingly precarious position of diesel. As it is and probably thanks to new emissions rules, the new 320d has 27bhp less than its predecessor.

Next to the 3-series on the show stand sat an all-new Z4, a return to form, it is hoped, after the lacklustre current generation. This is the car that has been developed from scratch in a

joint venture with Toyota, which will use it to underpin its new Supra. But not only will the cars look entirely unlike, the Supra will have a folding hard-top while the Z4 returns to its roots with a fabric roof. BMW says this is not only lighter and more space-efficient than the metal top of the current Z4, but also lowers its centre of gravity, crucial to the new car's goal of improving dramatically the uninvolved driving experience offered by Z4s of late, and getting it back on terms with Porsche's 718 Boxster. Two 2-litre petrol engines will be offered from launch next spring, one with 197bhp, the other with 258bhp, but all eyes will be on the 3-litre six in the Z4 M40i. With 340bhp it directly rivals the current Boxster S.

The final BMW to be unveiled this month is not just a new car, but a new market segment for the Munich company. The X7 is a pure luxury SUV, aimed at cars like the Range Rover but with the added versatility of three rows of seats. At more than five metres in length it should offer space to spare for up to seven occupants, along with a level of comfort and refinement hitherto only seen in the 7-series limousine. Whether you can live with the looks, though, is a matter for the individual.

MERC'S NEW SUV

Not to be outdone by its rivals to the east, Mercedes-Benz also revealed its all-new GLE SUV in Paris. This is significant for the Stuttgart brand, and for two reasons. Firstly, it introduces technology not previously seen on a Mercedes, including the promise of a hybrid version with an extended electric-only range of up to 50 miles and the next generation of road-reading suspension offering unprecedented levels of wheel control based on road information 'seen' by cameras mounted to the car's front. But this is also the car that will spawn the new GLS (direct rival to the BMW X7), which itself will be the first Mercedes to be given the Maybach treatment. This will ensure that Mercedes joins the likes of Bentley, Aston Martin and Rolls-Royce among the makers of ultra-luxury SUVs.

LAST-CHANCE SALON?

Elsewhere, Paris appeared to be a show in decline, following the trend already seen in Tokyo and Detroit. The number of no-shows was alarming, as was its range. For it was not just glamour marques like Rolls-Royce, Bentley and McLaren choosing not to invest time and money, but also the biggest of the big hitters, brands like Ford and Volkswagen, Vauxhall and Volvo. Even the locals who should have been making hay in the absence of so much competition preferred instead to major on concept cars. Even the all-new Renault Clio, which many had hoped and expected would make its debut on home turf, was nowhere to be seen and is now likely to be revealed next year, possibly at Geneva in March. ☐

BOTB

WIN YOUR DREAM CAR

WINNER #442 SALEEM SARWAR
MERCEDES E400 + £20,000 CASH



BOTB
WINNER
BOTB

£20,000
CASH

WIN YOUR DREAM CAR!

GUARANTEED WEEKLY WINNER



£25 MILLION WORTH OF PRIZES WON SO FAR
TICKETS FROM JUST 85p

ENTER NOW AT [BOTB.COM](https://www.botb.com)

Blackhawk

COLLECTION

Purveyors of Rolling Art



1940 Aston Martin Speed Model Type C

***Fully Restored by Ecurie Bertelli**

***Matching Numbers**

***One of 23 Full Competition-Specification Speed Models Produced**

***One of only 8 Type C versions**

1092 Eagles Nest Place, Danville, California 94506

1. 925. 736. 3444 | www.blackhawkcollection.com | info@blackhawkcollection.com

Blackhawk

COLLECTION

Purveyors of Rolling Art



1935 Auburn 851 SC Boattail Speedster

- * Finest 1935 Auburn 851 SC Boattail Speedster on the market today
- * Concours-Level Restoration
- * Original tags and owner's manual
- * Known History dating back to 1950s

1092 Eagles Nest Place, Danville, California 94506

1. 925. 736. 3444 | www.blackhawkcollection.com | info@blackhawkcollection.com



Mark Hughes

Lewis Hamilton went into the final three Grands Prix needing only one seventh place to secure the title, but his year hasn't been as comfortable as that sounds

"T

he 2007 me would have been nowhere near this championship," said Lewis Hamilton in Austin. "He'd have been far, far, far away. 2007 me wouldn't have had a ****ing chance. And he was still very quick."

It was a startling assessment on the surface - as surely in a car as competitive as this year's Mercedes W09, the guy who was in title

contention until the final round of 2007 would have been OK - but he went on to qualify what he meant.

"What you don't get to see is I have this group of people to utilise; my tools, my soldiers. How you get the best from everyone is such a vital part of it. We all individually think we're operating at the highest but one of us can lean against another and pull more out of them. My job is to try to extract the most from every single person there. So, how you debrief, how you understand personally, how you engage with everyone when you have a shit weekend, how you lift everyone up. How you nurture that and build upon it has been key this year.

"You're learning about a car through the season, learning what it likes and where its ride-height sweet spots are. After a race you can say, 'Oh, we should have had more wing on, should have had rear ride height a bit higher, should have made it a more consistent car in this part of the track etc.' Finding that balance is something you are fighting every weekend. There's so much information.

"I have a core of my closest guys - my engine engineer, a couple of guys on the electronics side, who are the ones I'm most connected to in terms of talking and extracting the maximum. I'll sometimes be telling them, 'Hey, make a note of that because if you don't you'll forget and I'll forget to remind you.' If I didn't get from those guys what they can give me, I wouldn't be able to extract what I have in me. In terms of driving I've always had what I have; that isn't what's changed over the years. But if they mess up or slip up, I cannot unlock the potential of the car and that's why it's a collective effort."

The complexity of these cars, their systems and the way they need to be operated - and in an era of almost no testing - makes extracting their full potential a difficult task even for a big team of brilliantly capable engineers. Hamilton takes particular satisfaction from this year's campaign as he feels that extracting the last small pieces are what has made the difference in the fight with Ferrari.

His ability to stretch the possibilities of physics in the dying moments of Q3 has several times this year been the reason it's been him on pole and not Ferrari. But the 2007 him, he believes, could not have got himself into a position often enough to be able to utilise that talent fully.

In a season during which the competitive edge has oscillated wildly between Mercedes and Ferrari, this combined ability has been a cornerstone of putting a compromised Ferrari and

Vettel under enough pressure for the crucial errors to be induced. In terms of which has been the faster car over the season it's still very difficult to call. Not all of those poles and wins have been car wins. A crucial few have been Hamilton wins - and without those, might Ferrari not have crossed that threshold of pressure?

The fact that Hamilton, at the time of writing [just before the Mexican GP], looks all but certain to bag the title with races to spare gives a misleading picture of how closely balanced the competition has been. Without that pressure being applied and without the resultant Ferrari/Vettel errors, Vettel could have conceivably been 30 points clear coming into the Austin weekend - but with an on-form Hamilton hunting him down in the remaining races.

"I've never known a season like it," says Merc's technical director James Allison. "We'd bring a big update, see how much performance it had brought us and we'd think, 'Right, that will have got them off our back and we can now crack on,' but one race later they'd leapfrog right past us and our big gains. And all the while we were both pulling further away from everyone else. I'm sure they were having very similar meetings to us and thinking, 'How have they done that?'"

Mercedes made a crucial error in the opening race of the season, unnecessarily handing Vettel a win by having the wrong VSC number in its software. There were also a few first-half season races where Hamilton and his core group didn't manage to find that sweet spot - China, Montréal. But thereafter they began firing on all cylinders all of the time. The first significant Ferrari error came in Baku, where Vettel was pitted too early, losing him the lead to Bottas. In trying to put that right Seb then locked up and went from second to an eventual fourth. In France Vettel's first-lap collision with Bottas turned a likely third place into a fifth. In Austria, Vettel's baulking of Sainz in qualifying cost a grid penalty that turned a likely victory into third.

Most costly of all, Vettel crashing out of the lead in Germany while being chased down by Hamilton in the wet was a 32-point swing in Hamilton's favour. In Italy Ferrari failed to co-ordinate the track's powerful tow effect in Vettel's favour rather than Räikkönen's and a perfectly feasible victory became fourth, with Hamilton given a bonus win. In Japan, Ferrari sending both cars out in Q3 on inters while there was fleetingly still time for slicks conceivably turned a second place into a sixth.

Those combined errors potentially cost Vettel and Ferrari 98 points.

The performance pattern was ultimately very different to the pattern of results - and when you scratch beneath the surface of that, it's fascinating to ponder how much of the Ferrari collapse was ultimately induced by Hamilton's squeezing the pips from his core group of 'soldiers'. ☑

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

Hamilton's ability to stretch the possibilities of physics has several times been the reason it's him on pole, not Ferrari

DUNCAN HAMILTON *ROFGO*



1971 LAMBORGHINI MIURA P400 SV #4904

A unique opportunity to own what is considered the world's most original Lamborghini Miura SV. One of only 10 SV Miuras to have a limited slip differential fitted from new, the first owner kept the car from 1971 until selling to the second owner, a personal friend of legendary test driver Balboni, in November 2011. With 38,000 km total mileage and only two registered owners, this incredible Miura is on the public market for the first time.

A podium finish in the 2013 Preservation class at Pebble Beach Concours is a reflection of the incredible originality.

+44 (0) 1256 765000 | dhrofgo.com | sales@dhrofgo.com





Dickie Meaden

Clean, hard racing is a treat for the watching public and also has an unseen benefit – the powerful bond it forges between drivers

I

It is perhaps inevitable that as motor sport fans we are drawn to the great racing rivalries. Not those between teams or marques, though they too are compelling, but the dramatic collisions of talent, ego and aspiration that force two drivers or riders into emotionally charged clashes on and off the track.

Formula 1's most famous feud consumed Prost and Senna at the peak of their careers. Mansell and Piquet couldn't bear one another. Hill and Schumacher pushed to and often beyond the limit in pursuit of their titles. On two wheels, Kenny Roberts and Barry Sheene shared a mutual loathing, one surpassed only by that which boiled between Valentino Rossi and Max Biaggi. All this angst makes undeniably compelling viewing and fed countless column inches, but it also portrays the uglier side of racing.

Look deeper and you'll discover a less celebrated, but no less important side to motor sport. One that can gift fans the most inspirational, breathtaking moments, but the subtleties of which can go unnoticed by all but the protagonists directly involved. It is the thing that brings out the very best in drivers and perfectly encapsulates what makes motor sport unique.

It is the bond of trust.

This fraternal tie between otherwise competitive souls is ever present, but only when it manifests itself spectacularly does it get the consideration and attention it deserves: those flashes of brilliance that burn so brightly they remain seared into our memories. I'm sure you all have examples to recall. Mine is Mark Webber's outside pass of Fernando Alonso in the heart of Eau Rouge during the 2011 Belgian Grand Prix. Exemplary skill and bravery completed the move, but absolute trust was the enabler.

Perhaps because the stakes are highest in open-wheel racing, a driver entrusting their wellbeing to a sworn rival will always be the most dramatic. But single-seater drivers by no means have exclusive rights to flat-out feats of fiduciary. Sometimes it manifests itself in unlikely categories. Just last month BTCC drivers Ash Sutton and Josh Cook put on one of the finest displays of on-limit, no-quarter, maximum-respect racing I've seen in a very long time. And this in a series renowned for unedifying crash-bang-wallop combat. The way they drove was a credit to their friendship, the BTCC and the sport as a whole.

Of course, as fans we get to enjoy these moments because they are at the very highest levels of national and international motor racing. What we don't see is that it is happening every weekend at every level, right down to modest club racing. As such it's the unseen magic of motor sport.

I've been very fortunate to race on and off for half my life, and at the highest level of historics for the last half-dozen seasons. In that time I've had many moments where that bond of

trust has heightened my own experience to something so uniquely satisfying only another racing driver can truly understand. If that somehow sounds pretentious, then apologies – it's not my intention. But I believe that like any extraordinary experience, complete empathy for what happens inside a racing car relies upon having been there.

When you're a regular in a championship you have the luxury of repeated close-quarters observation of your fellow competitors. The stopwatch immediately sifts the quick from the slow, but it's your racer's radar that identifies the hotheads and headbangers, and locks on to those that afford rivals respect and the all-important room to race.

It's perhaps a mark of historic motor sport's rising profile and popularity that I've been fortunate to have elbows-out experience of racing against some of the best current and former professionals in the business. More often than not it has been in pre '66 Touring Cars, which are always popular with the pros.

In 2013 I had a fantastic race with Andy Priaulx at the Silverstone Classic – he in a BMW 1800 TiSA, me in a Lotus Cortina – then in the same race the following year against Gordon Shedden, both of us in Cortinas. Each time I drove my heart out, because, well, it's not every day a laptop jockey like me gets to battle with two of the best tin-top drivers of the modern era. But also because I instinctively felt they were a) fully in control, b) fully intent on winning and c) loving every minute of it. I'm not sure they had reciprocal confidence in me, at least initially, but I like to think door handle-to-door handle conduct speaks volumes.

My thoughts on the drivers' bond of trust were confirmed at this year's Goodwood Revival, where I found myself in a Mini Cooper S among one of the greatest grids of current and retired professional drivers yet seen in historic racing. Brag warning: I managed to qualify quickest of the Minis in 14th place, with next fastest Mini driver, Tom Blomqvist – a BMW Motorsport racer in the WEC and son of Stig – immediately alongside me.

I'd never met Tom before, so save the pre-race handshake I always proffer to the person parked next to me in the assembly area, we didn't know each other from (Jonny) Adam. Yet all it took was for me to overtake him – yes, I fluffed my start! – and for him to repass for both

of us to find trust in one another. At first with polite circumspection, then with finer margins and greater daring until it was clear two total strangers shared implicit trust, on one of the fastest and least forgiving circuits in the UK.

It's a fantastic feeling to win. But to race your heart out against someone in whom you have absolute trust, and to know that they have the same faith in you, is a prize and a privilege that transcends the vainglorious pursuit of silverware.

In racing, trust is gold. 🏆

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

“
To race against someone in whom you have absolute trust, and to know they have faith in you, is a privilege
”



Insurance solutions* for **classics** and **more.**



Did you know, at FJ we don't just arrange cover for the classic vehicle owner? We also arrange insurance for **competitors**, **collectors** and **motor traders**.

Call our friendly UK team for a quote.

0333 207 6038
footmanjames.co.uk



*All cover is subject to insurer's terms and conditions, which are available upon request. Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be monitored or recorded. FPADGE.1076.5.18

BACK ISSUES



MORE THAN A DECADE
OF BACK ISSUES
AVAILABLE TO BUY

Missing an issue? Complete your collection with print copies of your favourite magazine to find the best articles, features and writers from 2006 to the present.
Subject to stock and availability

Browse back issues now at
shop.motorsportmagazine.com/back-issues

BINDERS



KEEP YOUR FAVOURITE
MAGAZINE IN PRISTINE
CONDITION

Motor Sport binders are designed to preserve and protect your magazine collection. Each binder can hold 12 issues and is bound in racing green leather. Free worldwide delivery.

Save over 30% with our special offer when you buy more than five

Shop binder offers now at
shop.motorsportmagazine.com/binders



Insurance
solutions* for
classics and
more.



Did you know, at FJ we don't just arrange cover for the classic vehicle owner? We also arrange insurance for **competitors**, **collectors** and **motor traders**.

Call our friendly UK team
for a quote.

0333 207 6038

footmanjames.co.uk



*All cover is subject to insurer's terms and conditions, which are available upon request. Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be monitored or recorded. FP ADGE.1076.5.18



Mat Oxley

The centenary of the Great War's conclusion is a good time to remember a British fighter ace who went on to become the world's fastest motorcyclist

E

leven o'clock on November 11 heralds 100 years since the end of the so-called war to end all wars. Royal Air Force fighter pilot Captain Owen Baldwin marked the occasion with this entry in his service record. "War ends on a spectacularly noisy note - a splendid show of Very lights accompanied by much hooting of klaxons."

Baldwin was a late arrival to the first air war.

His mechanical skills, learned while tinkering in his father's garage in the early years of the 20th century, had got him a post with the Mechanical Transport section of the Army Service Corps, where he was kept busy fixing and riding motorcycles. He got his chance to be a pilot following the so-called Bloody April of 1917, when British pilots were being shot out of the sky at a terrifying rate by the better-equipped Germans.

The Royal Flying Corps (which became the RAF in April 1918) desperately needed new recruits. Baldwin fitted the bill perfectly, because if you had the mechanical skills to master an engine in a motorcycle, you could most likely master an engine in an aeroplane. His transfer papers read thus: "Sobriety? Good. Is he reliable? Yes. Is he intelligent? Very."

Baldwin got his wings in January 1918; perfect timing, because the RFC was taking its first deliveries of the Sopwith Camel, an excellent plane that helped Britain recapture the skies above the Western Front. And he didn't waste time getting down to business. He shot down his first Fokker in April. By October he had downed a further 15 German planes, including five in one day during September, as the Allies pushed home their advantage.

The French awarded Baldwin the *Croix de Guerre* and *Chevalier de la Légion d'Honneur*. The RAF gave him the Distinguished Flying Cross and bar. "A gallant and skilful pilot, showing at all times fearlessness and resource," wrote the DFC citation.

When the war ended many pilots didn't know what to do with themselves. How could you follow the thrill (and terror) of fighting, wing to wing, at 10,000 feet? Baldwin, however, knew exactly what he wanted to do. He returned home to Twyford, Berkshire, where he prepared a Matchless-JAP for his racing comeback at Brooklands. The war had rudely interrupted Baldwin's fledgling racing career, but no doubt his hand-to-eye coordination had been sharpened to a cutting edge by his wartime experiences.

Sure enough, the 32-year-old beat Brooklands legends Bert Le Vack, Joe Wright and another former RAF pilot Claude Temple to win the 1924 Brooklands 1000cc championship, riding a Zenith-Blackburne, which used an engine made in (of all places) Farnham, Surrey.

Like most top riders of the era, Baldwin's ambitions turned towards the crown that brought the most prestige and the biggest bonuses: the land-speed record. In 1927 his bid to

become the world's fastest motorcyclist gained official support from Zenith, using a 996cc JAP engine, manufactured in John Alfred Prestwich's factory in Tottenham, north London. Baldwin prepared the bike with his father, Louis Napoleon, who had worked at Twyford's village mill until he saw the future and became a motor mechanic.


The latest JAP engine used plenty of technology that had been developed in wartime aero engines: overhead valves, aluminium-alloy pistons, valve overlap and so on. Interestingly, the man who had pioneered aluminium pistons was Walter Bentley, who before the war had contested the Isle of Man TT races on an Indian.

In August 1928 Baldwin returned to France, aiming for the old Roman road that runs straight and true for four miles outside the town of Arpajon, south of Paris. Unlike the British, the French were happy to close public highways to indulge their love of the internal combustion engine, so for two days each summer the Paris-based *Fédération Internationale des Clubs Motocyclistes* helped turn this stretch of blacktop into Europe's speed mecca. The annual event was a hit with the locals; with 5000 folding chairs provided for spectators, who bought food, wine and coffee from open-air buffets along the course, as a small army of gendarmes kept them on the right side of the fence.

Baldwin's aim was to better the 121.4mph record established two years earlier at Arpajon by Temple, riding an OEC-JAP. His Zenith featured various differences from his Brooklands bikes - most obviously lower handlebars and higher gearing, plus small dished fairings either side of the front wheel, not unlike the dished undercarriage wheels fitted to the Sopwith Camel. The JAP vee-twin engine produced almost 60 horsepower at 4800rpm.

Baldwin wore his usual racing attire of cork pudding-basin helmet, pilot's goggles, white cotton overalls and leather shoes. And he had just three two-way runs in which to attack the record. His final flying kilometre was very fast, but a tenth of a second outside Temple's 18 seconds. Too close to give up, he paid the FICM another few francs for one more two-way attempt.

He knew there was nothing he could do to make his bike faster, so he wrapped a split innertube around his torso, then wound sticky tape around the tube, his arms and legs to stop the overalls flapping in the wind. His final northward run took 17.56sec, his final southward run 18.34sec. The record was his, at 124.62mph.

The following year a new power emerged in the race for the land-speed record. BMW broke Baldwin's record with a supercharged boxer twin, designed by Max Friz, the creator of BMW's first engine, an inline six that had powered the final iteration of Fokker fighter planes. By 1937, BMW - with Hitler's backing - had raised the record to 173.67mph. 

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



**Baldwin downed
a further 15
German planes,
including five in one
day in September**

1990 SPICE SE90C

A front runner in period
24 hours of Le Mans in 1991
A semi-official SPICE C1
fitted out with the latest developments



www.ascottcollection.com

Xavier Micheron

Phone: + 33 (0) 9 67 33 48 43

Mobile: + 33 (0) 6 17 49 42 50

Email: cars@ascottcollection.com

Paris - France

Ascott
COLLECTION

L'EXCEPTIONNEL PAR PASSION

1971 SURTEES TS9B / 1992 TOYOTA CELICA ST185 / 1990 LANCIA DELTA INTEGRALE MARTINI
1987 PORSCHE 962 C / 1988 MARCH 86G MOMO / 1988 TIGA GC 289 / 2009 ORECA FLM09



Doug Nye

The Donington Collection has been one of motor racing's heritage landmarks, but its doors are now closing for the final time

T

he sad news that the Donington Collection museum would be closing its doors for the final time on November 5 did not altogether come as a surprise. But hey, let's all look on the bright side. For 45 years the world's largest collection of historic Formula 1 racing cars was right here, open to the public and its huge range of machinery did the best job possible - in the

circumstances - of informing and entertaining not only an enthusiast audience, but also a considerable proportion of casual visitors. The museum's visitor total over those 45 years exceeds some 2.5 million - not too shabby. For me the most satisfying thing was the number of young children brought to the place, to learn, admire and hopefully enjoy. If their visits inspired a proportion of them to get into the racing world, and so develop an interest that could sustain them throughout an enjoyable life, well... that's what Tom Wheatcroft, the Collection's creator, would really have enjoyed.

For 'Wheatie', Donington Park was where his own lifelong enthusiasm for motor sport on both two wheels and four had been first ignited. There could be nothing wrong about passing on that baton to today's youth. Tom cycled to the circuit in 1935 to watch a motorcycle meeting. He was completely entranced, and subsequently attended most of the circuit's race meetings for both cars and bikes up to the last in 1939. In fact, he would often reminisce about hanging on the fence, open-mouthed, watching the silver cars from Mercedes-Benz and Auto Union absolutely pulverise British ERA opposition in the 1937 and 1938 Donington GPs.

When Kevin Wheatcroft, Tom's son, telephoned me early in October and told me what he had regretfully decided to do - nine years after his father's death - he said: "You were in at the start Doug, and I'd like you to be involved now at the finish." I was, and remain, really touched by that thought. I had written the original press releases back in 1973 about the newly built museum's imminent opening - which duly took place on March 16 that year - and now I found myself composing news of the closure, and distributing it to the agencies, the national press and the broadcast and internet media. Blimey - I'd always sworn I wouldn't work in PR (largely because I know my own limitations in that direction).

But my goodness, how the memories came flooding back. I had first met Wheatie with fellow scribbler Eoin Young (now there was a born PR man) who had tied up with the Leicester builder during the 1970 Tasman Championship races in New Zealand. Tom had bought the lovely Brabham BT26A in which Jacky Ickx had won the previous year's German GP at the Nürburgring. A 2.5-litre Cosworth-Ford DFW engine replaced the 3-litre F1 version for the tour, but after Derek Bell had finished well in the New Zealand GP at Pukekohe - placing second behind Frank Matich's Formula 5000

McLaren M10A - things didn't go well in the Lady Wigram Trophy race at Christchurch, where the engine failed, curtailing the trip.

Back in England, Eoin took Jenks from this magazine and yours truly to see Tom at his building company base in Wigston, Leicester. Tom took us to his home where the motor house at the foot of his garden was absolutely jam-packed with GP cars - and then he told us he'd just bought the circuit section of Donington Park, and he drove us up there for a tour of what for years had been probably the biggest military transport base in the country, under the name Breedon Depot. We found the old circuit site was derelict, and the track surface - what little survived of it - was truly ruined. But hidden in the undergrowth we found the historic old Stone Bridge, and the collapsed press stand, and Starkey's Cottage, and remains of the old wall overlooking the Craner Curves. If ever there was a day dripping in memories, and of frozen photographic images of racing before I was born, that was it.

Tom told us of his plans to build and open "me moozeum" there, and we worked with him on that for the next three years. His in-house architect designed the place shaped in plan like a crankshaft with separate halls linked by corridors, "as the big and little ends" Wheatie said. He was locked in battle seeking planning permission to restore the circuit, but that would take some time.

We photographed all the cars, researched their histories - as best we could - wrote caption boards, made big display prints of relevant archive images and then issued invitations for press, public and assorted VIPs to the opening ceremony.

It was very important to Tom, and to us all, for Bill Boddy - the often aloof editor of *Motor Sport*, highly inclined to be critical - not only to attend, but also to be impressed. As the day approached Jenks warned me that 'The Bod' had told him he was going to wear his 1938 Donington season pass, but didn't expect anyone to notice. My wife, Valerie, was posted on reception for the day, and - duly briefed - when The Bod walked in, barrel chest as always puffed out, soberly dressed, looking more glum than expectant, he approached her desk. "Bill Boddy," he rumbled in his deep voice, "*Motor Sport* magazine." And Val (whom he did not know) smiled at him, noted the badge on his lapel and said, "Oh welcome Mr Boddy - I can see that you have been here before."

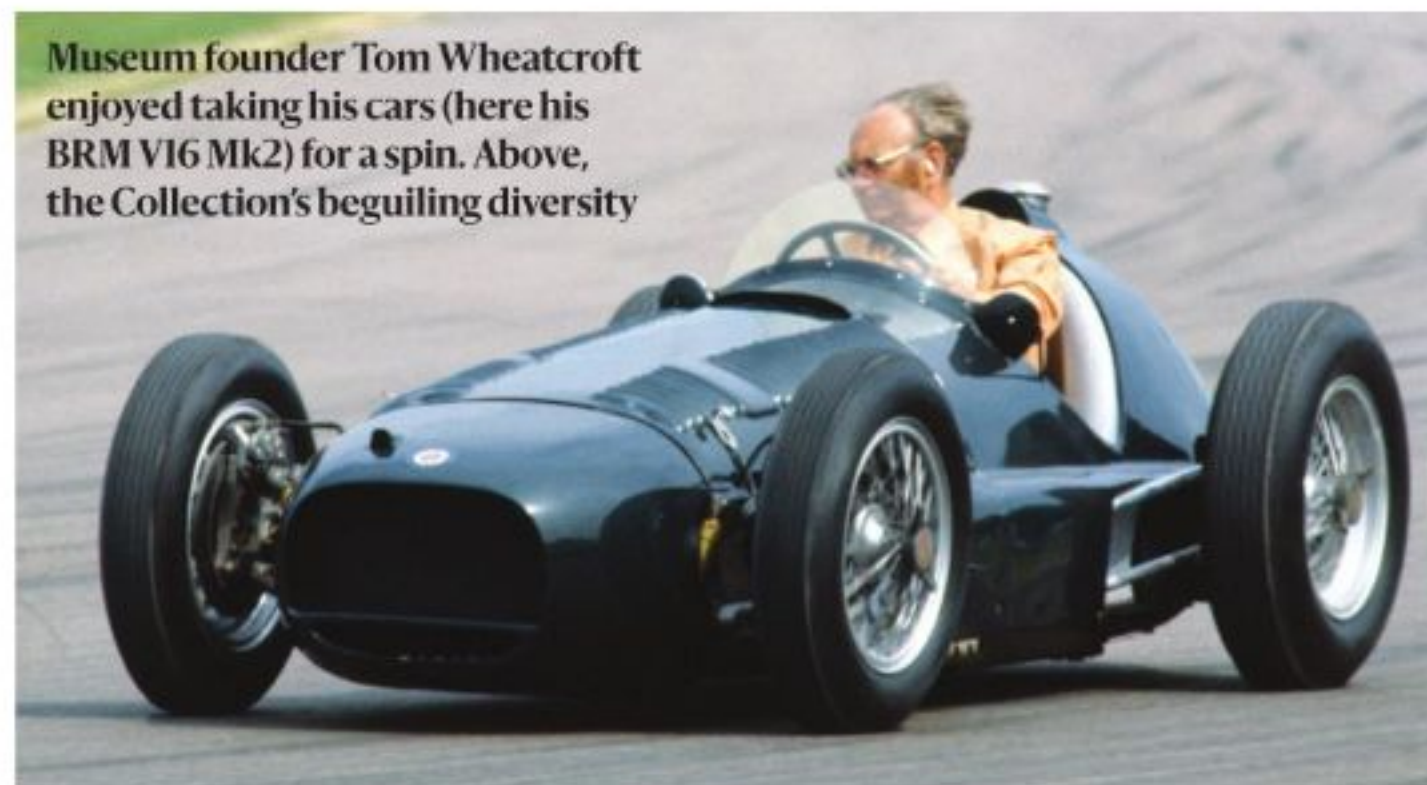
And The Bod's face broke into a delighted beam, he apparently appeared to grow about four inches, his chest puffed out even more and he was - bless him - hooked. That was a good day... and with 50 cars initially displayed The Donington Collection was up and running.

Tom was always keen for many of his cars to be exercised and occasionally he'd phone and say "Coom oop an' 'av a play day - and bring Jenks and that Geoff" - Goddard, the photographer - "with you." So it was that I got the chance to experience some of those great cars from the cockpit. Before the circuit restoration was completed - Tom having won that

“
Bill Boddy was going to wear his 1938 Donington season pass, but didn't expect anyone to notice...
”



Museum founder Tom Wheatcroft enjoyed taking his cars (here his BRM V16 Mk2) for a spin. Above, the Collection's beguiling diversity



particular war with the local authorities and pressure groups combined - there was just a simple loop from near the pre-war pits site on its crest, down to the Melbourne Hairpin and back again. Phil Hill came over to track test cars there for America's *Road & Track* magazine, Dan Gurney much the same - and we ran cars around and around that little loop, the old pros sliding and wheel-spinning to their heart's delight. Jenks looked just right driving the Austin OHC single-seater, wrong in the 1961 Monaco and Nürburgring-winning Walker/Moss Lotus 18. I once came out of the Hairpin in that car in a prolonged series of over-corrected tank slappers before sorting it all out - it was light and its rear tyres were like concrete. Vanwall, BRM Type 25, 'ThinWall Special', Bimotore Alfa Romeo (all on the big new circuit by then) - and V16 BRM; thanks to Tom's enthusiasm and huge generosity we got to experience them all.

I spun the V16, and on another visit - taking foreign press visitors around the circuit in my big Rover SD1 - I stopped down by the Old Hairpin to show them the Stone Bridge. I veered off track onto the grass verge, yanked on the handbrake and spun Auntie three times on the grass, coming to rest just where I intended, with the tail about a foot from the bank. Wheatie pulled in behind us, and (quite rightly) gave me the most terrific bollocking for having just torn up his Donington Park grass. My two minutes of humiliation ended with him saying, "Nice parkin' though, lad." One was grateful for such small mercies.

We did a BBC TV programme from the museum. John Bolster - pre-war Donington personality, of course - was interviewed. Sadly he wasn't on form, and his series of studiously drawn-out "Yees" and "Aaaah - noooo" answers in his distinctively sharp voice didn't exactly entrance the show's producers. Off camera, his scurrilous anecdotes about goings-on in the Park bushes back in the 1930s did entrance them - but those were totally unbroadcastable.

Over the years Tom had some great people help him run the museum and circuit - but he also made some bad mistakes with quite the wrong people. One of the best was the late Robert Fearnall, and another - early on - was Ian Phillips of subsequent Formula 1 management fame with Leyton House March and Jordan. Ian and Tom were very close and both were just devastated by the tragic death of Tom's driver Roger Williamson in the 1973 Dutch GP, only four months after the museum's opening. That was a terrible blow to Tom, from which in several ways I don't think he ever properly recovered.

Roger's was indeed a great talent taken from British motor sport. He absolutely had the reflexes of a cat. One day at Brands Hatch I was talking to him in the back of Tom's Formula 3 team transporter when a wasp flew in. It was hot, and that darned jasper was buzzing furiously, flickering a wild zig-zag path. Roger was in the midst of telling me something, full eye contact, when his right hand flicked out like a lightning bolt - and the buzzing just stopped. He'd picked that wasp out of the air, full-flight, while continuing to talk - and maintain eye contact - without the faintest interruption. And I'm not easily impressed.

Ever since Tom passed away in October 2009, the Donington Collection has been run by his son Kevin. When we announced its closure on October 10 - after so long as an absolute Mecca for motor racing fans the world over - he said: "Closing the museum after 45 years has been a really difficult decision, but family responsibilities simply make it the right thing to do..."

Thank you, Tom and Kevin - for the memories. The Collection's closure is, indeed, the end of an era. But as an optimist I would say, 'Watch this space'. Somewhere, a new one might be about to start... 📺

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



Gordon Cruickshank

Exploring the skillset needed for historic regularity rallies, before taking the plunge with a refresher driving test

A

t my age, when I can recall the late Bronze era better than what I wrote in last month's *Motor Sport*, it felt odd to be going back to school. Yet I recently sat making notes in a lecture, though at least the subject was historic rallying and not bending strength in bridges like the ones I sat through at university. This was a training day run by HERO, the historic rally organiser behind

LeJog, Rally of the Tests, Scottish Malts and further-flung tests.

I signed up because, despite many historic rallies under my belt, I have never yet done a regularity event, which I was convinced required advanced calculus and the timing precision of an atomic clock. After a full day of thorough but cheerful explanation I came away less anxious.

Lunchtime brought a handy chance to talk to Patrick Burke, MD of the organisation, about their take-over of ERA, the endurance rally outfit run by Philip Young until his untimely death in 2015.

"The three organisations' events are complimentary," he says. (In 2013 HERO also absorbed the Classic Rally Association.) ERA stands for long-distance adventure, CRA created core events like Classic Marathon, and HERO offers a range of rallies, colour-graded like ski runs, from simple to the rigours of LeJog." That's the Lands' End to John O'Groats reliability trial that pits you against tough tests, long hours and December Scottish weather.

There's an almost philosophical element to Patrick's angle. "We're on a mission," he says. "We're not innovators but custodians of these cars. We want to establish a classic state of mind. That's why we have classic boats too." It's an unexpected diversification for a car outfit, but HERO also charters out eight classic wooden yachts, as well as a fleet of 35 historic rally cars for its Arrive & Drive programme. "So you can pick up one of our cars, drive to the south of France and holiday on a classic boat," Patrick beams. Although 'boat' somewhat undersells the queen of the fleet - *Puritan*, a 126ft racing schooner built in 1930 with towering masts and a crew of seven.

With the boats, rallies, storage and transport, an assistance division (they have a squad of support vehicles which attend their events and perform recce trips), insurance, bespoke events and a TV angle - the HERO Cup series is televised in the US - it's an ambitious organisation, as you'd expect from something built up by two venture capitalists, Patrick and chairman Tomas de Vargas Machuca, who took over HERO from rally organiser John Brown in 2009. I wasn't cheeky enough to ask Patrick about the finances, but one assumes it works... Yet both principals are in it for the right reasons: they competed in rallies before heading HERO and still do, even on their own events. The time clock doesn't allow favouritism.

Soon HERO will relocate to Bicester Heritage - "it's a fantastic place, it gels with our passion," says Patrick - which will bring all staff together plus the cars, which range from BMW 1602 to

Porsche 911. And, says Patrick, they're all fitted with telematics so they can tell where they are and how they've been treated.

In a TED talk Patrick gave a couple of years ago he says that after a career in finance promoting consumerism he's now actually involved in recycling, not only the cars but the spirit. As I sharpened my pencils for the afternoon's session he waved an arm across the 87 people doing the course. "There are several father-and-son pairs here. That's the sort of continuity we like to see."

Meanwhile I returned to lessons, given by experienced driver Paul Bloxidge and rallying sisters Elise and Seren Whyte, whom I first met at the 25th anniversary of the Classic Marathon back in 2013. Then they were novices, asking other crews for help; now here they were handing out wisdom on time cards, speed tables and all the brain-stretching sums that go into hitting your time control on the second. As they worked through a sample time card and route we had to shout out answers, while the sisters went round helping those whose maths failed them at Time Control 2. Like me.

Most people in the room were also doing the HERO rally the next day so there were some worried faces, but "don't worry about the timing," said the girls, "as long as you stick to the route and get to the finish. It's supposed to be fun!"

I hadn't entered the rally so had to make do with my fictional afternoon adventure round an OS map of the Gower peninsula. I think I hit the last page on time.

Now to enter a regularity event, feeling like a beginner all over again, especially as I used to navigate and now I'm on steering duties, which include repeatedly asking "what was the next turn again?". It's one of the laws of rallying that in the car all drivers have goldfish memories, and I adhere to it firmly.

THAT HERO DAY WASN'T MY ONLY BACK TO SCHOOL EXPERIENCE recently. Though it's uncool in the motor racing world, I'm a believer in advanced driver training, even - especially - when you've been driving for years. It's easy to let your guard drop over time, particularly on roads you know, and I think everyone would benefit from a sharpener, a

quick check to see if you're picking up all the clues that might point to danger ahead. Aside from an aircraft dropping through your sunroof, most crunches begin many seconds beforehand and the warnings are there if you're attuned to them. And everyone can be.

While banging on about this my bluff was called: "How long since you checked your driving?" Hmm... At least 20 years ago I did a course called Drive & Survive about defensive driving, but since then... So I booked to retake my IAM test 32 years from my first one. This would be a better story if I failed but I didn't, so I'll just try to save it by telling you that my tester was a police Class 1 driver and two days before he had nicked the very racing team member I was due to interview the day after.

“

It may be uncool in the motor racing world, but I'm a firm believer in advanced driver training



BLUE PASSION

Patrick Burke, left in blue jacket, and Tomas de Vargas Machuca of HERO, which runs tough events like LeJog, above. Below, back to school – for fun?



MOTOR RACING POSTERS EMPLOY EYE-GRABBING GRAPHICS BUT styles have changed with design shifts. Current opinion favours the height of the Art Deco era - strong, clear colours and exaggerated perspective. An intriguing item popped into my inbox recently, though, which is very different. It came from Collector Studio in Canada, whose proprietor Morry Bermak sources all things motor racing from helmets to clocks, gloves, art and models, focusing on original items. Currently he even has an original 1949 Ferrari 166 F2 brochure in stock.

Subject of the mail was an original linen-mounted 1923 poster for the very first Le Mans 24 Hour race and it fascinates me for a couple of reasons. Emphasising the night-time hours, artist H A Volodimer selects dark purples and greens - unlikely but striking. And it advertises 'Grande Fête de Nuit' and 'Feu d'Artifice', so the all-night fairground, fireworks and music have always been part of what would become a classic contest. Receiving second-line billing is the Rudge-Whitworth Cup, the three-year rollover competition which was a main feature of the opening years, but soon died away. Two heats in a BTCC race is fine, but who wanted to wait three years to find a winner? The champagne would go flat.

I haven't asked Morry the price of this poster, though. Apparently fewer than eight are known to exist. 📷



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

NANKANG TYRES



NS-2R

- MSA List 1B approved
- **50% Road / 50% Track** - designed for fast road and track day use
- Available in 13" to 20" sizes
- **Endurance compound** for grip lap after lap come rain or shine

AR-1

- MSA List 1B approved
- **90% track / 10% road** - designed for the racing driver chasing lap times
- Available in 13" to 20" sizes
- **Unique compound** optimised for fast track use

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

East, west, home's best

It's become a British trait to complain and Silverstone gets its fair share, particularly on social media. I have just returned from the Singapore GP and other than the night atmosphere it falls well short of Silverstone as an event and venue. Poor support races, very little food choice (they bag check and stop any food being taken in), refusing access on race day until 30 mins before the first race (many people didn't get to their seats to see the Porsches), inadequate toilet facilities, restricted viewing and armed security guards, no fan regalia or flags etc on sale, just official overpriced team kit.

The only redeeming feature of this GP was an extraordinary qualifying lap from Lewis Hamilton. I'll take Silverstone any time.

Bob Bull, Portishead, North Somerset

Betting slip?

I read that Sean Bratches thinks betting on Formula 1 races is a good way for fans "around the globe to engage with the world's greatest racing spectacle".

I have an even more revolutionary idea to achieve that end - put F1 on free-to-air television. Then all fans will be able to engage in the sport we all love.

John Leonard, Higher Kinnerton, Chester

Taxing issue

How refreshing in your Sebastian Priaulx/Lotus Cortina article to see a Cortina as it would actually have been raced by Jim Clark (who I recall seeing at Brands Hatch in 497C).

I query the orange cam covers, though, and it's a shame that TEAM LOTUS on the driver's door is too large and the steering wheel Lotus badge is black! A tax disc would have been a nice touch; certainly they had one when raced.

David Foster, Ascot, Berks

Three-pointed stir

With regard to your article on the Mercedes Le Mans debacle of 1999, I was at the time a retailer of model cars, in particular the superb 1:43 scale resin kits made by the now sadly defunct French manufacturers Starter and Provence Moulage. Their plan, as always, was to model as many Le Mans competitors as possible as soon as possible. Mercedes, on the other hand, was determined to put the whole thing in the past and forget it ever happened.

The kit makers would have had all the details together ready to manufacture as soon as the race was over and Mercedes, we must assume, withdrew permission to use its name or design. The result when it arrived was an attempt at deniability. Gone were the familiar red or blue boxes; plain white boxes were simply marked CLR. Nowhere, not even on the

assembly instructions, was there any indication of who made the kits.

Changing the subject, in response to Chris Berger's query on last month's *Letters* page, to the best of my knowledge Cobras raced only once in period with fastback hardtops. This was at Le Mans in 1963 in an attempt presumably to counter their otherwise 'barn door' aerodynamics. Goodwood rules call for closed coupés, so this is the most elegant way to comply.

Rod Hunt, Seaton, Devon

Satisfying lunch

I thoroughly enjoyed the Lunch With... Freddie Spencer article in last month's issue. Freddie is my all-time motorcycling hero and I have been lucky to meet him at the Festival and at the launch of his autobiography *Feel*.

For all he has achieved in his sport you could not wish to meet a more humble and self-effacing man. He has that rare ability to make 30sec with him leave you feeling like you're an old friend he's known for years. It would have been so easy for him to have turned into a grizzled old 'bar room bore', but his insistence that he has found real contentment later in his life after it hit rock-bottom is genuine.

Having finally dried out after watching him secure the 250cc title in abysmal conditions at Silverstone in 1985, I can only wish him every future happiness.

Thanks also to Mat Oxley for his brilliant articles each month in both the magazine and on your website.

Peter Spiers, Watford, Herts



Donington connection

I read with much interest the recent article about the 1938 Donington Grand Prix by John Bailie. My father was a regular attendee at Donington before the war, often cycling to the circuit from his home in Derby. Before he died in 1997 he committed a lot of his memories to paper, and also wrote a history of Donington Park using material he had been able to gather together in the 1960s from various people old enough to remember how things had been only 30 years previously. Sadly he never found a publisher, but the manuscript contains some interesting insights, not least

his recollections of the 1938 Grand Prix. It was held on his 18th birthday; within two years he would do his bit against the might of Nazi Germany in the RAF.

He did not have a camera, but was an accomplished artist, and in later years he made a number of drawings inspired by his visits to Donington (below).

Howard Sprenger, Hedge End, Southampton

More anon

Reading John Hostler's letter in *Motor Sport's* November issue, I too regret the absence of the illustrators' names on the Porsche and Ferrari drawings.

With reference to the 512S being the work of Vic Berris, I would agree with John that this is Vic's work. He was my uncle and I am proud to have been given his surname as my middle name when I was born in 1944, while he was fighting for his country.

I have a large copy of the 512S given to me by Vic with other drawings, the 512S bearing his name as illustrator.

John Berris Lay, Charing, Kent

More fuel them

The news regarding the WEC's proposed use of hydrogen is not before time. Race circuits have plenty of space for solar panels and wind generators, the energy from which could be used to separate hydrogen from water. Generating hydrogen on site means no transportation would be required.

However, in my scheme this renewable, zero-emission fuel would not be used in a fuel cell but burnt in 12 cylinders arranged in a vee configuration. If this engine would do 20,000rpm and be allowed to burn just a little castor oil my dream will be complete! As a spectator I don't get to experience what it feels like to drive a racing car, but with electric cars I am denied two further senses - hearing and smell.

Rick Benson, Sawston, Cambridge

The gloves are off

I enjoyed reading the article in November's issue of Andy and Seb Priaulx driving Jim Clark's 1965 Lotus Cortina. It reminded me of seeing Jim Clark and Graham Hill a couple of years later three-wheeling Mk2 Lotus Cortinas through Knickerbook at Oulton Park during the Gold Cup meeting - no chicane to slow you down in those days.

But back to the article: it surprised me that, despite both being booted and suited while driving, the accompanying photos showed neither was wearing gloves. It might not have been a race meeting, but it still gives the wrong impression to aspiring young drivers.

Tim Moore, Withybrook, Warwickshire ☒

Membership Offer

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

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

Bundle options

	12 issues	24 issues
UK	<input type="checkbox"/> £55.99	<input type="checkbox"/> £95.99
Rest of World	<input type="checkbox"/> £70	<input type="checkbox"/> £126
USA	<input type="checkbox"/> \$94	<input type="checkbox"/> \$159

Print options

	12 issues	24 issues
UK	<input type="checkbox"/> £49.99	<input type="checkbox"/> £89.99
Rest of World	<input type="checkbox"/> £64	<input type="checkbox"/> £120
USA	<input type="checkbox"/> \$85	<input type="checkbox"/> \$150

Digital Only	<input type="checkbox"/> 12 issues	£49.99	Digital Plus	<input type="checkbox"/> 12 issues	£52.99
	<input type="checkbox"/> 24 issues	£89.99		<input type="checkbox"/> 24 issues	£92.99

MY DETAILS

Title Forename Surname
 Address
 Postcode Country
 Telephone
 E-mail


GIFT RECIPIENT

Title Forename Surname
 Address
 Postcode Country
 Telephone
 E-mail

A valid email is required for all Bundle and Digital subscriptions

PAYMENT OPTIONS – 3 EASY WAYS TO PAY

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

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

To the Bank Manager (Bank/Building Society)
 Address Postcode
 Name of account holder
 Bank/Building Society account number
 Bank sort code

Originator's identification number **556965**
 Please pay Motor Sport Magazine Ltd from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may stay with Motor Sport and, if so, details will be passed electronically to my Bank/Building Society.

Signature
 Date

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

2. Please debit my: Visa Mastercard Amex Maestro

Card no:
 Expiry Date:
 Maestro: Issue number: Security number:
(Start date) (If applicable) (Last 3 digits on reverse of card)

Signature Date

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

Terms & conditions: Offer is subject to availability. Free gift will be sent to subscription donor. Offer closes 31 December 2018. Subscriptions by Direct Debit will automatically renew upon expiry. Should the price increase thereafter you will be notified in advance. You can cancel at any time and receive a full refund on any issues yet to be mailed, with no questions asked. This offer is for new subscribers only. If you would like your email address to be shared with carefully selected 3rd parties and partners for information about their related products and services, tick this box . A full list of our partners and 3rd parties is available at www.motorsportmagazine.com/magazine/privacy-policy.

Available in...



Save **70%**

Bundle

The total *Motor Sport* experience

Get monthly delivery of your print magazine and instant access to the interactive digital version, as well as uninterrupted access to the *Motor Sport* online archive for more than 90 years of content.

Print

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



Save **40%**

Digital

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

**NOW AVAILABLE ON
 DESKTOP, SMARTPHONE & TABLETS**



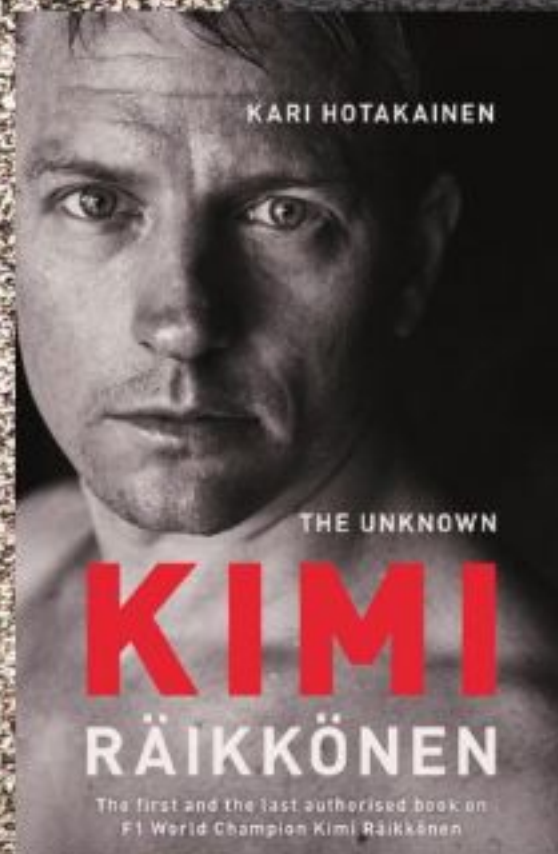
XMAS
SPECIAL
OFFER

free

Kimi Räikkönen biography *when you subscribe to Motor Sport*

A magazine subscription is the perfect, long-lasting gift for any motor racing fan – the recipient will receive an issue of *Motor Sport* magazine every month for a year and, for a limited time only, get a free hardback copy of the brand-new book *The Unknown Kimi Räikkönen*.

Motor Sport is the world's longest-running motor racing magazine, enjoyed by tens of thousands of avid readers every month. It is packed with breathtaking images, exclusive interviews and insights from across the sport's full spectrum. It is sure to be appreciated by any racing enthusiast and will make a fantastic gift this Christmas.



3 EASY WAYS TO SUBSCRIBE



VISIT [WWW.MOTORSPORT
MAGAZINE.COM/LP18](http://WWW.MOTORSPORTMAGAZINE.COM/LP18)



CALL +44 (0) 20 7349 8484
or USA Toll Free on 1-866-808-5828
and quote LP18



COMPLETE AND POST THE
FORM ON THE OPPOSITE PAGE



THE BEST, SIMPLY

In 1981 a young Brazilian arrived in the UK, straight out of karting. He spoke barely any English and carried little money. Who would have thought that boy formerly known as Da Silva would grow into the motor racing legend that was Ayrton Senna? He won every British championship he contested before his blockbuster 1984 debut in Formula 1. While Senna is gone, his legacy – and the cars that helped him build it – still remain. We tracked down the very machines that young Da Silva used to build the foundations of his career and spoke to those that were there





From humble beginnings

In 1981, Da Silva wound up in Attleborough with no contract, just the hope of landing a break. Van Diemen founder Ralph Firman gave him a shot, and has just finished restoring Senna's first title winner

WRITER SIMON ARON PHOTOGRAPHER Lyndon McNeil

The simplicity is striking, likewise the purity of purpose. There are no frills, no major sponsors, no immediate clues that Van Diemen RF81 chassis 528 has particular significance, just two small, plain signatures either side of the cockpit: A Da Silva. In 1981 the driver had still to adopt his mother's maiden name as a professional moniker, one that would shortly acquire global resonance: Senna.

This is the car that launched the Brazilian's senior career and it has just been restored by Ralph Firman, the man who created the Van Diemen marque and later gave Ayrton Da Silva an opportunity in the UK racing mainstream with his factory team. A very great deal of the chassis is original - and it came back to life on the same Norfolk industrial estate that it was originally built, albeit in a different workshop.

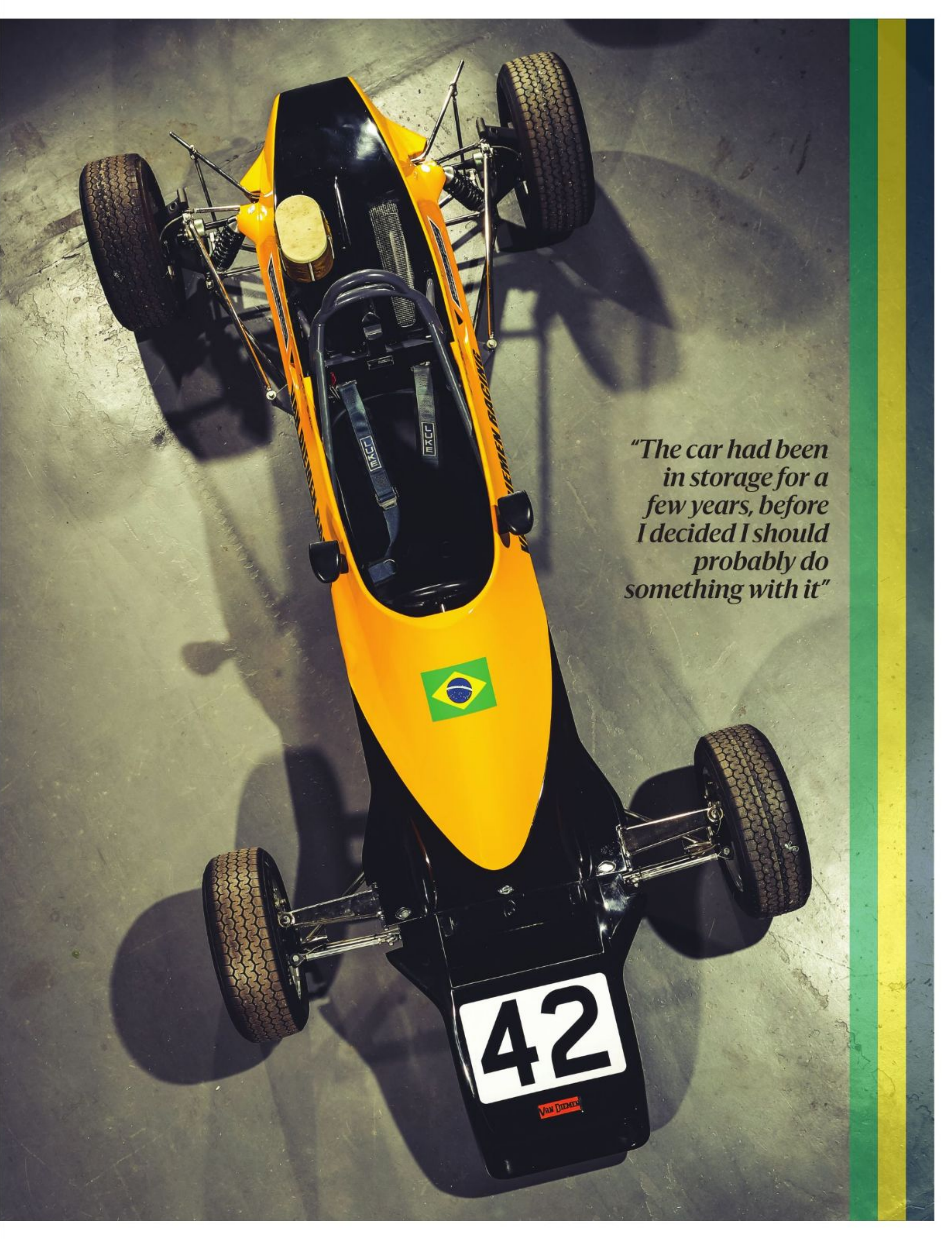
"At the end of 1981 it was sold off as just another second-hand car," Firman says. "I can't recall the buyer's name - I think he was an American serviceman, based at Lakenheath, and he did a bit of racing with it - but when he returned home two or three

years later he asked whether I'd like to buy it back. Ayrton was in F1 by then so I thought, 'Why not?' I subsequently stored it in a workshop, where it stayed until I decided a few years ago that it was probably about time I did something with it."

That something was a full restoration, returning the car to its former glory. The process has just been completed and *Motor Sport* visited Firman at his base to witness the result. In so doing we are the first people to see it for decades. It is a piece of genuine racing history and it is hard not to feel the significance of the moment as we peel into a busy industrial estate. The car that set one of the greatest drivers of all time on the road to stardom awaits, immaculate in period livery.

"Like anything that's left in a tin shed, it had deteriorated," Firman says, "it needed a total strip-down. It's the same chassis. There wasn't too much damage - it just needed to be cleaned and powder-coated. We needed some new wishbones and radius rods and a fresh set of body panels had to be made.

"Gerrit van Kouwen [the 1984 Formula Ford Festival winner, and still an irrepressible FF1600 enthusiast] had some original championship stickers, which he lent us so that we could get them copied. He also found



*"The car had been
in storage for a
few years, before
I decided I should
probably do
something with it"*



Van Diemen founder Firman has fully restored Senna's RF81, using many original parts that the man himself ran in period, right

us a correct, period-spec Minister engine - not one that Ayrton would have used, but mechanically identical. Many of the other bits, though - steering wheel, pedals and the fuel tank - are original.

"Unusually, Ayrton's RF81 was fitted with outboard brakes while all the others were inboard - just an experiment that we later adopted on our 1982 models. It helped to keep the discs a little cooler, but in overall performance terms I'm not sure it made much of a difference. None of the other RF81 drivers seemed to notice, or at least they never mentioned it."

Firman built many thousand Van Diemens between founding the marque in 1973 and selling it to American Don Panoz 29 years later. Does this one have a particular resonance? He ponders a moment and says, "It does, because of the type of bloke Ayrton was..."

THE TWO WERE INTRODUCED LATE IN 1980, by former Van Diemen racer - and future



SUTTON IMAGES

Grand Prix driver - Chico Serra. Firman says: "Chico kept telling me, 'You've got to sign this guy when he makes the move to cars.' Ayrton was busy karting at the time, so I waited and waited until Chico eventually rang and said, 'Right. He's ready. He wants to race in England... but he's got no money.' That was nothing new, but he came over and we had an introductory dinner at The Doric restaurant, in Attleborough.

"It was hard to form any initial impressions because he spoke barely any English - Chico was there to interpret. At first I think Ayrton

wanted me to pay him, which wasn't exactly the plan, but we eventually settled on a deal whereby he brought £10,000 to the team - and back then the going rate for a full programme of races plus testing was very significantly more than that. I think it's fair to say that we gave him a hefty subsidy.

"He was very well known in karting when he came to us, but that doesn't always translate. I've run many

drivers who did well in karting because they were small and light, but didn't look so good in a car. That wasn't the case with Ayrton.

"It took him a few attempts to score his first win, but after that he never looked back. At that time, many kart graduates wanted their Formula Ford car to do what a kart would do - so they'd hustle into a corner, scrub off speed and then complain that the engine was down on power because they were slow down the following straight! Ayrton quickly worked out that he needed to adapt his technique and, once he'd done that, he was away."



“On the day he said he’d phone, Ayrton was as good as his word. But I told him I didn’t have a car, which probably makes me the only person to refuse him a drive”



The Minister 1600 engine is mechanically identical to the 1981 original in the Van Diemen

And then some. He was fifth on his FF1600 debut at Brands Hatch on March 1, third a week later at Thruxton and then notched his maiden victory, back at Brands Hatch, the following Sunday. He finished each of the 20 races he started, taking 12 wins, five seconds, a third, a fourth and a fifth - enough to secure him the RAC and Townsend Thoresen championship titles.

It had been a potentially combustible campaign, with highly rated Argentine Enrique ‘Quique’ Mansilla in a second works Van Diemen and Mexican Alfonso Toledano in a third (these two all but coming to blows after taking each other off at Brands Hatch), but the artist still known as ‘Da Silva’ usually had their measure.

“It was sometimes a bit difficult,” Firman says, “but there were three main championships and we tried to keep the drivers apart when we could. Mansilla and Toledano were both extremely capable, but Alfie in particular couldn’t understand why Ayrton was quicker. One day he turned up with his mother, who I think was a lawyer. They were pressing me about why Alfie wasn’t

winning and I said, ‘Look, I can’t explain why you’re not winning but you need to learn from Ayrton - that’s the best thing you can do. There’s nothing wrong with your car.’

“A number of years later I attended the Mexican GP and bumped into Alfie and his mum, who offered to take me out for dinner. They wanted to thank me for the advice I’d given them all those years beforehand, but admitted it had taken them a few years to accept that I’d been right. Ayrton just had an extra edge.

“I always found him very loyal and incredibly straightforward. You might not always like what he said, but you knew what he felt. I remember one Monday morning, after he’d won a race at Mallory Park by about 10 seconds, and he was sitting at my desk by nine the following morning, saying, ‘Yes, Ralph, but the engine was rubbish...’ He was always a pusher and a shover, but that was fine. I liked that. Drivers were supposed to be demanding, if they were hungry enough, and Ayrton was always in our workshop - he turned up most days, totally focused and involved.

“My only regret is that he didn’t do the Formula Ford Festival at the end of the season. He said there was some family matter at home and warned me that he might not be able to take part - but also pointed out that the meeting wasn’t mentioned in his contract! I explained how much I wanted him to do it, but he said he was off to Brazil and would telephone me on a specific date if he could race. So I waited and waited, then started to worry and offered his car to Tommy Byrne - I’ll never know why I didn’t simply build another car for Tommy [who won the event]. And then, on the very day that he said he’d phone, Ayrton was as good as his word. He called and told me, ‘Ralph, I’m heading for the airport now...’ I explained that I no longer had a car, because I hadn’t been sure whether he’d return, which I guess must make me the only bloke who ever refused him a drive.

“When he rang again the following February, said he wanted to race in FF2000 and asked what I could do for him, I told him to get on a plane as quickly as possible...”

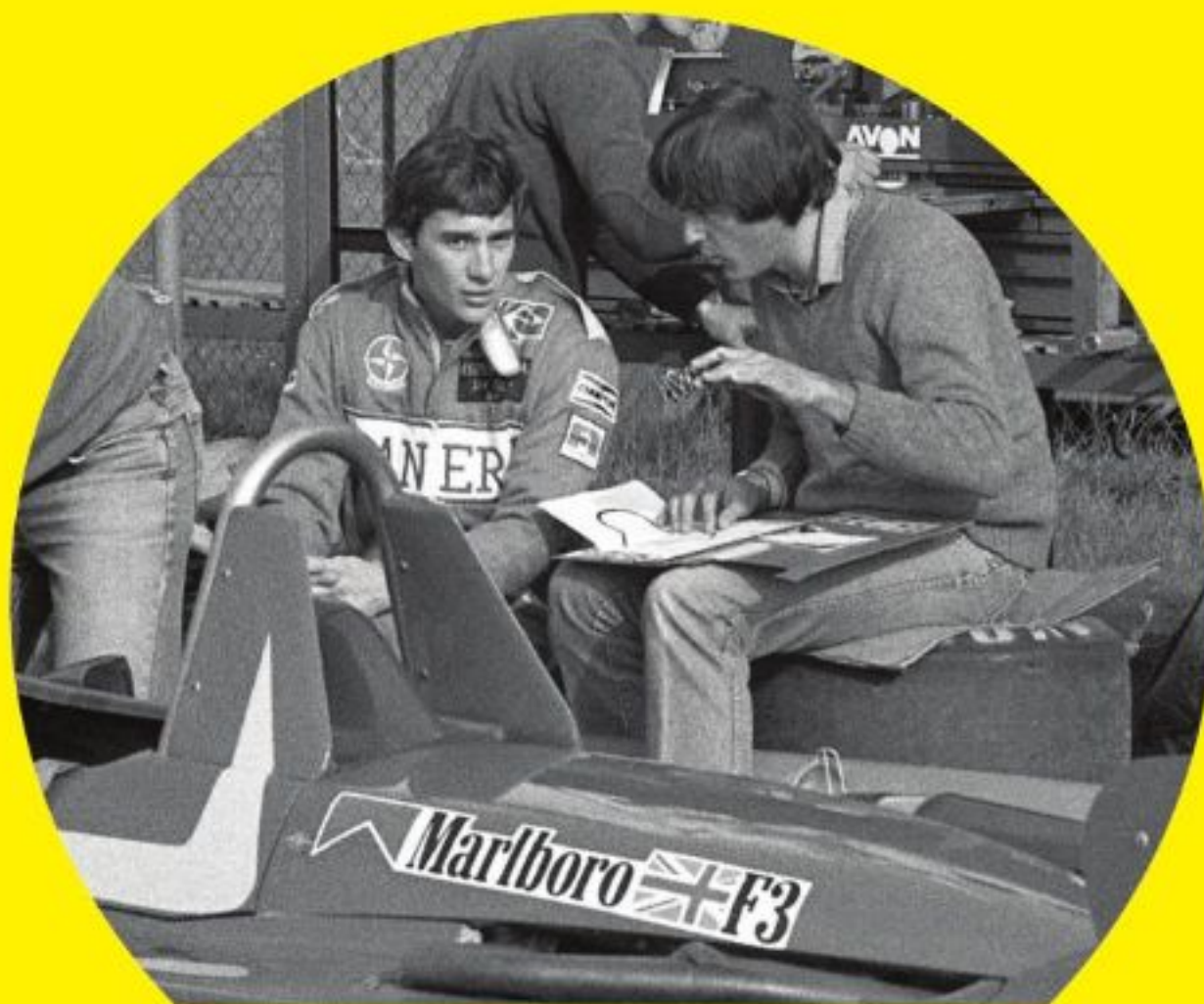
SENNA SUBSEQUENTLY CLINCHED THE British and European FF2000 titles in a Van Diemen before winning the 1983 British F3 Championship and then graduating to F1 with Toleman, but he never forgot his roots.

“In time my wife Angela and I got to know him very well,” Firman says. “He stayed in touch throughout his career. When he was racing in F1 for Lotus, not far from our base, he’d turn up unannounced on the doorstep, with his bag, and stay with us for a week or two. I think he knew he could come here without anybody else knowing - a refuge where he could find a little peace and quiet.”

Was his time in FF1600 reflective of a golden period in motor racing?

“I think so,” Firman says. “Through the 1970s and into the ’80s I believe we saw the very best of junior racing. Any driver from anywhere in the world wanted to come to England and race in Formula Ford. It was just so competitive, but by the mid-1990s there were more categories and you rarely saw the cream in the same place at the same time.”

And does he have any particular plans for the RF81? “I did wonder about putting Ralph Jr [his son, former Jordan F1 driver] in the car for the historic category at the Festival, but then thought, ‘Hang on, I don’t want to run the risk of having to rebuild it all over again...”



Stepping into the big time

Ayrton Senna's 1983 F3 tussle with Martin Brundle is part of British racing folklore, but he made his debut in the category at the end of the previous season - a pivotal moment that we can now re-live

WRITER Dickie Meaden PHOTOGRAPHER Lyndon McNeil

Thursday, October 28, 1982: a 22-year-old Brazilian racing driver by the name of Ayrton Senna Da Silva is at the high-speed circuit of Thruxton to test for two days. As the newly crowned British and European FF2000 champion he's no stranger to cold and breezy circuit paddocks. Indeed his parallel FF2000 title assaults helped him rewrite the record books with a string of results that would remain unbeaten.

His start to the British championship was remarkable, with an immaculate run of six back-to-back victories, taken along with pole position and fastest lap. His European campaign was tougher, but nine wins from the last 10 races secured him both titles, his final tally across the two championships being an extraordinary 22 wins, 18 pole positions and 22 fastest laps from 28 starts.

For most drivers this would have provided more than enough laurels on which to rest until the following season, but as the world would soon come to know, 'Da Silva' wasn't most drivers.

Driven to build his burgeoning reputation

still further, he was at Thruxton for his first test in a F3 car, prior to entering a non-championship race to be held at the same track the following month. The car - a West Surrey Racing-prepared Ralt RT3, chassis #291 - was fresh from taking Enrique Mansilla to second place in that year's British F3 Championship. Just as he had been throughout the year, West Surrey Racing's Dick Bennetts was at Thruxton to run the car for Ayrton.

Almost 36 years to the day since that momentous test I'm sat with Bennetts at WSR's impressive HQ. Bennetts' outfit builds and runs BMW's BTCC cars these days, but poring over set-up and timing sheets he completed during those two days at Thruxton takes him right back to a time when WSR's reputation for running F3 cars and nurturing prodigious talent was second to none. If you're a motor sport fan this folder packed with set-up sheets from '82 and the famous '83 season are akin to holding the Dead Sea Scrolls - priceless artefacts that capture a pivotal moment in the nascent career of one of the greatest drivers the world has seen.

"You know it's funny," says Bennetts after I've asked why Senna should have chosen WSR for his first F3 race, "but even then Ayrton's clarity of thought was quite something. 📌"





He was very matter of fact about why he came to us for his first F3 race. In 1981 Mansilla and Senna both did FF1600 together, but in '82 Mansilla skipped a rung of the ladder and graduated to F3 while Ayrton did FF2000. Ayrton said to me, 'When I was with Mansilla in FF1600 he was a rock ape. I don't rate him at all. He's quick but very erratic. Seeing him finish second in the F3 championship tells me you must have a good car!' I think he was being a little bit harsh on Enrique, but you can't fault his logic."

I'm pretty certain Thruxton hasn't changed much since Senna was here. A Tilkedrome it most certainly isn't. Still the low-rise confines of the simple block-built pit garage have a certain charm about them and the Ralt RT3 looks right at home. In fact it's almost like I've stepped into a grainy colour-saturated archive image.

Chassis #291 isn't quite as it was when Ayrton drove it. The more rounded nosecone is an



obvious difference, but it's the lack of ground effect tunnels that's the most fundamental deviation. This is because the car is raced by its owner - Mark Martin - in historics, the regs for which preclude ground-effect bodywork. This means I won't be getting quite the same driving experience as Ayrton, but it does little to suppress my excitement at being offered the chance to lower myself into the car that arguably provided the springboard for Senna to hit The Big Time.

It's a simple cockpit. Small steering wheel with analogue tacho mounted centrally

beneath the point of the forward roll hoop and the stubby gearlever sprouting from the tub on the right-hand side. The pedal box is tight and assorted hard bits of tub and suspension mounting points press against your legs as you thread them through and wriggle your hips into the seat.

The Novamotor-built Toyota engine starts with a rasp or revs before settling into a fast, thrummy idle. It's

not a particularly nice sound, but F3 engines have always been businesslike in their delivery and demeanour, so it's not a surprise or even a disappointment. To be honest I just want to get out there and enjoy the car.

Doubtless Ayrton felt the same. After all this was the next step on his vertiginous career trajectory, and fresh from his FF2000 double he must have felt invincible. The test sheets show he took to the track at 9:15am. Conditions were dry with no wind and cool ambient temperatures, as you'd expect for late October. He completed seven steady laps



One car, one circuit, 36 years of separation: Meaden in 2018 and, left, Bennetts and Senna in '82

"He absolutely destroyed everyone. Just romped it, really. He got pole by a mile, led the whole race and set fastest lap"



before coming in to have the tyres pressured and then heading back out for another seven-lap run - five fliers bookended by his 'out' and 'in' laps.

His last flier pretty much tells you all you need to know about Senna; a 1min 13.33sec lap putting him almost half a second quicker than Martin Brundle's pole position time at the final round of the British F3 Championship, held at Thruxton just a few weeks earlier. He would complete another 100 laps during the remainder of the two-day test, but never improved. Though as Bennetts' detailed records attest, he made countless set-up changes and gained an intimate knowledge of how the Ralt responded.

After the Thruxton test there was a further test at Snetterton, just four days prior to the non-championship F3 finale in Hampshire. To say Senna was ready for his F3 debut would be something of an understatement; a fact underlined by his performance on that mid-November weekend. According to Bennetts it was a masterclass. "He absolutely destroyed everyone. Just romped it, really. He

got pole by a mile (interestingly still 0.01sec off his best during the test), led the whole race and set fastest lap. He was rightly chuffed. We didn't agree a deal for '83 that day, but we'd done so by the time he headed back to Brazil for the winter. I got a bit worried because we didn't hear anything from him for months. When I finally got hold of him I asked if he would be coming back to the UK for some early testing, but he said no, he wouldn't. What I didn't know was that he was going through his divorce at the time, but when he eventually came back he seemed very happy. At least he was until I told him I'd sold #291 to buy a new car for the '83 season. He asked me, 'Why did you sell that car?' and I replied 'Because we've got you a new car. A better one with some fresh tweaks.' I thought that would appease him, but he just carried on saying 'But I liked that car!' He was funny like that."

AS AN INTERESTING FOOTNOTE, THE buyer of #291 was Helmut Marko, who acquired it for Gerhard Berger; the young Austrian racer arriving at WSR in the depths of

winter to collect the car on an open trailer. According to Bennetts, Gerhard was most put out when he refused to let him take the car away, but Bennetts wouldn't allow the car to be towed back to Austria and become caked in road salt. Berger eventually left a day later, but only after #291 was swaddled in protective covers for the long journey home.

Like most obsolete single-seaters, the car passed from owner to owner, before its present custodian - keen historic racer Martin - acquired the car (through the online classified site *Pistonheads*) and now occasionally competes at its helm. For Martin it is the jewel in his garage: "I'm very fortunate to have some fantastic racing cars, but acquiring an ex-Senna F3 car was an extraordinary opportunity. It draws so much attention whenever I take it anywhere, which speaks volumes about Senna's lasting legacy. He was an incredible human being. More than just a driver. That's why #291 will always be more than just a car. It's a part of one of the most remarkable stories in the history of motor sport." 📷



F1 driver... for a day

Senna began his 1983 British F3 campaign with nine straight victories. F1 powerhouse Williams soon invited him to test an FW08C and Motor Sport completes the trilogy by testing one of those, too

WRITER Dickie Meaden PHOTOGRAPHER Lyndon McNeil

F

ast-forward to Tuesday, July 19, 1983. Just eight months after his debut F3 win at Thruxton at the previous season's conclusion, Ayrton Senna is at Donington Park for his first taste

of a Formula 1 car. The circumstances are slightly different in that he has been invited purely to test, but Senna knew the opportunity to try a state-of-the-art Grand Prix car was the biggest moment of his brief but brilliant career thus far.

That day has since become the stuff of legend, but until I began researching this story I'd never seen any film footage from the test. Until I found an absolute gem on YouTube. All the informality seen in still photography is present and correct, as is the fresh-faced Senna. What those photographs don't portray is the way in which he grabbed that Williams by the scruff of its neck and wrestled every last tenth out of it as though he'd been driving 500bhp F1 cars for years rather than literally just minutes.

The sight of him piling into the braking area for the final chicane is remarkable; every inch of track (and a few of rumble strip) used as the

car writhes and bucks beneath him, brakes just the right side of locking as he fights to make the first apex. Then, with the nose pinned he flicks right, then left before hammering onto the start-finish straight, tail of the FW08C snapping wide as the right rear wheel smears rubber across the exit kerb.

What Williams and his colleagues were thinking at the time is anyone's guess, though Sir Frank has since shed some light on what the feeling was as their stopwatches told them just how quick the skinny kid in the yellow crash helmet was. "He was totally confident," says Williams, "really giving it one. By the end of the test he had done a 60.9sec, even though he wasn't comfortable in Keke Rosberg's seat. Obviously he was different. It was all a bit easy for him, getting down to our previous best time in just 10 laps."

Preparing to climb into the Williams Heritage FW08C brings back vivid memories of the very first time I drove an F1 car. It was an AGS, a little newer than this Williams, but still running V8 Cosworth power and a stick-shift transmission. Suffice to say I was completely overwhelmed and more than a little terrified.

Once in the car my nerves settled a little, but my system was still fizzing in that ☑



audia

AUTOLYUM

MOTORSPORT



ALBILAD



GOOD

DENIM

ERINDA

The F3 car had been physical, but nothing like the Williams... Below, the future Sir Frank and Senna chat in the Donington pits



slightly nauseous, over-adrenalised way in which your body responds to the stimuli of fear and excitement. I'm pretty sure Senna would have been similarly supercharged as he slid himself into Rosberg's FW08C for his first F1 test, but his innate genius ensured he harnessed it rather better!

Sadly we're not at Donington to drive the Williams, but at Thruxton on the same day that I tried the Ralt RT3 he once raced, but the informality and modest charm of the Hampshire circuit mirrors that of Donington in the early summer of 1983. It seems funny to think that this was how things were done back then; a current F1 car and a handful of personnel to test the mettle of one of the brightest up-and-coming stars.

The performance step from F3 to F1 is startling. Where the F3 car's throttle was something to be chased with insistence and ultimately kept pinned for as long as you can summon the skill, even pressing the F1 car's



loud pedal in the pit lane is like poking a fierce dog with a stick. Hearing its bark is one thing, feeling its bite quite another. Powering out onto the circuit is a proper fairground ride sensation, eyes wide, heart thudding, left hand gripping the small steering wheel while your right darts back and forth to the beautifully tactile lever as you punch each gear home.

If the energy from the Cosworth DFV amplifies the performance, the physical size of the car and the grip from the much larger slicks makes it much heftier to drive. The Ralt

was surprisingly physical, but only in so much as the steering loadings are high and you spend much of your time steering with your left arm. In every respect the Williams is a bigger boy's toy.

What's telling is how the Williams demands more of everything; more courage, more focus, more forward thinking, more aggression. Even held with my ham fists it was clear the Ralt

required a certain discipline and precision, for its balance of grip over grunt meant any over-driving led to wasted momentum, which at Thruxton means prolonged punishment against the clock.

The Williams is a much ballsier machine, so while it too rewards precision it also encourages a more attacking style. The acceleration is hugely, endlessly exciting, especially out of the final chicane and past the pits where you feel the full might of its catapult-like force before peeling into the first turn, Allard, and feeling the wings and



“Obviously he was different. It was all a bit easy for him, getting down to our previous best time in just 10 laps”



All on board: Meaden steps in for a big step up – from 160bhp Ralt to a 500bhp Williams-Cosworth similar to the one Senna tested

and Laffite already signed was a major limiting factor. That figures, but knowing how ruthless F1 can be I'm not sure it would have been insurmountable. It also occurred to me that F1 was entering a transitional phase from atmo to turbo - Williams from Cosworth DFV to Honda - and that perhaps teams and engine suppliers wanted experienced drivers to help develop this fierce new breed of car. Still a driver of Senna's calibre would surely have adapted? Especially as he already had something of a reputation for his meticulous approach to achieving a perfect set-up.

Aptly it falls to F3 guru Dick Bennetts to shed more light on Ayrton's unique outlook and how he applied it at a time when he literally had the world at his feet.

“I was at Donington when he tested the Williams. Not directly involved of course, but just floating around in the background as he was WSR's driver in F3 and I was interested in how he got on. It was amazing how he seemed to take it all in his stride, but Ayrton always had a very clear sense of his own talent, and of how he saw his career progressing. He didn't have lots of people round him; he tended to handle his own affairs, but he did have support from one of his father's advisors. He was a shrewd operator.

“My take on the F1 tests and why he took the drive with Toleman is that one or more of the big teams offered him a seat for '84, but wanted to lock him in for too long. Being as canny and confident as he was, Ayrton reckoned it was better to go with Toleman for a season, trust in his ability to deliver results that outperformed the car, use the year further to hone his craft and get himself in a position where he would have far more control over his career.” That Senna would renege on his Toleman contract before the end of his first season, having secured a seat with Lotus for the following year, indicates just how calculating he could be. Yet again he would be proved correct.

Thanks to reflective insight from Bennetts and Williams on those formative, pivotal days, I can clearly see where those pieces fit in the bigger picture.

Senna sempre.

These features would not have been possible without the help of Thruxton Circuit, Jonathan Williams and Williams Heritage, Mark Martin/Foscombe Racing and Dick Bennetts. Thanks all. 📷

slicks support neck-straining lateral g.

You notice the extra speed in the braking areas, both because you rely more heavily on your depth perception to spot your braking points, and because you get to wap-wap-wap down through the deliciously tight and precise H-pattern gearbox with snappy wrist movements and satisfying blips of the ultra-responsive throttle. It's not that you're doing anything fundamentally different to the F3 car, but the intensity of the experience and the demands on your senses are both considerably increased.

I love every single lap, especially when reeling in F3 cars on the mad charge through Church and up the rise back towards the chicane, DFV yelping as only it can and my head bobbling around in the slipstream. Even so, when the 'IN' board is shown I'm happy to ease off a little, for in the last few laps I've sensed I'm driving harder but going slower, small mistakes beginning to creep in as my spindly arms tire and my brain begins to buffer.

Entering the pits I kill the engine and coast

to a halt, stones flicking noisily from the sticky slicks as I stop next to a relieved-looking Jonathan Williams, who kindly extended the invitation to test the car. Hot and very happy I clamber out, gratefully shake JW's hand and wander off for a restorative cuppa in the Thruxton diner and a chance to let the day's driving sink in.

THE QUESTION THAT BURNS IN MY MIND is why, given that he tested with Williams, McLaren, Toleman and Brabham during his championship-winning year in F3, did he end up driving for the smallest and least well-funded of them for his first year in F1?

It seems inconceivable that any team today would miss the opportunity to sign anyone who could apparently outpace each team's incumbent drivers, yet it would appear that to a man Frank Williams, Ron Dennis and Bernie Ecclestone all let him slip through their fingers.

I put this to Sir Frank. He suggests a drive for 1984 was discussed, but having Rosberg



Formula E

enters its new era

Upgraded car, more power, revised format, fresh drivers: here's all you need to know ahead of the start of season five of the evolving all-electric series

WRITER Sam Smith

T

he pimply, headstrong teenager that had gate-crashed the motor sport world four years ago has matured and become independent.

This is the view of Formula E's founder and CEO Alejandro Agag, who has steered the all-electric racing series through the first phase of its history since it was conceived in 2011, and began racing in late 2014.

"Formula E truly comes of age this season, it has grown up," he tells *Motor Sport*. "When we started we could not finish the race with one battery, but finally after four years the technology has evolved in a way that now the whole race can be done with one car.

"It [the series] is just as significant, if not more significant, than when we first started out in Beijing four years ago."

Agag's business, political and visionary skills have been tested to the absolute maximum over the last few seasons. But the rewards have gone way beyond even the former politician and race team owner's wildest dreams.

"People laughed at us for the first few years, they really did, but we don't hear that so much now," says Agag.

From an initial target of attracting three

manufacturers by the time its second generation of cars was launched, the expectations have surged quickly as more and more brands have come forward.

In 2019 Formula E finds itself with an enviable host of manufacturers now fielding teams - Audi, BMW, Jaguar, Venturi, DS, Mahindra and Nissan will compete against each other in 2018-2019, with Mercedes and Porsche joining in for 2019-2020. Mercedes' long-term sporting partner HWA will join the field this year, using a Venturi-supplied car to learn ahead of the company's factory entry in a year's time.

The marketing opportunities for manufacturers are obvious. There is no magic new doctrine. They want to go racing to sell their current and future electric cars all over the world.

So the time is very much now for Formula E - and BMW perfectly illustrates this as it comes to the grid as a full factory effort this season.

The main reason it has done so is precisely because the latest cars can now go to a full race distance of 45 minutes plus one lap.

"We always said that when the championship could run with a format that showed one car was sufficient for completing a race then we would look at it," said BMW Motorsport boss Jens Marquardt. "We did, and we came." □



"People laughed at us for the first few years, but we don't hear that so much now"

The road ahead Formula E Gen-2

CHASSIS

Dallara/FIA designed and produced by Spark Technologies. More use of lightweight materials such as Zylon to counter increased weight of battery

BATTERY

McLaren Applied Technologies has produced and will manage the supply of a new battery that has 54kW/h of useable energy, which is almost double the previous Gen-1 counterpart's 28kW/h

AERO

Radical new bodywork design including a one-piece front splitter/wing section and no conventional rear wing. Large rear diffuser creates majority of downforce

FANBOOST

FanBoost changes to a minimum boost of 240kW combined and a maximum of 250kW. Each driver is still only allowed a total of 100 kJ extra energy per race

PERFORMANCE

Top speed approximately 280kph [174mph] with 0-100kph in 2.8sec

MOTORS/POWER

Individual powertrains from manufacturers. Maximum power will be 250kW (approximate equivalent of 338bhp) in qualifying. Race mode will be 200kW [268bhp] but with an extra 50kW [67bhp] available via both the new 'attack mode' option and also the familiar in-race FanBoost vote process.

Twin motor solutions still believed to be viable. Nissan is rumoured to be working with McLaren on possible twin motor layouts

SOFTWARE

Power management software can be developed in-season by each manufacturer

TYRES

Michelin continues to be sole supplier of an all-weather tyre that is softer and lighter than previous iteration. Rubber must now go full race distance

WEIGHTS

The car now weighs 900kg with the driver, including 18kg from the halo system, while the battery, which is no longer a stressed part of the car, weighs approximately 389kg.

Some manufacturers have achieved a 30 per cent weight reduction on their powertrains over the season four packages

BENEATH THE SKIN

Technical mods



BRAKING

Active braking allowed for season five with most teams using customer LSP system. DS is the only team known to be using in-house developed hardware

VEHICLE DYNAMICS

Teams are free to develop aspects of the rear suspension including dampers and suspension packaging

the rear, which again gives a futuristic aesthetic and creates the majority of the car's downforce.

But perhaps the most intriguing change from a pure engineering point of view is the introduction of brake-by-wire systems, which are fitted on the rear axles. FE cars to date have featured two different ways to brake: the traditional mechanical braking system, where a hydraulic system affects the rear axle, and regenerative braking, where an electric motor puts in some of the work to slow the rear axle and in doing so recharges the battery using recovered kinetic energy. Drivers have had to switch between the two styles via a brake bias switch on the steering wheel and manage the balance in races. Using electronic brake-by-wire will make that system automated this year.

"We are now effectively breaking the hydraulic link between the brake pedal and the rear axle," says Jaguar's head of technical, Phil Charles.

"The driver can brake with the pedal and the brake-by-wire system is free to fill in the amount of regenerative torque desired on the rear axle (up to a specified power limit). This means you brake more effectively (two axles rather than one) and recover more energy.

"Both our drivers will have more power to shape the brake bias profile and they won't manually have to follow the regen level with hydraulic brake bias changes any more. So it will be easier for them to drive the car."

Races will now be timed, over 45 minutes plus one lap, instead of the set lap distance format that has been used so far.

Within the new format will be a timed period of the drivers choosing as and when they can trigger an attack-mode power boost from within the cockpit.

THE FIA HAS DONE ITS DUE DILIGENCE well in regards to ensuring a battery that can encompass the necessary energy to ensure one car/one driver races can be made reality.

The hardware, in terms of the battery cells, comes from Californian company Atieva but is managed, manufactured and produced by McLaren Applied Technologies.

It gives almost double the useable energy compared to the old unit, and sits in a more central position in the car giving a more efficient centre of gravity.

Indeed, efficiency is once again the watchword for Formula E and not only in the powertrain stakes.

Aerodynamically the new Gen-2 car is both visually and technically striking. With the emphasis being on reducing drag and creating grip via a huge diffuser, the car has a very different look.

This is largely down to the covered wheels and the lack of a conventional rear wing. Instead there is a dihedral winglet solution at

An extra 25kW (about 34bhp) will be on offer for an as-yet unspecified period of time. The FIA will notify teams and drivers of the specifics on when and how it can be used shortly before each race.

Fans and TV viewers will know when the car is using the extra power with a special lighting system that will display a colour on the halo safety device.

"I think it is fair to say that the race format changes are quite large and so the early races will definitely be interesting," says Charles.

"Over time it is likely that we will converge approaches as we build understanding, but I am sure at the start of the season there will be various methods applied, some exciting races and potentially some shock results."

The leap in the all-round technical package for the Gen-2 cars is extensive but it is also relevant, as Charles explains.


"History tells us that motor sport pushes technology very fast," he says. "To that end, a lot of what we learn with the Formula E project can be transferred to our future electric road cars in anticipation of Jaguar Land Rover offering an electrification option with all model lines from 2020."

THE QUALITY OF THE SEASON FIVE LINE-UP runs deep. With Audi having taken full advantage of its extra seven-day allocation of testing, due to its customer-supplying status, Lucas di Grassi and Daniel Abt have every possibility to continue the form that helped them claim four of the last eight race wins from last season.

Gone are some of the old guard such as Nico Prost and Nick Heidfeld and coming in are a pair of young ex-Formula 1 talents, Stoffel Vandoorne (HWA) and Pascal Wehrlein (Mahindra)

And, of course, Felipe Massa will make his debut with Monégasque manufacturer Venturi.

Also returning is the highly regarded Robin Frijns. The Dutch driver joins Sam Bird at the newly named Envision Virgin team, which becomes a powertrain customer of Audi.

Five British racers will also start the campaign with Alexander Sims (BMW), Gary Paffett (HWA), Oliver Turvey (NIO) and Alexander Albon (Nissan) joining multiple race winner Bird. 



Kicking up an electric storm

Jaguar's new I-Pace eTrophy will form the undercard at Formula E events next season, but is the new challenger up to the task?

WRITER James Mills

It was Bob Tasca, a friend of Carroll Shelby, who coined the phrase, “Win on Sunday, sell on Monday.” Tasca was a Ford dealer who had a knack for turning Mustangs into hot rods and smoking the competition at drag strips. After winning races on a Sunday, sports car fans would turn up at his Rhode Island dealership on a Monday, buying cars or upgrading parts. So when the likes of Chevrolet and Pontiac started to leave the Mustang trailing, Tasca called on his racing experience to put it at the front of the grid. In 1967, he fitted a Mustang fastback with a 428 cubic inch V8, in a bid to create the fastest muscle car on the road, and named it the KR-8 - King of the Road '68. After driving it then stripping the engine for inspection, Ford executives were so impressed they put the conversion into production and the legendary Mustang 428 Cobra Jet was born.

Tasca and Ford weren't the first to put pedal to the metal on a Sunday and peddle their wares on a Monday, but Tasca succinctly captured why big brands wanted to go racing.

Fifty years have since passed, but Jaguar is following the mantra. Executives have bet the family silver on an electric car strategy, speculating that with the rise of battery-powered machines Jaguar has an opportunity to take a lead in an area of the car market that is predicted to boom. By 2030, the International Energy Agency expects there to be 125 million electric cars on the road. Last year, there were just three million.

In the race from the start line, Jaguar has successfully brought its I-Pace to showrooms before mainstream competitors have an electric car to sell. More electric models will follow; earlier this year, Jaguar Land Rover announced it would increase spending on research, development and manufacturing of hybrid and electric cars by a quarter, to £13.5bn, over the next three years. (Ford will reportedly spend only half that over the next five years.)

To prove the technology, put it in front of people and create a buzz, the British car maker is going racing.

After joining the Formula E Championship before its German rivals, in 2016, Jaguar has launched a one-make racing championship for electric cars - the I-Pace eTrophy.

“We've always said we want to prove our electrification technologies on the track - this is the proof,” says Gerd Mäuser, chairman of Jaguar Racing. “Ultimately this innovative series will enhance the technology in our future electric vehicles and benefit our customers.”

The tactics may be familiar, but the racing is a breath of fresh air - as it has to be, if Jaguar is to attract new, younger customers. But as more car manufacturers look to reach consumers with a message of electric dreams, is it a sign of things to come in motor racing?

The I-Pace eTrophy will support Formula E at 10 of its 12 rounds, with races taking place at some of the world's most glamorous cities. From Paris to Rome, Hong Kong to New York, it is a far cry from turning up at a wet, windswept Silverstone.

Instead of paying a small fortune for fried food, race goers can plan a stop at a favourite restaurant. The lure of high street therapy means events attract more than dyed in the wool motor sport fans. And because the racing cars are quiet and clean, spectators don't risk leaving with ringing ears and sore eyes.

Formula E has shown that the different environment can attract a different audience to most motor racing championships. Last season, it reported a 347 per cent growth in online engagement from users aged 13-17 compared to 2016/17.

"Our priority is to target the younger demographic and we are succeeding in this," Alejandro Agag, CEO of Formula E, has said, citing how half the fans engaging with the championship on Facebook are under 25. "We can see also that there are many kids attending our events and that they get really get excited with Formula E, so it is almost a generational thing," added Agag.

"The most impressive aspect, perhaps, is the stopping power"

The new support championship will feature 20 identical Jaguar I-Paces. Designed and built by Jaguar Racing, and with the driving dynamics tuned by Jaguar's Special Vehicle Operations (SVO) division, these are not especially light, fast or challenging racing machines. But so long as the racing is close, the fans likely won't mind.

By using composite and carbon fibre bodywork over the aluminium chassis, Jaguar Racing has lowered the kerb weight from 2133kg to 1965kg. Colin Ramsden, the chief engineer, admits it's not light, but stresses: "The driver feedback is very good and importantly it doesn't feel its weight."

The electric powertrain hardware - a 90kW/h, 600kg battery pack, and two electric motors - is the same as the road car's (which makes 395hp and 513lb ft of torque), but Ramsden hints that changes to the software might have lifted those figures a touch.

Drivers will have little to do, as there's no gearchanging, given that it's a single-speed transmission. You just arm the system, engage 'Drive' and go.



Jaguar hopes electric I-Pace lessons will feed into future road cars



It builds speed briskly - Jaguar Racing says 0-62mph takes 4.5sec - but the flat torque curve and relative silence mean it's far from dramatic.

However, this can be deceptive. At Silverstone's Stowe circuit there are a couple of quick sections that run into tight left-hand turns. Without the audible reference point of a howling engine note, you initially find yourself carrying too much speed into the slower corners.

Where this could result in an embarrassing 'off' in some racing machines, the I-Pace feels vice-free, as it's four-wheel-drive and tuned to behave in a neutral, predictable fashion, with just enough adjustability to correct the nose-led stance of the car as you ease off the throttle.

It's not a machine that will require, ahem, balls of steel to master.

The most impressive aspect, perhaps, is the stopping power of the AP Racing brakes, which feature adjustable settings for the anti-lock engagement and retain the I-Pace's regenerative effect. The pedal calls for plenty of muscle power, but once you've warmed your thigh and calf muscles as much as the steel brake discs, these more than anything prove a defining feature of the car's performance on track.

Unusually, the cars will run on road tyres - Michelin Pilot Sports. Jaguar Racing says these have lasted the distance comfortably in testing, and help make the car more mobile. So, from a driver's perspective, it would seem the challenge of each 30-minute race will be to maintain momentum at all costs whilst jostling for position.

The calibre of drivers expressing an interest is said to be of a good international standard. Former Champ Car and DTM driver Katherine Legge is the first to confirm she will race in the series. Others are coming from IndyCar, Formula 2 and GTs.

But the price is, quite literally, high. The cars cost £200,000 to buy, or £65,000 to lease for a season, and Jaguar Racing charges a further £450,000 as part of the championship's 'arrive n' drive' approach.

However, just as Jaguar views the significant sum required to race alongside Formula E as a necessary investment to help sell electric cars, so drivers sizing up new championships like the eTrophy are likely to see them as a tactical stepping stone.

Win races and you might just win the attention of factory teams in Formula E, where every driver's dream of paid drives and sponsors potentially awaits. 📺

GETTING INSIDE THE ICEMAN



He might be an individual of precious few words, in public at least, but Kimi Räikkönen's new authorised biography extends to more than 300 pages. Here, the writer (above) offers an insight into the project's genesis

WRITER Kari Hotakainen

I

t might seem odd that I should have been chosen to pen the first official book about Kimi. Although I have worked as a writer for about 36 years now, I started out composing poetry and then moved on to children's stories, novels, radio plays and film scripts, but had never written a single word about motor sport.

If I'm honest, I knew very little about Formula 1. I was aware that Keke Rosberg, Mika Salo and Mika Häkkinen had all competed, and then Kimi came along. I used to watch on television sometimes when Mika Häkkinen was winning in the late 1990s, but not all that often - I wasn't all that interested because the cars were so different from the ones we use every day. I found it easier to relate to rallying, which has always been popular in Finland. As a youngster I used to live in the countryside, so would go out to watch local rallies, but F1? I had no idea!

I suppose it was seven or eight years ago when the idea first occurred. I started thinking about the fact that I had written only fiction and decided it would be interesting to take a different approach and tackle a real subject about which I knew absolutely nothing - and Formula 1 was eminently suitable.

And I thought Kimi would be interesting, because he is in a very unusual position: he is incredibly famous, yet very few people know much about him. I was aware that he didn't like giving interviews - he's interested in race driving but hates talking about his job - and I could absolutely relate to that. I've never really enjoyed talking about my work - I just love writing! - so I knew we had at least one thing in common. ☒





I was sure it could be a good project, followed my instincts and approached his management for the first time in 2011, although at first I didn't hear anything back. I knew other writers and publishers had approached Kimi about doing a book, so I thought maybe I wouldn't ever get the chance, but in March 2017 I was very pleased to receive a call from Sami Visa at Kimi's management company.

He explained that they wanted to publish an authorised Kimi biography and were searching for an established writer who worked outside the sport, to avoid any preconceptions, so I fitted the bill. There are many other writers like me in Finland, though, so I'm not really sure why I was chosen. In the beginning I told Kimi I knew nothing about F1 but that I did know something about human beings, so perhaps that's why he was happy to work with me. I got along very well straight away with him and Sami, so things progressed quickly. Kimi certainly hadn't read any of my work before - I was totally unknown to him.

I realised immediately that Kimi came from a different planet to mine, but he surprised me completely. Although he often appears shy and introverted he is at the same time a funny guy, a dedicated family man and actually quite talkative away from the Formula 1 environment.

One thing that struck me - and became quite an important element of the project - was Kimi's vocabulary. The two words he used most frequently were 'loyalty' and 'truth', which I think tells you something about him.

Sami helped me a lot, because he advised me to interview Paula, Kimi's mother, Rami, his brother, other close friends and all of the Ferrari people with whom he has worked. That helped me to build a broader picture of the real Kimi.

I was given very good access, too. I stayed at his home in Switzerland four times, and each visit lasted several days, plus I attended winter testing in Barcelona and also the 2017 Malaysian

Grand Prix. I also spent a lot of time with him in Finland during a Christmas holiday period.

Coming in to the F1 environment as a complete outsider, I found the whole thing incredibly surreal. I can understand why Kimi finds elements of it frustrating, because he is from a very normal, working-class background - very different from the F1 world. He loves the time he spends behind the wheel, but that's it. Away from the driving I think he finds it quite difficult to understand the politics and all that kind of stuff. When he's at home he talks very little about F1 - I asked him whether he watched any Grands Prix during the two years he was away doing rallying, NASCAR and



Left, a young and active Kimi. Above, at home with the Räikkönens - with wife Minttu, daughter Rianna and son Robin

“The Kimi I met at his home had very little in common with the Kimi I watched in the F1 paddock. They are two totally different people”

other things and he told me ‘Never’!

But the Kimi I met at his home had very little in common with the Kimi I watched in the F1 paddock. They are two totally different people. Away from his work he is truly a family man, in a very settled relationship, and he seemed quite relaxed throughout the time that we were collaborating.

I noticed straight away that he’s very good with kids - a doting dad like any other. I have no idea whether his new F1 contract [with Sauber] will be his last, but I have the impression that he is really looking to a time when he is free to spend time as he pleases, with his family.

In terms of our discussions only his first marriage and subsequent separation were taboo subjects, but he was very open and very honest about everything else. From what I’d heard about his reputation as the silent guy I had been scared that this might turn out to be a two-page book, but the reality was very different.

I knew things would work out OK after I’d written the first 40 pages or so. I was apprehensive when I sent the first few chapters to Finland, because I know Kimi isn’t by nature a reader - literature isn’t his thing - so I wondered how he would respond to my writing style, which can be quite ironic, but he received it very well and it transpires that he has a very dry sense of humour, a bit like my own.

It was very much a collaborative process, too. It took about 10 months to complete the text and Kimi and his wife Minttu were very involved with the proof-reading. I would write one chapter at a time and then email them to Switzerland and he always checked and returned them very quickly. He was very enthusiastic about the whole process.

Will the experience inspire me to tackle other non-fiction projects? I don’t yet know. Recently I’ve been flat out promoting the book, which has been very well received in Finland, so I’m going to enjoy the moment for as long as it lasts and am really not sure what I’ll do next.

Whatever happens, I will retain fond memories of my time working with Kimi. I can also tell you that he’s not a bad cook, though he did serve up pasta and chicken almost every day... ☑

“The interviews are pointless...”

Kimi on the F1 world – from The Unknown Kimi Räikkönen, published by Simon & Schuster

Kimi Räikkönen is famous for his reticence. Silence wasn’t invented by the Finns, yet all the same they have processed it into several successful products: taciturnity, pauses, three-word sentences and half-minute silences - traps for an outsider to fall into, as they wonder what is happening now that nothing is happening. And then the Finn carries on as if the silence had never existed.

In Kimi’s official job, his loudest silence is provoked by a question that’s stupid enough. In the noisy and verbose media environment, silence may be the best way of attracting attention. In Kimi’s case, taciturnity springs from a combination of shyness and intelligence: if the questions are platitudes, he answers with two words and by scratching his neck.

Kimi had no chance of getting used to the Formula 1 media climate. He plunged headlong into a hole in the ice in 2001: hundreds of reporters and TV channels attended the opening race at Melbourne, where 10 microphones were shoved in his face. In his previous life, in Formula Renault, there were only occasional interviews.

Then everything changed in an instant. The young man speaking in fractured, broken, halting English was in deep shit, but positively so. A miracle had taken place: he had got into F1, a world that only a year ago loomed in the far distance.

Kimi’s old friend Teemu ‘Fore’ Nevalainen has an interesting theory: “If the journey to fame had been longer and he had been given more time to prepare, I bet it would have resulted in a different Kimi from the one we’ve got. A more boring one, I’m quite sure. He would always have given the answers people wanted to hear.

“Now he says more in three words than the others put together.”

Kimi isn’t the first Finnish sportsman to shun the microphone, or to fear it. But he’s the first one whose reticence has become an international brand.

He struggles to cope with celebrity; it’s a bitter pill to swallow, a necessary evil. “It would be brilliant to drive in F1 incognito,” he says, and I make sure the Dictaphone stores this first sentence. And when he says it, Kimi knows that no such world exists or will ever exist. It’s possible to move a razor, or drive a lawnmower incognito, but not a racing car worth seven million euros.

“There weren’t that many interviews in karting, perhaps the odd one if you got to the podium. And that was true of Formula Renault, too. It didn’t feel that awkward in F1, but the interviews irritated the hell out of me. I think they’re pointless. It’s just the same questions day in, day out.”

I pause to think about Kimi’s relationship with the PR part of his job. Ferrari’s annual budget exceeds €400 million. The sum is off the scale and carries with it sponsors’ requirements and requests, fantasies and figures of speech. No one sees the bigger picture; everyone views things from their own angle, through a keyhole. And all you see through that hole is two drivers. One of them grants, reluctantly, a sentence or two, and scratches his ear.

Hublot, the Swiss manufacturer of luxury watches, contributes €40 million. Kimi’s wrist is bare. I ask about it because I’m interested in the visibility of the massive investment. Kimi says he can’t wear watches; they inflame his rash. I wonder what might inflame Hublot’s chief executive. Kimi says he carries the watch in his rucksack if there’s an event where it has to be on show.

“You’re famous for not being known,” I say. “You’re famous for not saying a lot. Is your taciturnity prompted by identical questions, or do you find it disagreeable to talk to strangers?” Kimi doesn’t answer but says instead, “Everyone thinks that if you didn’t win, it was a bad race. Over the years there have been lots of races when you’ve started from some shitty place on the grid, and then you’ve been fifth or fourth, and you know that no one could have driven any better, but no one seems to get it. You’ve only done well if you come first. It doesn’t make any sense. People think that number one is what matters, though everybody in the team knows that fourth place might be really good in the circumstances. But there’s no point in explaining these things if people just want to see who’s on the podium. The end result is all they look at. I can have good memories of races I didn’t finish because everything was bloody great until the engine blew up. In 2002 I suffered a lot of engine failures, but I learnt a lot even though everything didn’t go well. People watching can’t possibly understand it.”

Pre-order *The Unknown Kimi Räikkönen* for £20 from shop.motorsportmagazine.com



ANOTHER

...and Motor Sport's historic racer can't wait for a new one to start afresh.

I

'm not sure about you, but with winter upon us and most of the sport's biggest championships decided for another season, I tend to find this time of year oddly melancholic. I suspect that's largely because it signals another year has whistled by in the blink of an eye, but also because it's the time fans and competitors alike reflect on the highs and lows of a season immersed in the sport we love.

As one of *Motor Sport's* resident historic racers I'm extremely fortunate to spend as many of my weekends as I can (perhaps a few more, truth be told) competing in some of the best meetings on the calendar. ☐

YEAR OVER ...

Here are edited highlights of the campaign just past WRITER Dickie Meaden



Historic year Meaden's season



It's something I've done for the last five seasons or so, and though that's a spit in the ocean compared to some of the scene's diehard competitors, it just happens to have coincided with one of historic racing's most dynamic periods of growth and change.

This was reflected in some of the cars I tested or raced during the year. Two of the best examples are the remarkable V12 diesel-engined Peugeot LMP1 car that races in the new Masters Endurance Legends championship, which I tested at Silverstone for the July issue, and the beautiful short-wheelbase Porsche 911S I raced in the hugely popular 2.0L Cup historic one-make series, also enjoying its debut season in 2018.

I don't mind admitting that testing the Peugeot was one of the more nerve-wracking assignments. Horrid weather, a hugely intimidating and entirely unfamiliar car and the prospect of running in a live test session among other sports-prototypes made it a real baptism of fire, but when the rainstorm abated and I finally got to drive it the experience was truly remarkable.

Cars drenched in downforce are a million miles from my regular historic steeds, and indeed an anathema to many people's notion of what historic racing should be. Yet not only is the Peugeot a magnificent piece of top-flight endurance racing's recent past, but the series in which it is eligible to run shows how classic racing has a bright future.

It's historic racing's increasing scope that I find fascinating, for not only does it add a fresh element of excitement and interest for



Nerve-wracking – Dickie's rainy drive in Peugeot LMP1. Below, Alfa Sprint and Elan 26R, Meaden's regular mount

LYNDON MCNEIL



racers and fans, but it showcases the ability of today's historic race preparers to rebuild and run cars that were until just a few years ago absolute state-of-the-art machines built and run with near-limitless factory budgets.

The clincher for many collectors and racers is the added safety these obsolete modern-era endurance cars provide, coupled to incredible reliability and durability that means they can do two or three seasons without needing to pay any major attention to the engine, gearbox or brakes. Compared to historic racing's staple machinery that dates back to the Sixties, this is the stuff of fantasy.

Further evidence of this new wave's growing stature in the wider fabric of motor sport can be found in F1 commercial rights owner Liberty Media's inclusion of Masters Endurance Legends as an element of selected Grand Prix support programmes. And this is in addition to the well-established FIA Masters Historic F1 grids, which also serve as the warm-up act for Lewis & Co at a number of Grands Prix.



PHOTOCLASSICRACING.COM

F1 provides an exceptional shop window for historics. It's also an endorsement of the professionalism that exists at the top end of the historic scene. It's by no means indicative of what club level historic racing is like, for thanks to the tireless efforts of clubs like the HRDC there is still the opportunity for people to build and prepare their own cars, then drag them around the country with a van, a trailer and a handful of mates. That should always remain the lifeblood of the sport, and long may that continue.

Still, it's an indication of how historic racing is luring owners and drivers from the modern scene that the overall standard of preparation and the money being spent is on the increase. I suppose that's inevitable in a cash-fuelled pastime such as motor racing, but I also believe it is because when you race at the top end of historics you're driving at meetings with a caché, profile and audience that puts many modern GT counterparts to shame. Given most modern GT series are geared around so-called gentlemen drivers and the



"The sight of three dozen 911s at Spa was a glowing endorsement of a great concept and a fresh direction for historic racing"



Ferrari F40

A European supplied Cat, Non-Adjust F40 with excellent visible weave, full PPF and Red Book Classic Certification. This example has covered 27,000 miles from new and is accompanied by a very thorough service history and in superb condition. **EPOA**



Ferrari Daytona Spider (LHD)

One of just 19 LHD European Specification cars built by the factory. This Daytona Spyder has received a recent total restoration and won its class at a prestigious concours event. UK Registered and "Red Book" Classic Certified. **EPOA**



Ferrari 275 GTS (LHD)

A previous Villa D'Este Concours entrant, this example was originally supplied in 1965 to Madrid. It has been beautifully restored and is presented in Celeste with light Blue interior. UK registered and an opportunity not to be missed. **EPOA**



EPOA

Ferrari 212 Inter Prototype

This 1952 212 (#0229EL) was bodied by Pinin Farina as the Prototipo for the 212 PF series. This matching numbers example has been totally restored to concours standard.



EPOA

Ferrari 275 GTB/4 (LHD)

Owned by David Bailey during the 60s and early 70s. Now fresh from a total restoration returning the car to its striking original "Blu Ferrari". Matching Numbers & Classic Certified.



£649,995

Ferrari 365 GTC (RHD)

This rare RHD 365 GTC was delivered in 1969 to Maranello Concessionaires in Egham. One of just 22 UK cars, has benefited from extensive restoration work in 2014 and is well known to DK.



£324,995

GT40

Based on an official Superformance chassis (P/2273), this example has been built to accurate period Race Car specs and comes complete with a period ZF gearbox, a current valid HTP and is fitted with a low hours Steve Warrior 289 engine.



£499,995

D-Type

This Short Nose D-Type has recently received HTP papers thus confirming its accuracy. It competed in the Woodcote Trophy at the 2017 Silverstone Classic but remains equally suited to the road.



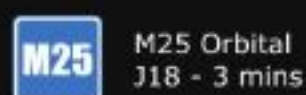
EPOA

Aston Martin DB5 Convertible (RHD)

One of just 123 produced, this RHD example was first owned by the famous actress Beryl Reid. Following a restoration by the factory, this example now presents in Midnight Blue over Cream and features a Vantage spec engine.

Acquisition Consultancy | Sales | Service | Restoration to Perfection | Engine Building | Race Preparation | Rolling Road | Storage

Telephone: +44 (0) 1923 287 687 • Fax: +44 (0) 1923 286 274 • Email: info@dkeng.co.uk
Little Green Street Farm, Green Street, Chorleywood, Hertfordshire, WD3 6EA - ENGLAND



The Ferrari Specialists

www.dke.co.uk
A Cottingham Family Business.



funding they bring, it's perhaps little wonder that these wealthy amateurs are drawn to owning and racing cars that are huge fun, retain or increase their value and get you invited to Goodwood or onto the grid of an F1 support race.

The 2.0L Cup was another sign of the growing maturity and sophistication present in historic racing. One-make racing has been the backbone of modern racing for decades, yet is almost entirely absent in historic. Julius Thurgood's Austin A30/A35 Challenge was the first serious attempt and succeeded in bringing new blood into the sport. But where Thurgood's HRDC-run initiative was conceived as an entry-level series, the 2.0L Cup has taken Porsche's modern Supercup as its blueprint and applied it to early short-wheelbase 2.0-litre 911s (hence the name).

It's a brilliantly simple idea that has been perfectly realised by series founders James Turner and Lee Maxted-Page and adopted by French historic racing supremo Patrick Peter, who ran grids at four of Peter Auto's meetings - the Spa Classic in May, Grand Prix de l'Age d'Or at Dijon in June, Le Mans Classic in July and the Dix Mille Tours at Paul Ricard during September.

With plenty of 2.0-litre 911s already racing in assorted historic series, the 2.0L Cup hit the ground running. But the promise of ultra-close racing, strictly policed technical regulations and some first-class circuits meant a significant number of cars were built specially for the inaugural season. The sight of more than three-dozen 911s taking the start of the first round at Spa was truly remarkable: a glowing endorsement of a great concept and a fresh direction in which historic racing can develop.

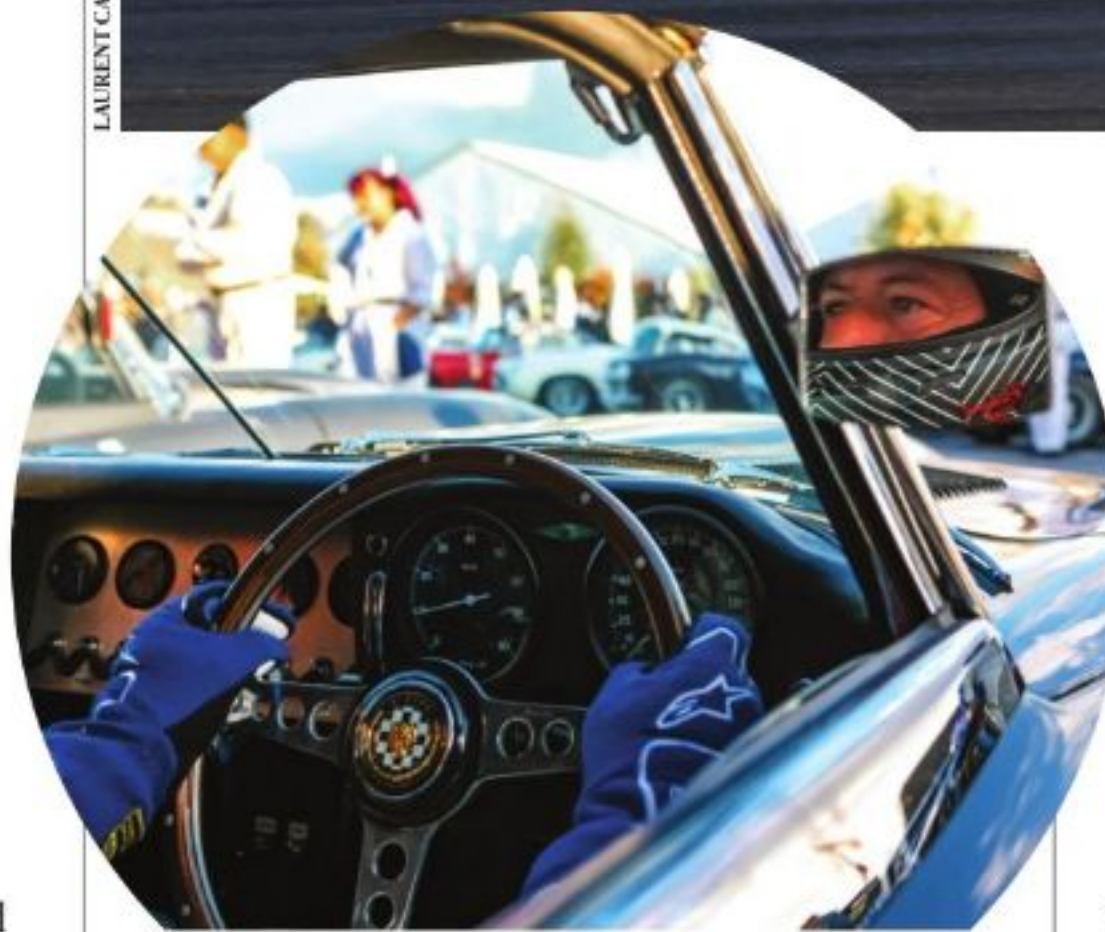
PERSONAL HIGHLIGHTS OF THE SEASON?

Too many to list. The Spa Six Hours proved the usual rollercoaster, but leading the race in 'my' Ford GT40 was pretty epic, as was racing a near-priceless original Competition Department Jaguar E-type in the Kinrara Trophy at Goodwood. However, 2018 being a Le Mans Classic year, a truly memorable moment was driving a Mk3B Lola T70 at La Sarthe. I've raced T70s many times, but to experience one of these iconic cars absolutely flat out at its spiritual home and to put it on pole for the Grid 4 group is to understand why the thrill of driving at the Le Mans Classic means it only seems to get bigger, better and more spectacular with every running.

Low points? Retiring the aforementioned T70 from its first race and withdrawing it from the rest of the Le Mans Classic weekend was pretty depressing, but far worse was being



Piloting a Lola T70 in the Le Mans Classic event was an emotional peak for Dickie, as was racing a comp E-type at Goodwood, left



"Leading the race in 'my' GT40 was pretty epic, as was racing a near-priceless E-type in the Kinrara Trophy"

involved in a rather sizeable shunt at the Goodwood Revival.

Prior to being nerfed off at the fastest part of the circuit I was having a fantastic race in the St Mary's Trophy, but the entirely avoidable incident not only propelled me into one of Goodwood's unyielding earth banks, but into the midst of the growing call for improved driving standards.

To Goodwood's credit the crash was taken extremely seriously, with Martin Donnelly and the stewards interviewing all concerned and watching trackside and in-car footage in frame-by-frame detail. The outcome has been covered elsewhere in this magazine, so I won't dwell on the crime or the punishment, but

while it was pretty bloody scary for me and a potentially damaging incident for the Revival, I do believe that the necessary steps are being taken by Goodwood to police poor driving and instil the necessary degree of collective respect and responsibility among competitors. If there's one thing historic can't take from modern racing, it's a tolerance of contact or overly aggressive driving.

FINALLY, I CAN'T END THIS PIECE without mentioning Henry Hope-Frost, who was so tragically killed in a motorcycle accident on his way home from work at Goodwood just days before this year's Members' Meeting. Like many thousands of people, I loved Henry - and have come to realise quite how much in the painful months since his passing. I'd be lying if I said his loss hadn't left a massive void in the historic racing community. Most obviously at Goodwood, where his intelligence, knowledge and irrepressible enthusiasm so brilliantly expressed the ethos of its three showcase events, but also at the Donington Historic Festival and Silverstone Classic, where he was also such a big part of the commentary and pit lane teams.

It's hard to take any solace from such a heart-wrenching loss, but the one thing that has given me comfort is the continued and increasing presence of #Fever tribute logos on racing cars and crash helmets up and down historic and modern grids in the UK, Europe and far beyond. I'm sure he'd be somewhat flummoxed by these displays of respect and affection, but racing in his memory is something his countless friends in motor sport do with great pride.

For this reason alone, the 2019 season can't start soon enough. ☑

UNINTENDED

CONSEQUENCES

Toto Wolff didn't seek increased influence in the politically charged Formula 1 paddock, but circumstance thrust it upon him. His present situation has caused him to think differently about the sport, as he explained in an exclusive interview

WRITER Mark Hughes

Toto Wolff now stands as one of the most successful F1 team bosses of all time. But beneath the smiles and quips he has sometimes carried a hunted look this year as he's guiding Mercedes towards its fifth consecutive titles for drivers and constructors (which would equal the record of Ferrari in the former, but still fall one short in the latter - 1999-2004). Within the paddock, there's been a backlash against his success, a resentment that as well as steering the fortunes of Mercedes, he's a key player in the driver market and perhaps the single biggest influencer in the future direction of the sport. It's something he acknowledges. "Yes, it's become very noticeable lately. If I say A, it's become predictable that some other teams will automatically say B without even thinking about A or C."

Partly it's just historical accident that his position at Mercedes F1 has become quite so heavyweight. He happened to be in place at Mercedes as the sport transitioned from Bernie Ecclestone's entrepreneurial era to Liberty's one of corporate management, and the potential power of his position was only enhanced mid-season with the untimely passing of Ferrari's boss Sergio Marchionne.

But regardless of how he got there, or even whether he wants to be there, he stands at this crossroads in the sport's history as a pivotal figure. Who is the most powerful individual in F1, the person with the biggest influence? FIA president Jean Todt? He's a consensus man, looking to align the automotive manufacturers with the sport and to cement the FIA's place in the automotive world. He doesn't impose his vision upon the sport; rather, he tailors his F1 actions according to a wider agenda and sometimes seems quite ambivalent about F1's direction, so long as it fits with the approval of the manufacturers. Liberty's Chase Carey? Another man seeking consensus - his priority being the smooth running of a business cash cow. No particular sporting vision, other than it being something that the participants can live with and which attracts a good audience. Ross Brawn? He can see clearly from a racing perspective where the sport should be positioned, but some key parts of that - engines, cost caps - clash with the wishes of the manufacturers. With Todt and Carey unprepared to oppose the manufacturers, Brawn doesn't have the support he'd need to begin imposing the changes he might ideally like to make. All of which leaves Wolff - he's the representative of one of the two politically dominant manufacturers, while Marchionne's replacements at Ferrari are unseasoned in the ways of F1. ▣

Is it a place he has sought? The furrow in the brow appears. "I don't want to be. My core activity is being part of running this team. The other things have happened over time and you have to focus and not get distracted. If you're getting drawn to other areas that's not great."

But it is happening. "This summer has taught me that I mustn't lose my priority on what's good for the team. And not sometimes try to think too much for others. It's become a situation where it's difficult to count on any partnership or co-operation with the other teams, and it was wrong to assume that."

This re-appraisal was triggered by his efforts at trying to find a 2019 seat for Mercedes young driver Esteban Ocon, given that the ownership change at Force India appeared to have left no space for the young Frenchman in his existing berth. So, during the summer break Wolff slipped into another of his roles - that of driver manager. A loose agreement had been reached with Renault but McLaren came calling, offering a cast-iron contract - but it needed an answer within 48 hours. Wolff contacted Renault team principal Cyril Abiteboul who assured him they definitely

"Yes, it made me angry," admits Wolff. "Obviously our young drivers are an important part of the jigsaw for the future but it looks like some would rather..." he leaves the rest unsaid. "As the teams seem not to want to collaborate, we need to ask how sustainable junior driver programmes are in the long term, if the others are saying 'Why should we take a Mercedes driver?' You can negotiate any contract with a young driver. Ocon might have been a Mercedes driver because we invested in him since GP3 and spent millions on his programmes and that's why we have a

"This is the law of the jungle. In the post-Bernie era, Wolff seems to be the one getting ahead of the others and they are trying to claw him back"

intended to take Ocon, but that no signed confirmation was possible in that timeframe as Renault Sport president Jérôme Stoll was out of reach on holiday. Shortly after Wolff and Ocon had politely turned McLaren down, Renault and Daniel Ricciardo dropped their bombshell that they would be combining forces, leaving Ocon apparently without a seat just days after having to choose between two! A door previously half-ajar at Sauber also seems to have been closed at much the same time, despite team principal Frédéric Vasseur's enthusiasm for Ocon, an old charge of his from the junior categories. There was a suspicion that Wolff had been deliberately stymied, just to rein in his power, with Ocon's career mere collateral damage.

contract. But if he goes to another team he becomes the driver of the other team, with contract terms to be negotiated - two years, three years, five years, whatever. Then he's free of constraint like any other driver and can then choose the best-performing team. But it needs everyone to collaborate or it just doesn't work, it isn't financially viable. It's something we need to discuss during the winter. But we are Mercedes and we need to focus on putting the best guys in the car."

That might be the logic of the situation, but this is the law of the jungle and in the post-Bernie era, Wolff seems to be the one getting ahead of the others and they are trying to claw him back. A few months ago he and Sergio Marchionne were a powerful alliance, but with the Ferrari boss's passing, instead of making his position yet stronger, his position seems to have become a little more vulnerable. Certainly, Maurizio Arrivabene seems to be keen on Ferrari forming a stronger alliance with Red Bull and is believed to have been a significant reason why there was no place at Sauber for Ocon. These driver market movements are merely the manifestation of the political undercurrents as the players try to position themselves favourably in FI's future. It all seems to have left Wolff a little bewildered. ☐

"My core activity is being part of this team..." And when Mercedes wins, Wolff allows his emotions full rein





We have made some dramatic improvements recently to help you find those **vital seconds or tenths**, or just to really enjoy your race driving, or launching A NEW car. In an incredibly beautiful environment, nature's best, our enthusiasm is contagious and our service is second to none.



Our new VIP complex is 650m² and includes 10 new garages all with air con, heating, wide electric doors, flat floor set up areas, engineers' offices, VIP toilets, showers, changing area, temporary sleeping rest areas, even a clothes washing machine, fridges for cold drinks, coffee machine, large screen TV etc. All constructed with the finest "up to date" insulating materials, also allowing excellent natural light.

Also a new catering event area to seat up to 100 persons with a superb view of the circuit and pit lane.
Now more UK flights to Granada airport now means only 35mins travel time to the circuit.



For further information contact: Clive Greenhalgh **0034 660329070**
Email: clive@guadixcircuit.com • www.guadixcircuit.com
www.facebook.com/circuitoguadix

To view 500 photos, including a full set of track photos, in car video link www.flickr.com/photos/guadixcircuit-direct-photos/

SITUATED IN SOUTHERN SPAIN NEXT TO GRANADA

MEANTIME, THE PREFERRED MERCEDES and Ferrari engine regulations (largely unchanged) for 2021 are going through (despite the planned changes having been close to sign-off last year) and the cost cap looks likely to be deferred, forever moved to the long grass. These are manufacturer-dominated regulations and not what either the independent teams or Liberty would ideally want. They were pushed through by Ferrari-Mercedes, with support from Honda. The next logical development would be for the manufacturer teams to form closer ties to independent teams, making them satellites (or 'slave teams' as one of them put it). The transformation of F1 into a full manufacturer series is ongoing, bringing with it the associated downsides, and Wolff might be seen as the embodiment of that change. Except for one thing: Wolff is not from corporate Mercedes; his background is that of a racer. Furthermore, Mercedes AMG F1 is not wholly a manufacturer team.

Suggest to Wolff that manufacturers always come and go, just using F1 and then, with little or no notice, abandoning it after having changed the spending bar of everyone else, and he counters with: "No, this is different. Don't forget we have a different shareholder structure in Mercedes. It's not a 100 per cent-owned racing team." The team is only part-owned by the manufacturer. It's also part-owned by Wolff. Furthermore, it could be reasonably speculated that the bonus payments received from the manufacturer after the third consecutive world championship make the Brackley-based team potentially fully viable in the event of a sudden

change of mind about F1 at Mercedes board level. There would probably not be the potential embarrassment that Honda faced when it pulled out of the same team, threatening to consign it to oblivion, only rescued by its management and a season's worth of 'guilt money' to win the world championship as Brawn. Should F1 suddenly suffer the feared avalanche of manufacturer departures, there's every reason to believe an independent Wolff team, perhaps still carrying AMG Mercedes sponsorship livery, would continue the lineage.

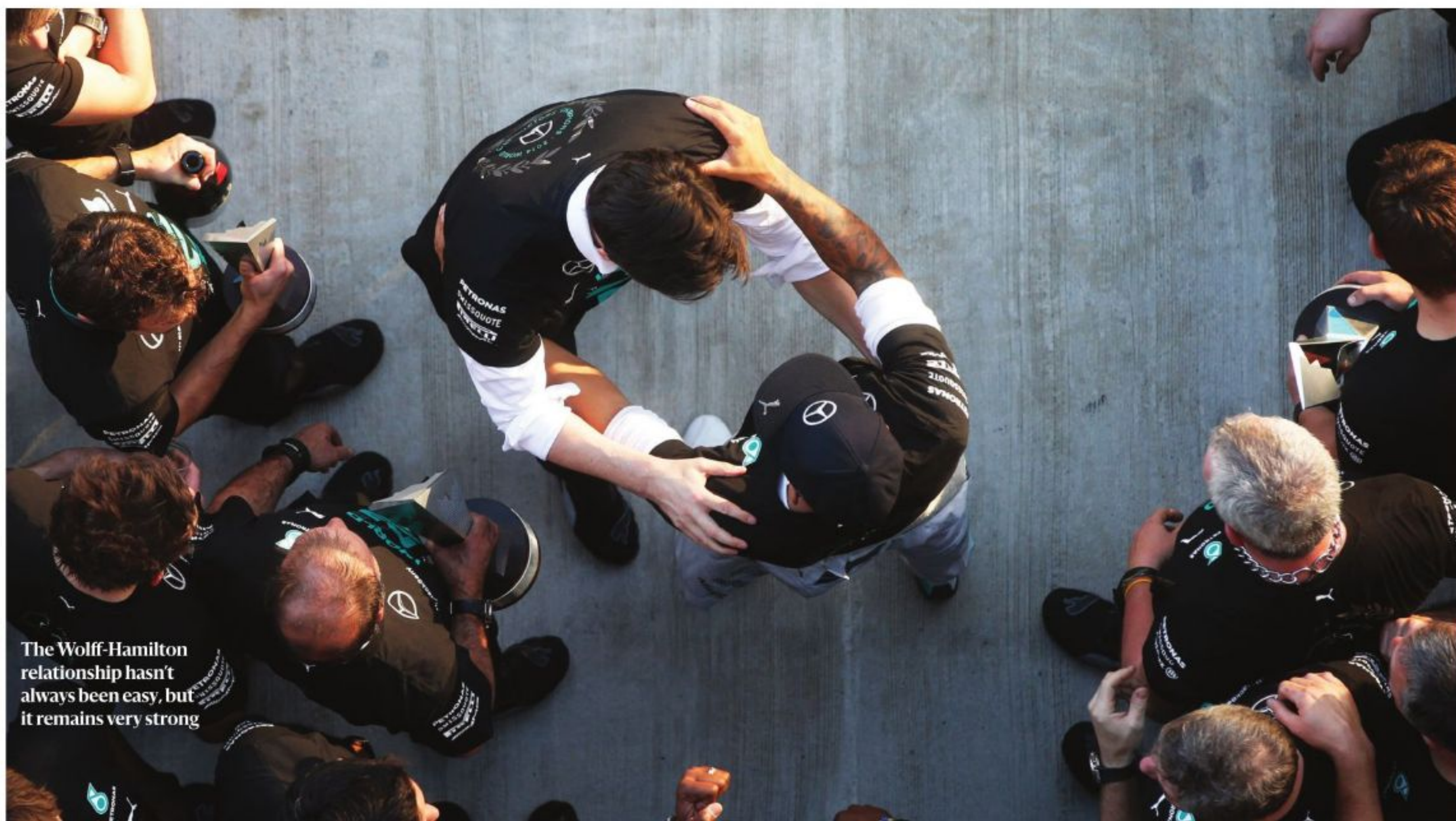
Wolff isn't even convinced that Mercedes will eventually withdraw. "I asked them the question a few years ago," he says. "I said, 'What is this activity? Is it sponsorship? Marketing?' No, it is our core activity. The first ever Mercedes was a racing car [the revolutionary 1901 35hp with its radical mechanically operated inlet valves and H-pattern gearshift]. We are prepared to stay long-term in F1 like Ferrari has done. Ferrari wasn't always fighting for championships but

"Wolff is not from corporate Mercedes; his background is that of a racer"

it's usually been there or thereabouts and this is the plan we have."

There are another two years of the current formula - and Wolff has Hamilton contracted for those seasons. It's more than feasible that by the time the formula ends in 2020, Mercedes will have won all seven titles, breaking further records for both driver and constructor. It has developed into one of the sport's greatest partnerships. "Yes, the relationship has become stronger. In this intense environment we've been together six years and it's been the strongest so far. I'm proud of the relationship we've jointly established. We've worked on it because it was not always easy but it's so strong."

THAT'S NOT ALWAYS AN EASY THING TO achieve with any super-quick racing driver, the default position of which tends towards competitive paranoia. This and Hamilton's ability mean inevitable bruises for the other driver in the team, as Valtteri Bottas has found, but if Wolff has an outstanding management ability aside from financial wizardry, it's as a communicator with those around him - from drivers to the lowliest of employees. He's the boss but never comes across as the unapproachable autocrat. The human is always very visible and he's as open as it's possible to be in his position. Hence, he's been able to tread that delicate line between giving the drivers their head but not in a way that's damaging to the team. When Bottas was asked to surrender that victory in Sochi to Hamilton, after a talk with Wolff he was able to reflect he'd have done the exact same thing in the boss's shoes. ☑



The Wolff-Hamilton relationship hasn't always been easy, but it remains very strong

Interview Toto Wolff

That's the inward-facing part of his role. As for the outwards-facing part - including his and Merc's part in the challenges facing the sport, he says he has no ambition to be Mr Big. But his views and wishes inevitably carry immense heft precisely because of the sport's compromised structure with regard to the FIA, Liberty and the manufacturers. What are those views? Where does he think the sport should be heading?

"On cost caps, they need to come," he says. "At the moment Red Bull, Ferrari and Mercedes are outspending each other and we need to contain that - with a reasonably policed cost cap that allows us to reorganise our structures but not restructure. We need to have a sensible glide path that allows us over the next five years to get to a lower point. This is something I'm up for so long as it is realistic and sensible."

On satellite teams? "As it stands now, the FIA and Liberty are trying to make it very clear what the rules are for collaboration. What is

championship for constructors and there need to be certain parts we make ourselves."

As for whether Mercedes further incorporates Force India and Williams to be 'slave teams', he says. "We'll work together with them, but within a scope yet to be defined by the FIA and Liberty."

Three-car teams? "I thought the three-car idea was a good one as it would allow you to make it mandatory for those teams to take a young driver. It would guarantee the best young drivers a route into F1. But there are many situations against it - some of the smaller teams would be pushed down the grid and I recognise that. Can you make a third car a sustainable business model? I don't know. I just thought that running a third car would create lots of stories if a young driver could beat the well-established ones."

HE SOUNDS AMENABLE, HE IS AMENABLE. But, through no fault of his, the sport is extremely heavily influenced by the wishes of

the big teams rather than by a governing body dictating how things will be. "Generally, I trust Liberty to make the right decisions," he says. Yes, so long as those decisions are compatible with his team's interests. "If you correct for the diminution from free-to-air to pay TV, the sport is growing. The most important thing is that there is a tough fight at the front."

A tougher fight, ideally, than the one we have seen for the last five years. Ferrari's late-season collapse both this year and last might be seen as the exhaustion of its resource as it tries season-long to combat the incredible depth of ability at both Brackley and

Brixworth, the respective chassis and engine shops of Mercedes F1. Competitive patterns always eventually change; it's just a question of how long the cycle is. It's Wolff's job to delay the onset of entropy. "We just have to give it everything, every single day. We are competitive in our fifth year since the regulation change. The people in this organisation have sweated blood and tears during that time and it doesn't seem the energy levels are dropping off. When I came into the office after Monza [when the team bounced back from defeat at Ferrari's hands at Spa], I could see levels of energy I'd never seen before - and the same at Brixworth. After Spa we said we are just not giving up, this is not a championship we are prepared to lose. We need to understand why we were outperformed. Development, research, analysis, hindsight, work ethic."

All this while the others are pulling at your shirt tails, trying to drag you back. Who prevails? For now, it's Toto. 📺

All smiles with Daimler chairman Dieter Zetsche



acceptable and what is not. I think that's the right process. If there is a financial advantage because of the economies of scale between the two teams, I think it should be allowed. If it becomes a must that as a big team you need a small team in order to collaborate and share resource, and as a small team it becomes a requirement to be collaborating with a big team so as not to be at the back, then that should not be the case. It should only happen if it's a win-win and is beneficial for F1. From where I stand, it's heading in that direction.

"The Haas model [of not even building its own car] is what created the whole opportunity for the small teams, because some of the teams that have been here for a long time have recognised that a team started from scratch just three years ago is outperforming them. What's allowed and what's not needs to be written down. What Haas is doing is working to the rules as they are written. The question is, 'Do we want to tighten those rules?' I think they need to be tightened a little bit. We still have a



THE MOTOR SPORT PODCAST

WATCH, LISTEN AND DOWNLOAD
ABSOLUTELY FREE



Great stories from the stars

Senna vs Prost. Tyrrell, Jackie Stewart and François Cevert. The Rodriguez brothers, Pedro and Ricardo. Dan Gurney and Eagle. John Wyer Automotive and Gulf Racing.

Jo Ramirez witnessed all - and we were lucky enough to look back on it with him in an hour-long podcast.

Plus, World Superbike champion Jonathan Rea was our Royal Automobile Club Talk Show guest in October, just weeks after he wrapped up his fourth title in a row.

You can download and listen to these podcasts for free. Simply visit motorsportmagazine.com/podcasts or search for 'Motor Sport magazine' in your podcast app.

If you haven't watched, listened and downloaded yet, head to

www.motorsportmagazine.com/podcasts

I AVM	EAL I	I GDO	KCN I	I NHG	TNM I	I WBK
AWC I	EJI I	GFE I	KEC I	I NJ	I TSO	WDP I
I BFM	I EMT	I GFF	I KFA	NNF I	UGL I	I WE
BSN I	I EV	I GWK	I KKE	I PBH	I VCH	I WEJ
I CNA	FBG I	HEH I	KO I	PKA I	I VDW	WEP I
CRV I	I FFJ	HH I	I LFE	I PLB	VHC I	I WME
I CSD	I FKW	I HL	I LHB	PPT I	VJL I	I WMT
I CTC	I FPS	HMH I	I LJV	SHG I	I VKF	I WVA
I CUR	FRS I	I HNB	I LPS	TAD I	I VLS	I WWL
DCF I	I FTK	I HTA	NFB I	I TEB	I VRG	YE I
I DFL	I FVB	I JU	I NFE	THF I	I VS	YRL I

What's online?

- Buy
- Sell
- Auction
- Stories
- Gifts

www.regtransfers.co.uk

BUY or SELL through our ONLINE AUCTION

www.regtransfers.co.uk/auction

0% Finance on 1000s of numbers

Spread the cost with our affordable, no-deposit credit options

www.regtransfers.co.uk/finance

Regtransfers

A Ten Million Pound Number Plate?

AFZAL KAHN

FREE MAGAZINE

Number plates have proven to be great investments similar to classic cars, art and wine but without the maintenance, storage or insurance costs.





Guests enjoyed plenty of track time and tuition and got the chance to quiz special guest host Tiff Needell, below right

Taking to the track together

Motor Sport magazine hosted its first-ever reader track day at Thruxton recently. Here are some highlights

WRITER Robert Ladbrook PHOTOGRAPHER Lyndon McNeil

T

he tread on my Dunlops told the whole story. They arrived at Thruxton with suitable depth; however, they were doing a better impression of pure slicks when my Ford Puma Cup car rolled back into its trailer having completed over 100 laps.

This was *Motor Sport Magazine's* first reader track day. A total of 35 cars and 45 drivers joined members of the *Motor Sport* team for a memorable

day of driving on the country's fastest circuit.

The selection of machinery was fantastic. Models included pure-bred supercars such as the McLaren 650S LM, Porsche GT2 RS and Mercedes AMG GT, plus our road tester Andrew Frankel's new Alpine A110. We had historic racers like a Triumph TR4, a contingent of stunning Alfa Romeos and a lovely MG B. We also had more modern, track-specific cars, such as Angus Fender's monstrous Ginetta G55 GT4 Supercup machine, a rather unique Mercedes SL and of course, my own Puma, aka 'Penny', in which I was conducting more passenger rides than I could count. Even the new staff project, 'Dukla' the bargain eBay Skoda Favorit did a few laps!

Visitors on the day were treated to full hospitality and guest host Tiff Needell was on-hand offering tips and entertaining guests with a mid-day Q&A. Thruxton also provided a team of professional race instructors, who spent the day jumping in and out of the plethora of cars, helping drivers unlock the secrets to getting the most from the 2.4-mile track. Many drivers also opted to tackle the low-grip skid-pan.

Nobody left the circuit without a smile. Keep an eye out over the next few months, as it's certain that *Motor Sport Magazine's* first track day won't be our last. I'd better get ordering more tyres...

Big thanks must go to our headline sponsor *Classic and Sports Finance* and supporting partners; *Remous Print* and *Heritage F1*. Also to the organisers and staff at Thruxton Circuit, the *British Automobile Racing Club*, *Tiff Needell* and the many marshals and volunteers who helped to make the day possible.

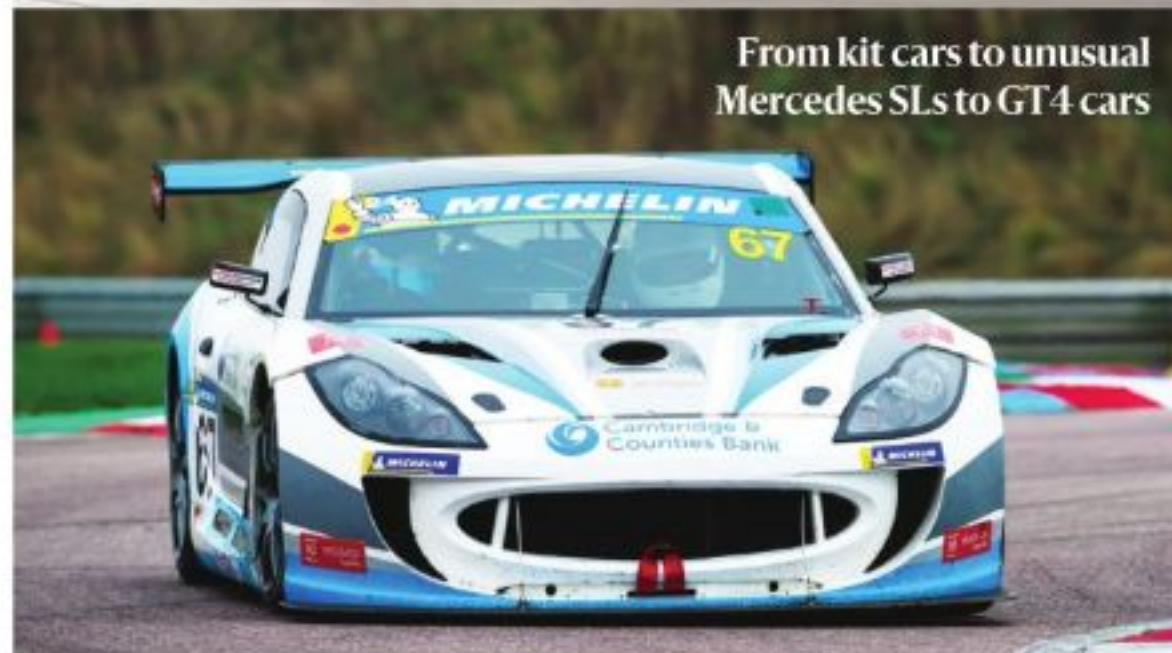


Staff cars included Frankel's Alpine, Ladbrook's Puma race car and Cruickshank's gorgeous BMW 635





The day featured a great mixture of machinery, as well as hospitality and a static display from Heritage F1



From kit cars to unusual Mercedes SLs to GT4 cars





ASTON MARTIN RACING



TOTAL

Team AMR

Vantage GT8

RICHARD MILLE

W NORTHWEST

MOU
NTA
NVIL
Mount Anvil

MICHELIN

prodride



After a troubled F1 career, Pedro Lamy now races for Aston Martin in the WEC



LUNCH WITH

Pedro Lamy

After the loss of Ratzenberger and Senna, the Portuguese star was lucky to escape his own terrifying F1 accident, and has since forged a successful career in sportscar racing

WRITER Jack Phillips PHOTOGRAPHER Lyndon McNeil

I

It is remarkable to think that the man who was dealt the last, heavy blow of that terrible and tragic month of May 1994 is still racing at the top level.

Indeed, it's remarkable Pedro Lamy is even sitting here at all, so bad was his crash at Silverstone when testing FIA-mandated tweaks to his Lotus 107C.

"When you have a big shunt your memory goes from just before and after," he says now.

Johnny Herbert, first on the scene, was adamant his talented young team-mate had perished. The view on the pitwall was the same. It took some time for Herbert to even find him, because the tub of the car with driver within had disappeared into the pedestrian tunnel after Abbey Corner. The rest of the Lotus's parts had been strewn all over the asphalt and beyond.

It wasn't even his first big hit of the month, having ploughed into the back of JJ Lehto's stalled Benetton that fateful weekend at Imola following a signature fast start. A wheel shot hard and fast into the crowd, injuring a spectator, but mercifully Lamy and Lehto walked away. Roland Ratzenberger the day before and Ayrton Senna a few laps later weren't quite so lucky.

A few weeks later, with Karl Wendlinger in a coma following his own death-defying escape at Monaco, Lamy's career appeared all but over. Until then he had been a prodigious title-winning talent. Thankfully he would fulfil his potential and return to F1, and score a point, before racing for more manufacturers than most could name.

We meet in his regular haunt, the pretty 14th century Butchers Arms of Priors Hardwick, in Warwickshire, for a chicken Caesar salad, followed by sea bass. He orders a sparkling water, because he has important business just a few days later up the twisty back roads to Silverstone and the World Endurance Championship's 6 Hours with Aston Martin.

Not only is this his local, and has been since early 1990s F3 driver and compatriot Diego Castro Santos introduced him to it almost 30 years ago, but the owner is too. "He is from my region in Portugal, something like 50kms away," Lamy says with a still-disbelieving smile. ☑

LAM

Lamy grew up just north of Lisbon, not into money, but with a connection to motor sport via his father. "My dad did some rallying when he was younger. He started in an NSU, and later drove Toyotas but he stopped for a long time when I was born. It was only regional and national rallying because he paid for it all from his own pocket. He was fast, though."

Lamy Jr would soon be trying his own hand at racing, albeit on two wheels, and the family became acutely aware of the perils of his chosen hobby.

"I was living in a small village, racing around it on a bicycle and then got a small motorbike. I had been moving up the categories, junior, mini-moto and then onto the next level of jumps. We didn't plan to go karting, but I had stopped competing on bikes for a year because my mechanic had a big accident. He was paralysed - it was a big shunt. My family decided then that I should stop racing motocross."

So they decided to double the wheel count. "Racing bikes was really stressful and made me nervous; I was just a kid. But karting I enjoyed, it was powerful for my age and felt really cool. I led my first race until I had a puncture, but I didn't win the championship in my early years. I was winning races but not all of them, so I only became champion in '88 - I'd started in '85. The only title I won was in the main category, and then I went to Formula Ford."

"I didn't have a manager or anything; my father supported me and I had a few sponsors. My father was selling cars, he still is, so he knew a lot of people and he made me go out and find the money to race. I was really shy, but I knew I wanted to race. I went out to speak to them all - maybe my father was talking to them behind the scenes - to ask for money to race and I managed to get some for karting. Without that I wouldn't have been able to carry on; my father didn't have the money to."

Life became easier when he continued to claim strong results, and he won the Formula Ford title at the first attempt. It was soon time to leave Portugal for the UK, and to move into the same circles as former F1 stars.

"After I won Formula Ford in 1989 I started in Formula Opel Lotus with Derek Bell Racing - I was living in Bognor Regis at the time, next door to John Watson!"

"It was a tough time, my first time away from home and my English was basically zero. It was terrible. I was living with a Swiss and Swedish driver, Cedric Reynard and Peter Åslund, and I looked at them like 'God, these are the best drivers in the world.'

"We didn't have a very good car that year, and I knew I had one shot so after a few races I moved to David Sears and did the deal myself. Normally you pay up front, so I had to split the money somehow. I went to the owner of Derek Bell Racing, not Derek, and he wanted to kill me, but I had everything packed up in my car and just drove to Snetterton to go live in Attleborough."

"I started to enjoy it a bit more because David Sears organised a

house next door to some Brazilian guys. I had good results and learned a lot from my team-mate [Vincenzo] Sospiri. [Rubens] Barrichello won that year, but I was getting closer and actually won two races in the national championship and a podium in Europe. It was good fun."

The break-out season was 1991, following another switch of teams. The shoes to fill at leading squad Draco Racing were big - they previously belonged to Rubens Barrichello, and things started well. He ended the season as champion.

"When I had my first test with Draco I was quicker than Rubens. Adriano Morini, the owner, was a really good teacher and had a different mentality to what I was used to. I fitted in really well with the family, him and his wife Nadia."

While his friends and rivals stepped up to Formula 3 in the UK, Lamy was advised by his high-profile manager, Domingos Piedade, to move to Germany. But not before a prize test in a DTM car, where he met another British former F1 driver.

"I tested with James Hunt," he says, as though he has only just remembered. "Maybe he was doing it to come back, maybe for TV; I don't know. He was cool, but complaining about the Germans - 'The bloody Germans, always the same sh**. The steering is too heavy, it's always the same!'"

"I tested with James Hunt. He was cool, but he was always complaining about the Germans"

"If you look back at that German F3 year it was a good grid - Michael Krumm, Marco Werner, people like that. Marco was more competitive than Krumm, but we also had Diogo Castro Santos, Jörg Müller, Sascha Maassen."

Lamy won almost half the races that year, and his stock continued to rise. But it was on the streets he really shone, particularly at Macau.

"I didn't realise I had this image as a rising star, but I was winning. I had won the Marlboro Masters, beating people like Gil de Ferran, and at Macau I should have won. I was leading the first race by something like five seconds, with Rickard Rydell second. There was a slow car and yellow flags, I slowed down but Rickard overtook us both. We protested it but nothing happened."

"I had used new tyres for the first race and only had old ones left, so

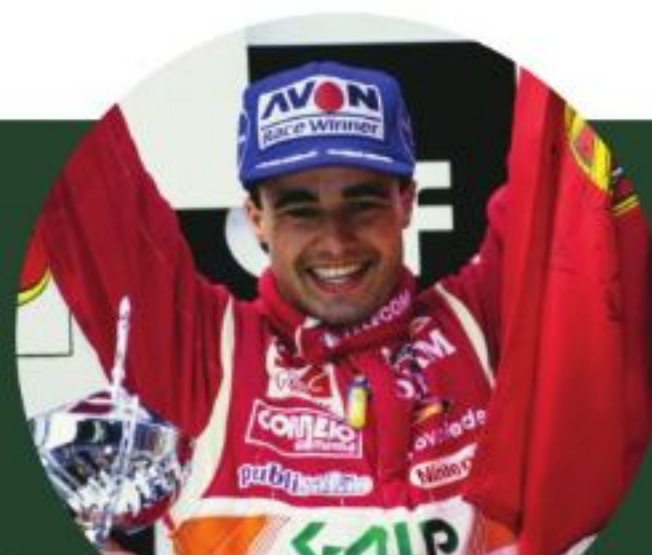
Pedro Lamy

A career in pictures



1992

Lamy announces himself to the wider motor racing world with victory in the F3 Masters and German F3 Championship



1993

Part of a tight FIA F3000 title battle, Lamy finished second in the points before joining the Lotus F1 team for the final four GPs of the year



1995

Lamy returns to F1 with Minardi following a Silverstone test crash the previous summer, turning down a lucrative Mercedes DTM drive

Rickard pulled away. I was catching but finished second. I was fast enough to win the race, but it wasn't to be."

While only Rydell was ahead, Jacques Villeneuve, Tom Kristensen, Gil de Ferran, Barrichello and many more famous names were in his wake. Unsurprisingly, the former Portuguese colony remains a special place for Lamy.

"Maybe it's more special to me because I only drove there once, but to drive on the limit, with the car on the limit through the fast corners, jumping through the barriers is really cool. It just gives you the most adrenalin. It would be nice to do the GT race now in an Aston Martin, but it wouldn't be the same as in an F3 car. Actually, my memories of Macau are so good that I wouldn't want to burn that!

"It's much better than Pau, because of the blind corners and long straights. Compared to Monaco even, Macau is the best."

Nobody bettered Lamy on the French streets of Pau the following year, in F3000 in 1993, few even saw him - he beat David Coulthard by more than half a minute.

"That was the biggest moment for me in F3000. The team, Crypton Engineering, was good, the engineers were good, but the owner was a bit dodgy..."

But that would be Lamy's only win that year. Mishaps at Enna, a spin at Spa and a non-finish in the finale meant he could manage only second in the International F3000 standings - one point behind Olivier Panis.

"I should have won the championship," he says, but not ruefully. "I started the season with an old car and raced almost all year with it. I didn't know how it was going to go but we arrived at Donington for the first round and I was second.

"Enna that season was really amazing. I was leading the race by a few seconds and one of the backmarkers went straight over the chicane and made the track really dirty. I was the first one arriving and there were no flags, so I spun. When I came back on I was behind Coulthard, so I was pushing hard to catch him, but I wasn't counting the laps very well and I thought it was the last lap..."

"I caught him, and I'm not proud of it, I thought 'either I win, or nobody wins.' I pushed him under braking and he went straight on, and I thought I had won. I was celebrating. When I realised, I had a damaged front wing and spun on the last lap out of the lead.

"At Spa I had spun at Bus Stop, and almost collided when I came back on. But that was the weekend I started talking about Formula 1, and Alex Zanardi had a big accident that same weekend."

CONCUSSION RULED LOTUS'S ZANARDI OUT FOR THE REMAINDER of the 1993 Formula 1 season, and it would be Lamy who replaced him for the final four races - starting at Monza.

"When you get the opportunity you have to go for it. I could have maybe had another year in F3000, but it's a big risk. If you don't have a



good second year, the opportunity may have gone."

And even at just 21 years old, Lamy was fully aware of the historical significance of a Portuguese arriving in F1.

"Nicha Cabral was the first, then Pedro Chaves, but he never qualified, and then it was me. I was doing commercials and things back home.

"All I had before Monza was driving the car at Silverstone, not even on the full track. I had to learn everything - not like the young guys now. It had only been eight years since the first time I had been in a car. Now, 10 years feels like yesterday but at the time, and when you're young, one year feels a long time."

Still, he dragged the car to 11th, before retiring from his home Grand Prix a fortnight later. But ask Lamy of his memories, or highlights, and there are none. 📺



1999

A dream turns nightmare, as the Mercedes CLR is withdrawn from the Le Mans 24 Hours after three terrifying flips



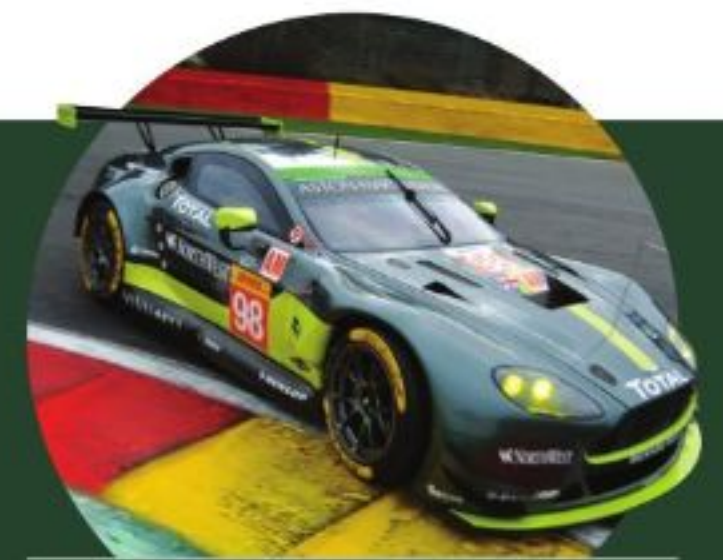
2000

Lamy eventually appears in DTM with Mercedes as a result of the Le Mans withdrawal, only to 'fire himself from the team'



2007

Strong showings alongside Stéphane Sarrazin results in a factory seat with Peugeot in LMPI, winning the title in the debut year



2017

Still with Aston Martin, now his longest association with a manufacturer, Lamy is among the quickest in GTE-Am in the WEC

Lunch with Pedro Lamy

"The target was to get close to Herbert and learn as much as possible. I knew anything could happen, so why not just go for it? Johnny was fast, the car was really tough to drive. But I never really look back - if I don't have a very good result or it's not good enough, I forget about it. I don't know why.

"In Formula 1, I enjoyed testing the most. That's not normal. Adelaide, when I got a point with Minardi, was good, and if I look back at F1 as an experience it was great. But good moments? I didn't have them. I was used to winning and fighting for races. In F1, my memory just deletes it. OK, I was in F1, but I wasn't happy."

If his mind has scrubbed much of his time in F1, it had no choice but to forget what happened that day at Silverstone in May 1994.

"I just remember, or I know now, that we were testing and I suddenly lost the car. The rear wing broke at Abbey corner, the car spun and I just flew. The car was completely destroyed, Johnny [Herbert] was the first car that arrived, and I remember having some crazy conversations with him because of the morphine, but not much of the recovery."

His legs were shattered, kneecaps and thighs broken.

"I was living in Norwich at the time, renting an apartment. After the accident I never went back. You know, you have everything set up how you like it then you have an accident and my family just went and cleared it all out."

The big question following that was whether Lamy had lost any of his speed, his edge and what could have been a glittering future? "I don't think so, but it's possible. In fast corners I always kept going - if one person was flat through a corner it was always me. Slow corners are when you make the time, anyway. But, I can always say that because of my accident I always have half a second in my pocket!

"I was really pushing hard to come back after the accident. You either quit or get back. I had good options, especially in DTM. Maybe today I would have risked it and moved across because I was already in F1. There were two spots at Mercedes, one went to Dario Franchitti and one went to Jan Magnussen. Look what happened to them. Maybe I would have had good DTM results and could have gone back to F1 or on to IndyCar.

"It's difficult to say what might have happened for me without the accident. Maybe I wouldn't have had any chances at all, because the team went bankrupt at the end of the year. Maybe I would have had the chance to go to Ligier like Herbert did. Or, if I was smart enough and understood the game enough I would have tried to talk to Flavio Briatore [at Benetton]."

MANY WOULD HAVE SIMPLY NOT WORKED TO COME BACK TO F1 AT all; the sacrifices were just too stark. His crash was the culmination of one of the sport's darkest months - Imola, followed by Monaco, then Lamy at Silverstone.

"I felt the loss we had far more than the pain in my knees. Ayrton had died, y'know? I had become close to Senna through Domingos, my manager, and I remember trying not to disturb him much. But he helped me where he could. We would go to dinner; we only raced together for eight races but Ayrton was special. He was really calm, he always knew exactly what he was doing. I wish I could have spent more time with him. I was really young, he was my idol, but I didn't want to disrupt him. Then, after a few months, I'd lost him, so...

"But I wanted to come back. I had the DTM opportunity, but I didn't want it. I wanted to get my dream back. It was difficult when I was in hospital. Being Latin and more passionate, I felt I didn't have the support I expected from Lotus. With so much morphine and so much

sleeping, many people came to see me, and I don't even remember."

The comeback trail began with a test in a Sauber.

"I was so worried about my leg and my knees that I didn't do enough exercise on my neck. The test was OK, but I wasn't physically prepared. It was too early, really. And it was a shame I couldn't use new tyres..."

Instead, a deal was struck with Minardi for the 1995 season, where he would stay for two seasons. "It was a nice car, easy to drive. The Lotus was competitive when it worked - we had active suspension - but it was a bit of a nightmare in comparison. The Minardi's engine wasn't as strong but the chassis was good. It wasn't a competitive car, so I decided it was better to quit than spend all my efforts in F1 and losing a life. It wasn't easy to change.

"I considered IndyCar at one stage. I went to America but never had the opportunity to take it further. But I didn't push it much, and I didn't want to go to a small team just to keep my career going. I met with Greg Moore around the time he died [in a CART accident in 1999] - I didn't feel it would be safe on the ovals.

"In 1997 I went with a German team into GT1 and that went bankrupt, which wasn't a nice experience. I was driving with Bob Wollek, who was tough and a lot older than me. When you're in Formula 1 and only that, you don't know who Bob Wollek is. I was thinking 'who is this old man here? How can they let him drive?!' But he was quick, I arrived there as a young guy and was faster. He was complaining and grumpy, saying 'ah, these guys arrive from Formula 1 and don't know about anything.' Maybe he was right. He didn't like to be with me I don't think."

The jump to sports cars prompted two decades around the top level, and a career spanning most of the



*"This is crazy...
They should have
pulled the car out
of the race."*

major manufacturers. His appearances in a Porsche 911 GT1 helped him claim third in class at Le Mans with Schübel Engineering in 1997. A year later he teamed up with former single-seater rival Olivier Beretta to score second with Team Oreca's GT2 Chrysler Viper. And then came a big break: Mercedes.

"When I first arrived at Le Mans, I remember just thinking 'wow, there are big races outside of F1?' I was impressed by everything. The pleasure of driving Le Mans is great, but it doesn't compensate for the pressure. The best feeling for Le Mans is getting back to the airport. It's a difficult week."

That proved most true in 1999, when Mercedes was forced to withdraw its CLR cars after three infamous airborne flips.

"It was a second life with Mercedes, because I had said no to them once for DTM after my accident. But I had won the world championship with Chrysler and Mercedes had a lot of slots free. I had been happy at Chrysler, we were winning races, so I was coming home happy. I then did OK in a test with Mercedes, which helped."

Come Le Mans, Mark Webber's car twice took off before the race, before Peter Dumbreck suffered the same fate on Saturday evening. Lamy is in no doubt that it should never have got to that point.

"Mark was really shocked; he was just saying 'this is crazy.' I was just changing to get ready when Dumbreck flipped - they should have pulled the car out of the race. We all thought so, except Bernd Schneider - he was ready to go, ready to go to die. We were scared, all of us.



Lamy's F1 break came with Lotus, but he doesn't hold fond memories of his Grand Prix career

"The car's power steering was really light anyway, and when it got lighter it was just: 'oh my God' and you'd brake. It wasn't like you could break the car, really; it wasn't possible to miss a gear or anything like that. You're also not sure whether they are right or not; imagine if you kept going and could win the race? You have a job to do. You can't say you won't drive that car."

Withdraw or not, it wasn't the drivers' decision to make. And Lamy was again aware of the context surrounding a Mercedes Le Mans disaster playing on management's mind. "Norbert Haug [Mercedes' motor sport boss] had a difficult choice. Stopping would be difficult, but so was sending the cars out with Mercedes' history at Le Mans. Norbert and [designer] Gerhard Unger wanted to save their face - they gave us a bit more wing at the front, but we knew the problem was still there. Unger was saying 'it's all under control and just give it more downforce.

Be careful with the kerbs,' this and that. But it was at high speed when the car would fly; that's where we needed to be careful and not be in the tow. But you need to be in the tow at Le Mans.

"I can't complain about Haug, he was alright with the drivers. He was screwing you, but smiling when he did it. It's better than him not talking to you and not giving a sh**; a lot of the others just cared about the money."

Yet Lamy took on Haug soon after, when Mercedes cancelled the programme and transferred its drivers into DTM. Lamy was unhappy, and his Latin instincts took over. "They didn't give me the factory cars. I was with Darren Turner, and we were fast in practice - a lot of the time first or second - but in races we were at the back. I realised things weren't fair there, and after four races I tried to get into the factory team [HWA]. ☑



"I basically fired myself: I had suffered enough in my life, so I went"



The Butchers Arms is an Anglo-Portuguese haven, and Lamy's local

"Mercedes didn't give me the place, but they told me things would change - different engineers, this and that. But I had had enough, so I quit and basically fired myself. I had suffered enough in my life, so I just went home. I had a meeting with Haug and team manager Hans-Jürgen Mattheis and I said 'This is my last race. We need to talk. I don't know what I'm going to do but I'm not racing for you.' He was quite cool, because he didn't want me to say bad things about the team. I didn't; the reality was that I just wasn't happy. I would prefer to race something else. I didn't want to just be part of the grid, part of their picture so they could say they had this F1 driver."

HE HAD NOTHING LINED UP, NO OPTIONS. THE SOLUTION WAS variety, and in no small part the Nürburgring 24 Hours. He joined Zakspeed in 2001, winning on his debut with Michael Bartels and Peter Zakowski. "That was a great feeling, it was the first time I had driven there but I got fastest lap. Bartels couldn't drive the whole race because

his friend died in an Alfa-Romeo that year in an accident, so the rest of it was Peter and me all the way through.

"The year after we raced in the V8Star Series. I was having fun, I was getting a bit of money, we were winning and I really enjoyed it. We won again at the Nürburgring in the Viper, too."

A third win at the 'Ring followed with BMW, sharing with Dirk and Jörg Müller, and Hans-Joachim Stuck in 2005, before returning a year later to collect a fourth win - this time with Boris Said, Patrick Huisman and Andy Priaulx. But he was spending more time in Larbre Competition's Ferrari in the Le Mans Endurance Series.

"That's how I got to race for Aston Martin. We won the LMES in 2004 and George [Howard-

Chappell, then AMR boss] came and asked me to race for Aston Martin in '05 and '06, but at the same time I was still racing the Ferrari. I wasn't the champion because I missed a race to drive for Aston Martin in America.

"Most of the time at Aston Martin I was racing with Stéphane Sarrazin. We won a lot of races in America. We had a really great time."

That partnership opened the door to yet another factory seat, this time at Peugeot. The timing was perfect as he headed towards the latter stages of his career.

"They looked at Stéphane's times and saw I was right with him, so they signed me too. I was at the limit of getting into a very good car at the time because I was 35. I had five years there, with many very good drivers that came and left. It was great for my career, really.

"Second at Le Mans in 2007 was a really good result - we didn't expect it. We won the championship that year. It was close at Le Mans again in 2010, but I didn't really believe we were going to win."

He did score victory in the 24 Hours of the Nürburgring that year, with BMW, tying him with Marcel Tiemann on five career N24 wins. Nobody has more.

When Peugeot pulled the doors down on its prototype project he returned to Aston Martin - but not before finally claiming a GTE Am class win at Le Mans with Larbre. In his six seasons since he's come agonisingly close to winning with amateur driver Paul Dalla Lana - never more so than in 2015, when Dalla Lana crashed out from the lead in the final hour.

"We were leading by almost a lap. It's always difficult when you have something in your hands and you lose it - it hurts, but that's life. The weekends with Paul are good; it's different now - it's more relaxed but we still have to do the job."

Now 46 years old, he admits this will likely be his last contract in professional motor racing.

"I'm not in a position like Fernando Alonso and can just quit like that - I don't think he'll be racing in 10 years, when he's the same age as me. When I stop I'll just enjoy my life. If my body is OK I'll surf every day. It doesn't matter where, I just like to surf.

"It's easy to look back and think 'Maybe if I had gone here or to that team it would have been different'. But with the information I had at the time I don't think I decided wrong. I've had a very lucky career, I'm still racing, and many who weren't successful in F1 didn't. I managed to stop F1 and keep going and form a career." ☑

Pedro Lamy career in brief

Born: March 20, 1972
1991 Formula Lotus Euroseries champion
1992 German F3 champion, F3 Masters winner & Macau runner-up
1993 FIA F3000 runner-up, Pau GP winner
1993-96 F1 with Team Lotus and Minardi (32 starts, one point)
1998 GT2 champion, Dodge Viper
1999 Mercedes GT1 programme
2000 DTM with Team Rosberg
2001 First Nürburgring victory
2003 V8Stars champion
2004 Le Mans Series GT1 champion
2007 Le Mans Endurance Series LMP1 champion, Le Mans runner-up Peugeot, 2010 Fifth Nürburgring 24 Hours victory
2012 GTE-Am win at Le Mans with Labre Competition
2013-date Aston Martin works driver

World Champion 1956



After the deserved popularity of their first Lancia D50 releases, masters of high detail 1:18 diecast miniatures, CMC, have followed up with several race versions of the 1956 Lancia-Ferrari variant. Illustrated is Fangio's German GP winner, a race he dominated over 22 laps of the Nurburgring, smashing the lap record in the process. As always with CMC, there is plenty of exquisite detail beneath the beautifully finished bodywork, making for a fine addition to any collection.

Just £530.95 + p&p*

*Quote voucher code **MSD50** when ordering. RRP £589.95. UK postage £6, overseas at cost.

To view these and many more fine scale models visit our Banbury showroom which is open one Saturday per month 12 noon-5pm
Next open Saturdays - November 3rd, December 1st & January 5th



Grand Prix Models
4 Thorpe Close, Thorpe Way
Banbury, Oxfordshire, OX16 4SW, UK
Tel: 01295 278070
mail@grandprixmodels.com

www.grandprixmodels.com

Moto-Lita®

CLASSIC WOOD AND LEATHER RIM
STEERING WHEELS SINCE 1958

“EVERY WHEEL IS A FINE EXAMPLE OF BRITISH CRAFTSMANSHIP”

SIR STIRLING MOSS OBE

Stirling Moss



@Moto_Lita
www.moto-lita.co.uk

HORTONS

B O O K S



Hortons Books are the leading suppliers of new and out-of-print motoring literature

We are exhibiting at the following events throughout the year:

- Autosport International:
The Racing Car Show, UK
- Retromobile: Paris, France
- Race Retro: International Historic Motorsport Show, UK
- Amelia Island Concours D'Elegance: USA
- Goodwood Members' Meeting: UK
- F1 British Grand Prix: UK
- Automobilia Monterey: USA
- Pebble Beach RetroAuto: USA
- Pebble Beach Concours D'Elegance: USA
- Goodwood Revival: UK

email: contact@hortonsbooks.co.uk tel: +44 (0) 1672 514 777

www.hortonsbooks.co.uk

Restoring Gurney's lost Impala



*America's
one-hit
wonder*



Fifty-seven years ago, Dan Gurney brought a monster Chevrolet to the UK to fight the dominant Jaguars. It came agonisingly close to scoring an upset... before it was banned

WRITER Ed Foster

T

he large steering wheel on the Impala means that there's actually very little space for your legs. An astonishing feat of engineering in such a large car. Once you're in, though, starting it up is a fairly simple procedure: ignition on, check generator and oil lights come on, pump throttle twice and turn the key.

It's the first time the car has started in years, but it fires almost immediately. The whole car shakes as the V8 roars into life and the straight pipes emit a noise similar to Godzilla chewing concrete. You cannot help but smile even as your hearing worsens by the second.

The car is the ex-Dan Gurney 1961 Chevrolet Impala and, after six months of restoration, it

finally runs. Plenty has happened between this moment and when I first discovered it after stumbling across the story of Dan Gurney's Impala or, as his widow Evi refers to it, the 'Danpala'.

The story of the car in period ended with an uncharacteristically angry letter from Dan Gurney to *Autosport*, printed in the July 21st, 1961 edition. "I would like to set the record straight in regard to my 409 Chevrolet Impala," he wrote, "which was not allowed to compete in the production saloon car race at Silverstone on July 8th.

"I must admit to being surprised, disappointed and disillusioned by the action which prevented the car from running." The letter goes on to explain his version of events and ends with: "I will, in time, get over the fact that I spent a lot of time and money in bringing the Impala to Great Britain, but I ☐"

**“THE TRACK IS MY CANVAS,
THE CAR IS MY PEN”** GRAHAM HILL



SOMETIMES ALL YOU NEED IS A GOOD QUOTE.

Track Day Cover - Laid-up Cover Including in Transit, Trailer/Transporter
Insurance - In-between Events Road Cover

We're in pole position when it comes to motorsport insurance cover,
call us today for a great personalised rate... **0800 085 6186** or visit **adrianflux.co.uk**

ADRIAN FLUX
MOTORSPORT

Authorised and regulated
by the Financial Conduct Authority



AUTOMOBILIA - LADENBURG AUCTIONS
16./17. NOVEMBER 2018



CONSIGNMENTS ARE WELCOME!

Order Catalogset now!

Automobilia - Ladenburg - Tel.0049 (0)6203 957777

www.automobilia-ladenburg.de - info@automobilia-ladenburg.de

will not readily forget the suspicion that there may have been some behind-the-scenes sabotage to prevent the Chevrolet from running at Silverstone."

Rewind five months, to the start of the 1961 season, when Dan was about to start his third year as a Grand Prix driver. The Impala project was already forming in his mind, though, having seen the 3.8-litre Jaguar MkIIs competing in the British Saloon Car Championship. He decided that even with a stock Chevrolet Impala he could give them a good run for their money. No small task when the likes of Roy Salvadori, Bruce McLaren, Graham Hill and Mike Parkes were driving the Jaguars.

Dan bought a very early car, straight off the production line, in Police and Taxicab specification, which meant better brakes (they were still drums...), stiffer springs, bigger shocks and a larger anti-roll bar. The car also had a whopping 6.7-litre V8. It would need to be to power the 1.6-tonne car. The engine was stripped and checked, and Dan fitted a Corvette rear anti-roll bar alongside a straight-through exhaust and some front-brake cooling. The bench seats, carpets and working radio all remained in the car.

Having broken the Riverside lap record by nearly a second, he shipped the car to the UK, ready for the 13th International Trophy Meeting on May 6. By now the American motoring media had picked up on the project

and *Sports Car* fired a warning shot across the British teams: "Don't tangle with it in anything short of an all-out Corvette (and we know what would probably happen even then) unless you want to have the sinking sensation of seeing a family car completely outperform your prized *sportsvagen* in all departments."

There was a huge amount of interest in the Impala, which is unsurprising when you



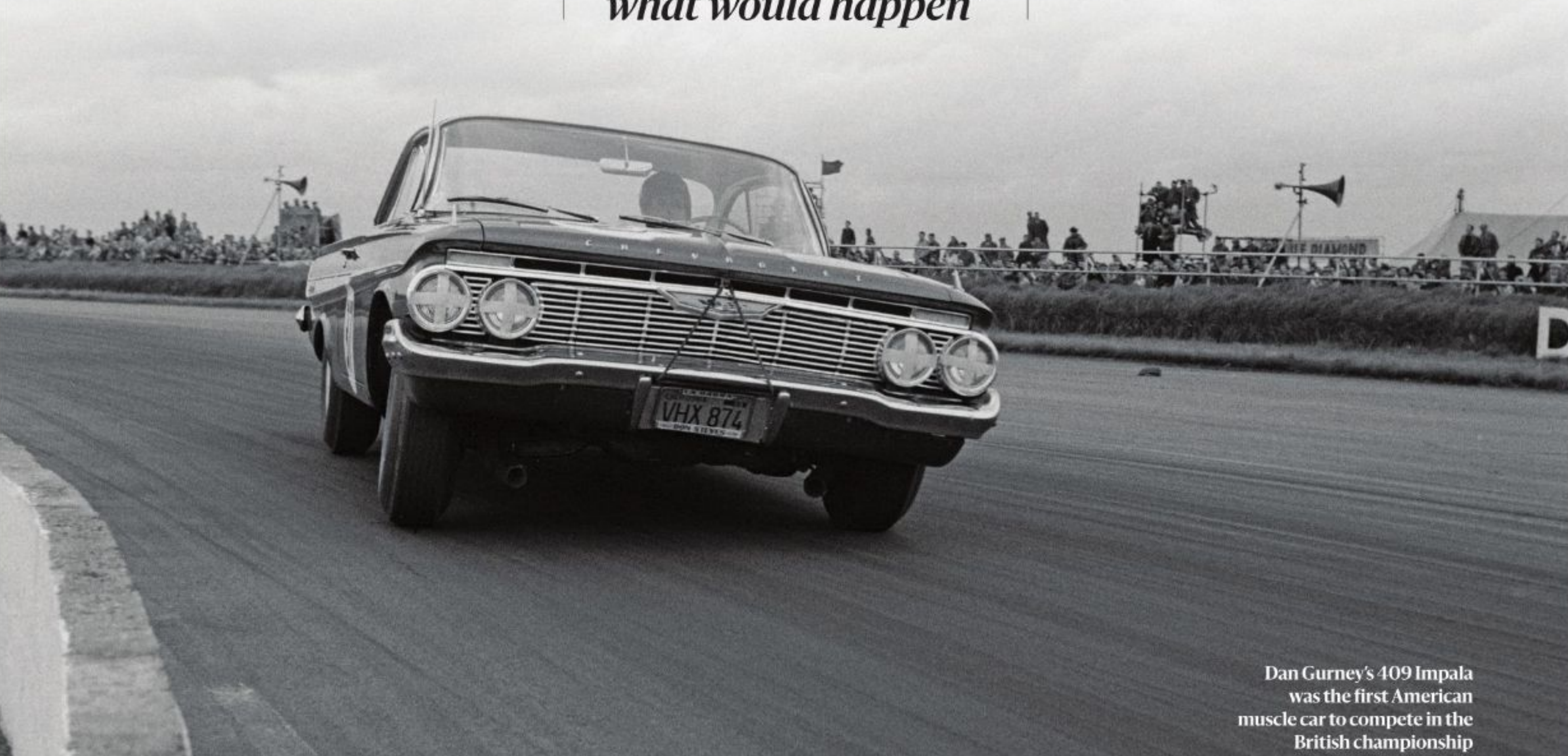
"Don't tangle with it in anything short of an all-out Corvette – even then we know what would happen"

consider it was the first American muscle car to compete in the championship. It is also enormous, at nearly two metres wide and five metres long – it's both 10cm wider and longer than Ford's Galaxie.

In first practice Dan finished seventh, having only completed five laps, but in second practice the following day he was over a second faster than the quickest Jaguar of Graham Hill. It prompted the commentator to say that Jaguar's manager "Lofty England had bitten his nails down to his elbows". This was the first American muscle car to compete in the BSCC and its speed must have come as rather a shock to the series' usual competitors... The Jaguars beat the Impala off the line, but Dan's 360bhp still made sure he got to Copse first.

The pair led every lap of the race bar the last two when disaster struck – the left rear wheel broke and Gurney was stranded at Abbey, leaving Hill to win. "The Saloon Car Race would have made mild history," commented *Motor Sport*, "if Dan Gurney's huge 6.7-litre V8 carburettor-induced Chevrolet Impala hadn't lost a back wheel two laps from the finish, for it led all the way, in spite of G Hill's best efforts in a 3.8-litre disc-braked Jaguar. Both of these drivers set new saloon-car lap records, Gurney leaving it at 91.15mph. His car looked comparatively steady and its acceleration..."

Gurney immediately ordered larger NASCAR wheels, ready for the Empire Trophy at



Dan Gurney's 409 Impala was the first American muscle car to compete in the British championship

Restoring Gurney's lost Impala

Silverstone on July 8. However, this is where the story ended abruptly. Dan's letter to *Autosport* explained that he had financed the project himself and that he'd made every effort to ensure that the car complied with the necessary rules. He had the homologation papers from the FIA in New York and these were accepted at Silverstone.

Two days before the Empire Trophy he was told that the car wasn't homologated as the New York arm of the FIA hadn't sent the

hour later Mr Gibson [of the BRDC] received the telegram which simply stated 'Chevrolet not homologated'."

Gurney was furious, and suspected the British Jaguar teams and Lofty England had something to do with the paperwork debacle. Having originally planned to use it as his transport across Europe during the 1961 season, he sold the Impala to a friend called Laurie O'Neil, who raced it occasionally in Australia. The car passed through several

weeks before I had done the deal, so I never got the chance to ask him more about it. I did get an email from his son Alex, though, which read: "My Dad beamed every time he mentioned the Impala. That whole adventure of going to Silverstone was one of his favourite stories and he told it over and over again.

"It meant so much to him to go and challenge the Jags and when he spoke of the wheel problem on the second last lap, even 50 years later, it bothered him as if it was yesterday. He was still so proud to have given it a go."

Paul Fearnley asked Dan in the November 2003 issue of *Motor Sport* whether the Jaguars were behind the ban and, 42 years later, he was even more direct than he had been in 1961. "Yeah, it was Lofty England. I don't blame him, it's part of racing. I'd given the Jags a big fright at the International Trophy Meeting and he was protecting his patch. They never explained the discrepancies that prevented me from using the Chevy again, but I never really looked into it. Why fight City Hall?"

Even though the Impala project didn't work out for Dan, one suspects that he had a wry smile on his face when Jack Sears won his first race in a Ford Galaxie ahead of Roy Salvadori in a MkII Jaguar, less than two years later at Silverstone on May 11, 1963. ☐

"Gurney was furious, and suspected the British Jaguar teams and Lofty England had something to do with the paperwork debacle"

appropriate documents to Paris. Calls to New York and Paris eventually uncovered the fact that the papers were in the right place, but that there 'wasn't enough time to do anything about it'. Dan asked for the Paris office to telegram the BRDC saying that the car was good to run, but "the answer was that they would try their best, but pointed out that it was already 4.30pm, and getting near closing time for their office. However, one

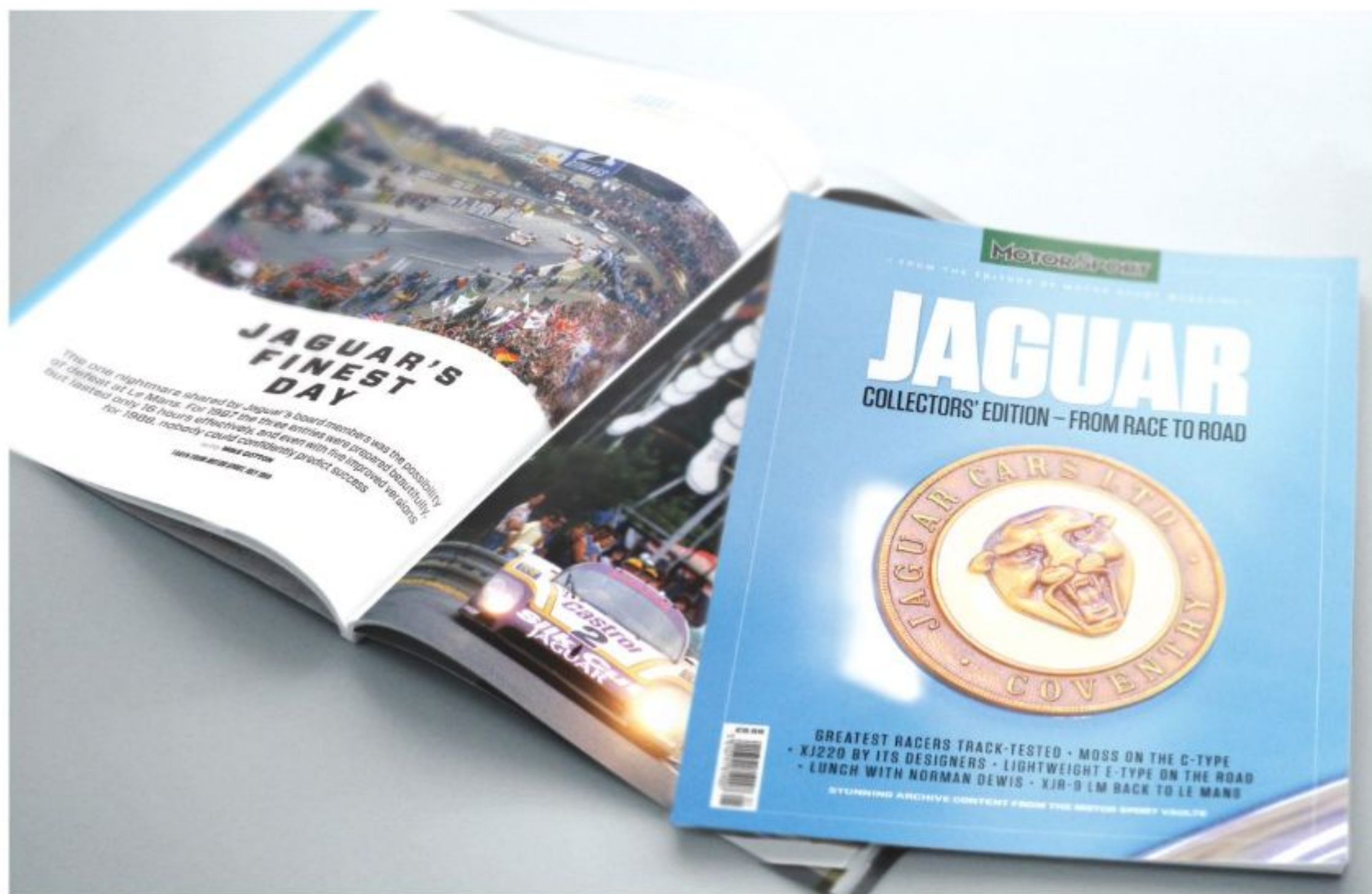
hands and it was always believed that the very rare early 409cu engine was at the bottom of the sea, having been fitted to a speedboat (which must have made the driver's eyes water somewhat). For many years the car ran with a six-cylinder unit, but the original V8 block was indeed found, in a boat. It hadn't sunk at all, and the unit was duly bought back and reunited with the car.

Sadly, Dan passed away a matter of only two



The Impala was so fast on its debut that it caused a stir, and its homologation documents later mysteriously disappeared at the FIA

ORDER YOUR LIMITED-EDITION SPECIAL JAGUAR – FROM RACE TO ROAD



Few car companies have such a hold on British drivers' imagination as Jaguar. It has carved out a unique reputation on both the road and the racetrack and remains one the most evocative of brands. Much of this success was powered by the XK engine, which was launched 70 years ago and featured in successful cars such as the D-type and E-type. To celebrate this important anniversary and to mark 30 years since Jaguar's return to victory lane at Le Mans, *Motor Sport* has curated a special one-off magazine packed full of in-depth features and spectacular photography from its archives. It includes interviews, road tests and technical analyses, plus stories from the key characters in Jaguar's history - both on and off the track.

To order your limited-edition copy of *Jaguar - from Race to Road* for just £9.99 visit:

www.motorsportmagazine.com/jaguar

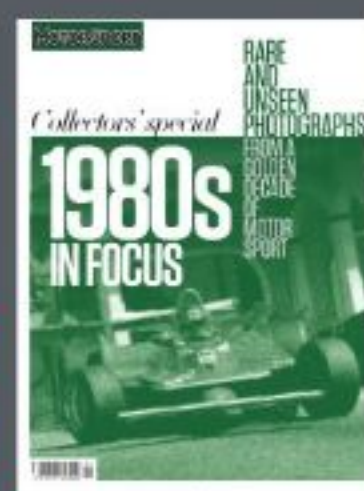
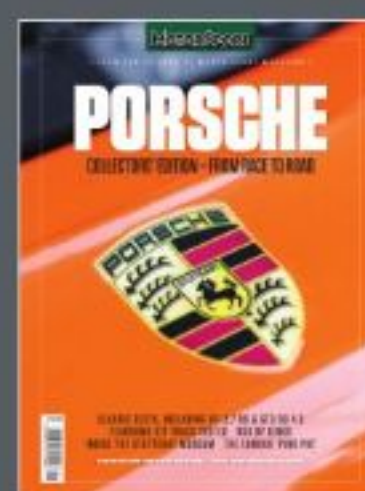
Or call +44 (0)20 7349 8484. US (Toll Free number): +1 866 808 5828

Postage and packaging not included.

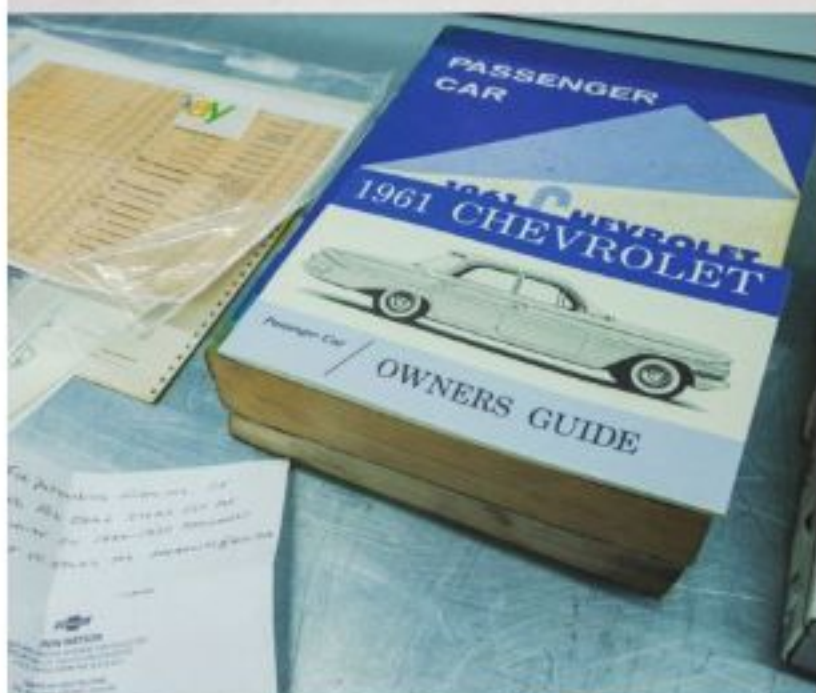
Also at shop.motorsportmagazine.com



Back issues
and special
editions



Restoring Gurney's lost Impala



Rebuilding a piece of racing history

It is worth noting at this juncture that I am not an expert on classic cars, writes Ed Foster, let alone big American muscle machines from the early 1960s. It made the decision to buy Gurney's Impala a leap of faith in some respects, as while I had done as much due diligence as possible I was still spending my life savings on something I'd never seen...

The first question was whether this really was Dan's car. Thankfully there was a signed letter, from Dan, on All American Racers headed paper, stating that this was his car from Silverstone in '61. What's more, I managed to find someone in the US - it was shipped there by its Australian owner in order to sell - who went to go and look at the car and verify that the period modifications were there along with the original matching-numbers block. It was a very kind gesture, considering that he refused to be paid.

American car enthusiasts really are an amazing bunch of people and Verne Frantz, who was selling the car on behalf of the owner, was a huge help sourcing parts even after the deal was done. The next question was how much work needed to be done on the car. It was, after all, in bits. My father always told me, "never buy a car that you can't drive round the block". I had failed spectacularly.

The car was converted to right-hand drive when it was sent to Australia in 1961, so the first task was to convert it back to the original left-hand drive. Not a small task, even in America. I bought a donor car, it was shipped from the west coast of America to the east coast, and the entire bulkhead was cut out of both cars. It was only when I saw photos of the operation that I realised just how big a task it was. Amazingly, it cost a total of £3000 and that included the correct dashboard and even the same radio and cigarette lighter that Dan had in

the car. Both, I am sure you'll agree, being essential parts. At the same time I ordered a 'new' engine from Jack Gibbs at 409 Chevy Performance as I didn't want to risk the original block in the car. The freshly built unit is based on a less rare 1962 block, but built to the exact specification Dan had in 1961. Amazingly, the cost came in at a quarter of the quotes I got from UK-based V8 specialists. It also goes like a train. I still have the original block in storage.

The car came with the aforementioned original block and a set of heads, as well as the original seats, gearbox, running gear, brakes and suspension but, as recent history has taught me, there's more to a car than that.

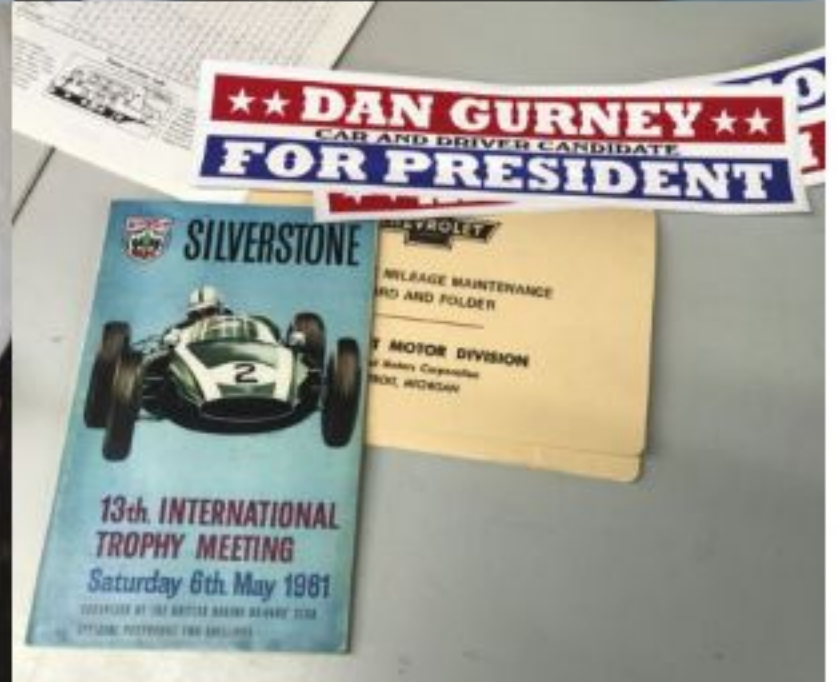
Having arrived in early June, the Impala was immediately sent to Jordan Racing Team (JRT), home of Mike Jordan and his son, 2013 BTCC champion Andrew. They make seriously quick, and immaculate, historic racers. Quite quickly, though, the decision was made to build it back into the specification that Dan had raced it in 1961. While this went against the original plan to turn it into a modern racer with roll cage and bucket seats, it would mean that we could keep all of its originality.

In order to get it up and running there have been 110 parts, not including the engine, shipped from the States and a further 15 or so sourced in the UK. While that sounds a lot, the parts have been remarkably easy to find and no work has been needed on the bodywork, which remains in amazing condition after a life spent in the sunny climes of Australia. There are so many stock Chevrolet parts from that era that a new clutch set me back only a couple of hundred dollars.

Four-time IndyCar champion, and friend of the Gurneys, Dario Franchitti drove it at the Goodwood Revival, heading the St Mary's Trophy cars onto the grid, leading a pack once again, and I hope Dan was smiling, wherever he is. ☑



"My father always told me, 'never buy a car that you can't drive round the block'. I had failed spectacularly"



JRT boss Mike Jordan, left, led the restoration while Franchitti handled the Impala at the Revival, right





MASTER CRAFTSMEN

RS Panels

You couldn't say 'RS Panels' is a famous name; it's one of those monikers you often see mentioned in restoration stories without knowing much more about it. Yet quite quietly the Nuneaton outfit has been central to some very well-known enterprises. Inside a capacious workshop I meet father and son Bob and James Smith, the 'Ss' in RS. Bob of course is the 'R' who started it more than 50 years ago, and he still hasn't stopped.

WRITER Gordon Cruickshank PHOTOGRAPHER Lyndon McNeil



This is a firm of two halves, although you wouldn't know it; Andrew's and Bob's sections are technically separate, although it's easier to talk of RS Panels collectively. Bob explains in his rich Midlands accent that in 1964 after learning his craft he began a business mending damaged cars, and that expanded rapidly. To handle classics, always his intention, he later opened RS Panels SVV - Sportscar, Veteran, Vintage - which also burgeoned.

"XK Jaguars were beginning to be restored, so I made jigs for wings, and soon we were doing a lot of Aston work - DB3Ss, and 63PH, one of the three lightweight Zagatos." Several Lister-Jaguars came here to become Knobblys too - they wouldn't dare do that nowadays...

Soon manufacturers started to call. RS made prototype panels for the XJ40, including building XJ6 mules for the new running gear, and worked on Discovery prototypes, cementing a Jaguar Land Rover link that continues today. By now RS had restored Ferrari SWBs and a GTO, including crafting GTO shells for conversions, and was making all the Lynx C and D-types which led on to restoring original cars, too. "We've worked on 23 of the 53 Cs built," says James proudly, "including all three lightweight cars. And three of the six works alloy 120s. And the Ferrari Breadvan." Later on it transpires that Neil Corner sent his Grand Prix Mercedes W154 here after its racing crunch. "That was unbelievable," enthuses James. "Engineering at its peak!"

The famous cars that have passed through the firm's hands are legion, but here they don't do much trumpet-blowing.

All this demanded new premises, so Bob sold his 365GTC and long-nose Lynx and in 1982 built the present building, fronted by a smart showroom where a flat-floor E-type, a


3½-litre SS saloon and a drophead XK150S gleam under the lights.

"A big part of our work is Lightweight Es," says Bob (right). "I decided in 1987 it would be a good idea to get into them, so I had tooling made for all the parts for a Lightweight - suspension forgings, uprights, wheels and the complete alloy monocoque. We built well into double figures back then - far more than the factory did. It's given us tremendous turnover, and led to supplying and restoring real cars."

"That's a real one Dad's leaning on!" chips in James. I'd never have known that this stripped metal frame was one of the sacred dozen original Lightweights, which Bob is currently restoring.

All this led to two high-profile projects to which RS is crucial, but rarely acknowledged. They construct all the Eagle E-type bodies, those gorgeous specials that look even slinkier than Malcolm Sayer's vision, and they're also central to Jaguar's own run of new Lightweights. James explains: "We built Car Zero and they scanned that to build the six new shells. But we supplied all the outer panels - bonnets, doors, boot, seats, tanks, pedals, and Dad supplied wheels and suspensions. In fact, we assembled complete corners for them!"

There's nothing unusual in this: major manufacturers often turn to specialists for small-run and prototype work. Abbey Panels of Coventry shaped the original XK120s and all the Cs and Ds, as well as prototypes for dozens of other marques. RS is following a fine tradition.

That run is now finished. Meanwhile in Bob's fiefdom there's the Lightweight E (I don't know which - it's confidential), a buck for GTO Ferrari bodies ("We've built five," says Bob), and the fastback form of a Jaguar 





MASTER CRAFTSMEN

The Essentials

Name *RS Panels*

Specialisation *Alloy bodies and components, and classic car restoration*

Established *1964*

Founded by *Robert Smith*

Number of employees *13*

Premises *Nuneaton*

www.rspanels.co.uk

Shaping alloy sheet into elegant car bodies has made RS Panels' reputation across more than five decades





MASTER CRAFTSMEN



Past custom has included DB4 Zagato 63PH, below, and the Ferrari 250 GT Breadvan, bottom



SS1 Airline coupé which Andy (a 34-year RS veteran) is preparing for painting, the rakish body promising more than the side-valve Standard engine would deliver. They weren't fast, but this was the start of Jaguar's ethos of superb style. Behind, peeking from under covers, are the tail lights of a 1956 Ferrari 500 TR sports racer, newly finished. Not what you expect on a Nuneaton industrial estate...

After lunch in a super-cool meeting room whose glossy fittings and orange chairs are a shock after a workshop tour, we pass into James's section, where E-type bonnets stand. "Those are the alloy Eagle ones," says panelmaker Sean Nicklin. "They're made of 10 separate pieces and deseamed." Standard bonnets are pressed on tooling Bob rescued from a closing Abbey Panels works. "I tried to buy the original GT40 jigs too," he says, "but they'd been scrapped the week before."

There's another new Lightweight shell here too, on which apprentice Jake Willis is fitting a sill section with a careful eye. He used to be a joiner, so hand shaping comes naturally. Around us is hefty machinery: a surface plate and adjustable jig rescued from Browns Lane, bench presses, the vast spidery arms of a massive spot welder. "Every spot weld and rivet on a Lightweight is identically placed to the original," says James, adding that they've now built around 50 alloy shells. And a copy of the Lindner/Nocker streamliner.

In contrast to the heavy equipment, one wall sports rows of wooden patterns to create panels for dozens of different cars; they will be wheeled or hand-beaten with mallets on traditional sandbags by Sean or Paul Winters, who's been here for 40 years. "I give a watch when someone passes 25 years," says Bob. "I've given out six now, so I must be doing

something right."

No doubt James will carry this on. He took over SVV 12 years back after many years learning the trade with his dad on the shop floor. Now he manages 13 people "and I think we've got the best team we've ever had". Including Tony Horton, who was brought in years ago to work on Colin Crabbe's Cuban XKSSs and is still here, trimming a door skin.

There are young faces too, so the handcraft of stretching and cajoling flat sheets of metal into the sinuous forms of a D-type or a 1950s Ferrari are being passed on. We watch as Sean folds return edges into an E-type door skin, marvelling at the smooth movement needed to make the perfect edge, and again as Tony demonstrates how the whirling rounded English wheel bellies sheet aluminium alloy into swelling curves. It's a kind of magic.

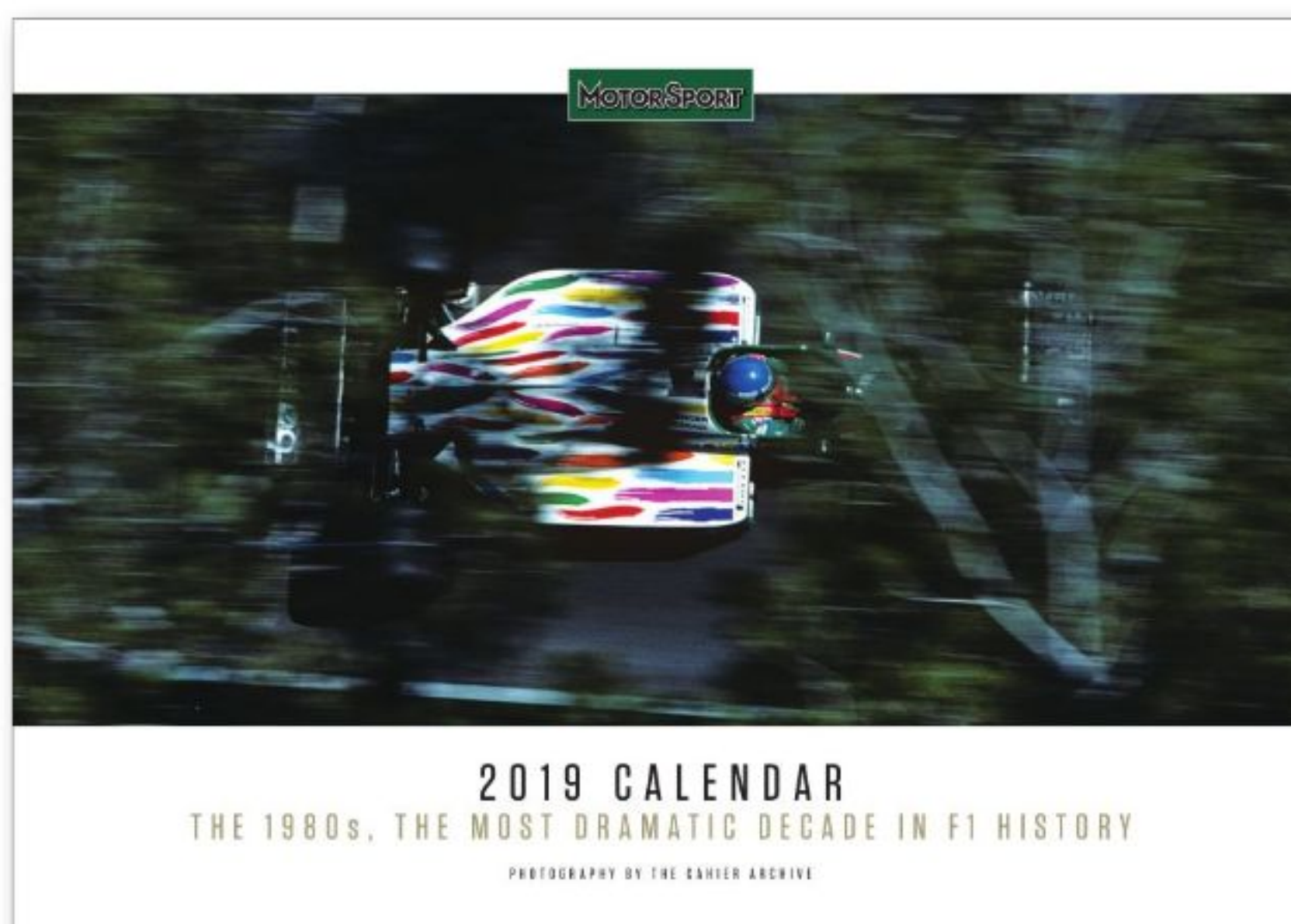
On trestles a turquoise XK120 is having its first-ever teardown in over 60 years in a single ownership to replace the ash frame, and it's not proving simple. Sean, while drilling out door hinge bolts, explains that these were built using BSF bolts and now to retain originality they have to machine their own BSF hardware. That's dedication.

"What's this then?" James is uncovering the remains of - something. It's what's left of E1A, the first E prototype, a lumpy cross between D and E with clear lineage of the Le Mans racer's construction. It was chopped up and scrapped, but rescued from 8ft down a pile of wrecked metal. Even for RS it's too far gone, but since E2A has recently been restored James plans to construct 'an E1A' with some of its components. That seems an acceptable plugging of a historical gap in the story of a marque which has been bound up with this small firm of Midlands craftsmen since it began. 📷

LIMITED-EDITION 2019 CALENDAR

The *Motor Sport* calendar, in association with The Cahier Archive

ON SALE NOW



THE 1980s, THE MOST DRAMATIC DECADE IN F1 HISTORY

From aero to turbo the 1980s had it all. Grand Prix racing had never experienced such power, nor indeed such spectacle. Built to perform for a single qualifying session, some engines were rated at 1400bhp though nobody was sure of the precise figures, as dynos were incapable of recording numbers of that magnitude. And it wasn't just the cars, but the charismatic drivers at their helm: Senna, Prost, Mansell, Rosberg, Piquet, Arnoux and Berger, to name but a few.

To celebrate an era that had it all, *Motor Sport* magazine is pleased to present this limited-edition calendar showcasing some of the many highlights in 12 stunning images.

To order your copy of *2019 Motor Sport calendar* for just £29.95 visit:
shop.motorsportmagazine.com/CAL19

Or call +44 (0)20 7349 8484. US (Toll Free number): +1 866 808 5828



race retro

INTERNATIONAL HISTORIC
MOTORSPORT SHOW

22-24 FEB 2019
STONELEIGH PARK

POWERED BY

MOTORSPORT

EUROPE'S #1 HISTORIC MOTORSPORT SHOW

ICONIC RACING CARS | LIVE RALLY ACTION | SPECIALIST EXHIBITORS | MOTORSPORT LEGENDS

Over 350 stunning racing & rally cars on display | 250 specialist exhibitors, race series, clubs & autojumble
Motor Sport Live Stage with racing legends | Silverstone Auctions competition & classic car sale
Motor Sport Hall of Fame Live! | Live Rally Stage with Group B cars | Race Retro Tour
Race License Medicals | Driver & Navigator introduction training
Arrive & Drive a Classic Car Experience operated by HERO Events | Historic Karting

BOOK TICKETS TODAY AND SAVE UP TO 20%*

RACERETRO.COM QUOTE: RR19MS

*Discount is based off on the door ticket prices. The discount is pre-applied to the ticket prices on the website. The code above is for marketing purposes only. To book by phone please call 0871 297 0743. Calls cost 13ppm plus standard network charges. All bookings are subject to a single transaction fee of £1.95. Entry to the auction requires purchase of a catalogue. See website for all information. All information correct at time of publishing.



SILVERSTONE
AUCTIONS

Official Show Partners

HISTORIC RACING

8 STRAIGHT
EIGHT
LOGISTICS





Timing is everything

EDITOR Simon de Burton

PRECISION

W I N T E R 2 0 1 8



In this season's issue: *p.118* Singer Reimagined, latest releases from former rock guitarist's brand *p.120* Rolex 'Pepsi' returns *p.122* Bremont's Supersonic, fashioned from bits of recycled Concorde *p.124* Autodromo Ford GT *p.128* Bamford – aftermarket tuning for the wrist *p.130* Porsche Design Chronotimer *p.132* Farer, UK brand with a sense of adventure *p.134* Watch winders *p.136* Christopher Ward C7 Apex *p.138* IWC Portugieser *p.140* News round-up *p.147* Luxury special



P R E C I S I O N

W I N T E R 2 0 1 8

Rock guitarist Rob Dickinson's Singer Vehicle Design might not yet be a decade old, but the fact that it was invited to display no fewer than eight examples of its 'reimagined' Porsche 911s right between Goodwood House and the Cartier concours lawn at this year's Festival of Speed indicates that the Los Angeles-based firm has well and truly arrived.

It's unlikely that any *Motor Sport* reader hasn't heard of Singer but, in case there's one who hasn't, it burst onto the scene in 2008 with a mission to upgrade 964-model 911s and transform them into staggeringly beautiful supercars that combine old-school character with present-day performance for anyone with upwards of \$500,000 to spend.

Such has been Singer's success that it has now joined forces with Williams Advanced Engineering and Porsche doyen Hans Mezger to develop a programme called the Dynamics and Lightweight Study that will lead to the creation of 75 re-imagined 964s combining ultra-light bodies with 500bhp engines in the ultimate expression (to date) of the Singer philosophy.

Each car is expected to cost about \$1m, and the first customer delivery is due to take place at the end of this year.

It's become a truism, of course, that people who like interesting and valuable cars more often than not like interesting and expensive watches, too. So it makes sense that,

last year, industrial designer Marco Borraccino teamed up with Dickinson to launch a chronograph under the Singer Reimagined brand name to complement Singer's cars and to appeal to its wealthy buyers.

The result could be described as a horological interpretation of the Singer philosophy in as much as it's a watch with retro looks that combines a new and innovative movement designed by independent master watchmaker Jean-Marc Wiederrecht. His business, Agenor, invents and creates remarkably complex mechanisms for leading luxury houses such as Hermès, Fabergé and Van Cleef & Arpels.

The main feature of the 43mm Track1 watch is Wiederrecht's innovative Agengraphe movement (also used by both Fabergé and Hermès) that brings together all the chronograph functions in the centre of the watch for ease of use.

Jumping minute and hour indicators enhance legibility, with the chronograph mechanism being connected to the timekeeping gears with a space-saving clutch of Wiederrecht's own design, while the self-winding rotor is positioned on the dial side to allow an unimpeded view of the 477-part movement through the transparent case back.

We reckon a 'Dynamics and Lightweight' edition can't be far around the corner...

www.singerreimagined.com

SINGER REIMAGINED

Three versions of the Track1 are available: the titanium-cased Launch edition at about £30,500; the ceramicised aluminium Hong Kong edition £34,200 and the yellow gold Geneva edition £55,100.



When the conditions are unpredictable you need a watch that isn't.



500 metres below sea level is no place to find out that your watch won't function at 500 below sea level.

That's why every Bremont watch is ruthlessly engineered to be fit for purpose. However extreme that purpose might be.

Anywhere you can go, a Bremont can go too. And usually further.

Your Bremont is probably tougher than you are.


The new Supermarine S500/BL has been hand-built and tested on British shores, at our headquarters in Henley-on-Thames.

Sure, it has its limits, but you're unlikely to ever find them.



BREMONT

CHRONOMETERS

 British Engineering.
Tested Beyond Endurance.



PRECISION

WINTER 2018

It was at the International Meridian Conference of 1884, held in Washington DC, that the world was officially divided into 24 time zones and the Greenwich Meridian became recognised as the site of Greenwich Mean Time, with each 15-degree zone east or west of the line being decreed as representing one hour of time ahead or behind respectively.

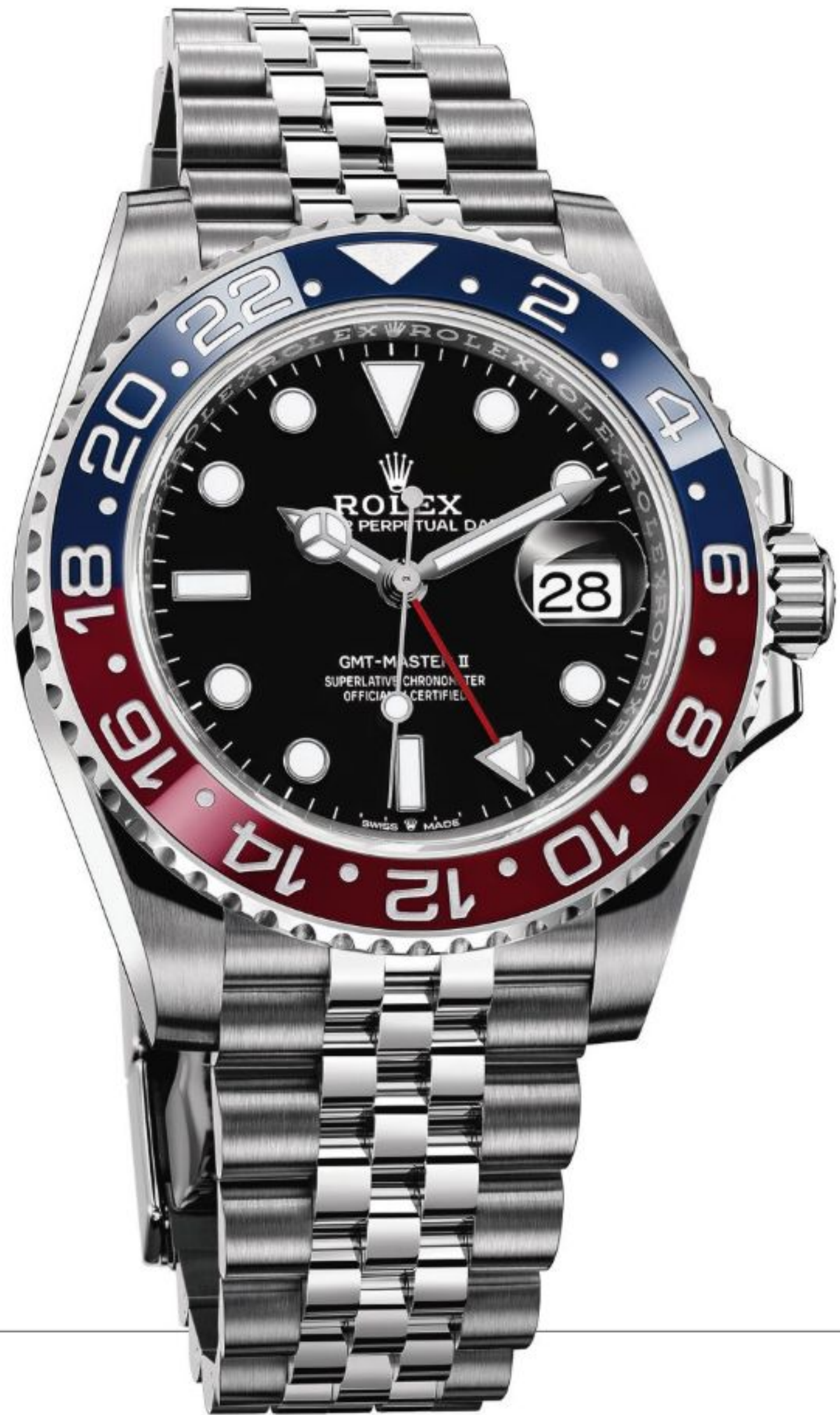
By the 1930s, genius horologist Louis Cottier had created a wristwatch-sized version of the world time mechanism (most famously used by Patek Philippe) that showed the correct time in 24 different zones simultaneously - but it was another 20 years before the legendary Rolex watch company devised a simple, easy-to-use system that could display simply two times, ie the one 'back home' and the one at destination.

Rolex developed the watch for Pan-American Airlines during preparations for the first passenger-carrying intercontinental Boeing 707 flights that, while promising to make the world a smaller place, also introduced the phenomenon of jet lag.

Most of us are all too familiar with it these days, but back in the '50s Pan-Am was especially eager to find a way for its pilots to minimise its effects. So before putting the 707 into full service, the airline asked Rolex to develop a wristwatch that would enable its wearer to tell the time at a glance in both the 'home' and 'destination' zones - partly in the quaint belief that being able to see both times simultaneously would trick the mind into not noticing the hours that had been lost or gained.

The result was the now highly collectable reference 6542 GMT-Master featuring a rotatable bezel calibrated into 24 hours and designed to be used in conjunction with a fourth hand - the 24-hour hand - which was coloured red to make it instantly identifiable.

The all-important rotatable bezel, meanwhile was made from steel with a Plexiglass insert, one half of which was coloured blue to represent night and the other half red to



ROLEX



If the £6800 Rolex price tag is a bit strong for you, sister brand Tudor might have some good news - because it, too, has launched a GMT version of its top selling Black Bay that looks, er, almost the same as its loftier stablemate's original, but costs just £2790 on a steel bracelet or £2570 on a strap.

represent day. It was a simple matter to set the 24-hour hand so that it showed the destination time on the bezel, leaving the main hour hand on 'home' time.

Many Pan-Am pilots, first officers and navigators were issued with the original GMT-Master, but its combination of functionality and good looks led to it being adopted by an increasingly well-travelled public - and, despite a series of technical upgrades, the GMT-Master remains instantly recognisable today and is still one of the top-selling Rolex models.

The red and blue bezel has become synonymous with the watch, earning the soubriquet 'Pepsi' among Rolex bores (sorry, enthusiasts) - but, due to technical reasons surrounding the manufacture of the Cerachrome ceramic bezel used since 2005, the famous Pepsi scheme hasn't been available on steel versions of the GMT-Master for more than 12 years.

Now, however, it's back in the latest version of the watch, which also gets an ultra-hard 904L Oystersteel case, a Calibre 3285 Superlative Chronometer movement that's accurate to plus or minus two seconds per day and the famous Jubilee bracelet first seen on the Datejust in 1945.

www.rolex.com, www.tudorwatch.com



WHEN CLASSICS RETURN:

COUNT ON ME

130TH
ANNIVERSARY

MORE THAN 50 YEARS AGO, THE DS PH200M WAS ONE OF THE FIRST ULTRA-ROBUST AND WATERPROOF WATCHES TO FEATURE THE **DOUBLE SECURITY CONCEPT**. TODAY, WITH ITS NEW EDITION, **CERTINA** COMBINES THE MODERN ART OF WATCHMAKING WITH THE TIMELESS CHARACTER OF A TRUE CLASSIC. CERTINA.COM

DS PH200M · CONTEMPORARY RE-ISSUE · AUTOMATIC MOVEMENT · SWISS MADE

CERTINA
SWISS WATCHES SINCE 1888





PRECISION
WINTER 2018



Just 500 examples of the Supersonic will be made available, 300 in steel at £9495 (above) and 100 each in white and rose gold, respectively priced at £19,996 and £16,995.



BREMONT

Watch brands regularly tout limited editions on the basis that they are likely to become collectable and might even increase in value, but those with true investment potential are, in truth, decidedly few and far between.

Yet one maker that has consistently bucked the trend is the resolutely British Bremont.

After launching with an initial range of regular watches in 2007, Bremont introduced its first limited edition the following year in the form of the EP120. This contained parts made with material salvaged from a 1942 Spitfire MKV credited with shooting down six German aircraft in a single day during WWII. Produced in an edition of 120 examples priced at £6495 apiece, the watches quickly sold out and now change hands for upwards of £15,000.

In 2011, Bremont followed up with its P51, a 251-piece, £7450 edition incorporating aluminium from the fuselage of a 1944 Mustang fighter. Again, this sold out fast. Virtually unobtainable on the second-hand market, those that do occasionally appear typically sell for as much as £20,000.

And it's a similar story with the brand's other limited editions, the Victory watch of 2012 (containing original oak from Lord Nelson's HMS Victory); the Codebreaker of 2013

(pine and paper from one of the Bletchley Park deciphering huts and parts from an Enigma encoding machine); the Wright Flyer watch (material from the wings of Wilbur and Orville Wright's pioneering aircraft); the DH-88 (plywood from the undercarriage of the de Havilland DGH88 Comet *Grosvenor House* that performed a record-breaking flight from England to Australia in 1934) and the 1918, produced to mark this year's centenary of the RAF and incorporating metal from a Hawker Hurricane, Supermarine Spitfire and Bristol Blenheim.

So, if you want to sink some money into a good quality watch that - on the basis of the above - IS very unlikely to decrease in value, Bremont's latest limited edition is probably worth considering.

Unveiled on October 24 this year, the new Supersonic celebrates the 50th anniversary of the first Concorde charter flight from London to Seattle via New York, during which the plane reached a speed of Mach 2.05 at a height of 63,500 feet. The Bremont Supersonic incorporates aluminium from the legendary plane into its movement in the form of a decorated ring within the case back.

www.bremont.com



OMOLOGATO®

OFFICIAL TIMEPIECE PARTNERS TO
AUTODROMO NAZIONALE DI MONZA

OMOLOGATOWATCHES.COM

MODEL SHOWN : THE MONZA - £350 PLUS P&P



PRECISION
WINTER 2018



AUTODROMO

New York-based Bradley Price was on a stellar path to long-term success as an industrial designer in 2011 when he decided to combine his twin passions of classic cars and vintage timepieces by creating the Autodromo watch brand.

Although initially intended to be nothing more than an interesting sideline to his day job, Autodromo touched a nerve in the car community and its initial quartz-powered offerings such as the Vallenga, Veloce and Brescia - all designed by Price - soon attracted a cult following.

A 500-piece automatic model called the Monoposto was added to the range the following year and sold out rapidly, as did further special editions that paid homage to endurance racer Brian Redman and the thrilling Group B rally cars of the 1980s, among other themes.

With Autodromo now in its seventh year, running the company and creating its new watch models is now Price's full-time occupation - and a measure of how highly regarded it has become manifested itself in 2015, when he was asked by Ford to create an official watch to be made available exclusively to purchasers of the new GT supercar.

A high-end chronograph, the Ford GT watch uses a purpose-built La Joux-Perret flyback movement inside a specially shaped ceramic case. The honeycomb dial takes inspiration from aluminium castings found on the GT, the hands are made from sapphire crystal, the milled steel chronograph pushers match the controls found on the GT's dashboard and the winding crown is an exact, miniaturised replica of the scroll selectors found on the car's steering wheel.

In order to ensure that only Ford GT owners can get hold of the \$11,500 watch, prospective buyers must create an account using a check code supplied by the GT concierge programme through which the cars are sold.

Once they have the code, they can order through the dedicated fordgtwatch.com website, where they will also find a configurator that will enable them to combine a wide range of colour and finish options to create their ideal watch - which can even be made exactly to match their GT's paint colour.

For those of us who haven't quite made it onto the GT waiting list, however, there is a more affordable option in the form of the £595 Autodromo Ford GT Endurance range that celebrates, among other things, the GT40's outright Le Mans victories of 1966/1967 and the modern GT's 2016 class win.

www.autodromo.com





RESERVOIR

SWISS MADE



LONGBRIDGE BRITISH RACING

RETROGRADE MINUTE | JUMPING HOUR | POWER RESERVE

For London, contact neil@verigroup.co.uk | Tél: 0207 603 5688

Available on-line and in store at Pragnell (5-6 Wood Street, Stratford-upon-Avon CV37 6JA, Tel: 01789 267072)
and W Hamond (10 Queen Victoria St, Leeds LS1 6BE, Tél: 0113 2340538)

RESERVOIR-WATCH.COM

#RESERVOIRWATCH



Christopher
Ward

CHRONOGRAPH

5

4

28

40

20

75

30

20



High CO₂ emissions*



***Let out a huge sigh of relief.
Only costs £395.**

The **C3 Grand Tourer** takes our best-selling Malvern MkIII dress watch off in a distinctively retro motorsport direction, reminiscent of those classic two door coupes which effortlessly combined luxury and performance. Powered by a supremely accurate and effortless Swiss quartz movement it successfully marries the romance of yesteryear with the efficiency of modern technology. **Do your research.**

 **Christopher
Ward**

christopherward.co.uk



PRECISION
WINTER 2018

BAMFORD WATCH DEPARTMENT



Regardless of the object in question - be it a boat, a supercar, a private jet or a pair of shoes - it is generally agreed these days that 'luxury' is not luxury without a touch of personalisation.

And, if there's one person who knows more about that than most, it's George Bamford, the son of JCB tycoon Sir Anthony (whose stable of tastefully customised cars contains a fully restored 'forward control' Land Rover, a Jaguar Project 7, a Porsche 911 RS three-litre, a Ford GT and a Ferrari 550 Maranello - to name but a few).

But his enthusiasm for bespoke doesn't stop at cars. More than 15 years ago, Bamford was inspired to start a business after noticing how much attention his custom-blackened Rolex Cosmograph Daytona drew from fellow horophiles.

The Bamford Watch Department subsequently became famous for blackening watch cases and bracelets using a 'secret' military-grade coating process that turned good quality, but run-of-the-mill, watches into something special, notably the most popular Rolex models - something about which the mighty 'crown' brand is said to have been distinctly unhappy. This meant Bamford not only had to buy the watches at full retail price, but also had to offer his own guarantee as the official one was rendered void by the customisation process.

But last year LVMH struck a deal with BWD that made it the official 'customiser' of Zenith and Bulgari watches, following up last March with the announcement that it would also become the official source of designed-to-order models from TAG Heuer.

The partnership means BWD is authorised not only to customise watches, but to sell them through its own website and through its international retail network, which now numbers more than 40 outlets and the Mr Porter e-commerce site..

BWD acquires Zenith, Bulgari and TAG watches and parts direct from the manufacturer and maintains an official inventory of spares, with alterations to the watches being made by the specialist watch makers and designers based at the firm's London base in South Audley Street, Mayfair.

The TAG announcement coincided with the launch of a special Bamford 500-piece £6600 (\$8100) edition of the square-cased Monaco with a carbon fibre case and a black dial highlighted in 'Bamford blue'.

More fun, however, is to design your own TAG/Zenith/Bulgari using the brilliant BWD website configurator, which makes it possible to experiment with different colours for hands, dials and markings and combine various case finishes and strap options to create thousands of permutations - you could, for example, design a watch based on the livery of your favourite race team, your own car or, indeed, anything that takes your fancy.

Be warned, however: the BWD configurator is a very easy way to pass a great deal of time. And it also demonstrates just how difficult it is to create a really good-looking wrist watch...

www.bamfordwatchdepartment.com

F A R E R



Farer (Noun) Explorer Wayfarer, Seafarer, Farfarer.

BRITISH DESIGN. SWISS MADE.

Our watches are inspired by the halcyon era of watchmaking, when interesting colours and contrasting textures were combined with the very best craftsmanship. The new Mechanical Chronograph collection has been developed with the Swiss Made ETA Elaboré 2894-2 movement at its heart, to produce a refined and shallow-profiled 39mm case. Each of the dials is rich in three-dimensional detailing to accentuate the Farer design aesthetic, whilst the use of unique colour combinations create a bold and contemporary statement.



EXPLORE THE COLLECTION AT [FARER.COM](https://www.farer.com)



PRECISION
WINTER 2018



1919 Chronotimer Flyback Brown and Leather with polished and sandblasted titanium case, espresso-coloured dial and brown, calfskin strap, £5300

PORSCHE DESIGN

Fans of the television series *The Professionals* - it ran from 1978 to 1983 starring Lewis Collins and Martin Shaw as the maverick law enforcers Bodie and Doyle, of crime-busting agency CI5 - might have been too distracted by the near constant action to have noticed Doyle's wrist wear: the distinctive Porsche Design Chronograph 1.

Launched in 1972, the Chronograph 1's claim to fame was that it was the world's first all-black wristwatch, and also the first product to emerge from the Porsche Design studio set up that year by 911 designer FA 'Butzi' Porsche - an offshoot that evolved into the luxury goods subsidiary that today sells everything from luggage and sunglasses to coffee makers and clothing through branded boutiques around the world.

Back in Doyle's day, Porsche Design watches were made for the studio by a firm called Orfina. That relationship lasted until 1978, when PD partnered with IWC to produce a string of ground-breaking models, including the nifty Compass watch (it contained a hidden compass) and the Titanium chronograph of 1980, the first titanium-cased watch.

In 1998, manufacture shifted to the historic Eterna brand but, when that was sold to Chinese jewellery group Citychamp in 2014, Porsche Design took over responsibility for manufacture.

The first watch to emerge under the new regime was a 'cooking' chronograph called the 1919 Chronotimer Eternity, launched in 2016 in a choice of pure or blackened titanium, but PD really got into its stride last year with the far more interesting Monobloc Actuator GMT Chronograph.

Four years in development, the watch substitutes conventional chronograph pushers for a single rocker activator that forms part of the case. It is available in three versions: titanium with a rubber strap, titanium with a titanium bracelet, and blackened titanium on a rubber strap.

And this year things got even more interesting with the introduction of a flyback edition of the Monobloc Actuator that's limited to 251 examples at £4700, the 24 Hour Chronotimer All Black (£5100) and another flyback chronograph that pays tribute to the 911 RSR (£7200).

www.porsche-design.com



Monobloc Actuator Chronograph in titanium, £4700

SWISS
K
KUBIK



100% HELVETIC
MANUFACTURED

To protect and maintain
SwissKubik, the ultimate watch winder !

www.swisskubik.com

Official UK distributor : info@thebluecompanylondon.co.uk



PRECISION
WINTER 2018

FARER
UNIVERSAL

FARER

There's no shortage of UK-based watch brands that design their products over here and have them manufactured elsewhere, often in Asia. But one that really stands out is the fast-growing Farer founded just three years ago by four entrepreneurs, among them the highly experienced businessman (and classic car collector) Paul Sweetenham, formerly the European boss of retail giant TJX.

The name Farer (as in 'wayfarer') was chosen to reflect the brand's adventurous side, and the various models in the collection are named after celebrated British travellers, adventurers, daredevils or expedition vessels - speed record breakers John Cobb, Ernest Eldridge and Henry Segrave, for example, the 19th century explorer John Oxley, or Charles Darwin's ship *The Beagle*.

All Farer watches are designed in Britain, often using bold colours and contrasting textures that set them apart. Importantly, however, they are made in Switzerland by independent manufacturer Roventa-Henex, which creates watches for some of the most recognised brands in the business.

From an initial quartz-only offering, Farer now offers mainly hand-wound and automatic mechanical watches including a superb GMT model, a cushion-cased dive watch and a classic-looking three-hand automatic.

Its latest and most ambitious launch, however, takes the form of its first automatic chronograph, available in three variations. The Cobb features an unusual, asymmetrical dial design finished in matt navy blue with contrasting light blue sub-dials and a highly visible signal yellow chronograph hand, while the Eldridge and Segrave versions feature brown and black dials respectively, each with characteristically bright detailing.

All three models have an outer seconds track and tachymeter scale for speed and distance calculations, and the 39mm cases are equipped with Farer's signature bronze crown that matches the polished bronze winding rotor visible through the transparent back.

www.farer.com



From top: Cobb,
Eldridge and
Segrave £1675



WATCH WINDERS

As with a car, one of the worst things you can do with a mechanical watch is to shut it away and not use it. Leaving a watch dormant for a few weeks won't do it any harm, but when those weeks turn to months and months to years, there's a good chance that oils will clog, wheels will seize and springs will lose their spring - it probably sounds all too familiar.

One way of maintaining your mechanical watches in good working order, however, is to store them in a winding box equipped with an electric motor that oscillates the watch on a regular basis, so keeping the mainspring wound and the mechanism running - which is especially useful if you own annual, perpetual calendar or moonphase models that need to tick away constantly in order to avoid the need for complicated resetting.

Most winding boxes are designed for automatic mechanisms (although versions for manual-wind pieces are available) - and, in some cases, they are even more complicated than the watches they are made to accommodate, as this selection demonstrates.



SCATOLA DEL TEMPO

Undoubtedly one of the most prestigious names in the business, Italy's Scatola del Tempo actually invented the motorised watch winder way back in 1990. Its products are so highly regarded that even Patek Philippe commissions the firm to create bespoke winders for some of its rarest pieces - and it will make a watch-winding system to any size or specification its clients desire. Provided they can afford it...

www.scatoladeltempo.com

RAPPORT

Rapport's affordable winders start at £295 for the Evo model, which takes the form of a cube designed to hold a single watch. Available in bright and muted colours, the boxes can be built-in to a multi-winder modular system. Or, for £4750, you can have the four-watch Templa Ebony model with LCD control panel, LED lighting and smoked glass sliding doors.

www.rapportlondon.com

SWISS KUBIK

Developed by watch industry veteran Philippe Subilia, Swiss Kubik winders run on alkaline batteries instead of mains electricity, making them fully portable and immune to power failures (they will work for three years without a battery charge). Starting at about £400, the 10cm cubes can be endlessly locked together and are available in a myriad of finishes, ranging from leather to carbon fibre.

www.swisskubik.com

UNDERWOOD

The luxury specification of the winders made by Italian leather goods specialist Underwood accounts for their lofty price tags. The brand is especially proud of the fact that its winders are among the quietest on the market and use electric motors made by Maxon, a Swiss firm that supplies its products to NASA for use on Mars Rover exploration vehicles.

www.underwood-london.com

ERWIN SATTLER

As well as being famous for its sophisticated clocks, Erwin Sattler makes the type of watch winders you'd expect to find in the lair of a James Bond nemesis. Perhaps the wildest is the Commander Safe, which boasts 'parking' for 20 watches, interior and exterior lighting, a Makassar wood case with quilted leather doors and gauges to show temperature and humidity. Check the strength of your floor, though - the Commander weighs 700 kilos.

www.erwinsattler.com

DÖTTLING

When Jaeger-LeCoultre produced its €1.8 million limited edition Hybris Mechanica set of three high-complication watches in 2010, it commissioned German safe maker Döttling to create a six-foot, 800kg fire- and bombproof safe fitted with a bank of automatic winders and drawers for jewellery and watch storage. Give Döttling the measurements of the space you have available, and it will create a custom-made multiple winder system to fit it exactly.

www.doettling.com

BUBEN & ZORWEG

Austria's Buben & Zorweg makes watch winders capable of holding up to 1000 timepieces in the form of 'watch walls' that can also be equipped with built-in wine coolers and cigar humidors. Buben & Zorweg winders, which start at a heady £2130, are computer controlled and can be programmed to simulate day-to-day wear.

www.buben-zorweg.com

WOLF

Swedish-made Wolf winders are claimed to be the only devices of their type that actually count the number of oscillations. Models include the eight-slot 'Roadster' model at about £2500, although the entry level Meridian starts at just £250.

www.wolf1834.com



PRECISION

WINTER 2018

Although e-commerce is now being embraced by a growing number of leading watch brands, it was largely regarded with suspicion by the industry back in 2004 when three entrepreneurial British horophiles - Mike France, Peter Ellis and Christopher Ward - established the Christopher Ward dial name with the aim of direct-selling affordable, good quality products solely via the web.

The Berkshire-based firm retailed its first Chinese-made quartz watches in 2005 and soon gained traction through a series of positive reviews on internet forums. Early success led to a partnership with independent Swiss movement maker Synergies Horlogères in 2008, which enabled Christopher Ward to up its game and introduce mechanical movements.

It officially merged with Synergies Horlogères in 2014 and quickly announced the Calibre SH21, its first in-house mechanical movement that was developed from the ground up by a talented young German watch maker (and classic Jaguar driver) called Johannes Jahnke.

A slick rebrand followed in 2016 and now the firm offers dozens of designs across a four-family range of dress, sport, aviation and motor sport watches. Prices range from £350 for more basic quartz-powered pieces to £3370 for its C9 single-pusher chronograph - although the direct-selling approach means most models remain well below the £1500 mark, despite a bias towards the use of mechanical movements.

As reported in last year's Precision, the brand is now the official watch partner of the Morgan Motor Company and has also capitalised on the synergy between automobiles and wrist watches with a regular range of driving models that's complemented by a rolling programme of limited-edition pieces based on historic competition cars such as the Ford GT40, Ferrari 250 GTO and Aston Martin DBR1.

But, according to France, it was the merger with Synergies Horlogères that gave Christopher Ward real credibility by bringing all aspects of making and selling watches under one roof.

And to celebrate five years since the creation of the first working prototype of the SH21 movement, the brand recently incorporated it into a limited-edition watch called the C7 Apex that's unlike anything it has ever produced.

The launch marks the first of four new Apex models which will respectively be dedicated to the styles of motoring, diving, aviation and dress - and the first up is a motor sport-inspired, 50-piece edition designed to show off the Calibre SH21 through a semi-open dial that gives the watch a 'concept' look.

With mechanical components highlighted in red, a brake caliper-inspired bridge design, Ruthenium dial details and white Superluminova hands and markings, the watch features a sandblasted steel four-piece case with a grey DLC central band.

www.christopherward.co.uk

C7 Apex Limited Edition £2995



CHRISTOPHER WARD





 **AUTODROMO**

MONOPOSTO CHRONOGRAPH
NUMBERED LIMITED EDITION

AVAILABLE AT WWW.AUTODROMO.COM

SHOT ON LOCATION AT LIME ROCK PARK. LANCIA D50 GENEROUSLY PROVIDED BY THE REVS INSTITUTE



P R E C I S I O N

W I N T E R 2 0 1 8

Many horophiles associate IWC (the International Watch Company) with flying, due to the fame of its Big Pilot and MK II airman models that date back to WWII and remain strong sellers today - but there's more to the brand than aviation.

As well as being the official timing partner of the annual Goodwood Members' Meeting, the Schaffhausen-based maker offers a range of Mercedes-Benz-inspired Ingenieur tool watches, some of which it developed alongside the Mercedes-AMG Petronas F1 team.

F1 fans might have spotted IWCs on the wrists of Lewis Hamilton and Valtteri Bottas when they are out of their cars - and will certainly be familiar with the pretend ones that are ostentatiously printed on their driving gloves for the benefit of the cockpit cameras.

But IWC's history dates back to before the motor car was invented. It was founded in 1868 by a 27-year-old American called Florentine Ariosto Jones who, having honed his horological techniques in Boston, decided to start his own business in Switzerland, where the skills base was rich and the wages were low.

After getting the cold shoulder from workers in the west of the country, where there was fear about his plans for mass production, Jones met Schaffhausen industrialist Heinrich Moser, who rented him factory premises beside his recently

opened Rhine hydro plant. But Jones's dream was not to last - IWC went bust in 1875 and was taken over by the Schaffhausen Handelsbank the following year.

Having passed through various owners and drifted ever closer to becoming a footnote in horological history, IWC was revitalised during the 1990s by watch industry doyen Günter Blümlein in advance of its purchase by luxury goods giant Richemont in 2000.

Since then, it has grown from being a relatively niche brand to one with 1000 points of sale around the world, of which 70 are stand-alone boutiques in locations such as Hong Kong, New York and Beijing.

The brand marks its 150th anniversary this year with a series of 29 limited-edition watches at prices ranging from £6900 to an eye-watering £210,000 and comprising special versions of its celebrated Big Pilot, Portofino and Da Vinci models, as well as a quirky, wrist-worn interpretation of the late 19th century Pallweber pocket watch, featuring its unusual 'jumping numerals' display.

But it's the Portugieser line that has been afforded anniversary star billing with the launch of '150th' versions of no fewer than five different models, the highlight being a constant-force tourbillon that will be made in an edition of just 30 pieces in platinum.

There is also a Portugieser perpetual calendar tourbillon in red gold that will be made in 50 examples, a perpetual calendar version in red gold featuring a double moon phase display that IWC claims will remain accurate for 577 years (250 examples) and a steel-cased chronograph that will be produced in an edition of 2000.

The fifth and final anniversary Portugieser, meanwhile, is the Hand Wound Eight Days Edition, which has a 43mm diameter case in red gold (250 examples) or steel (1000 examples), a stop seconds feature for accurate time setting and a sapphire crystal back that shows the nicely finished mechanism in all its glory - complete with its built-in power reserve indicator and gold anniversary medallion.

It's the best and simplest of the lot - as well as being the version that's most faithful to the original Portugieser that first appeared in 1939, as a response to a request from a couple of watch importers from Lisbon and Oporto called Rodriguez and Teixeira.

The pair had received requests from ship's captains and sailors of the merchant marine for a large-sized wristwatch with the precision of a marine chronometer - in other words, a watch that was the exact opposite of the prevailing trend for small, neat timepieces with Art Deco styling.

IWC responded by fitting a highly accurate pocket watch movement into a plain 41.5mm case with the option of simple black or silvered dials. The 'Portugieser' was made in small numbers until 1958 (plus a very few for the German market in the 1970s) before being revived, appropriately enough, for the brand's 125th anniversary in 1993.

www.iwc.com

I W C



Portugieser Hand Wound Eight Days Edition, 43mm diameter case in red gold, £8350



/RITUALS OF TIME/



Lunascope

Less hectic, more heavenly:
The first MeisterSinger with
a moon phase module



MEISTERSINGER

www.meistersinger.com

www.meistersinger.com · info@thebluecompanylondon.co.uk

MB & F

The famously futuristic MB&F took a step back to the '50s in search of inspiration for its latest 'Horological Machine' HM9, which is based on the aerodynamic lines of the era's streamlined automobiles. The titanium and milled crystal case resembles a jet engine and contains the specially developed, hand-wound movement in two lateral pods with its two balance wheels and two regulating systems being connected by a planetary differential. 'Flow' is available in two editions of 33 pieces, 'Air' with a dark movement and 'Road' with a gold-plated movement.

£170,000, www.mbandf.com

SEIKO

Vintage Seiko dive watches have soared in both popularity and value recently - making the modern-day models seem even more of a bargain. The Prospex Black Series 200m could be a future classic (especially now that Jacques Cousteau's grandson Fabian has joined the brand as an ambassador) and can be had as a solar-powered version or a mechanical automatic. Both can be obtained from Seiko's London boutique.

From £369, www.seikowatches.com

FAVRE LEUBA

The historic Favre Leuba watch brand, now owned by a branch of Tata Engineering, has pledged its support to veteran Polar explorer Pen Hadow, who will wear a Favre Leuba Bivouac 9000 watch while carrying out a 15-year expedition programme to help establish a North Pole marine reserve. The Bivouac 9000 should certainly be up to the job - it has a 48mm titanium case and a hand-wound movement incorporating a mechanical altimeter capable of measuring climbs of up to 9000 metres. The device works through a tiny, air-tight alloy capsule that expands or contracts with slight changes in air pressure.

£6900, www.favre-leuba.com

OPTIK INSTRUMENTS

If you like your watches minimal, newcomer Optik Instruments should be on your radar. The Oxfordshire-based brand recently launched with a Horizon model that eschews the usual dial and hands in favour of a rotating disc marked with 'waypoints' that roughly indicate whether it is quarter past, half past or quarter to the hour. The disc turns 360 degrees every 24 hours and is divided into light and dark sections to represent day and night.

£349, www.optikinstruments.com





CERTINA

The current popularity of vintage dive watches is encouraging many makers to dip in with present-day versions of their old classics. One of the best recently to emerge recently from the archives is this Certina DSPH200M that's based on a 40mm model originally produced in 1967. Although slightly larger at 42.8mm, the new version features the same 200-metre water resistance, lacquered black dial and rotating bezel as the '60s model, from which it also borrows a back engraved with the image of a turtle. The watch is supplied with two straps (one leather, one nylon) and a fully waterproof Pelican storage case.

£650, www.certina.com

ZENITH

Zenith's new Cronometro Tipo CP-2 Cairelli is based on a 1960s model originally commissioned by Rome jeweller A Cairelli for supply to the Italian Air Force. The 43mm reincarnation uses Zenith's famed El Primero movement with an added flyback function that enables the chronograph to be stopped, reset and restarted with a single push of the button. A choice of aged steel or bronze cases with dark grey or brown dials lend a classic look. And it's competitively priced - in relative terms.

£6400, www.zenith.com

CARTIER

Louis Cartier designed the first wristwatch for men in 1904 after aviator Alberto Santos-Dumont complained that he couldn't use a pocket watch with both hands on the controls of his flying machine. Cartier solved the problem by devising a fumble-free 'wristlet' watch that he put into production under the Santos name seven years later. A cornerstone of the Cartier catalogue ever since, it gets a makeover this year with new large and medium versions in a choice of steel, gold, or steel and gold cases. Multiple quick-change strap variations are available, along with Cartier's Smartlink quick-adjust bracelets.

From £5350, www.cartier.com





PRECISION
WINTER 2018



CHOPARD

This year marks Chopard's 30th anniversary as the headline sponsor of the Mille Miglia classic car rally - and to celebrate, the car-crazy Chopard watch boss (and regular MM competitor) Karl-Freidrich Scheufele has launched a range of five Racing Colours chronographs featuring dials in shades synonymous with some of the main competing countries - ie British Racing Green; Speed Yellow (Belgium); Rosso Corsa (Italy); Vintage Blue (France) and Speed Silver (Germany). Just 300 of each colour will be produced, all on calfskin straps with a tyre tread rubber backing. The watches are available individually or as five-piece sets, but can only be bought from Chopard boutiques.

£4730, www.chopard.com

PATEK PHILIPPE

Patek Philippe might be best known for making high-end, rare and decidedly traditional-looking wrist wear for wealthy connoisseurs - but it wowed the crowds at this year's Baselworld fair with the new Aquanaut sports chronograph that combines a smoky black dial highlighted by orange detailing with a choice of black or vibrant orange rubber straps. The unusually shaped 42mm steel case contains Patek's own flyback movement that can be seen through the sapphire crystal back. A screw-down crown ensures water resistance to 120 metres - but don't drop it in the pool.

£30,000, www.patek.com



HUBLOT

Hublot's shamelessly ostentatious Big Bang models brought the brand back from the dead when they were launched by watch marketing genius Jean-Claude Biver 13 years ago. But, despite the hundreds of variations on the theme that have since been produced, none has been quite so eye-catching as the Big Bang Unico Magic Red that was unveiled earlier this year - it's claimed to be the first watch to have been made from vibrantly coloured ceramic. It's very red, and just 500 are available.

£21,700, www.hublot.com

HAMILTON

Originally an all-American company, Hamilton's history as a supplier of military watches to allied forces at home and abroad is famously rich - and its new Khaki Field 38mm is a faithful recreation of the so-called 'Hack' watch that was made in the millions for the US Army (and others). There's a choice of matt black dial with white luminescent markings for the purists, or brown matt with sand detailing for those looking for something more suitable for desert ops.

£375, www.hamiltonwatch.com

BAUME & MERCIER

Despite what many watch makers would have us believe, true innovation is becoming rare in the world of horology - but entry-level luxury brand Baume & Mercier has certainly demonstrated it with its innovative Baumatic model that uses an all-new movement developed by the group's Research and Innovation department. Not only does it offer 120 hours of power reserve, it is COSC chronometer certified, anti-magnetic to 1500 Gauss and has a five-year service interval.

£2290, www.baume-et-mercier.com

JAEGER-LECOULTRE

Back in 1965, Jaeger-LeCoultre tapped in to the growing interest in recreational diving brought about by the commercialisation of SCUBA with the creation of an innovative dive watch called the Memovox Polaris. Not only was it seriously waterproof, but it featured a mechanical alarm designed to warn the wearer when it was time to return to the surface. The watch has now been revived as part of a five-model Polaris range that includes automatic, world time, chronograph and date models.

£5800, www.jaeger-lecoultre.com





PRECISION

WINTER 2018

PANERAI

Although it will always be known as one of the brands that kicked off the craze for oversize watches with the late 1990s revival of the large military dive models it produced during the 1930s and '40s, Panerai is not afraid to experiment with its signature designs - hence the arrival of the Luminor Due that aims to make the famous crown guard watch more accessible and more wearable with a range of cases in 38mm and 42mm sizes, such as this version with a white dial and blue leather strap.

£5100 (38mm); £5500 (42mm), www.panerai.com

BRM

If you feel the urge to buy yourself a new watch next time you head for a lap of the Nürburgring, drop in at the new boutique recently opened on the site by French watch brand BRM. Short for 'Bernard Richards Manufacture', the firm was founded 15 years ago by motorcycle collector and racing car enthusiast Bernard Richards, who designs and makes his automotive-inspired watches in a workshop outside Paris. During the past decade-and-a-half the BRM name has become familiar at racetracks around the world thanks to the brand's support of numerous up-and-coming drivers and its sponsorship of circuits as far apart as the Clark International Speedway in the Philippines and La Ferté Gaucher an hour east of Paris.

£6000, www.brm-manufacture.com

LONGINES

If (like me) you have always regretted not inheriting your father's wartime-worn wrist watch, Longines is promising to provide the next best thing with its remarkable new Heritage Military model. Based on a 1940s army issue watch returned to Longines by a customer, the faithful recreation features a 38.5mm steel case, gorgeous blued steel hands and a dial that has been 'pre-patinated' with an authentic mottled finish to make the watch look as though it has really seen some action. And, best of all, you don't have to join-up to get one.

£1460, www.longines.com

A LANGE AND SOHNE

Looking for a cast-iron horological investment and have £125,000 to spare? If so, A Lange and Sohne's remarkable Triple Split should be on your shopping list - its mind-boggling mechanism comprises 567 parts and enables the watch to measure split times for seconds, minutes and hours. Just 100 will be made.

£125,000, www.alange-soehne.com





LINDE WERDELIN

Linde Werdelin is a London-based, Danish-owned niche maker that became one of the first watch brands to sell almost exclusively via the internet when it launched commercially in 2006. All its watches are produced in small editions - always fewer than 100 - with only 33 of its latest model, the Ocean Blue Three Timer, being available. It features a 44mm steel case with a vibrant blue guilloché dial and matching strap in soft blue rubber.

£5520, www.lindewerdelin.com

VACHERON CONSTANTIN

Here's a pub quiz question: what's the oldest watch manufacturer to have remained in continuous production since the day it was founded? Answer: Vacheron Constantin, which was established in 1755 in Geneva and has been there, making watches, ever since. Many connoisseurs rate Vacheron's products on a par with the revered Patek Philippe, and its watches are designed to appeal to a similar type of buyer - meaning they are generally expensive. But the firm has now set out to attract younger buyers with a new, entry-level collection called the Fiftysix that starts with this 40mm steel cased automatic with a vintage-look dial.

From £10,100, www.vacheron-constantin.com

VERTEX

The English dial name Vertex was started in 1916 by Claude Lyons and went on to become a major manufacturer that was among the famous 'Dirty Dozen' official suppliers to the British military during WWII. Despite its early success, Vertex fell victim to the arrival of quartz power and went bust in the early 1970s... but in 2016 the firm was revived by Lyons's great grandson, former Aston Martin executive Don Cochrane, who got it back on its feet with a new limited-edition model called the M100. Now a military-style monopusher chronograph has joined the range, along with a blackened M100 at £2626 - but only 150 of those are available.

£3800, www.vertex-watches.com

AUDEMARS PIGUET

The late designer Gerald Genta is renowned for having penned some of the most successful watches of the last half of the 20th century, in particular the Royal Oak for Audemars Piguet - a model said to have been the world's first, steel-cased luxury sports watch. In 1993 a young watch designer called Emmanuel Gueit rose to the task of making the Oak more appealing to the young and trendy by creating the Offshore chronograph that, at 42mm, was four millimetres larger than the original. To mark the Offshore's 25th anniversary, Gueit's design has been revived in this special edition. Vintage watch fans will be interested to know that one of the earliest Offshores, the personal property of Gueit, is due to cross the block at Phillips Geneva on November 10. It's tipped to fetch as much as Sfr80,000 (£61,500) - complete with a sheaf of his original sketches.

£28,200, www.audemarspiguet.com





CARL F BUCHERER

Anyone who appreciates a classic-looking chronograph will drool over Carl F Bucherer's achingly gorgeous Manero Peripheral in a new 43mm rose gold case with contrasting champagne dial. The 'Peripheral' in the name of this beauty refers to the fact that the automatic winding system is fitted to the outside edge of the movement, affording an unhindered view of the superbly crafted mechanism through the sapphire case back. Steel versions cost a more accessible £4700.

£13,600, www.carl-f-bucherer.com

REC

Danish brand REC has established its own niche during the past five years, by making dials using metal salvaged from interesting old cars. From the original Mini-based models, REC has moved on to use bits from a '60s Mustang and various Porsche 911s - and its most interesting creation to date is the new 901 RS limited edition. It features metal from a 1973 911 2.7RS that was originally owned by German racer Clemens Schickentanz and later took part in the Monte Carlo and Lombard RAC rallies. The steel was salvaged from the car during a 30-year restoration completed in 2015. The 901 RS is limited to 250 examples.

£1500, www.recwatches.com



OMOLOGATO

Omologato, the UK-based car watch specialist profiled on the Precision page of last month's *Motor Sport*, has just released a delectable new chronograph called British Racing Green as part of its 2019 collection. The clue, of course, is in the name - which refers to the gorgeous BRG dial colour that contrasts superbly with an urgent orange centre seconds hand and sub-dial border to evoke the livery of BRM racers of the '60s. The 42mm stainless steel case makes for a highly legible watch, and the top quality Japanese-made quartz movement behind that lovely dial not only guarantees reliability, but makes for an affordable price - which includes the supple perforated strap in top quality Italian leather.

£330, www.omologatowatches.com



LUXURY SPECIALS



HUMMINGBIRD BICYCLE

UK-based Hummingbird weighed in to the booming bicycle business three years ago - and has now developed the world's lightest electric fold-up. Tipping the scales at just 10.3 kilos, this little marvel was designed in collaboration with Prodrive and features a one-piece carbon-fibre frame and a 250-watt electric motor that, together with its rechargeable battery, is elegantly housed within the machine's rear wheel hub, thus avoiding the need for a cumbersome external battery pack. A three-hour charge will help power the bike to a top speed of 25kph over a 40km range, with prices starting at £4495 (£200 more for custom colours).

www.hummingbirdbike.com

MONTBLANC AND PURDEY

The only thing pens and shotguns used to have in common was an appetite for cartridges - but now Montblanc has partnered with English gunmaker Purdey to create a series of limited-edition writing instruments that pay homage to gunsmithery. The pens feature the same Turkish walnut from which Purdey carves its stocks. Three versions are available, the Special and two limited editions of 81 (to mark the year 1881, when Purdey was founded) and nine (the number of crafts required to make a Purdey gun). Special, £2640; 81, £31,500; 9, £120,000.

www.montblanc.com

NCN'EAN BOTANICAL SPIRIT

Given the seemingly unstoppable growth in the market for single malt whiskies and 'boutique' gins, it was only a matter of time before someone came up with the idea of combining the two. The first batch of NcN'ean Botanical Spirit was distilled last year as a 'hybrid' of the two containing botanicals such as grapefruit, wild herbs, bog myrtle, coriander and heather, much of it sourced from the area near the distillery at Drimnin, Scotland. Now ready for release, the first bottles of NcN'ean are available - or, if you're really keen, you can put your name down for an entire 195-litre cask (about 320 bottles). That will be available for £3000, after a five-year maturation period. From £27.

www.ncnean.com

MALLE LOST COLLECTION

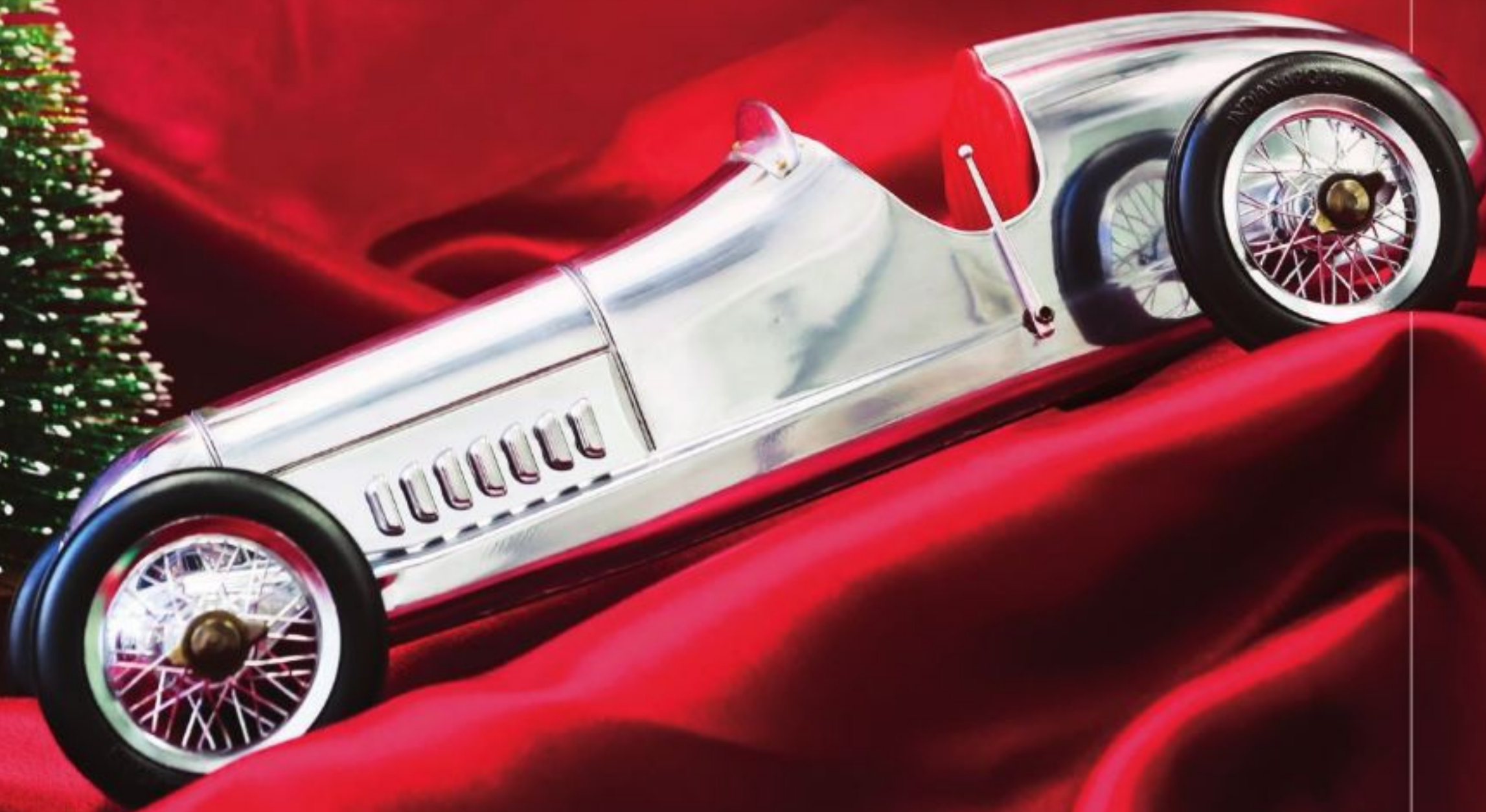
Malle London was set up in 2012 by Robert Nightingale and his cousin Jonny Cazzolla who, having pursued careers as design consultants, decided to combine their love of motorcycles with work by developing bike-inspired luggage and clothing that can withstand the rigours of riding yet be elegant enough to wear every day. The latest range is called the Lost Collection and includes pieces made from top quality waxed cotton and canvas. Garment duffel, £449; backpacks from £229; Parker raincoat, £399.

www.mallelondon.com



Looking for the perfect gift?

For a range of hand-picked gifts for the motor racing fan, including models, books, limited-edition prints, stocking fillers and more, visit the *Motor Sport* shop.



Browse online

shop.motorsportmagazine.com/gifts



ANDREW FRANKEL GETS BEHIND THE WHEEL OF THIS MONTH'S BEST NEW CARS

ROAD TESTS

THIS MONTH ARIEL ATOM 4 • MERCEDES AMG G63 • RANGE ROVER HYBRID



Evolution without compromise

It might be conceptually similar to its forebears, but the latest Ariel Atom heralds a radical step forward

Production of this new Atom 4 doesn't start until the New Year, by which time Ariel will have been in the business of producing skeletal two-seaters for precisely 20 years. I drove an Atom prototype back then and it seemed a great idea more in theory than practice. But by constantly refining the original concept, always making far fewer cars than there were customers, keeping quality front and centre of all it did and never losing focus, Ariel boss Simon Saunders and his crew did that most difficult of things: develop and build a successful new sports car company from scratch. ☐

But about four years ago, the team recognised that the end was in sight for the Atom, even though it had evolved through three and a bit generations. The last Atom 3.5R (as it was known) was absolutely as far as it could go with the old spaceframe chassis and suspension systems. What's more, supplies of its old Honda twin-cam motor were drying up and that too was at the limit of reliable power.

"I'd not say the engine supply made us build a new car," says Ariel's general manager Tom Siebert, "but obviously the need for a new powertrain came along at the same time as we started to realise we'd gone as far as we could with the original concept. So it made sense to address both issues at the same time."

New car? For those who don't think it looks that new, Siebert says the carry-over parts are part of the steering column, the pedal box and the fuel filler cap. And that's it.

Fundamentally the spaceframe has been entirely redesigned around big-bore tubing, not primarily for reasons of rigidity (though it is 20 per cent stiffer) but, says Siebert, "because we thought it looked really cool." The car is a fraction narrower but also longer, especially in the wheelbase. The double wishbone suspension now features anti-dive and anti-squat geometry, the aero package (yes, it has one) now ensures the car has zero lift, while the steering rack rate has been slowed a touch. Inside there is at last individual seating, a much-needed improvement to the minor control layout and a new TFT information screen. So in touch with the modern world is this new Atom that it even has automatic headlights and traction control, the latter as an option on production cars. This prototype is not so considerably equipped as I will shortly discover.

The engine comes straight from the Civic Type-R, which means it's turbocharged, while all previous Atoms have been either normally aspirated or supercharged. More on the merits or otherwise of this move in a moment (though, in truth, Ariel didn't have much of a choice if it was to stay with the same powertrain supplier), but it does at least enable the car to be offered with three different power settings on one switch. Position one comes with 0.3bar boost and 220bhp, position two offers 0.6bar boost and 260bhp, while position three is all done at 1.3bar and 320bhp. But the real point is that with that 320bhp comes 310lb ft of torque at 3000rpm; the absolute ultimate version of the old Atom, the 3.5R, had just 243lb ft at 6100rpm. No wonder, then, that while the front tyres have stayed with a trim 195-section,

those at the back have swelled to a mighty 255.

And remember, this is merely the starting point. While Ariel has developed its own exhaust and variable mapping for the Atom 4, the engine itself is a standard, out-of-the-box Honda item. Where its power and torque might go from here, once Ariel really gets to work, makes the mind boggle.

But for now settle down in the surprisingly snug driver's seat. There's acres of space in here: I'm 6ft 3in and don't even need all the rearward seat travel. The new dials and switches are a night-and-day improvement and it's good to see a manual gearbox still being used. A sequential shifter will be offered in years to come. This car has a fairly typical smattering of options - Eibach springs, adjustable Bilstein dampers and, wait for it, carbon wheels to the tune of £8000, but the base car still has the same power and costs less than £40,000, while the price of the

essential adjustable boost switch will be measurable in the scale of hundreds rather than the thousands.

The power engages as smoothly as if you were swaddled inside the warm confines of a Civic Type-R. The gearbox has a looser feel than I'd like, but the lever finds its way around the gate quickly and easily enough. As expected, the control weights are perfectly matched, the pedals ideally spaced for blipped downshifts. Recently I drove a Lotus Exige and couldn't heel and toe in it at all. The steering is sublime too, with almost all of the fidget of the old system now eliminated.

I'll share now that I was quite careful about unleashing the car's full potential on the Somerset roads near the factory. The last Atom had a tendency to nip when its rear tyres were dosed with a lot less torque than this one has to offer, and also an eye-widening inclination towards roll-induced oversteer on





It might look similar, but the new Atom 4 really is 'new', with very few carry-over parts

"The new engine lacks no character, with its whooshing and whistling, but it's not the same as the old one. It's a delight"



turn in. And this one has a better power to weight ratio than a McLaren 540C - on its lowest boost setting.

So even 220bhp provides acceleration unlike that of almost any car you're likely see on the road. The 260bhp middle setting offers searing, otherworldly thrust while the full fat 320bhp will just make you laugh and your passenger cry. All this I found out just before it rained.

But I'd learned something else in those few dry miles: for all its extra thrust, this is an easier, more trustworthy Atom. Even in the wet, even in position three (well, I had to...), even with wheelspin all the way through first, second, third and fourth gears, it never frightened me like some previous Atoms had, even in the dry. I'd not call it indulgent or even

that easy to drive fast in those conditions, but it was sufficiently consistent and reassuring to build my confidence in the car. And in something like this, confidence is all.

That said, for all it has gained, so too has something been lost. The whipcrack throttle response of the old supercharged engine is no longer there, nor is its insane scream or manic 8400rpm redline. The new engine is not lacking character, thanks to the overt whooshing and whistling coming from its turbo, but it's not the same and, given the chosen method of forced induction, it's very hard to see how it could be.

Otherwise the Atom 4 is a delight. Yes, I'd rather have the old engine, but in every other respect Ariel has made the most of the opportunity its clean sheet has provided. To me the real gain is how much more usable it is and not just because it's more spacious, comfortable and better laid out. I spent a morning skidding around in it on wet roads and, despite its at times apocalyptic performance, returned stirred but not in the least shaken. So it is more enjoyable for more of the time. With a car as uncompromising as this, that is a crucial consideration. By comparison, the fact that it's also faster by far really is neither here nor there. ☑

FACTFILE

Ariel Atom 4

Price £39,950 **Engine** 2.0 litres, 4 cylinders, turbocharged **Power** 320bhp@6500rpm **Torque** 310lb ft@3000rpm **Weight** 595kg **Power to weight** 538bhp per tonne **Transmission** six-speed manual, rear-wheel drive **0-60mph** 2.8sec **Top speed** 162mph **Economy** N/A **CO₂** N/A



Mercedes' charm offensive

The old G-wagon's quirks masked its shortcomings. Can the new one improve?



Earlier this year, for reasons that need not delay us here, I spent a few months blundering about in the old Mercedes-Benz G-wagon. It's called the G-class by its creators, but it's been the G-wagon to me for 40 years, so that's how it's going to stay.

The old car surprised me in two distinct ways: first, it was actually even worse than I had imagined. Save going off road, which it did so well as to actually remove a lot of the challenge, I can't think of much at which it was even adequate. It didn't ride, it didn't handle and it wasn't quiet. Staggeringly for such a large car, it wasn't even that spacious. But what surprised me even more was how little I cared. It was a car to remind me that character makes up for a lot of technical shortcomings. The G-wagon oozes character.

So that was what I was most interested to learn about this G-wagon. How affected would the all-new one's charm to ability ratio be?

New? It may not look it, but save for a handful of small components (sun visors, the tow hook and so on) it is new from one end of its blocky shape to the other.

Yet conceptually it remains old. Here's a new car built by the world's largest premium manufacturer whose board thought it a good idea that it should continue to be built on a ladder chassis, like a 19th century carriage. It should also continue to have a live rear axle and possess indicators that sit proud of the car despite the fact that modern legislation means millions had to be spent engineering them to descend into the car if hit by a pedestrian.

The major changes are that its chassis is over half as stiff again as the one it replaces, there's double wishbone front suspension, rack and pinion steering and a 4-litre turbocharged V8 to replace the 5.5-litre supercharged V8 in the old G63. The interior

FACTFILE

Mercedes-AMG G63

Price £143,405 **Engine** 4.0 litres, 8 cylinders, turbocharged **Power** 577bhp@6000rpm **Torque** 626lb ft@2500rpm **Weight** 2560kg **Power to weight** 225bhp per tonne **Transmission** nine-speed automatic, four-wheel drive **0-62mph** 4.5sec **Top speed** 137mph **Economy** 21.4mpg **CO₂** 299g/km

is completely new with a perhaps too swish TFT instrument pack (if you can keep a ladder chassis, you'd have thought it could have kept analogue dials), but it boasts far more room, especially in the rear where it needed it most.

Any fears that the engine might be some kind of poor relation evaporate at the first press of the button. It is every bit as thunderous and, with 577bhp, more powerful. It endows the G63 with preposterous performance. And now it almost handles, too: certainly the alarming float and imprecision of the old car has gone so the steering wheel no longer feels like a rudder.

Most important are the improvements to comfort and noise levels: so long as you can put up with still atrocious fuel consumption, the G63 is now a relatively accomplished long-distance tourer, yet one that retains three fully mechanical locking differentials and a low ratio transfer box.

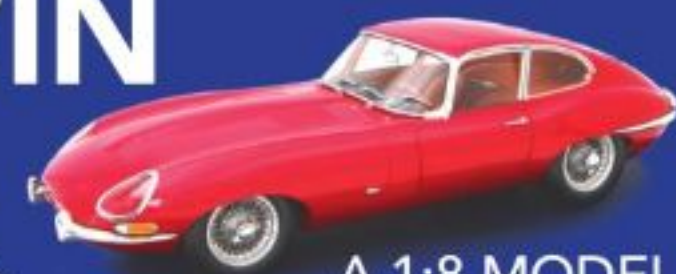
I'm happy to say this is a car of transformed ability, but happier still to report its charm remains undiminished. I just hope that Land Rover shows a similarly pure yet enlightened approach to replacing the Defender. **Q**

THE UK'S BIGGEST & BEST CLASSIC MOTOR SHOW

NEC BIRMINGHAM

9-11 NOVEMBER 2018

WIN



A 1:8 MODEL
OF JAGUAR
E-TYPE COUPE
WORTH £8,735

Book tickets
before 26
October to
enter**



TICKETS NOW ON SALE!
BOOK YOURS TODAY - QUOTE CMS18MS2

NECCCLASSICMOTORSHOW.COM

CALL 0871 230 1088*

WORLD'S BIGGEST GATHERING OF CLASSIC VEHICLE CLUBS

Over 3,000 stunning classic cars | Celebrity guests | Discovery Live Stage
The UK's biggest indoor autojumble & trader village | Classic cars for sale | Meguiar's Club Showcase
Silverstone Auctions | Lancaster Insurance Pride of Ownership | Dream Rides | Restoration Theatre
Arrive & Drive a classic car experience with HERO | **Free** entrance to the Classic Motorbike Show

Headline Sponsor



Official Partners



*Calls cost 13ppm plus standard network charges. Ticket prices include a free show guide. Advance tickets are available until midnight Thursday 8 November 2018. After that date, tickets will only be available at the show. All bookings are subject to a single transaction fee of £1.95. Please be aware the above code does not equate to a discounted rate and is solely for marketing purposes. All information correct at time of publishing. **Book your ticket(s) before Friday 26 October 2018 at midnight and you will be automatically entered in to our free prize draw to win a Jaguar E-type model worth £8,735. Full T&Cs online: www.necclassicmotorshow.com/tickets



High tech, even higher price

Range Rover Sport goes hybrid, but our man prefers the diesel



Land Rover is asking a lot of customers interested in buying this plug-in hybrid Range Rover Sport - and I'm not just talking about a £70,000-plus price tag of the cheapest version or the near £85,000 cost of the top of the range Autobiography I drove.

It's asking the customer to accept a four-cylinder engine in a full-sized Range Rover, a boot reduced in size by 15 per cent to accommodate its battery pack, maximum towing weight reduced by a full tonne to 2500kg, the removal of the option for a third row of seats and an increase in weight of nearly 400kg relative to the non-hybrid version of the same car with the same engine. Even compared to the 3-litre V6 diesel version that will perhaps be a more natural comparison, there's almost an extra 300kg to cart around - four adults in other words.

What do you get in return? Well, once you've added the additional 114bhp provided by its electrics, there's a car with almost 400bhp here, not the just-over 300bhp provided by the diesel. It has almost as much torque, too, although obviously it must work considerably

harder. It will hit 62mph from rest in 6.3sec and, were the old NEDC fuel figures to be believed, it would do more than 100mpg.

Well, it won't. In a week spent on the motorway and in the countryside, I never saw 30mpg from it, and given that this is a predominantly petrol-powered SUV weighing just shy of 2.5 tonnes there is nothing particularly surprising in that.

But save for driving it around a track, I couldn't have been using it much further from its intended purpose. For this is an urban Range Rover, and you don't need me to tell you how popular a breed that is. So imagine a world where the slightly coarse four-cylinder engine is rarely even turning, where you surf

FACTFILE

Range Rover Sport P400e

Price £84,440 **Engine** 2.0 litres, 4 cylinders, turbocharged **Power** 398bhp@5500rpm **Torque** 472lb ft@1500rpm **Weight** 2471kg **Power to weight** 161bhp per tonne **Transmission** eight-speed automatic, four-wheel drive **0-62mph** 6.7sec **Top speed** 137mph **Economy** 101mpg **CO₂** 64g/km

to and from town on a wave of electrons, smiling not only at the fact that your company car tax bill is £400 cheaper per month than your mate with the diesel version, but that when they ban diesels from city he'll be stuffed while you'd be fine even if they banned internal combustion engines in their entirety. And if you order one now, you'll get a 2019 model year car with an even more powerful and efficient hybrid drive.

And you'll still be buying a Range Rover Sport, which remains the most desirable car of its kind. Its ride, handling and cabin design reek of real class. All I really didn't like was the updated but still entirely unintuitive navigation and entertainment system.

This, then, is a Range Rover Sport you should buy primarily because it makes financial sense. As a thing to drive, or in which to cover long distances, the diesel is far better. Even if I were in the market for such a car, I'd probably hold off: the rate of change and improvement in the plug-in hybrid world is accelerating and I'd want to leave it as long as possible before committing. And in my heart I'd still prefer the diesel version, by far.

AUTOSPORT INTERNATIONAL



THE RACING CAR SHOW
NEC, BIRMINGHAM, UK
10-13 JANUARY 2019

10-11 STRICTLY TRADE-ONLY DAYS

BUY TICKETS NOW
AUTOSPORTINTERNATIONAL.COM

AUTOSPORT
INTERNATIONAL
IS PART OF: **motorsport**
NETWORK

INCORPORATING **PERFORMANCE & TUNING
CAR SHOW**



Making sure your classic car has the tyre it deserves
www.longstone.com Tel:+44(0)1302 711123

SPEEDSHOP

THIS MONTH *The world's swiftest Morris Minor? • Latest auction trends & sales highlights • The evergreen MGB GT • A race-tuned Jowett Jupiter • Classics for sale at Bicester Heritage*



TOP STORY

Buy now, before it's too late

Demand is presently high for rally cars, particularly those with significant provenance

A few issues ago we were planning to feature the ex-Richard Burns Subaru Impreza on these pages, the very car in which the late and legendary star won the 2000 Rally GB.

At the time it was on sale with Duncan Hamilton ROFGO at a guide of £400,000 (in off-the-finish-line condition, complete with a glovebox containing Burns's mobile phone, pace notes and energy bars) - but by the time we called to speak to the firm's Simon Drabble, the car had found a new owner.

Not long afterwards DH-ROFGO offered an ex-Colin McRae Ford Focus for about £325,000, but that, too, was swiftly snapped up, this time by celebrity chef James Martin who, we're reliably informed, is now enjoying it to the full.

So, if the Subaru Impreza pictured here is already being signed over to a new owner while you're reading, we can only apologise. In any event, it's a noteworthy car having been the very machine that helped Norwegian ace Petter Solberg to the runner-up spot in the

2002 World Rally Championship, paving the way for his outright victory the following year.

Notable results achieved with the car by Solberg and navigator Phil Mills included a fifth in the Acropolis Rally and third places in both the Rallye San Remo and the Telstra Rally Australia.

In the hands of the previous private owner - a notable employee of Prodrive, no less - the Subaru was treated to a full cosmetic and mechanical rebuild that returned it to the exact specification in which it competed in

the Acropolis and, at time of writing, it was back at Prodrive having a gearbox service that was set to make it ready for immediate use either for historic competition or simply as a seriously entertaining road car.

According to Drabble, the market is currently hot for genuine, serious rally cars that have taken part in high-profile events - although he believes values are still low in relation to core conventional racing cars.

"The high-end rally cars that sell for good

(1) Subaru rebuild was carried out by an employee of Prodrive, who ran the car in period (2) Petter Solberg and Phil Mills take flight en route to fifth place during the 2002 Acropolis Rally

money are the ones that have their original shells, a nice history and their gold book (the FIA World Rally Car technical passport)," says Drabble.

"Cars that were used by high-profile British drivers such as Richard Burns or Colin McRae are especially coveted in the UK, but any really well-known name will add to the value. Many of the people who are buying them take them out and use them as toys - they are absolutely brilliant just for driving in that way, because they are very robust and far more enjoyable to use on the road than, say, a race-prepared AC Cobra or Jaguar E-type that could be quite unpleasant anywhere other than on a smooth circuit.

"That said, many people who buy these cars



or express an interest in owning one already own race cars - and they often can't believe how inexpensive they are in comparison."

The definition of 'inexpensive' is, of course, entirely relative - but we don't think the £245,000 being asked for this ex-Solberg Subaru is particularly unreasonable, considering its originality, provenance and

well-documented rallying history.

For videos of it in action with Solberg at the wheel, take a look at dhrofgo.com. The scene where he's driving the car at full pelt during the Acropolis, while Mills reaches across with a ratchet to re-attach the steering wheel, is especially entertaining...

www.dhrofgo.com

In the market for a slice of rallying history?

All the world's a stage, but the cars below are rather more than merely players



1986 MG Metro 6R4
Offers invited

The very car Colin McRae bought as a personal plaything. Now refettled after being damaged in a garage fire.

www.6R4.com



1972 Ford Escort Mk1
£29,950

Built by Belgian specialist Paul Lietaer for the 2016 Ypres Historic Rally, but hasn't competed since.

www.trevorfarrington.co.uk



1964 Alpine A110 1300S
€110,000

Timeless competitive elegance. Rallied by Albert Vanierschot during the early 1970s and now fully restored.

www.lmclassiccars.be



1979 Opel Kadett GTE
POA

Effective Escort alternative, complete with period-correct ATS rims. Little used since 2012 rebuild.

www.castelos-ms.com

Few things make a better basis for a Q-car than the humble Morris Minor - and few Minors would have much chance against this one. It's on offer at Sussex Sports Cars, which claims it to be "possibly the fastest 1275cc car in the world".

It was previously owned by Derek Hood of the recently beleaguered JD Classics, who entrusted the car in its original form to a specialist dragster builder. As is sometimes the case, the project ran away with itself and ended up costing about £44,000 to complete - with the result you see here. Said to be ideal for sprints or hillclimbs, the car features an A-series engine fitted with a single, two-inch SU carburettor and - more significantly - a



Miracle Minor

A touch quicker than creator Alec Issigonis intended...

recently overhauled Shorrock supercharger. The set-up is mated to a slick Toyota Corolla five-speed gearbox driving an axle with a limited slip differential, while the brakes have been upgraded all round.

Competition-spec, rose-jointed suspension has also been fitted, along with all the race essentials such as a roll cage with removable diagonal, plumbed-in fire extinguisher, Cobra race seats with full harnesses and a boot-mounted alloy fuel cell. The car retains its all-steel bodywork which, like the chassis, is said to be in excellent, rust-free condition.

"We acquired it about three years ago and have had fun with it, but now it's time to move it on to someone else," says Gerry Wadman of Sussex Sports Cars.

"It has been built and maintained to an exceptionally high standard and, like many such projects, the cost of completing it proved to be far more than most people would be prepared to pay - so at £15,950, it's a very good deal."

www.sussexsportscars.co.uk

DEALING



PENDINE

Classic cars of all ages in a bomb-resistant showroom

If you are planning a visit to the superb world of historic motoring that is Bicester Heritage, set aside time to drop in on James Mitchell at Pendine. He specialises in cars dating from the post-war period to the 1970s, but isn't averse to stocking anything interesting that was built on either side.

Fans of industrial chic will certainly be in for a treat, because Pendine's home at the remarkably well preserved former RAF bomber base is known as 'the blast house' due to a double-layered concrete wall that was designed to withstand even the most enthusiastic of aerial attacks.

The unrelenting exterior is in marked contrast to the brick-pattern, green-glazed tiles decorating the inside space that now serves as Pendine's decidedly photogenic showroom, which currently stocks a

diverse selection of cars ranging from a 1952 Jaguar C-type to a 1990 Nissan Group C car. It has previously been the temporary home of Frazer Nash Le Mans reps, Porsche 911 S/Ts, ex-works Mini Coopers and numerous other British classics.

Mitchell established Pendine in 2014, having previously worked as the business manager at Fiskens, but is also known as a classic car book editor and writer with a meticulous approach to the type of historical research that is now expected from the increasing number of collectors who are interested only in cars that are absolutely 'right'. As a result, Pendine's services attract some of the old car world's best-known figures, who buy vehicles and also place them for sale on consignment. www.pendine.com



1972 BMW 2002
£39,000

This Warsteiner-liveried 2002 was built to Group 1 specification for classic racing enthusiast Simon Diffey. It was campaigned by Jochen Mass at the Goodwood Members' Meeting in 2014.



1988 Porsche Carrera CS
£190,000

One of 53 rhd Club Sport models built, this immaculate example has covered about 70,000 miles from new and comes with a full inspection report from marque expert Peter Morgan.



1952 Bristol 401
£60,000

Mechanically and bodily restored at the turn of the millennium, this is one of 618 such cars. Last year it benefited from further expenditure of £31,000 (including engine rebuild).

The value of provenance

Ali and McQueen connections help drive up prices on both sides of the Atlantic

On the Belgian coast, bidders at Bonhams' Zoute Sale (October 4-7) had a ringside seat as Muhammad Ali's 1970 Rolls-Royce Silver Shadow Convertible sold for more than £116,000 - double its estimate.

Two records were also broken at Zoute. The 1960 Ferrari 250 GT Series II Pininfarina Coupé, a winner of the Zoute Concours d'Élégance in 2014, sold for £874,523, more than £150,000 over estimate. And the 1962 Aston Martin DB4 'Series V' Vantage Sports Saloon, one of 17 left-hand-drive examples, sold for £991,465 - a record for the model.

Rarity was the order of the day, with one of 14 1956 Elva Mk1/B sports racers - formerly driven by acclaimed Alfa Romeo historian Maurizio Tabucchi - selling for £127,110. As Elvas go, this - raced extensively in the United States in the 1950s and '60s - is one of the most unusual and few are in such good condition. The buyer might well have a stunning investment, if they can keep it in immaculate condition.

And a 1951 Alfa Romeo 6C 2500 Villa d'Este Coupé, one of 36 such models and eligible for the Mille Miglia, fetched a staggering £406,755.

A participant in the 1945 and '55 Mille Miglia events, a 1954 Fiat 1100 TV sports saloon finished 115th in its second year of competition and 11th in class. 'TV' in this case stands for 'Turismo Veloce', which means that this Fiat



Top, ex-Muhammad Ali Rolls convertible. Above, immaculate Elva Mk1/B. Below left and right, 50bhp Fiat 1100 and McQueen Husqvarna

was given a 14bhp upgrade by the factory to give it a 50bhp output. It also has a single spotlight on the grille and two-tone paint. Its new owner, who acquired the car for £133,212, will hopefully compete in historic events.

Much more aggressive in its appearance were a 1973 UK-registered BMW 3.0 CSL 'Batmobile', which sold for £157,614, and a 1983 Renault 5 Turbo 2 that fetched more than £91,000.



Steve McQueen's 1970 Husqvarna Cross, ridden by him in On Any Sunday, stunned bidders



Concours-winning Ferrari 250 GT Series II Pininfarina fetched more than £150,000 over estimate

Memorabilia included a host of children's cars, headed by a De La Chappelle-bodied BMW 328 Roadster that fetched more than £20,000, a grand more than a 1957 Lamborghini tractor. In all, 82 per cent of lots sold and nearly £7,000,000 was spent at the sale - the sixth of its kind in Zoute.

Across the Atlantic, Bonhams' first sale at the Barber Motorsports Museum, Alabama, featured items once owned by Steve McQueen. His 1970 Bell helmet, white with McQueen emblazoned on the side, raised almost £17,000 but it was his 1970 Husqvarna 400 Cross, ridden by him in the film *On Any Sunday* that stunned bidders with an eventual price of £177,326.

Breaking the world record for a Windhoff, the 1928 Windhoff Four fetched exactly the same amount as the Husqvarna and an immaculate, iconic 1974 Ducati 750 SS, sold for more than £105,000.

McQueen's or not, all of the automobilia sold in Alabama, including Mike Hailwood's 1971 racing leathers (nearly £13,000), a helmet from early on in his career (£2884), and numerous posters and pennants from the Daytona 200.

Totals from the October 6 sale reached nearly £1.2 million.





Clockwise, from top: 1930 Caddy sold for almost \$500,000; the world's most expensive whisky; 1911 Eagle Touring attracted a bidding war

More recently, RM Sotheby's Hershey sale in Pennsylvania, United States - where the eponymous confectioner is headquartered - had 94 per cent of all lots sold with a total of \$10,999,096 changing hands.

Selling for almost half a million dollars, a 1930 Cadillac V-16, which was sold to the Italian Count Labia after being displayed at the 1930 London Motor Show, made its way around the world before being restored by a Penn State collector. It topped the auction and beat its estimate by \$50,000.

The longest bidding war, however, was reportedly reserved for a 1911 American Eagle Touring, which sold for three times its estimate at an eventual \$242,000.

After all that, one would be forgiven for needing a tippie. How about a dram of 1926 Macallan Valerio Adami, which headlined Bonhams' Whisky Sale in Edinburgh on October 3? One of just 12 bottles, Italian artist Adami produced the designer label and it is not known how many samples remain unopened. This particular drink sold for £848,750 - a new world record for whisky. ☑

WHILE THE WORLD IS rejoicing over pumpkin spiced lattes, changing of the leaves and knitted jumpers that autumn brings, us car folk are lamenting the end of our peak auction season. But there's no need to pine for too long because you can still uncover some great finds in the autumnal classic car auctions. Take these three recent examples...

The first was Bonhams' Zoute sale in Knokke-Heist, Belgium. Known as the "Monaco of the North Sea", Knokke-Heist is a coastal Flemish retreat. The Zoute Grand Prix, held in the centre of all the opulence, has grown to be one of my favourite classic car weekends and, judging by the results, it also seems to be a favourite for the Bonhams Motoring Department. The first surprise of the weekend came from the Aston Martin brand: the DB4 Vantage. Prior to the sale, the general consensus was that the estimate was aggressive, but we were all proven wrong. The car sold for €1.12 million, a world record for a LHD DB4 Vantage. And once again, it goes to show that buyers are valuing quality, specification and history. The other result of note was the Rolls-Royce Silver Shadow convertible, which sold for almost three times the catalogue estimate with a hammer price of €115,000. Why you might ask? It was ordered new by one of the most significant and celebrated sports figures of the 20th century (see left), proving that celebrity ownership does make a difference.

On the other side of the pond, Bonhams held its second classic car auction of October: The Simeone Foundation



AUCTION EXPERT

The main thrust of the sales season might be over, but plenty of things have still caught Max Girardo's eye

Automotive Museum sale in Philadelphia, Pennsylvania - the City of Brotherly Love.

An international showing of 50 (mostly) pre-war cars in an automotive museum that focuses on "the spirit of competition" and has its own collection of racing sports cars might seem a bit odd, but the focus of the Bonhams sale was on originality, which is also a common theme throughout the museum cars.

Although the cover lot did not find a new home, there was another Bentley, a Gurney Nutting-bodied 4¼ named the Airflow Saloon, that claimed the title of the most valuable car of the sale when it achieved \$190,000. And I have to say, out of all the lots, it was without a

doubt the one I would have taken home.

Not to miss out on the autumnal auction action, RM Sotheby's held its annual sale in Hershey, Pennsylvania - less than 100 miles from Philadelphia - on October 11-12. This is the auction for all those who can appreciate some pre-war Americana. And interestingly, two thirds of the cars were offered without reserve.

I can tell you from experience that in every auction there is always one lot that will sell for more money than it is worth and one that will sell for less. If you are a lucky seller, you have the car that makes more than it should; if you are the lucky buyer, you get a bargain...

Max Girardo is the founder of classic car specialist Girardo & Co. Before that he spent 20 years in the classic car auction world, where he was the managing director and head auctioneer at RM Sotheby's

Max's top three auction picks



One from RM Sotheby's Porsche 70th

Without a doubt, my top pick from the Porsche 70th anniversary sale is the 1985 Porsche 959 Paris-Dakar, one of three works-supported entries on the epic enduro.



One from Padua

Built by Abarth for Alfa Romeo, this 1993 Alfa Romeo 155 GTA Stradale is the only one in existence. It might be a little too soon for the market to appreciate it, but it is most definitely one to watch.



One from London to Brighton

I'm no specialist, but I love the stories that accompany veteran vehicles. And I can say with confidence that any car from Bonhams auction will be a source of great fun.

In need of gentle tuning?

Globally celebrated conductor's old Mercedes rediscovered in California



Calendar

NOVEMBER

4 Artcurial
Automobiles sur les
champs 14, Paris,
France

9 H&H
National Motorcycle
Museum, Solihull, UK

15 Mecum
Las Vegas, Nevada,
USA

24 Brooklands
Mercedes-Benz
World, Weybridge, UK

28 H&H
Pavilion Gardens,
Buxton, UK

Fans of classical music will recognise the name of Herbert von Karajan, the celebrated principal conductor of the Berlin Philharmonic Orchestra for a remarkable 35 years and, by some accounts, the top-selling classical music recording artist of all time with over 200 million album sales to his credit.

Von Karajan died in 1989 at the age of 81, leaving behind not just a musical legacy but an automotive one, too: he was an avid automobile and motorcycle enthusiast who bought his first car at the age of 26 and, within four years, was rallying a BMW before progressing variously to a Porsche RSK Spyder, Ferrari 275 GTB, Ford GT40, Mini Cooper, Lancia Stratos and, most famous of all, a special-order, lightweight Porsche 930 with Martini livery (to name but a few).

Indeed, von Karajan apparently had a penchant for 'special orders', as evinced by the discovery of this 1955 Mercedes-Benz 300 SL Gullwing that is set to cross the block at Gooding and Co's Scottsdale auction in January.

The conductor's unusual specification request combined 'Weissgrau' (white-grey) paintwork with tan vinyl seats and red plaid inserts, while the wheels were to be of the rare and desirable Rudge knock-off type that are believed to have been factory-fitted to fewer than 500 SLs.

Von Karajan is thought to have kept the car throughout the remainder of the 1950s, before selling it to a Swiss enthusiast that



subsequently passed it on to a buyer, who exported it to his home in California.

And it is there, in his garage in the California Bay area, that the car was recently discovered, complete with its 1970s-era blue and yellow licence plates, its original engine and its date-coded Rudge wheels.

The owner is believed to have had the car repainted in a colour close to, but not quite the same as, the original *Weissgrau*, hence its slightly creamier current appearance - but it appears otherwise entirely original.

And, as this issue of *Motor Sport* went to press, Gooding and Co's technicians had gently coaxed the car back to life and it is now said to be running smoothly and has been driven for the first time in decades.

As a result of being hidden away for considerably more than 30 years, it has never before been offered at auction - and the fact that it comes with cast-iron three-owner provenance and a colourful history could make Gooding's \$1.1-1.4m pre-sale estimate seem decidedly conservative on the day.

Von Karajan, incidentally, was a firm believer in reincarnation and hoped to be reborn as an eagle - so whoever buys his Gullwing should perhaps take the occasional glance skywards. He might just be watching...
Gooding and Co, The Scottsdale Auctions, Scottsdale, Arizona. January 18/19.
www.goodingco.com

Three auction lots worth watching



H&H November 9 National Motorcycle Museum, Solihull
Bike fans who are not averse to owning a recreation for track-day use could do worse than take a look at this Manx Norton 30M replica. Built in 2015, it features a Tony Durrell frame, a one-piece crankshaft, Omega pistons and titanium valves and conrods. It also has electronic ignition and a Hemmings six-speed 'box. It's tipped to fetch £20,000-25,000.



RM SOTHEBY'S December 8 Petersen Museum, Los Angeles
Looking to bring your childhood Hot Wheels fantasies to life? This recreation of custom car king Ed Roth's insane Mysterion should do the trick. Just like the original, it features two V8 engines, two gearboxes and a faux fur-lined interior - complete with built-in TV set. Part of the Petersen Automotive Museum Collection, it's on offer without reserve.

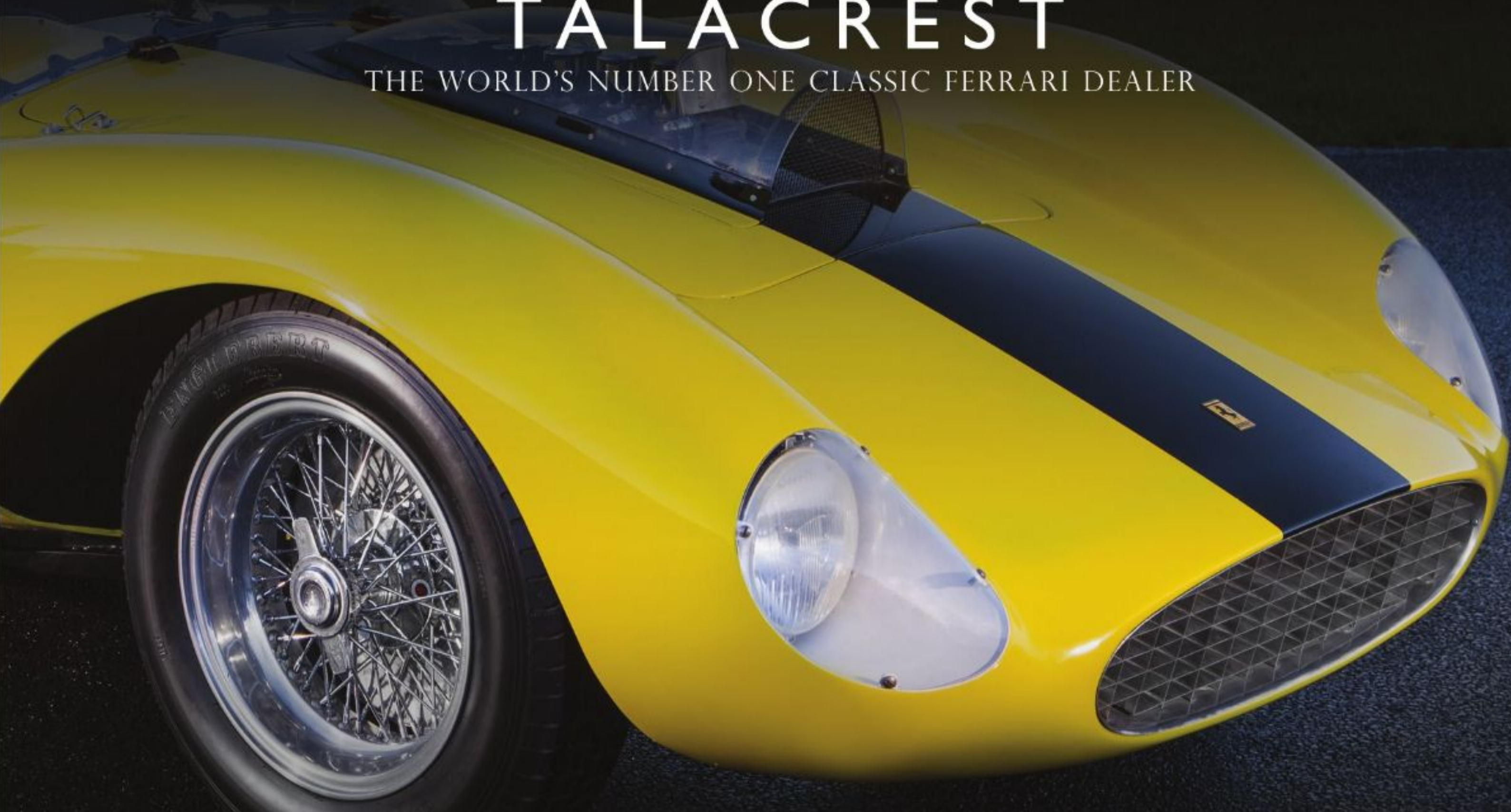


ARTCURIAL November 4 Avenue Montaigne, Paris
"Another auction, another early '70s Porsche 911" we hear you say - except this one is ultra-desirable. Not only is it a genuine 1972 2.4 S, but it has been in the same ownership from new. The car still features original-specification blue paintwork and matching interior - and also has a rare optional sunroof.



TALACREST

THE WORLD'S NUMBER ONE CLASSIC FERRARI DEALER



DEALING IN DREAMS

This beautifully printed coffee table book measuring 310 mm x 250 mm is a fascinating insight into the world of dealing in classic collector Ferraris and other exotic cars from John Collins. It tells the inside story about John and Talacrest, from its beginning to present day and is also a wonderful catalogue of the world's most fabulous cars that Talacrest and John have been involved in. With over 350 pages the book is prolifically illustrated with stunning archive pictures from Auto Italia and Marcel Massini amongst others and includes many important Ferrari road and racing cars. Many are accompanied with histories, track tests and how the deals were done. The book has been published to commemorate Talacrest's 30th Anniversary and documents the start of the business with borrowed capital from mates in the local pub, to the development of an enterprise which became the first Classic Car dealer to win a Queen's Award for Export. Apart from the cars there are fascinating chapters about John's personal life and other achievements. John's connections with the Sport of King's and love for horsepower is close to his heart and profits from the sale of this book will be shared between two charities - The Thames Valley Air Ambulance and The Racehorse Sanctuary.



ORDER YOUR COPY SECURELY ONLINE AT TALACREST.COM



WWW.TALACREST.COM

+44 (0)1344 308178 | +44 (0)7860 589855 | john@talacrest.com



MGB GT V8

Conceived by a privateer, the GT V8 is an unsung '70s hero

Price new: £2293 Price now: £23,000

Rivals: Jaguar E-type, Ford Capri, Triumph TR4, TVR Tuscan Heritage: American muscle meets British design for a short-lived alliance



The venerable MGB GT was a ground-breaking car in many respects and, despite selling in vast numbers within the UK, never quite drew the attention or merit the model actually deserved. A prime example of that is found here, in the rare B GT V8 version.

British Leyland didn't exactly cover itself in glory during its peak, but just occasionally something special did roll out of the Longbridge factory, and the Rover V8-engined GT was one of those highlights.

The addition of American muscle to British designs became a growing trend in the 1970s, when Rover really got into its stride with

producing the V8 unit. It started life as a Buick engine, which was licensed to Rover in the mid 1960s and eventually became a 3.5-litre unit with an all-aluminium block and head.

The advantage of the alloy engine was its lightweight construction against the 1.8-litre iron powerplants used in the production of the regular B GT, and it came along at just the right time for the model.

The B GT featured great styling for its time, with a wraparound 'greenhouse' window design by Pininfarina matched to sloping, hatchback-style coachwork, giving the whole car the function of a saloon but with the image of a coupé. The long bonnet meant there was

plenty of room to accommodate a larger engine. MG tried using a six-cylinder unit, but the weighty block made the resulting MGC nose-heavy and the car was killed off. Independent tuner and racer Ken Costello had appeased customers' calls for more power by shoehorning the mighty V8 into the chassis, so BL bought one from him to help them figure out their own version.

The result was the B GT V8, a car capable of speeds of around 130mph - a stat that approached the mighty Jaguar E-type, but came at a fraction of the price. It should have been a game-changer for MG and the B GT model, but in true BL fashion, the company didn't quite know what it had hit on.

During a time of intense rationalisation brought about by financial pressures and the firm's constant expansion, production of the B GT V8 was ceased after just three years. MG produced over 125,000 B GTs between 1965-80, but only 2550 V8 versions were created, with around 600 still registered in the UK today, including Beech Hill's example.

Production was fairly evenly split between cars with rubber bumpers and those with the more costly, and substantially smarter, chrome versions. You get the feeling the odds were against the B GT V8 given the fact that it was launched right before the Arab-Israeli War caused oil exporters OPEC to bring in a fuel embargo, prompting huge queues at the pumps for the UK's first fuel crisis - the perfect time to launch a sports car with a thirsty American V8 that aspired to mpg barely into the mid 20s.

Regardless, the model's short lifecycle and increasing rarity make it an unsung gem. 📌



SPEAKING TO ALEX COTHER

MG specialist Beech Hill Garage in Reading has a B GT V8 ready to go

The MGB GT V8 really is a special piece of kit and, as you'd expect, the engine is the star of the show. The V8 is the specification the GT really should always have been. When we get people in who are interested in getting into the MG model family, we're always keen to understand their expectation, and if it's performance with the hope of having a car that can cruise comfortably for miles to events then the GT V8 is the model they really need to be looking at. It's a very sure-footed car to drive, and doesn't feel heavy. Then you have that wonderful V8 burble when you put your foot down. The increasing rarity of model has also definitely helped its value.

THERE'S NO PLACE LIKE HOME



- CLASSIC -



CLASSIC WORKS

Our new state-of-the-art, purpose-built Classic Works facility in Coventry is home to expert teams dedicated to the service and sale of classic Jaguar and Land Rover vehicles. Only once each carefully selected vehicle has completed a thorough 121-point health check do we deem it eligible to be a Works Legend.

WORKS LEGENDS

- Original, special and collectable vehicles
- Fully prepared by our expert team
- Unlimited mileage one-year warranty

WORKS SERVICE

- Affordable service and repairs
- Half or full-day vehicle health checks
- Global collection and delivery

WORKS TOURS

- Exclusive Classic Works guided tours
- Access to workshop areas
- Browse our 400-car Classic Collection



1967 JAGUAR E-TYPE, 4.2L RHD

This Series 1.5 E-Type is finished in Opalescent Silver Grey with Dark Red leather and chrome wire wheels. The stunning colour combination is as per the day this E-Type left the factory. Fully restored in 2012 with just 31,000 miles covered from new.

SOLD



1993 JAGUAR XJ220, 3.5L RHD

A very rare example of only 70 right hand driving versions of this iconic supercar ever made, with just 3,600 miles recorded. Presented in Spa Silver with Grey leather, this car is in remarkable condition, and will undergo a full recommissioning service at Classic Works.

£585,000



1990 JAGUAR XJS CONVERTIBLE, 5.3L RHD

Finished in Glacier White with Isis Blue leather, this classic remains among the world's most beautiful convertible cars 28 years after its release. Benefiting from a Jaguar V12 engine, this model has just 21,000 miles on the clock from two previous owners.

£34,950



1994 JAGUAR XJS COUPÉ, 4.0L RHD

This exceptionally original and cherished example is presented in the much sought after combination of Kingfisher Blue with Doeskin leather interior. An original automatic UK car, with just 33,000 miles covered from new.

£27,750



2015 LAND ROVER DEFENDER ADVENTURE, 2.2L RHD

Boasting additional underbody protection and rugged Goodyear tyres, this limited edition Defender Adventure has just 11,500 miles. Finished in Phoenix Orange, it features unique decals and a leather-trimmed cabin.

£63,950



1951 LAND ROVER SERIES 1 FIRE ENGINE

Originally sold by Land Rover to David Rosenfield Ltd., a Land Rover dealer in Manchester. They, in turn, supplied it to Cheshire County Fire Brigade as a L4P (light four-wheel driven pump) and stationed at Hazel Grove. This is a really interesting example with everything operating as it should, right down to the Winkworth bell.

£30,000

www.jaguarlandroverclassic.com

t) +44 (0)203 601 1255 e) classic@jaguarlandrover.com
Classic Works, Imperial Road, Ryton-on-Dunsmore, CV8 3LF

Warranty subject to applicable terms and conditions.

1952 Jowett Jupiter R1

Sole survivor of Yorkshire ambition

Price new: never specified Price now: £200,000 Rivals: Monopole Panhard, Porsche 356, Renault 4CV Heritage: brave attempt by a small but doomed marque to capitalise on its best qualities in the most famous race



to design it they booked the man who before the war designed the 1938 Auto Union racing car chassis - Eberan von Eberhorst. He had been enticed to the ERA concern to engineer its post-war racer, but was induced to share his skills with the Bradford firm.

The result was the Jupiter, with a twin-tube chassis and twin carbs on the flat-four achieving a mighty 60bhp. The motor still hung out ahead of the front wheels, but the compliant ride and independent front suspension helped compensate for the 55 per cent front weight bias. It's hard to call the Jupiter a

pretty car, though several coachbuilders did a nicer job, and at £1086 it was hardly a bargain - add a couple of hundred and you could be in a Jaguar XK120.

Yet on this chassis the factory constructed three racing versions - the R1, much lightened, tweaked and with minimal bodywork, and aimed at Le Mans where Jupiters had already taken class wins. Two were later scrapped, making the car at Arun Holdings the sole survivor. And it has an honourable record: in 1952 Marcel Bequart and Gordon Wilkins finished 13th and took a third successive class win for Jowett, and it also contested the 1952 Monaco sports car event.

Lovingly restored by a pair of Jowett experts, the R1 has raced at the Revival and Le Mans Legends and has Monaco credentials, too. It may not be famous, but it's a unique slice of British racing history. www.arunholdings.co.uk 📷

Horses for courses. An old saying, but relevant to cars as well. Take Jowett, pride of Yorkshire until its demise in the rationed Fifties.

From the start Jowett concentrated on light, robust cars with plenty of low-g geared pulling power, ideal for the hills around its Bradford birthplace. Though mostly forgotten, Jowett did have one flirtation with the top rung of the racing world before the end, and the sole survivor of that brave effort is now for sale - with Le Mans history.

Jowett's original engine choice was a flat-twin engine lying ahead of the front wheels and it stuck with the horizontally opposed layout to the end, by which time it had grown to a 1500cc flat-four with 50bhp. Post-war, Jowett made a stab at the big time



with the sophisticated Javelin, a streamlined saloon with what used to be called 'fastback' styling and torsion-bar suspension, and its fine handling brought some sporting success, even class wins in the Monte and the Spa 24 Hours. Steel was restricted in the late '40s, though, so they proposed an alloy-bodied sports car and



SPEAKING TO NICHOLAS OVERALL

Racer, dealer and proprietor, Arun Holdings

Like the other two this car was due to be scrapped because of the tax system at the time, but it was saved by the Jowett apprentices. In fact it was literally cut in half, though I'm damned if I can see where. It has the Jupiter chassis but much lightened, and it's probably producing about 80bhp, though there's further potential if you want to take it to Goodwood, or Monaco. You have to admire the drivers - they averaged nearly 73mph for 24 hours. And it raced after that: I have a thick history file on it, and a later owner came round to bring photos of himself doing a hillclimb at its helm. So far most interest I've had has been from France, though it's such a British machine.

ESTABLISHED
OVER
45
YEARS

TOM HARTLEY

THE ULTIMATE NAME DEALING IN LUXURY, PERFORMANCE & CLASSIC CARS



TOM HARTLEY

15 PORSCHE 918 SPYDER WEISSACH PACKAGE
Colour To Sample Pearlescent White With Garnet Red Leather
6,000m
£1,250,000



TOM HARTLEY

14 McLaren P1
Volcano Yellow With Carbon Black Leather & Alcantara
1,500m
£1,250,000



TOM HARTLEY

14 FERRARI LAFERRARI COUPÉ
Rosso Corsa With Nero Alcantara
4,000m
£POA



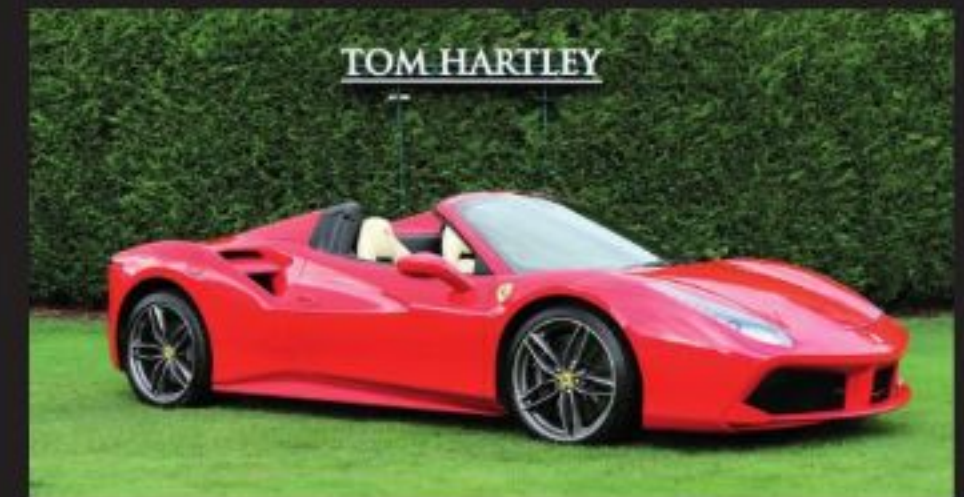
TOM HARTLEY

66 LAMBORGHINI AVENTADOR LP 750-4 SV ROADSTER
Rosso Bia With Nero Cosmos & Rosso Alala Alcantara
1,000m
£399,950



TOM HARTLEY

17 LAMBORGHINI AVENTADOR S LP 740-4 COUPÉ
Verde Hydra With Nero Ade Alcantara With Rosso Alala
3,000m
£279,950



TOM HARTLEY

17 FERRARI 488 SPIDER
Rosso Corsa With Crema Hide
4,000m
£224,950



TOM HARTLEY

06 MERCEDES-BENZ SLR McLaren COUPÉ
Crystal Antimony Grey With Classic 300SL Red Leather
25,000m
£219,950



TOM HARTLEY

14 FERRARI F12BERLINETTA
Grigio Titanio Metallic With Nero Hide
8,000m
£204,950



TOM HARTLEY

17 ROLLS-ROYCE WRAITH SERIES 2
Diamond Black With Seashell Hide
7,000m
£199,950



TOM HARTLEY

16 FERRARI 488 GTB
Bianco Avus With Nero & Rosso Hide
4,000m
£189,950



TOM HARTLEY

12 MERCEDES-BENZ SLS AMG ROADSTER
Designo Mystic White With Black & Sand Designo Leather
21,000m
£129,950



TOM HARTLEY

18 PORSCHE 911 CARRERA 4 (991) GTS
PTS Graphite With Black Leather
3,000m
£114,950

OVER 60 SUPERCARS IN OUR INVENTORY

WE ALWAYS PAY MORE FOR YOUR CAR & WILL COLLECT TODAY

Telephone: +44 (0)1283 762762

Email: info@tomhartley.com

www.tomhartley.com

Follow us:  @TomHartleyCars  tomhartleycars

SHOWROOM VIEWING BY APPOINTMENT
OPEN 7 DAYS: 9AM-8PM

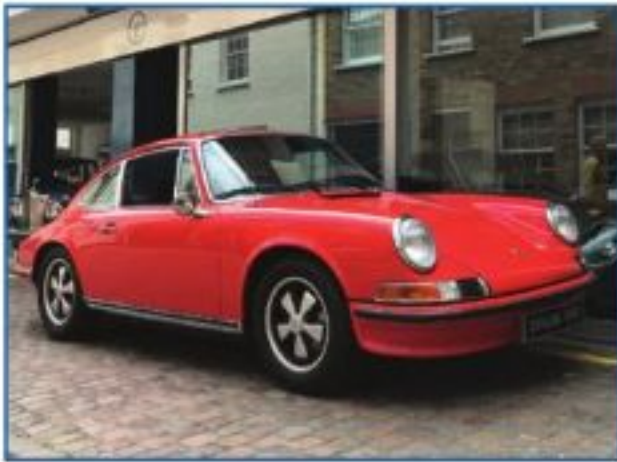
Dealer Gallery

To advertise, please call Laura Holloway 020 7349 8479
or email laura.holloway@motorsportmagazine.com



Graeme Hunt Ltd

The largest classic car showrooms in central London



1972 Porsche 911 2.4S
RHD & Fully Restored



1961 Aston Martin DB4
GT Zagato spec



1974 Jensen Interceptor
Convertible Prototype



1998 Bentley Brooklands 'R'
Mulliner
Number 1 of 100 - 42,000 miles



1971 Ferrari 365GTC/4
LHD - Restored



1933 Singer Le Mans



1985 Jaguar XJ - SC
43,000 miles only



1989 Ferrari 412
29,000 miles only



1964 Mercedes Benz 230SL
Fully Restored with 5 speed
gearbox etc



1958 Jaguar MK1
'D' Type Specification engine



1900 De Dion Bouton Vis-a-Vis



1933 Derby Bentley
Press Launch Vehicle

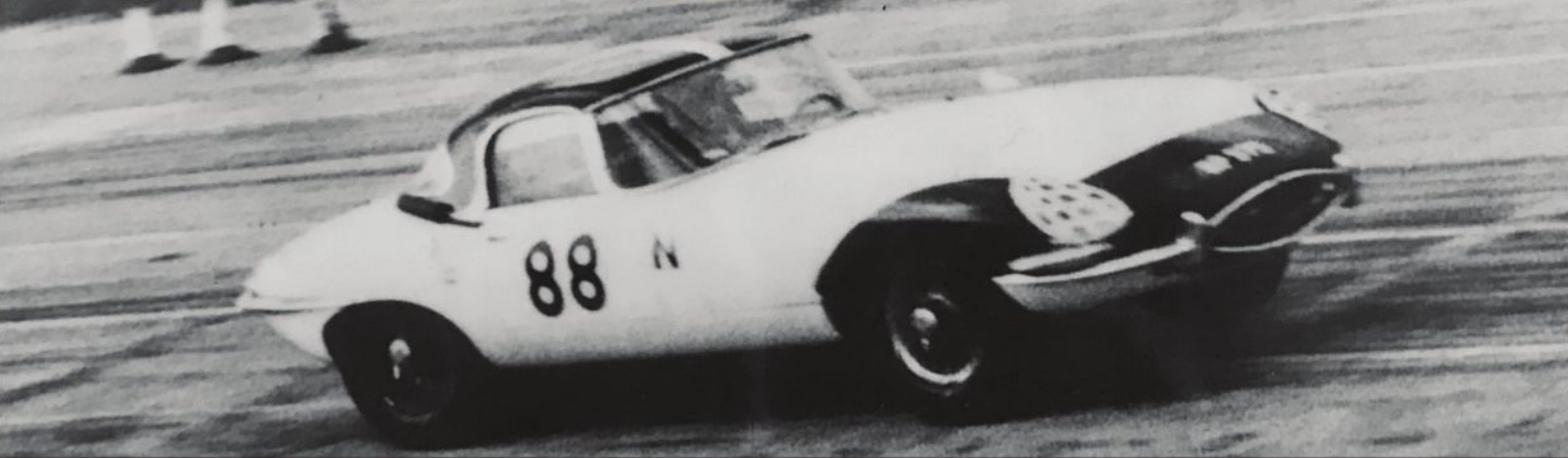
www.graemehunt.com

Kensington

+44 (0)20 7937 8487 • mail@graemehunt.com

Battersea

DUNCAN HAMILTON ROFGO



1961 JAGUAR E-TYPE ROADSTER COMPETITION

Delivered new to Nassau in 1961 for well-known Bahamian racing driver Hans Schenk, the famous 'NP975' E-type raced from new and is offered with continuous history. Well documented racing history with multiple wins in the International Bahamas Speed Week from 1961 to 1965 the car is featured extensively in Bahamas Speed Week book and Philip Porter's Definitive History of the Jaguar E-Type. Restored in 2000 and now an immaculate road car with UK road registration. Perfect potential front running car for all prestigious historic race meetings including Goodwood Revival's Kinrara Trophy, Le Mans Classic as well as Tour Auto and Modena Cento Ore.

+44 (0) 1256 765000 | dhrofgo.com | sales@dhrofgo.com





TOM HARTLEY JNR

EXQUISITE CLASSIC & PERFORMANCE CARS

A HANDPICKED SELECTION OF OUR CURRENT STOCK



2014 FERRARI LAFERRARI

A total spec example, delivered new to Italy & now UK registered, only 789m from new, recently serviced & complete with all its factory accessories, indistinguishable from new

..... £POA



2010 BUGATTI VEYRON

Only 2,000m from new, a UK supplied example that's in totally 'as new' condition throughout & complete with all its factory accessories including its original handbooks, spare key, speed key & car cover. Fantastic future potential!

£POA



2013 PAGANI HUAYRA RHD

Many special features, 1 of only 100 Huayras ever produced worldwide & 1 of only 4 UK right-hand drive examples, 2,700m & full service history from new, as new throughout

..... £POA



2015 PORSCHE 918 SPYDER

1 of only 918 examples ever produced, Liquid Metal Chrome blue, carbon rear wing, mirrors & roof panels, carbon interior pack, Weissach magnesium wheels, 5,000m, huge spec, UK car, as new throughout.....

£POA



2004 PORSCHE CARRERA GT

Only 2,663m & 1 owner from new, a UK supplied example that's complete with all its factory accessories including dedicated luggage plus its original handbooks, indistinguishable from new, a very special car.....

£POA



2015 PORSCHE 918 SPYDER

Delivery miles from new, optional extras include stone guard film, fire extinguisher & electric seat height adjustment, complete with all its factory accessories, 1 of only 918 examples ever produced

..... £POA



2011 FERRARI 599 SA APERTA

Car no. 04 of only 80 examples ever produced, a huge spec car with options that include; water resistant leather, full electric seats, carbon zone with LEDs, many special features, only 625m from new.....

£POA



2011 FERRARI 599 SA APERTA

1 of only 80 examples ever produced, finished in the unique colour combination of Nero Stellato over Hermès Orange interior, 6,875m, FSH, as new condition throughout, regarded as the ultimate contemporary Ferrari

£POA



2006 FERRARI 575 SUPERAMERICA F1

Rosso stitching throughout, Rosso instrument panel, Scuderia Ferrari shields, Rosso brake callipers, only 3,400m from new, recently serviced, as new condition throughout

..... £POA



Telephone: +44 (0)1283 761119



TOM HARTLEY JNR

EXQUISITE CLASSIC & PERFORMANCE CARS

WE ARE ALWAYS LOOKING TO BUY SIMILAR VEHICLES



1955 JAGUAR D-TYPE

One of the best production D-Types in existence, ex-Richard 'Dickie' Attwood & Frank Gardner, accompanied by an impressive & very well documented history file including invoices & correspondence dating back to 1955£POA



1970 ASTON MARTIN DB6 MK2

VOLANTE 1 of only 38 examples ever produced, original colours, engine uprated to R.S.W. revered 4.7-litre specification, only 3 owners & 24,000m from new, beautifully presented throughout, exceptional car£POA



1989 ASTON MARTIN V8 ZAGATO

VOLANTE Unique colour, special order seats, ex-Patrick collection, 1 of only 37 Zagato Volante's ever produced & 1 of only 6 RHD examples with automatic transmission. Only 3,800m from new, a highly desirable car & one with great future potential ...£POA



2010 LAMBORGHINI GALLARDO

SUPERLEGGERA LP 570-4 A total spec car, 15,573m from new & freshly serviced by Lamborghini Birmingham, complete with its original handbooks including the warranty/ service supplement & presented in as new condition throughout£POA



1988 DE TOMASO LONGCHAMP GTSE

1 of only 7 GTSEs ever produced & only 860m from new. Recent engine re-build, a real time warp example of this very rare & quirky model, what car represents the retro era better! £POA



2011 PORSCHE 997 SPEEDSTER LHD

Car no. 347 of only 356 examples ever produced, only 1,100m from new, UK registered, total spec that includes; 408bhp power kit & ceramic brakes, a highly collectable modern 911 £POA



2013 NOBLE M600 CARBON SPORT

1 of only circa 30 M600's built to date of which there are far fewer Carbon Sport editions, 11,400m, regularly serviced, still complete with its spare key, original handbooks & tailored car cover, presented in as new condition throughout£POA



2015 LAND ROVER DEFENDER 90

STATION WAGON HERITAGE EDITION 1 of only 400 examples ever produced, finished in the iconic Grasmere Green, optional extras include radio/CD with Bluetooth & tow bar. 5,385m & 1 owner from new, very collectable £POA



2018 PORSCHE 911 TURBO S

EXCLUSIVE Car no. 497 of only 500 examples ever produced, a very rare UK RHD supplied car, 1,282m from new, total spec including; carbon wheels & front axle lift, complete with all its factory accessories £POA





***THE EX – LORD CROSS, MUGELLO WORLD SPORTS CAR CHAMPIONSHIP,
FIRST UK & RHD 'COB' COBRA, TWO FAMILY OWNERS
1963 AC COBRA 289***

Despatched in 1963 to Investigations & Management Ltd in London, COB 6004 was finished in Vineyard Green and is the first 'COB' UK market, right hand drive AC Cobra 289 produced. Bought by Lord Cross just three months later having had minimal use. Described by the ACOC as one of only six period 'Independently Competition Prepared' ACs, with Lord Cross making his competition debut with COB 6004 in mid 1964. Competed at Mugello as part of the World Sports Car Championship in 1966. Raced by Lord Cross over several decades and retained by his family until 2006, before being bought back by the son of the first owner. Remaining exquisitely original, with complete history file featuring the original buff log book, bills of sale, invoices and competition programmes back to new.



william i'anson ltd

Collectors' Car Sales • Acquisition Consultancy • Collection Management



***THE EX – JACK SEARS, HOLMAN & MOODY PREPARED, WILLMENT RACING TEAM,
WINNER OF THE 1963 BRITISH SALOON CAR CHAMPIONSHIP
1963 FORD GALAXIE 500 'R-CODE' LIGHTWEIGHT***

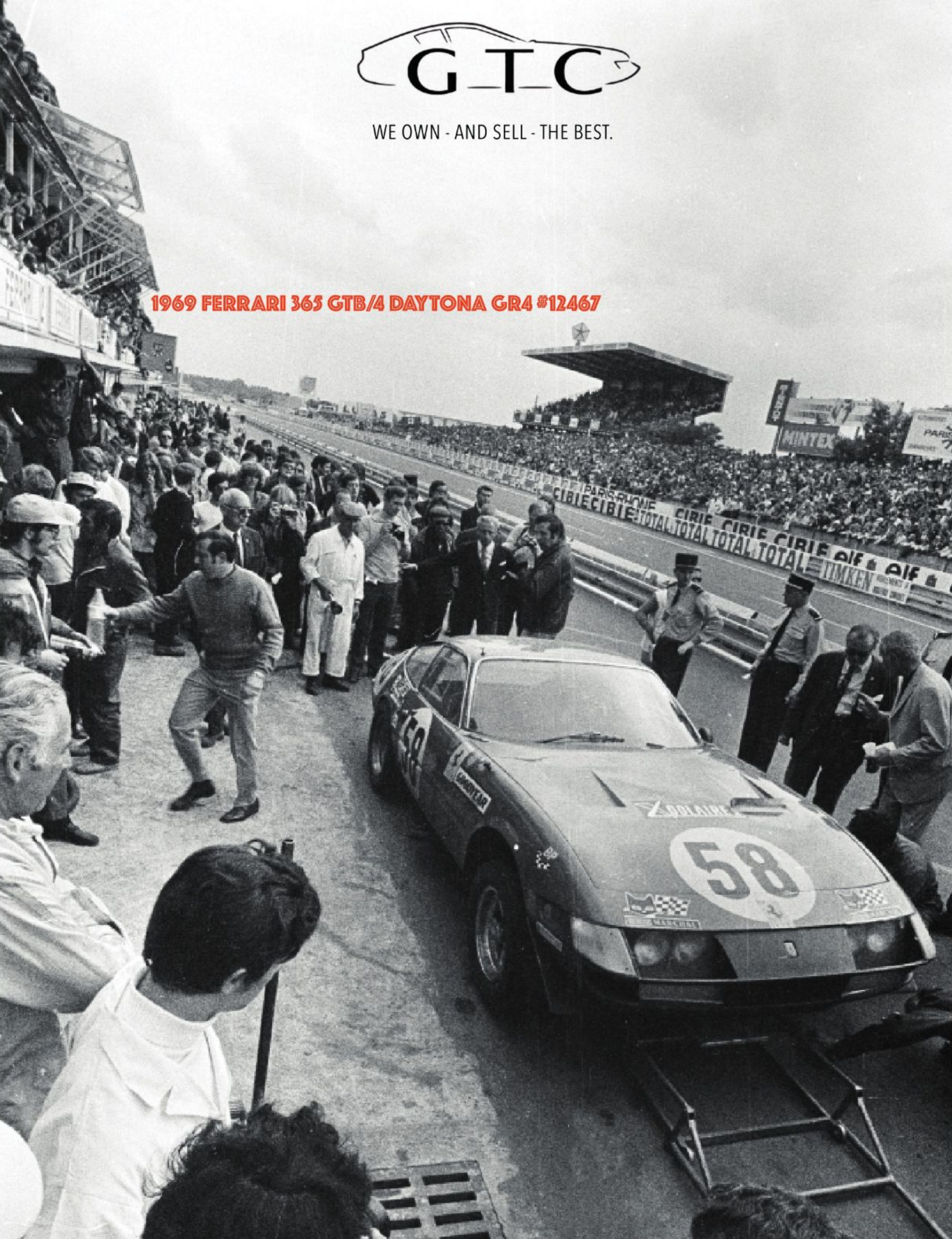
The British Saloon Car Championship game changer. Built by Holman & Moody in North Carolina before being flown to the Willment Racing Team in the UK to contest the 1963 season with the intention of confronting Jaguar. Driven primarily by Jack Sears, who won every race that he finished in the Galaxie. Also driven for Willment by Sir John Whitmore, Graham Hill, Frank Gardner, Paul Hawkins and Bob Olthoff. Bought by Olthoff in 1965 and used by him to win the South African Saloon Car title. Retained by Olthoff until sold to Jack Sears in 1988 and brought back to England. Part of Sears' personal collection until being bought from the Sears' family by the current owner. A time warp and hugely significant piece of racing history, with the full red leather interior still in place and history file including the original Holman & Moody invoice to Willment.





WE OWN - AND SELL - THE BEST.

1969 FERRARI 365 GTB/4 DAYTONA GR4 #12467





WE OWN - AND SELL - THE BEST.

- . Third Daytona ever produced
- . The prototype of the Daytona GR4 Competizione
- . Developed by Mauro Forgheri and his team at the factory
- . Sold by the Factory Ferrari to Luigi Chinetti right before Le Mans
- . Finished 5th OA at the 1971 24 Heures du Mans
- . Daytona 6 Hours, Sebring 12 hours, Watkins Glen 6 Hours, Road Atlanta
- . Matching numbers



More than 50 cars in stock.

Contact us for more information:

+33 442 726 199

gtc@guikasgtc.com

www.guikasgtc.com



1965 Maserati Mistral Spyder 3.7L
#AM109/S*057

One of the 76 exemple made. Matching numbers.
Factory Hard-Top. Complete Maserati Classiche file.
Original set of luggages.



1970 Maserati Ghibli Spyder 4.7L
#AM1115/S/1161

Original Ghibli Spyder. One of the 79 exemple built.
Original interior. One of the most beautiful cabriolet
ever made.



1954 Jaguar XK140 Roadster
#810532

Matching numbers. Totally restored. Silver with
maroon leather interior. Perfect condition.
Jaguar Heritage certificate.

+33 442 726 199

gtc@guikasgtc.com

www.guikasgtc.com

AN ICON'S ROAR TO LIFE.



THE RACING LEGEND IS BACK.

The Corvette Grand Sport's racing heritage is simply unmistakable. With a 466 hp 6.2L V8 engine, 630 Nm of torque and acceleration capable of 0-100 km/h in just 3.9 seconds¹, this powertrain has only one goal in mind: pole position. Available either as Coupe or Convertible.

Discover more about the Corvette Grand Sport now: chevrolet.co.uk/corvette

CORVETTE GRAND SPORT

FIND NEW ROADS™

¹ Only with the available Z07 Performance Pack and automatic transmission. Fuel consumption urban/extra-urban/combined (MPG): 14.5-14.7/34.0-34.5/22.8-23.0; CO2 emissions combined (g/km): 284-282 (according to V0 [EC] No. 715/2007). The depicted vehicle is shown exclusively for illustration purposes and may include available equipment. European vehicle specification may differ from that shown in this advertisement.

CHEVROLET



Arrange a test drive with your Chevrolet Partner:



Sandhills Lane, Virginia Water GU25 4BT
01344 842801
www.ianallanmotors.co.uk

DEMO / USED STOCK

68/Corvette Grand Sport in Racing Yellow. Huge Spec	£79995
Corvette Grand Sport Coupe Auto in Admiral Blue	£75995
Corvette GS Collector Edition Convertible Auto in Grey	£69995
Corvette Stingray Coupe Manual in Grey	£69995
Corvette Stingray Coupe Manual in Black	£45995
68/Camaro V8 Coupe Auto in Mosaic Black/Kalahari	£41995
68/Camaro V8 Coupe Auto in Hyper Blue	£38995
68/Camaro V8 Coupe Auto in Silver/Adrenaline Red leather	£39995
68/Camaro V8 Convertible Auto in White	£40995
Camaro V8 Coupe Auto in Bright Yellow/Black	£38995
Camaro V8 Convertible Auto in Red Hot/Adrenaline Red	£37995
Camaro V8 Coupe Auto in Arctic Blue/Black	£38995
Camaro Turbo Auto in Hyper Blue/Ceramic	£29995
Cadillac Escalade Platinum in Abalone White	£77995
Cadillac Escalade Platinum in Black	£59995
Cadillac Escalade Platinum ESV in Grey Metallic	£79995

NEW CORVETTES & CAMAROS NOW IN STOCK



1973 PORSCHE 911 CARRERA 2.7 RS LIGHTWEIGHT

Delivered new to West Germany, Competed in Trento/Bondone hill climb, specified with heated rear window and limited slip differential, previously owned by former Porsche GB President Fred Hampton, Porsche certificate of authenticity, extensive history file, 77,240km



2006 MERCEDES MCLAREN SLR



2018 FERRARI 812 SUPERFAST (LHD)



2010 MERCEDES SLS AMG



williamloughran

- THE LEADING SPECIALIST IN SOURCING THE RARE AND UNOBTAINABLE -

+44 (0) 1772 613 114 // www.williamloughran.co.uk // sales@williamloughran.co.uk



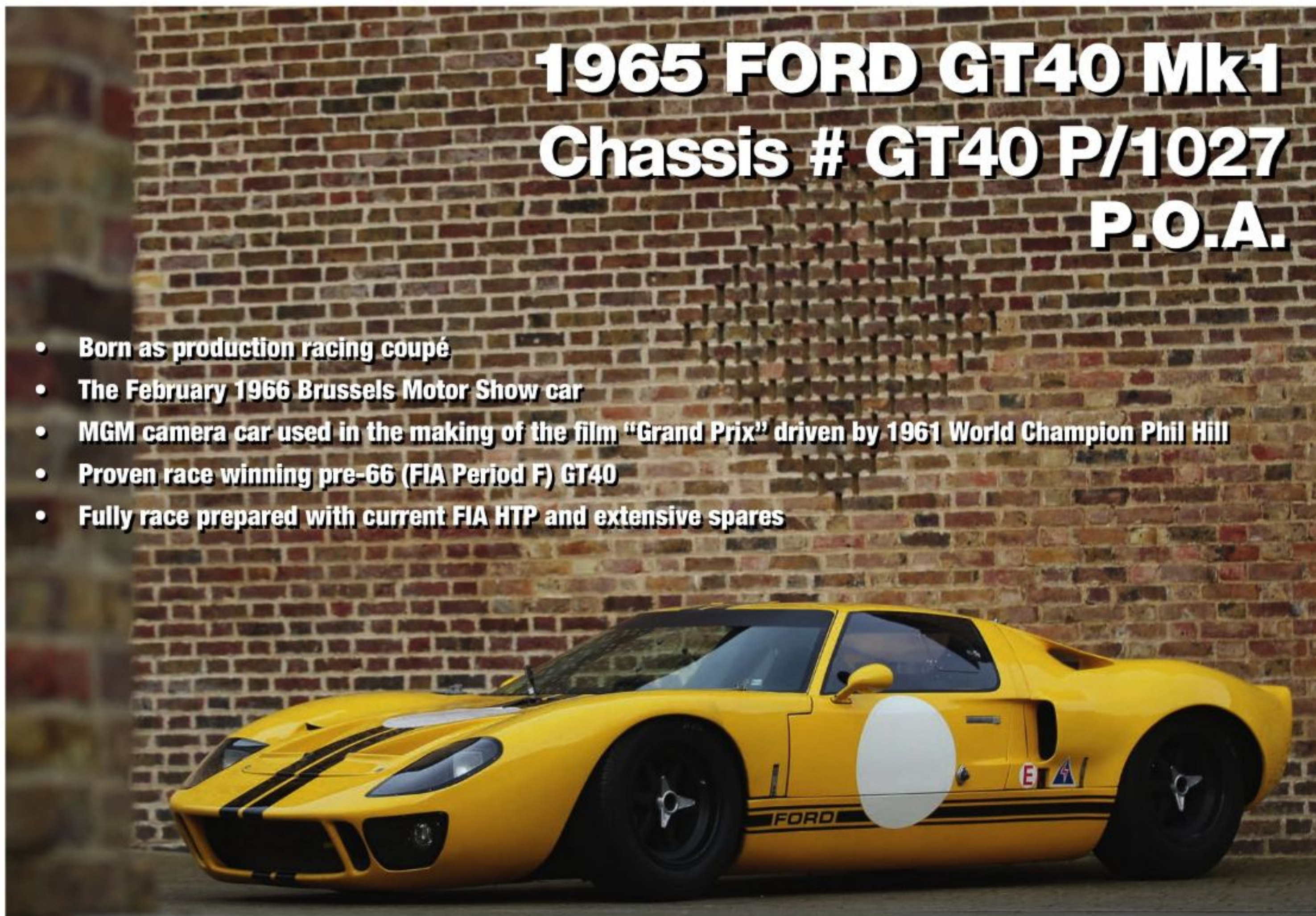
Our passion is classic competition cars

1965 FORD GT40 Mk1

Chassis # GT40 P/1027

P.O.A.

- Born as production racing coupé
- The February 1966 Brussels Motor Show car
- MGM camera car used in the making of the film "Grand Prix" driven by 1961 World Champion Phil Hill
- Proven race winning pre-66 (FIA Period F) GT40
- Fully race prepared with current FIA HTP and extensive spares



1969 Lola T70 Mk3B (HU76/159)

Built for Lola boss Martin Birrane and owned by him for several years, the launch car of an exclusive batch of six continuation cars built by the Lola factory. Race winning, and immaculately presented T70 with a faultless finishing record. Stunning, fully race prepared with current HTP and good spares.

GBP 395,000



1983 BMW 635 CSi Gp A (E24-RA1-08) GBP 295,000



1952 Cooper-Bristol (T20/25) Mk1 (CB/7/52) P.O.A.

We have a wider variety of great cars for sale. Please call or visit our web-site for more information.

www.rmd.be - salesinfo@rmd.be - +32 (0) 475 422 790 - Schoten, Belgium



The School Garage
(MARTIN J DALY) Est 1979

A small selection of up to 60 Prestige and Classic Cars in stock.

47 Buxton Road,
Whaley Bridge, High Peak,
Derbyshire SK23 7HX
Telephone 01663 733209
Mobile 07767 617507
www.classiccarshop.co.uk



1987 MERCEDES 300SL W107. Alpine white with full blue leather trim. Excellent spec including blue hood, white hard top, rear seats, air cond, flat face alloy, 93,000 miles with impeccable full service history last owner 17 years. Stunning..... **£34,950**



2003 BMW M3 CSL MOTORSPORT MANUAL RHD. Dolphin grey with superb factory spec. 81,000 miles with full BMW main agent service history from new. All original Books, tools and documentation. Looks 2 years Old..... **£39,950**



1996 PORSCHE 993 CARRERA 2 CABRIOLET. Carrera 2 Cabriolet RHD 6 speed manual. Iris blue with marble grey leather trim. Blue power hood, air cond, Cup Alloys, teardrop mirrors, 35,000 miles only with full documented history. Stunning and original example. **£62,950**



2000, FERRARI 550 MARANELLO LHD. Grigio with Bordeaux leather, aircond, alloys, parcel shelf, 11,000 miles only with FFSH. Stunning and original, all books, tools, and documentation. **£99,950**



1971 ASTON MARTIN DBS V8 AUTO Original RHD with matching numbers. Caribbean blue with navy blue leather. Stainless sports exhaust, Air cons, GKN alloys, face off CD. Recent tyres. 61,000 miles only with FSH, and recently serviced by leading specialists. Registration number DBS 1J. Stunning original rust free specimen. (Including desirable registration number)..... **£185,000 inc plate.**



1994 BENTLEY TURBO R. In Wildberry with parchment leather. Usual high spec and 52,000 miles only with fully documented Bentley history from new. One of the best in the UK. Truly stunning example. **£24,950**



1966 FORD MUSTANG 289 CONVERTIBLE, AUTO. Matching numbers, 2 owners, 53,000 miles only, restored concours example and original colour combinations **£39,950**



2008 PORSCHE 997 CARRERA 2 RHD. Basalt black with black leather trim, 6 speed manual, alloys, air con, sat nav. Plus good spec, 54,000 miles with full main dealer history, superb original and unmarked **£35,950**



2000 PORSCHE 996 GT3 MK1. Speed yellow with black leather, aircond, Club sport spec, RS Clutch and flywheel, roll cage, full harness set, short shifter gearbox, 31000 miles only with FFSH. Stunning original example.... **£79,950**



1988 PORSCHE 911 930 TURBO CABRIOLET RHD. Grand Prix white with marine Blue leather and blue mohair power hood. Polished Fuchs alloys, tear drop mirrors, sports exhaust, full Bob Watson Porsche upgrades. 30,500 miles with superb history. File, a stunning low mileage example from a Top collection! **£109,950**



1954 JAGUAR XK120 FHC. LHD. Ivory with Tan leather. Lovely original matching numbers example, rust free and driving superbly..... **£79,950**



2015 MERCEDES E 63 AMG. Steel grey with black leather, Panoramic sunroof, black alloys, Plus superb factory spec. One previous owner and 6,800 miles only. Repeat 6,800 miles only with FMBSH. As brand new. ... **£39,950**



1982 MERCEDES 280SL W107 SPORTS. Milan brown with beige tex trim. Hard and soft tops. Mexican hat Alloys, and 2 owners with only 44,000 miles Only from new. A mint and original, time warp motorcar..... **£36,950**



1972 MERCEDES 280SE W108. Rare factory floor change manual. Matching numbers RHD example. Original and unrestored time warp car that has covered 11,000 miles only from new. Fully documented provenance. Original hand and service books. Totally unique and unrepeatable... **£39,950**



1967 AUSTIN HEALEY 3000 MK3 PHASE 2. LHD. BRG with black trim and black hood. 2 owners, matching numbers and Heritage Certification. Many concours wins to its name with last owner of over 30 years. The most stunning and correct Healey we have ever seen!..... **£74,950**



1970 McLaren M8C #70-08

The McLaren M8C was predominately raced in the infamous CanAm series except for three chassis purchased by Ford to race in South America as test beds for their engine development program. This car, #70-08, is the only one of the three with any actual racing history having competed in Brazil and of all original 12 M8C's built, #70-08 is arguably the most pristine in existence. This car has never been crashed and retains it's original tub, radiator, and mechanics throughout. The car is Trojan built and certified by Peter Agg.

Selling Price: £350,000



For further information contact:

Kevin O'Connor

Tel: 415.971-1119 • Email: kevosfbd@gmail.com

1990 NISSAN NPT-90, CHASSIS #90-03

The third NPT-90 built, chassis 90-03 was originally the reserve car for the 1990 season. In 1991 it became a fully-fledged works car, driven to outright victory at that years Sebring 12 Hours by Geoff Brabham, Derek Daly and Gary Brabham. Now restored and fitted with a single-cam engine, the current owner drove it to victory in the Group C GTP race during the 2014 Historic Grand Prix Zandvoort. Fully race prepared and ready for the Group C series



PENDINE



Historic Cars for Road & Track

+44 (0) 1869 357126 www.pendine.com cars@pendine.com

Located at





Southwood
CAR COMPANY



Alfa Romeo SZ 1991 - 4,700 kms



Alfa Romeo 2000 Spider by Touring 1959



Alfa Romeo Montreal RHD 1975



Alfa Romeo 1750 Spider Veloce 1969 RHD



Alfa Romeo 1750 Spider Veloce 1969 RHD



Alfa Romeo 1750 GTV Mk1 1969 RHD

Southwood, the specialist supplier of exceptional Alfa Romeo Motor Cars

T: 01883 344226 M: 07442 506123 E: info@southwood.co.uk W: southwood.co.uk
M25 J6 - 5 mins | Gatwick 20 mins | Heathrow 40 mins | Central London 19 miles

OSELLI MOTORSPORT

- Race cars for sale
- Built to order to your spec
- Two in progress for 2019
- Storage facilities available



Arrive and drive race cars for hire

- Race support
- Rolling road tuning
- Ards test support
- Instruction & V box analysis



1964 MGB Roadster built to FIA specification and campaigned this year in four events by a novice in the Equipe GTS series.....
.....**£37,950**



1959 MGA Twin Cam campaigned throughout Europe over many years, FIA and OTH passports. Currently fitted with 1840cc FIA B series engine but twin cam engine (in bits) available.... **£53,500**



1963 MGB Roadster finished in Iris Blue and has been campaigned by Oselli over the last 5 years in various events including the Equipe GTS. FIA papers (out of date) **£30,000**

Oselli Limited • Unit D3 Greenway Business Park • Winslow Road • Gt Horwood MK17 0NY
Tel: 01993 849610 • Web: www.oselli.com

STEVE SOPER Offers his 2018 Goodwood Revival winning Ford Cortina Lotus for sale.

Built this year (2018) not to be confused with my 2017 Car that was advertised earlier which is now sold.

This car was built from scratch by Team Dynamics with all new parts where possible from a rust free shell that was then acid dipped back to bare metal. The car runs in A frame rear configuration and has the latest spec Neil Brown Engine, Quaife straight cut gear kit, Quaife half shafts, Fuel bag tank, BTB exhausts Manifold and BTB stainless exhaust system, Mag wheels, Tillett Ultra light race seat. The car is under weight and needs ballast to bring it up to its FIA Homologated weight.

A beautiful example Race car that has only done 4 events since its build this year.

Winning the 2018 first round of U2TC championship race at Donington Park, Silverstone Masters Class win and of course the overall winner of the 2018 Goodwood Revival St Mary's Race.

Fully developed by team Dynamics and myself with complete setups for dry and wet racing.

Suitable for U2TC, Masters pre 66, HSCC, HRDC, and Goodwood Revival.

£120,000 with spares ovno might take rd car in PX.

Contact: **Steve Soper** Email: soper52@gmail.com



1963 AC COBRA 289



1966 PORSCHE 906



1963 CHEVROLET CORVETTE SPLIT



1967 LOLA T70 MK3



1975 FERRARI 365 GT4 2+2



1988 SPICE SE88C

FINE CLASSIC, RACING &

Historic Cars
[WWW.HISTORICCARS.FR](http://www.historiccars.fr)

Gaël REGENT +33 6 26 48 61 71

Guillaume LE METAYER +33 6 62 11 94 73

cars@historiccars.fr / www.historiccars.fr / Paris showroom by appointment



1979 Tyrrell 009 - Ford Cosworth DFV

Tyrrell 009-6 Built for Didier Pironi and Derek Daly to race in the F1 season, Pironi finished a creditable 3rd at Watkins Glen in this car. Recently run in the Masters F1 Series by CGA Racing. Complete and ready to race with fresh crack test certificates, rebuilt suspension, gearbox, differential and Tmax short stroke engine all with less than 150 miles running. Now entered for Monaco Historique GP and including New FIA HTP, 3 sets wheels, nose mould and rear wing, as well as documented history file..

Please call for further information.



1966 MCLAREN M1B - CHEVROLET EX DAN BLOCKER TEAM CAR WINNER IN '66. REBUILT CHASSIS AND KNIGHT ENGINE. FIA PAPERS, £235,000



1981 FITTIPALDI F8 - COSWORTH DFV COMPETITIVE AND FRONT RUNNING CAR IN MASTERS F1 TMAX DFV ENGINE, CURRENT FIA HTP £320,000



ENSIGN N177 COSWORTH DFV. READY TO RACE. ENTERED FOR MONACO 18. FRESH ENGINE REBUILD. PRICE: £300,000



ALFA GIULIA SUPER 1600TI ELIGIBLE FOR HDRC HSCC ETC. REBUILT ENGINE, RACE READY £34,995



LOLA 210 - COSWORTH FVC EX K FOITEK, LE MANS CLASSIC ELIGIBLE, READY TO RACE £230,000



1984 ROVER 3500 TWR REPLICA USING ORIGINAL SUSPENSION AND ENGINE. FRESHLY BUILT, NEW HTP, SEALED ENGINE. £125,000



020 7244 7323
 WWW.LONDONMORGAN.CO.UK



LONDON MORGAN

+4 COTSWOLD BLUE
 CHASSIS: 004095
 COACHBUILT IN 2018
 CALL TO ARRANGE A VIEWING



RENAISSANCE
CLASSIC SPORTS CARS

With an experienced sales-team, passionate manufacturer-trained technicians, and a state-of-art workshop with diagnostic equipment, RENAISSANCE puts exceptional customer service at the heart of everything we do, allowing you to focus on enjoying your ownership experience.

We offer a full range of sales, financing, maintenance, restoration and performance engineering services. Whilst guaranteeing that our prices for parts and labour will always remain competitive versus main dealers.

We are also proud to be an official AC Schnitzer regional dealer and installer, offering performance enhancements across BMW, Mini, and Land Rover.

SALES • SERVICE • RESTORATION



www.renaissance-classics.co.uk

STOCK HIGHLIGHTS



1977 Ferrari 308 GTB 3.0 Competition, Dry Sump Race Car, Overwhelming Upgrades, Massive Spares Package including Complete Fibreglass Moulds, Gotti Wheels and Slick Tyres **£54,995**

WANTED

MODERN CLASSICS & SPORTS CARS

We are always looking to purchase desirable, unique and rare vehicles, from barn finds, restoration projects, daily classics to concours and race cars.



2004 Porsche 911 Carrera GT3 Gen2, 3.6, 6-Speed Manual, Genuine 40,600 Miles with FSH, Metallic Atlas Grey with Black Leather ClubSport Seats, Climate Control, Clubsport Pack **£67,995**

01483 225878

sales@renaissance-classics.co.uk

Trackspeed House, Portsmouth Road, Ripley, Surrey, GU23 6HB

I.S. POLSON
TALBOT SPECIALIST



VINTAGE & PVT RESTORATION AND SALES

WE SPECIALISE IN ROESCH TALBOTS



Photography by Gerard Brown

Wilfried Schaefer and Sandra Hubner competing in the 4th ERA Alpine Trial in their original Alpine Trial Team Talbot BGH 23.

They finished second overall in this difficult 3 day event.

Richard Dresner and Colin Mackenzie finished second in class 3 in another Talbot 105.

Please see our website for similar cars for sale.

Tel: +44 (0) 1440 820371

www.ispolson.com

i.s.polson@btconnect.com

Foskers

The UK's oldest independent Ferrari specialist

@FOSKERS
FOSKERSFERRARI
@FOSKERS



THINKING OF SELLING YOUR FERRARI? WE ALWAYS REQUIRE TOP QUALITY USED FERRARI



Ferrari 328 GTS £99,885
Immaculate original example, 17,500 miles.



Ferrari F360 F1 £59,995
Pristine example, Nero leather, 21,500 miles.



Ferrari 308 GT4 £59,995
Bordeaux hide, fresh belt service, air con.



Ferrari F430 Manual £99,995
Rare manual example. Crema hide, 29k miles.



Ferrari 308 GTS £84,995
Lovely history file, 14 inch alloys, XWX tyres.



Ferrari F355 Spider £64,995
Desirable six-speed manual, fresh cam belts.

EMAIL: sales@foskers.com WORKSHOP: +44 (0)1474 874777

SALES LINES: +44 (0)1474 874555 Jeff: +44 (0) 7703 355355 Gary: +44 (0)7515 430430

FOSKERS.COM

FOR SALE 1964 Multiple Race-Winning FIA MGB • £49,950

Rare opportunity to acquire our multiple race-winning, unbeaten 1964 Pull Handle FIA MGB Historic race car. Built in 2015 by RDR (thereafter run and prepared by Quinntech Racing) from an original 1964 Californian LHD factory export car. It was the subject of a full ground up build and restoration with no expense spared, at a far greater cost than its current selling price. Motor Sport magazine referred to this car as 'the fastest FIA MGB in the world' in a 2017 article. FIA HTP Papers expiration 2026.

THE CAR WAS INVITED TO GOODWOOD - MEMBERS MEETING 2018

This car has remained unbeaten in any Equipe GTS races it has been entered for - Best lap 2.36.785 Silverstone Classic GP layout. It has won races in the Historic Masters Pre66GT C1 Class often out qualifying faster 2.0L Porsches. It qualified 34th overall and pole in class in the 2016 Spa Classic 6 hours with a record lap time of 3.3.228 (on Avon ZZs). As a result of its success was invited to race in the Ronnie Hoare Trophy at the world famous 76th Goodwood Members Meeting in March (2018) earlier this year. Finishing 8th over all and ahead of much faster machinery.

This car is very distinctive in the Belgian Equipe Yellow from the period. Due to it's outstanding competitiveness the car has been twice selected for legality and conformity checks and both times declared legal.. MSA engine inspection 2017 declared legal. FIA rules state you must run a 3-Syncro gearbox.. our car is one of very few running the correct 3-Syncro gearbox which is mandatory for PeterAuto and several other overseas FIA events.



- Built from an original 1964 more desirable 'narrow tunnel' shell.
- LHD (left hand drive)
- 1840 CMES engine.. very strong engine on dyno.
- 3-Syncro gearbox fully rebuilt 2 races ago • LSD
- 110ltr split endurance tank (two piece so can be removed for sprint races)
- Aluminium Boot Lid
- On the Static Homologated FIA weight limit of 830kg.
- Short (side exit) and long exhausts • 8 minilite wheels

- High spec interior.. quick release steering wheel, Stack instruments etc

Only for sale again as we are moving into a different area of Historic Racing. The car can be seen at Quinntech Racing workshops in Reading, Berkshire. We have a full photo file of the chassis restoration and build. Serious enquiries only please.

!!THERE IS NO VAT ON THIS SALE!!

Price is not negotiable.

Numerous spares available by separate negotiation

Contact: coley-m@btconnect.com • Tel: 07768 437238

Melvyn Rutter Limited

International Morgan Sales, Service, Parts and Restoration
for Morgan Cars from 1936 to Present Day



The Morgan Motor Company are delighted to announce a range of 110th Anniversary vehicles. In advance of their 110 year anniversary in 2019, a range of excellent no cost options will be offered on all models shown here, each of which will feature the celebratory '110' badging.

Enquiries and orders are now being taken.

Please talk to Melvyn for the full story.

MORGAN HIRE

Both 3 and 4 wheeler models
£220 per day

NEW RUTTER PARTS CATALOGUE

40 Year Anniversary Edition, 84 Page Parts Catalogue
£5 UK, £7 Europe, £9 overseas elsewhere



The Morgan Garage, Little Hallingbury, Nr Bishops Stortford, Herts CM22 7RA England

Tel: 01279 725725 www.melvyn-rutter.co.uk Email: mr@melvyn-rutter.net



Hand Built Classic Cars



A S Motorsport Ltd

Poplar Farm, Fersfield Road

Bressingham, Diss, Norfolk. IP22 2AP

www.asmotorsport.co.uk Tel: 01379 688356 Mob: 07909 531816



IVAN DUTTON LTD



Bugatti Type 35B

Built from original GP major mechanical components including original chassis, registered on a Bugatti Chassis number not BC.

Please contact us for full specification and price.

Peacehaven Farm, Worminghall Road, Ickford, Bucks, HP189JE

Tel: 01844 339457 • Fax: 01844 338933 • Ten minutes from M40 Junction 8a • www.duttonbugatti.co.uk

BEECH HILL GARAGE

BRITISH CLASSIC CARS SINCE 1979



1959 MGA £34,995

Dove Grey, red leather, 1600cc 5 speed, completely restored to a very high standard



1960 MGA £30,995

Chariot Red, red leather, 1622cc fully restored, used regularly, excellent condition

BEECH HILL, NR READING, BERKSHIRE • WWW.BEECHHILLGARAGE.COM • 0118 9884 774



1977 PORSCHE CARRERA 3.0, Matching numbers, 25,000 km from new, sunroof, Grand Prix white/plaid inserts, 5-speed, sport seats, Bosch K-Jetronic, rare investment collector grade Porsche.



1994 LAMBORGHINI DIABLO VT, Red/tan all-wheel drive, 21,000 km. One of approximately 400 of the 500 hp, 5-speeds. Stunning cosmetics, incredible performance. The last Lamborghini built, Lamborghini.



1967 FERRARI 275GTB 4 NART SPYDER, outstanding mechanical & cosmetic condition. Very accurate NART Spyder conversion, cannot be told from an original. Rebuilt eng., drive-line. Ready for show or rally circuit.



1977 PORSCHE 930 TURBO CARRERA: Silver/black, 12,800 original miles. Fully certified, serviced and documented. Original paint. Built Feb. 1977. Looks runs and drives as new. True investor/collector grade.



1975 MASERATI BORA 4.9, Rosso Fuoco/Crema, 11,300 miles. 1 of 29 built in '75. Fully documented original example, original books, records, & tools. A true collector-grade investment, which can be shown and enjoyed on rallies & the road. \$185,000USD



1954 JAGUAR XK120 DROPHEAD COUPE, Matching numbers, red/tan. Frame up restoration, show quality. triple SU carbs, stainless steel headers and exhaust. powder coated frame. Great rally event and show car.

CONSIGNMENTS WELCOME
MOTOR CLASSIC & COMPETITION CORP

WE WILL BUY ALL FERRARI AND ALL VINTAGE SPORTS, RACING AND GT CARS

350 ADAMS STREET, BEDFORD HILLS, NY 10507
Tel 914-997-9133 Fax 914-997-9136 sales@motorclassicc corp.com

www.motorclassicc corp.com

SCOTLAND'S ASTON MARTIN SPECIALIST



MODERN - CLASSIC - VINTAGE

Scotland's only independent specialist, based in the Central belt serving Scotland and beyond (including Europe), caring for all ages and models of Aston Martin.

MARTIN'S ASTON SERVICES

0141 266 0020 | www.martinsastonservices.co.uk





The Dutch world of historic Jaguars



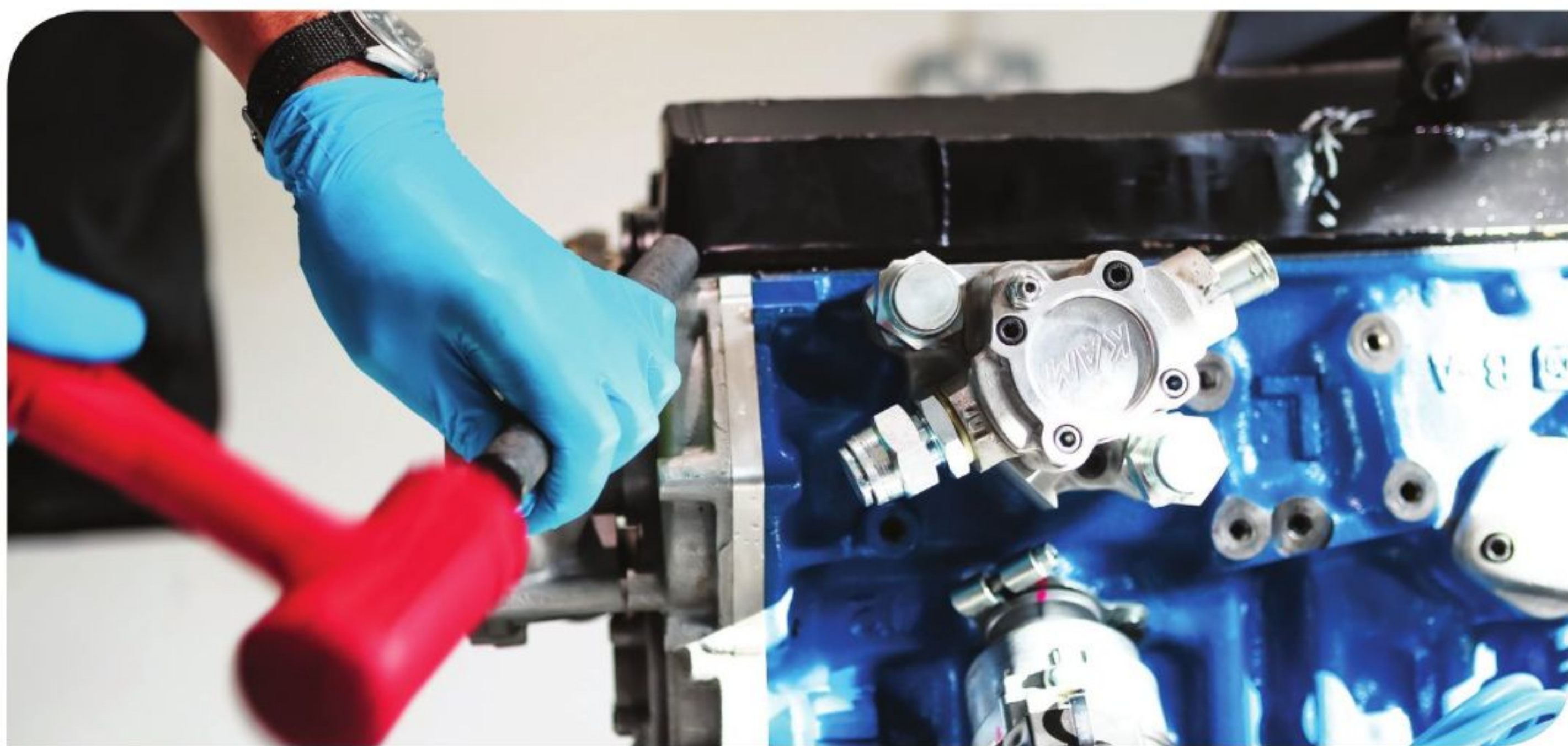
WWW.ZWAKMANMOTORS.COM



RESTORATIONS, REBUILDS & RACING

GARAGISTA

THIS MONTH Alan Mann Racing Ford Escort Mk1
• Lola T332-Chevrolet • Autofarm Porsche 911S



RACE CAR RESTORATION

Gp5 Ford Escort

Graham Goudie's period-correct FVA engine is about to go back on the dyno, but having not run for almost 10 years it requires a few precautionary checks...

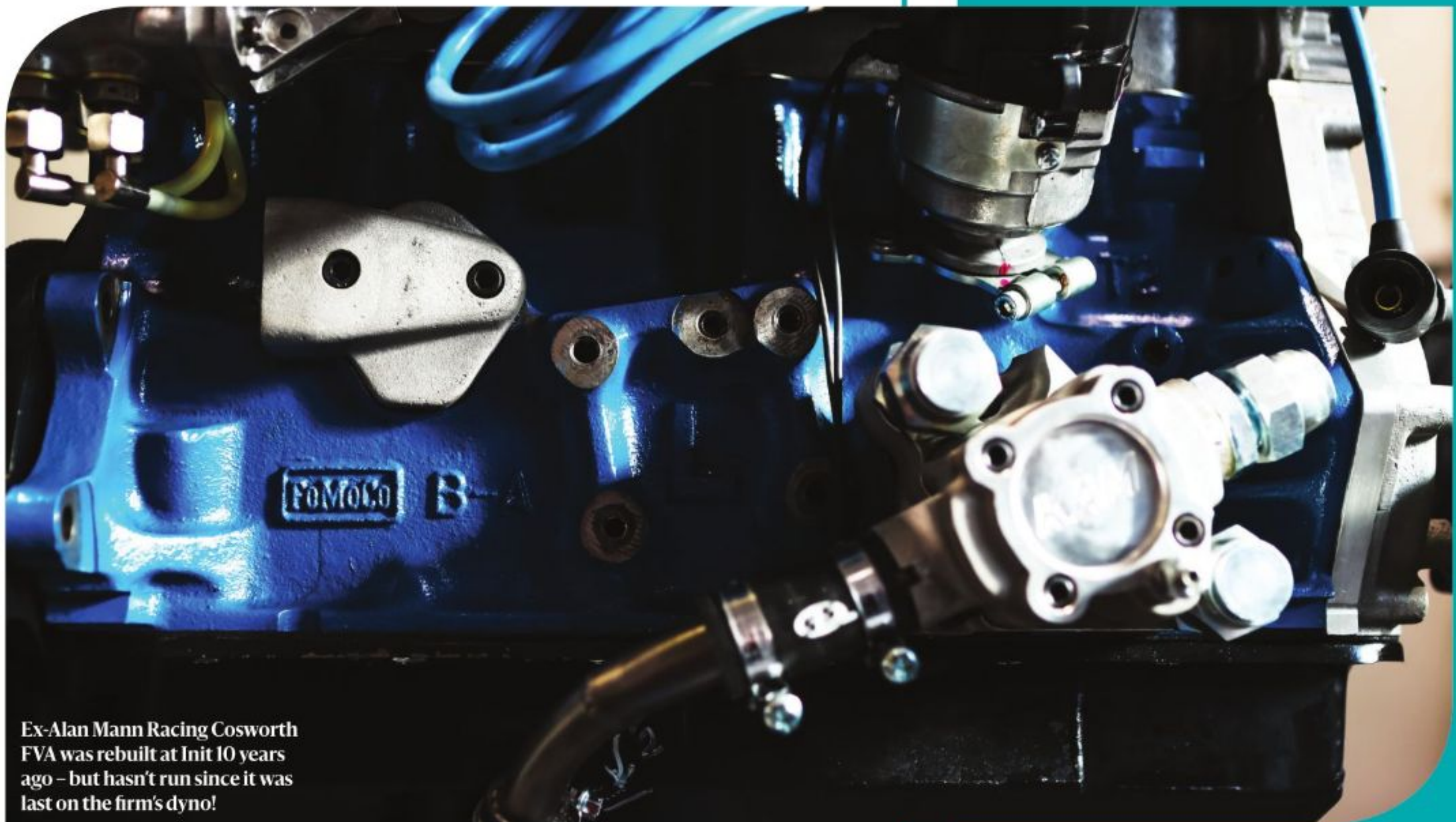
With much of the essential work on XOO 346F now complete, the time has come to carry out a few final engine checks and modifications before any attempt is made to fire it up.

When Alan Mann Racing ran the car in the 1968 British Saloon Car Championship, it was fitted with a Cosworth FVA and, as I mentioned in a previous article, had a primitive supercharger fitted so that the car could compete in a higher capacity class in a

bid to take points from drivers who might challenge AMR's lead driver Frank Gardner for the title. When I say 'supercharger', it was really the blower from a car heater incorporated within the induction system...

For 1969 the regulations dictated that Escorts had to run off-the-shelf engines, in this case twin-cams - and demand was such that Ford couldn't supply any, so suggested that AMR went to Vegantune. The car came to me as a shell and I later acquired a twin-cam,

which I still have. I might hang on to it for a little while, but there's not much point keeping it unless I acquire another Escort to put it in! That's not presently part of the plan... And I don't need it because I was able to get hold of another ex-AMR FVA - rebuilt by Chris Gilbert and his team at Init Racing in Daventry. That was done in 2008, but the engine has since been sitting idly and has recently gone back to Init, where Chris and his colleague Nigel Strange will do the work. 



Ex-Alan Mann Racing Cosworth FVA was rebuilt at Init 10 years ago – but hasn't run since it was last on the firm's dyno!

Init has an interesting history. After completing a tool-making apprenticeship, Chris worked on all sorts of interesting historic cars with Crosthwaite & Gardiner before switching to Mercedes-Benz AMG High Performance Engines, to focus on contemporary Formula 1. He then set up his own business, which is geared towards historic racing - he still works on some Mercedes heritage vehicles - and I'm expecting the engine to be with him for a couple of weeks before it returns here for final installation.

There shouldn't be too much work to do, other than the obvious checks to make sure it still runs safely after 10 years of inactivity. They need to establish that the fuel pump and injectors haven't become a bit sticky, for instance, and there is a little bit of work to do relocating the sump's oil scavenge pipe - simply to prevent it getting in the way of the steering column.

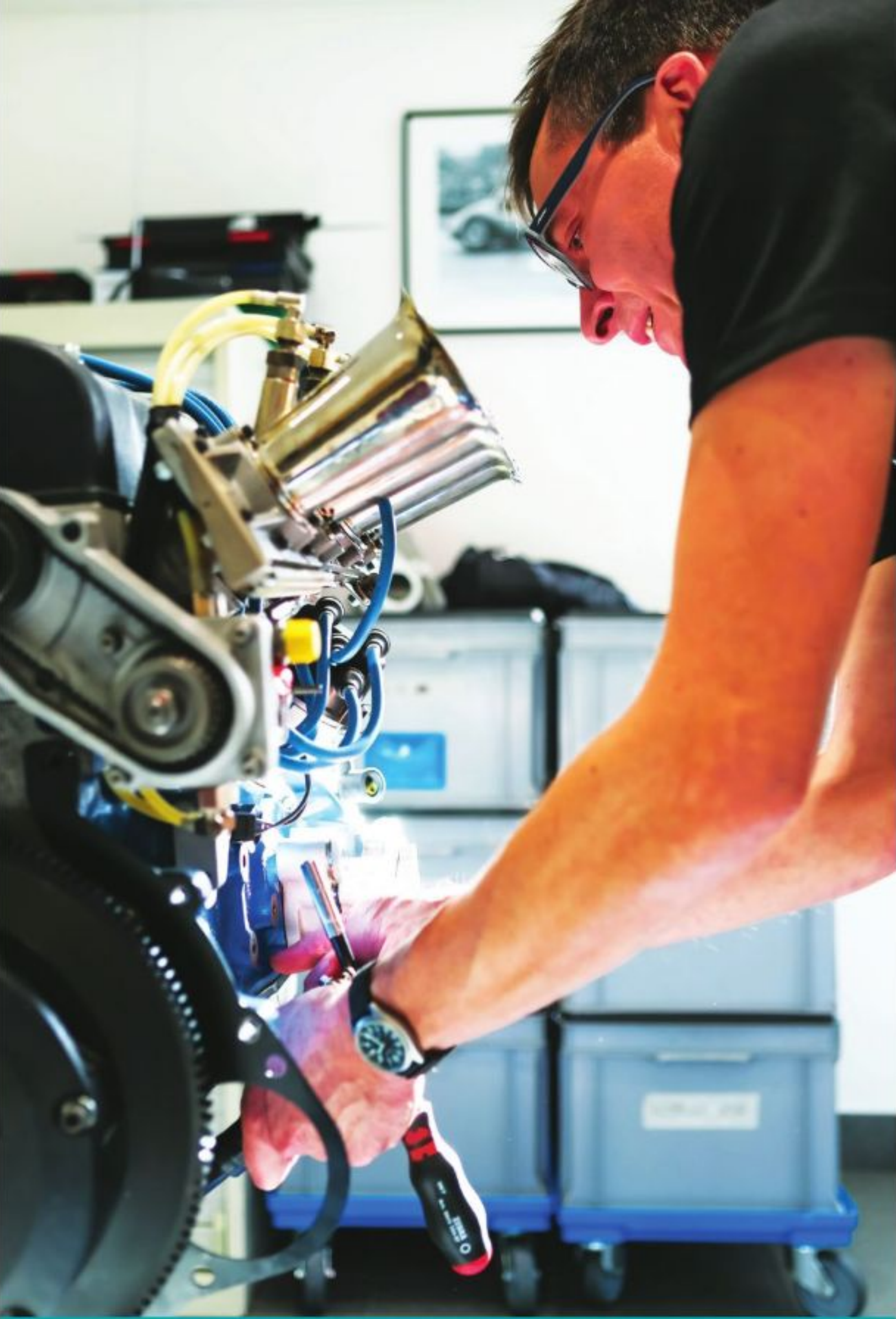
"In 1969 the regs dictated that Escorts had to run off-the-shelf engines, in this case twin-cams – and demand was such that Ford couldn't supply any..."

I should mention the inner wheel arches again, because last month I referred to them having come off a Mk1 Transit. I should also have added that I have no need of any replacements at present, because 346F still has its original set from 50 years ago!

I have mixed feelings about the car nearing completion, because I've enjoyed the somewhat drawn-out restoration process and the various challenges that have been thrown up along the way.

I was lucky to learn an awful lot from my late friend Jim Morgan, who worked on the Alan Mann Racing cars in period and with whom I collaborated when the team was reborn. When the car is finished, I will dedicate the rebuild to his memory. ☹





Nigel Strange has been entrusted with fettling the engine before it is prepared for installation in XOO 346F



RACE CAR RESTORATION

Lola-Chevrolet T332

Formula 5000 cars have always looked the part – and sound even better. This one was in component form when acquired by Steve Farthing at Wren Classics



A Formula Ford 2000 front-runner in the 1970s, Farthing now races this F5000 Lola

Current projects

Cooper-Chevrolet T61 Monaco

This is the 1963 Nickey Chevrolet 'Super Cooper' T61M that we look after for Chris Jolly and I'm lucky to race it with him. We're just back from a class victory at Spa in the FIA Masters Sports Car Championship event.
Status: Undergoing preparation for next season.

Ford Shelby Mustang Cobra GT350

A new car to us, we ran it for the first time in the Spa 6 Hours in September after getting it in our workshops a month before the event.
Status: Awaiting customer instructions.

I brought this 1974 Formula 5000 Lola as a giant Meccano set from a dealer in the US four years ago, as a personal project. Turning it into a racing car was only half the job. The tub had been rebuilt by Marc Bahner Engineering in California, but came with the wrong chassis plate. During the two years in which I was building it up in my spare time, I was also tracing its history.

The damaged chassis had been rescued out of the undergrowth at Road Atlanta. It had been converted to Can-Am spec with all-enveloping Frisbee bodywork and then crashed by a driver called Rod Cusumano. It was stripped of useful parts by a team member and race marshal Jay Puskenales, and the tub was then used for extraction training.

Inspection of the original Sports Car Club of America logbook showed it was the car that had been turned into a Can-Am by the late John Kalagian. His partner Beth Ardisana, who'd looked after the team's business side, confirmed from the records that the chassis number of the donor T332 was HU41. This meant it was the car that had been bought new by Chuck Jones Racing in 1974 and raced by Al Unser Sr and Graeme McRae, among others.

It was sold to Bill Baker, who subsequently crashed the car a number of times. It probably had two different tubs during his ownership.

I'm not claiming that this is an original T332 raced by Unser; it's a typical race car in that it has been re-tubbed more than once. But it has the lineage of that car and the chassis was rebuilt by Brahner using some of the steel parts from the damaged monocoque.

There is one part of the car that is most definitely original. I was looking for a specific design of rear deck for the car - Lola didn't actually produce one for the T332 - and purchased one from Simon Hadfield. When I was rubbing it down and I found the original orange, yellow and black livery of Chuck Jones Racing.

I was lucky enough to be able to show the car to Chuck before his death and he told me the story of how it came into being. Unser was testing the car and saw that his friend Mario Andretti had a rear body section on his Parnelli Jones car, so he insisted on having one too! One was fabricated in time for that weekend's race by ex-Shelby mechanic Granny Collins.

If you or your company has undertaken an important or unusual restoration we'd love to hear from you. Email us with a brief description of the project and your contact details: restoration@motorsportmagazine.com

LIVE, DREAM, DRIVE



ZEUS CLASSIC JAGUAR BRAKING SYSTEMS

AXLE SETS from £378.00 +VAT and carriage

MADE IN ENGLAND SOLD WORLDWIDE

CALL +44 (0)1297 300010 Email: info@zeus.uk.com

www.zeus.uk.com

CompetitionEngineServices.co.uk

Engine Rebuild & Machining Services

Call or drop in
to talk Engines!



- Full Engine Builds / Rebuilds & Dyno Testing
- Block, Head & Crank Machining
- All Marques: Pre and Post War, Road & Race
- Competition Car Preparation & Track Support

Tel - 01283 566 783

E - info@competitionengineservices.co.uk

CES is a member of



Cross Street,
Burton-On-Trent,
Staffordshire

[@CompetitionEngineServices](https://www.facebook.com/CompetitionEngineServices)

Coming SOON...
INHOUSE ENGINE DYNOS
follow us for news



Classic Car Restoration

We offer a complete range of services. From minor mechanical or body and paint repairs, through to full restorations.

Our technicians have an impressive knowledge of both modern and traditional techniques and products. We can do everything from an oil change to a full engine rebuild or bare metal restoration.

Whether we're helping you restore a weekend driver or a concours winner, all our work is carried out with the utmost care to the highest possible standard and fully guaranteed.

For more information call 01582 664772

www.smartautomotive.co

Smart[®] AUTOMOTIVE

Units 17 & 18a Icknield Way Farm, Tring Rd, Eaton Bray LU6 2JX



ROAD CAR RESTORATION

Porsche 911S

Mikey Wastie at Autofarm describes the fastidious care that went into refreshing a 911 which went on to win a concours



Porsche 911S on display at Salon Privé; owner Albert Hitchcock is chatting to Derek Bell, one of the judges.

Current projects

1973 Porsche 911 Carrera RS

The last 1973 right-hand-drive RS, which has been nicknamed the 'Trinidad car', is halfway through a bare-metal rebuild.

Status: Completion scheduled for the middle of next year.

1967 Porsche 911 Targa SWB

This is one of the rare soft-window Targas. The 'canvas' rear window had been replaced with glass at some point, so we are returning it to the original specification.

Status: Ready in a matter of weeks.

W

e're big on originality at Autofarm, and keeping patina. With this 1972 Porsche 911S which won the Salon Privé concours at Blenheim Palace in September we've created a car that looks and goes just as it did when it left the factory.

We believe that the owner of a car like this is a kind of custodian whether for two, five or 20 years. At some point it is going to change hands, so we need to make sure that the right things are done by the car and that was the case with this right-hand-drive 911S.

We only replaced something if it couldn't be restored or rebuilt. The horns were a prime example. You can't buy them in the original shape anymore, so we spent a lot of time rebuilding the horns so they look right and sound right.

The seats still have the original trim: we just cleaned them and refurbished the frames. The same goes for the slightly worn steering wheel. We just re-stitched the leather to keep the air of originality.

Our aim with the bodywork was to create something that looks like it has never had anything done to the metalwork. If there is a six-millimetre hole and it had a threaded captive fastening rather than a modern speed fixing, then it still has a threaded captive. It's an 'anoraky' detail, but really important.

The chassis number is stamped into the body inside the boot. We kept the original paint in this area, so that in the future people will know how original the car is. It's the same underneath the car: we've blended in any new sealer we've had to put on with the old finish.

The engine still gives the 190bhp of the original 2.4-litre 911S. The specification of the engine is original apart from a few tiny upgrades in the interests of durability. We've fitted a stainless steel exhaust that looks like the original but will last longer, and we've switched the original camshaft chain tensioners to slightly later ones because they are more robust.

This restoration took more than a year and still isn't technically finished. The owner is running it in before the car comes back for a first engine service and any necessary snagging. It was a rewarding project, though, because we've ended up with a car of real character. You can't manufacture that. ☑


If you or your company has undertaken an important or unusual restoration, we'd love to hear from you. Email us with a brief description of the project and your contact details: restoration@motorsportmagazine.com

Directory

To advertise, please call Connor Garnett-Comerford on 020 7349 8470
or email connor.garnett@motorsportmagazine.com

ATTIRE / CAR CARE / GARAGE / GEARBOXES

Tel: 07887 898331



Dapper Jack

Ties • Bow ties • Cravats •
Cummerbunds • Flat Caps
Hand Crafted in the UK

www.dapperjack.co.uk

Unique to Dapper Jack Carbon Fibre Bow Ties

BPA Engineering

SPECIALIST TRANSMISSION SERVICES
HEWLAND BUILD & REBUILD • NEW & S/H SPARES
GEARS, SPARES & COMPETITION GEAR • KITS DESIGNED & MANUFACTURED
CASTINGS PRODUCED FROM DRAWINGS OR SAMPLES

Tel: +44 (0)1256 895757 • Fax: +44 (0)1256 895151
www.bpaengineering.com



THE PERFECT CHRISTMAS GIFT!



USA Made

Loads more gear on our website!



4HP* METRO BLASTER DRYER

For over 18 years we have imported a wide range of quality car detailing gear including: Metro Dryers, ACF-50, Winners Polishes, Waxes, Degreasers, Microfibres & More! Check out our website.

020 8445 6811 WWW.KILLERBRANDS.CO.UK

JonWilliamStables.co.uk

1965-2015



50th Anniversary



Garaging ~ Carriage Houses ~ Workshops

Call us today on 01380 850965

Oak frame buildings ideal for self-assembly or by our expert team



Oak framed buildings | Outdoor Living | Garages | Home offices
Garage + first floor | Dual purpose building | Gazebos



AUTUMN OFFER

THE MIDHURST

£3,750+ VAT*

*T&Cs available upon request. Offer ends 31/12



Please visit our website oak-designs.co.uk to see further examples of our product range. You can also now design your own garage using our 'Quote my Design' tool online.

01273 400411

sales@oak-designs.co.uk
www.oak-designs.co.uk



Oak Designs Co.

Bespoke Garage Doors

Commercial | Domestic | Listed & Heritage | Special Projects



Solid Timber | Aluminium | Brass | Glass



T: 0151 280 6626 | E: info@rundum.co.uk | W: www.rundum.co.uk

MODULAR GARAGE FURNITURE SOLUTIONS



AVAILABLE IN ANY COLOUR

MADE IN GREAT BRITAIN

commercial | domestic | design | install

Call 01623 441142

or visit www.garage-furniture.co.uk

SHOWMAN garage furniture



monarchoak

• Garages • Garden Rooms • Complexes • Gazebos • Pergolas

01323 765410

Quality in its finest form

Over 50 years' experience in oak framed buildings

www.monarchoak.co.uk



J Julius Bahn
OAK BUILDINGS

03444 171 400
sales@juliusbahn.co.uk
www.juliusbahn.co.uk

www.TSALTAMOTORSPORT.co.uk



NIGHT EVENTS AND STAGES

We have Grp4 Escorts for tarmac and forest use

Customer cars built to order and maintained

Season packages available

Award winning cars

RALLY CAR HIRE

Come and meet us in the service area!

T: 01970 630730

E: enquiries@tsaltamotorsport.co.uk

CLASSIC NOUVEAU
REGISTRATIONS

01949 851000
www.CNReg.com

<p>A+B</p> <p>ABE 641L £4,250 AC 11 £POA ADP 92 £3,800 460 AJD £3,250 AMY 60 £14,500 ANG 5 £24,995 36 ANN £5,995 ATC 1 £245,500 I34 RRY £12,500 BHW 1 £37,500 BEN 1F £5,750 B055 YYY £6,750 V8 B00 £3,995 7 BUD £12,995 7 BX £16,500</p> <p>C+D</p> <p>1 CAE £28,500 CAT 1 £195,000 CAT 1R £4,950 CAX 70N £4,995 CH 7 £95,000 CII LOC £6,950 CHO IE £2,750 65 CT £6,600 DAY 33S £4,950 1 DBT £24,500 DD 1 £199,000 DHE 35 £3,750 DL 77 £14,750 DMM 1 £49,950 DMP 85 £4,995 777 DO £9,500 2 DOG £23,500 222 DP £8,500</p> <p>E+F</p> <p>100 EJ £10,500 1 EP £125,000 F4YES £19,500 FEB 1 £18,500 777 FF £10,500 F1 YER £34,500 FP 3 £29,500 2 FT £37,500 1 FY £99,000</p> <p>G+H</p> <p>3333 G £12,500 GCS 6S £1,750 GS 49 £21,950</p>	<p>GSJ 20 £3,500 H3 AVY £25,000 H3 LGA £45,000 555 HH £11,500 HLC 1 £21,500 HON 33Y £9,500 0015 HOT £10,500 HR 9 £34,500 HR 99 £15,000</p> <p>K+L</p> <p>HRM 9 £12,500 7 HSF £3,800 IEZ 1 £12,500 3333 J £11,950</p> <p>M</p> <p>M 36 £48,000 MB 8 POA £150,000 MEJ 2 £9,500 MF 9 £34,500 MJ 21 £21,500</p> <p>N</p> <p>NAT 7S £9,000 NAT 7Y £11,500 NCM 25 £2,950 7 NJ £25,000 NMS 857 £1,950 NNH 10 £3,250 NNW 1 £21,500 8 KDM £7,500</p> <p>O</p> <p>16 MJD £8,700 MOY 8 £5,900 A1 MOY £2,850 14 MP £32,500 93 MP £22,500 7 MRK £18,950 5 NAT £22,000 NAT 7S £9,000 NAT 7Y £11,500 NCM 25 £2,950 7 NJ £25,000 NMS 857 £1,950 NNH 10 £3,250 NNW 1 £21,500 3 NPS POA</p>	<p>KF 8 £29,000 KST 1 £35,000 500 KW £9,850 5555 L £11,750 3 LEO £14,500 LOV 3Y £11,500 1 LV £125,000 M 2 £395,000</p> <p>O+P</p> <p>0 19 £59,000 888 0 £38,000 0AB 534 £1,950 1 OAC £29,500 1 OBH £29,500 7 OC £28,500</p> <p>R</p> <p>17 NR £6,800 NSJ 5 £5,200</p> <p>S</p> <p>1 OGM £27,500 0 IIO £150,000 OIL 2198 £425 OJM 11 £11,500 000 1E £7,995</p> <p>T</p> <p>1 ORF £25,000 OSH 2 £9,900 1 OSW £27,500 7 OTO £12,500 OUI 1 £19,500 777 OW £12,995 OWL 1 £34,500 P41 ACE £14,500 P4 DRE £5,500 PCC 7 £7,500 PCM 300 £3,250 1 PF £120,000 POO 1E £59,000 RB 17 £17,500</p>	<p>RD 222 £5,500 REJ 3 £8,800 RES 19 £5,450 RFT 1 £19,995 RJC 8 £13,500 RJC 77 £6,995 RJM 7 £26,950 9 RJT £4,995 ROB 20 £22,000 10 ROS £6,995 69 RR POA 1 RV £129,000 4 RWG £5,900 7 SAM £35,000 4 SCW £8,500 SCW 8 £10,500 SEJ 1 £39,500 SER 39 £4,250 SPN 1 £21,000 SP07 TED £1,950 5 SPY £25,000 981 SPY £12,995 90 SR £12,900 SSJ 8 £8,250</p> <p>T+U</p> <p>T 32 £32,500 TAJ 1 £49,000 TAJ 11 £18,000 7 TED £19,900 1 TEE £44,500 TH 8 £85,000 TJG 16 £4,995 5 TJM £6,995 TMW 1 £29,500 TOT 1Y £5,950 8888 TT £12,000 TV 2 £35,000 9 USA £12,500</p> <p>V+W+Y</p> <p>W4 CKY £13,500 9 WAY £13,500 7 XA £17,500 7 XC £17,500 XDJ 1 £9,900 4 XS £32,500 99 XX £11,500 YP 9 £28,500</p>
---	---	--	---

INVEST IN THE BEST

SPECIAL OFFER
SAVE £96,000
CATI
Was £195,000
Now £99,000

CATI

IEP

ILV

IOAC

TAJI

This is just a selection. Over 280,000 available at www.CNReg.com
Free Valuation Service • We also Buy • Some + Vat

THE UK'S SPECIALIST BROKER OF TOP QUALITY REGISTRATIONS

NE

NUMBERS.co.uk

01289 30 99 30

Est. 1987

<p>A</p> <p>A6 60 BRA £2,495 M2 ACD £1,350 5202 AD £2,350 J8 ADB £1,350 J5 AFB £1,150 N6 AJM £2,750 AJR 7 £21,500 J5 AKB £995 KE65 ALE £1,495 1 AEX £8,500 8 AM £85,000 D4 AMV £1,350 E587 ANN £750 X3 AWR £850</p> <p>B</p> <p>BB 69 £17,500 HU63 BET £1,995 4 BGN £4,500 56 BJ £7,500 1975 BL £2,750 BMC 88S £1,150 BML 1 £35,000 BMW 300D £1,350 72 BPA £1,750 C 82 UCE £750 227 BTE £750</p> <p>C</p> <p>83 CC £12,500 CCU 1 £10,750 CKS 567 £1,750 680 CMA £2,350 A8 CPH £1,150 CPT 1 £35,000 CRO55OX £995 T5 CST £850 CTC 4L £1,495</p> <p>D</p> <p>G1 DBP £850 DES 4N £1,750 A9 DEV £2,500 8371 DF £1,350</p>	<p>DFM 2 £9,995 DG 8362 £2,350 DGJ 3X £1,150 DLD 4R £995 M5 DLT £850 DOI3 SUN £750 X5 DPS £1,350 F40 DRH £1,995 DSK 660 £750 56 DTC £2,995</p> <p>E-F</p> <p>4 EW £42,500 450 EWC £1,750 FEN 538 £1,750 2 FKS £9,995 FKS 954 £750 ROI3 FOX £2,995 R3 FTM £495 HU63 FWD £1,995</p> <p>G</p> <p>G 8II ACK £750 A1 GEB £1,495 GG 754 £4,995 GII3 SON £7,995 T77 GJB £750 J8 GLN £750 N1 GML £1,495 S5 GML £850 GOF 340 £1,750 BOI3 GOW £1,995 DEI3 GOW £1,995 ROI3 GOW £1,995 GS 5255 £2,995 A6 GWB £750 A7 GWC £750 GUII TAR £45,000</p> <p>H</p> <p>HEV 1N £12,500 X7 HAL £995 NA65 HED £1,495 HO66EYS £1,495 HO66 STU £1,495</p>	<p>HSF 1 £19,500 HSX 1 £14,500</p> <p>J</p> <p>JAK 55B £1,995 JI AYK £1,495 980 JBB £1,995 P5 JBG £495 S2 JBL £750 J6 JBM £1,250 JCH 296 £3,450 JCL 12A £850 X3 JCP £1,350 F11 JCW £850 P1 JDK £1,350 A999 JEM £850</p>	<p>JND 911 £2,495 JON 55W £3,450 T4 JON £3,500 JD15 HUA £1,250 537 JPB £2,750 S4 JPD £1,350 G8 JRT £1,150 S9 JSH £1,750 S3 JSL £850 G12 JSM £750 A2 JTH £1,350 JTK 1D £1,495 X3 JTM £1,150 P6 JWF £750</p>	<p>100 LCG £1,695 JII LEN £850 LEN 717 £1,995 L6 XES £850 LON 63R £1,495 LON635T £1,495 L PA 73L £1,995 LSP 6P £850 E998 LYN £850 1 UCE £45,000 LUCY / LUCE</p> <p>M</p> <p>MAG 9V £2,350 MA65 FAN £1,250</p>	<p>X5 MST £995 N2 MTD £750 A1 MTH £1,995 M8 MTM £850 S7 MWG £750 150 MW £9,995</p> <p>N-O</p> <p>T15 NEW £995 H2 NJT £850 888 NNN £5,888 GG06OGG £750 OIG 610 £995</p> <p>P</p> <p>T18 PAT £1,150 P13 PAT £1,350</p>	<p>C15 PRS £300 PSD 12 £3,495 P3 PSH £1,350 D2 PSM £850 K7 PWC £750 K3 PWH £750 7 PW £47,500</p> <p>R</p> <p>G8 RAK £1,350 RAS 773 £1,495 X3 RBB £850 555 RF £5,995 RH 8185 £2,750 RIL 67 £2,995 M3 RJP £1,450 D22 RJP £495 RL 70 £15,950 RLB 8S £1,695 W2 RLM £750 H2 RMB £1,350 R6 BBY £3,995 ROI3 SUN £750 M5 ROL £1,350 RON 5E £2,750 ROX 7 G £1,250 761 ROY £1,995 RP 44 £13,500 RTL 6J £850 RSL 911C £4,995</p> <p>S</p> <p>J22 SAR £995 SBG 3 £7,500 M2 SBC £850 SCB 841 £3,495 G20 SCB £750 A7 SCF £750 G1 SDL £995 SDM 69G £995 A7 SGA £750 M30 SJC £750 SJG 26D £1,595 SJL * WANTED</p>	<p>SJT 9D £1,995 S MA 55Y £1,495 A7 SMC £2,495 31 SO £7,500 SP 3176 £2,995 N2 SRA £850 ST66VEY £995 HO66 STU £1,995 STU 189V £995 HA52 SUE £750 HU63 SUV £1,995 B2 SWS £995</p> <p>T</p> <p>T5 TDB £850 J6 TDC £650 A7 TMH £1,350 1 TNN £14,950 A6 TOB £850 TOD 555S £995 A3 TPS £850 4615 TR £1,750 X3 TSG £850 TS 6186 £3,495 TS 897 £4,750</p> <p>U-V</p> <p>HU63 UFO £1,995 UNW 3N £1,495 VAR 9Y £7,500 V6 RDY £2,495 HU63 VEG £1,450 VIII CYS £1,250</p> <p>W-X-Y</p> <p>WII FES £1,750 WYN 40D £995 X2 XXX £2,995 YAP 1 £16,950 YHE 11 £1,995</p>
--	---	--	--	--	--	---	--

NAME RELATED

<p>ALB 1E £45,000 BR 17 £14,995 CAS 51Y £2,495 DAY 1D £25,995 DE13 EYS £1,250 J17 RED £1,695 JI OSH £75,000</p>	<p>HEV 1N £12,500 NOT KEVIN! LEV 5Y £2,495 1 UCE £45,000 ME61NDA £2,495 N21 ALL £2,495 PAU 7L £12,500</p>	<p>P 60 CKS £2,250 PUT 7S £4,995 RON 4D £2,995 S1 NDV £2,495 SOL 1E £4,995 STU 6S £7,500 V101LET £7,500</p>
---	---	---

<p>JG51 CCA £850 J3 JFP £750 T3 JFW £750 JH 98 £27,500 J7 JJP £995 2 JJR £8,950 6 JJR £7,500 A5 JKB £1,150 C1 JKL £995 JL 939 £5,500 A7 JML £1,750 JMP 707 £3,495 JMR 349 £2,850 N6 JNB £850</p>	<p>K1 JWK £850 P9 JWM £850</p> <p>K</p> <p>KAS 1C £2,995 KDM 68S £1,150 KEV 635N £1,350 C1 KGB £1,350 KOSI HER £1,995 4895 KP £1,495 KST 1 £27,500</p> <p>L</p> <p>L99 RGE £995 DEI3 LAW £3,995 ROI3 LAW £3,995</p>	<p>MA65 NFC £995 MA16KEM £750 C8 MAM £1,350 MAX 31L £1,895 MCS 144 £2,750 R2 MDD £750 MGL 464 £1,250 MHH 328 £1,750 E9 MJB £2,350 MJP 55S £2,350 C4 MKS £1,150 MLW 3B £1,250 MMC 656 £3,450 MR 2654 £3,450</p>	<p>PAU 14 £27,500 K1 PBC £995 J6 PBR £750 T9 PCB £750 PCB 205 £2,495 6952 PH £1,995 PHM 39 £2,750 PIA 223 £1,250 PJD 4C £2,750 P27 PJS £550 P MA 55Y £1,495 P21 PMS £550 P25 POR £695 1990 PR £3,650</p>
--	---	--	--

Flying Spares

Quality parts for post-war Rolls-Royce & Bentley cars

New



Reconditioned



Recycled



www.flyingsparses.com | 01455 292949 | sales@flyingsparses.co.uk

Quote discount code 'MSPORT18' and save £10 on orders over £75

Can't find pistons for your engine?

Fast and reliable delivery on custom forged pistons. 4 stroke pistons made from sample.

Have the pistons you need, not a compromise.



CALL: (0)1462 684300

sales@cambridgemotorsport.com

Cambridge Motorsport Parts

Unit 5 Lacre Way, Letchworth, Herts, SG6 1NR. www.cambridgemotorsport.com

Image[®]

WHEELS INTERNATIONAL LTD EST 1987

CLASSIC & MODERN ALLOY WHEELS
MADE IN ENGLAND SINCE 1987 so...
...Celebrating 30 years of manufacturing!

- Manufacturers of two & three piece aluminium road / race wheels.
- All our wheels are made to order with a range of classic & modern styles available.
- Checkout our website for the full range of wheel styles... Available from 10" to 22" diameter & widths from 3" to 16" wide.



www.imagewheels.co.uk +44 (0) 121 522 2442

Malpassi

GLENCOE
U.K. Concessionaires

FILTER KING

Used professionally in:

- Off Roding Sports
- Historic Racing
- Historic Rallying

BENEFITS

- Fuel Filtering
- Fuel Pressure Control
- High Flow (optional)
- Cleanable Chamber
- Clear or Metal Bowl
- Robust Design
- Proven High Quality



FULL RANGE OF MODELS

ALWAYS BUY ORIGINAL EQUIPMENT

Malpassi Historically original equipment with
ALFA ROMEO • BENTLEY • BRITISH LEYLAND • LOTUS

RETAIL & TRADE ENQUIRIES WELCOME
TEL: 01784 493 555

Email: sales@glencoeltd.co.uk

www.glencoeltd.co.uk



Facet

FUEL PUMPS

Glencoe Ltd - Facet UK Concessionaire

Military standard: MIL-STD-461F
Test life cycle: 6,000 hrs



Made in the USA

Tel: 01784 493 555

Email: sales@glencoeltd.co.uk

www.glencoeltd.co.uk

PARTS / RESTORATION

T +44(0)1263 768768

F +44(0)1263 768336

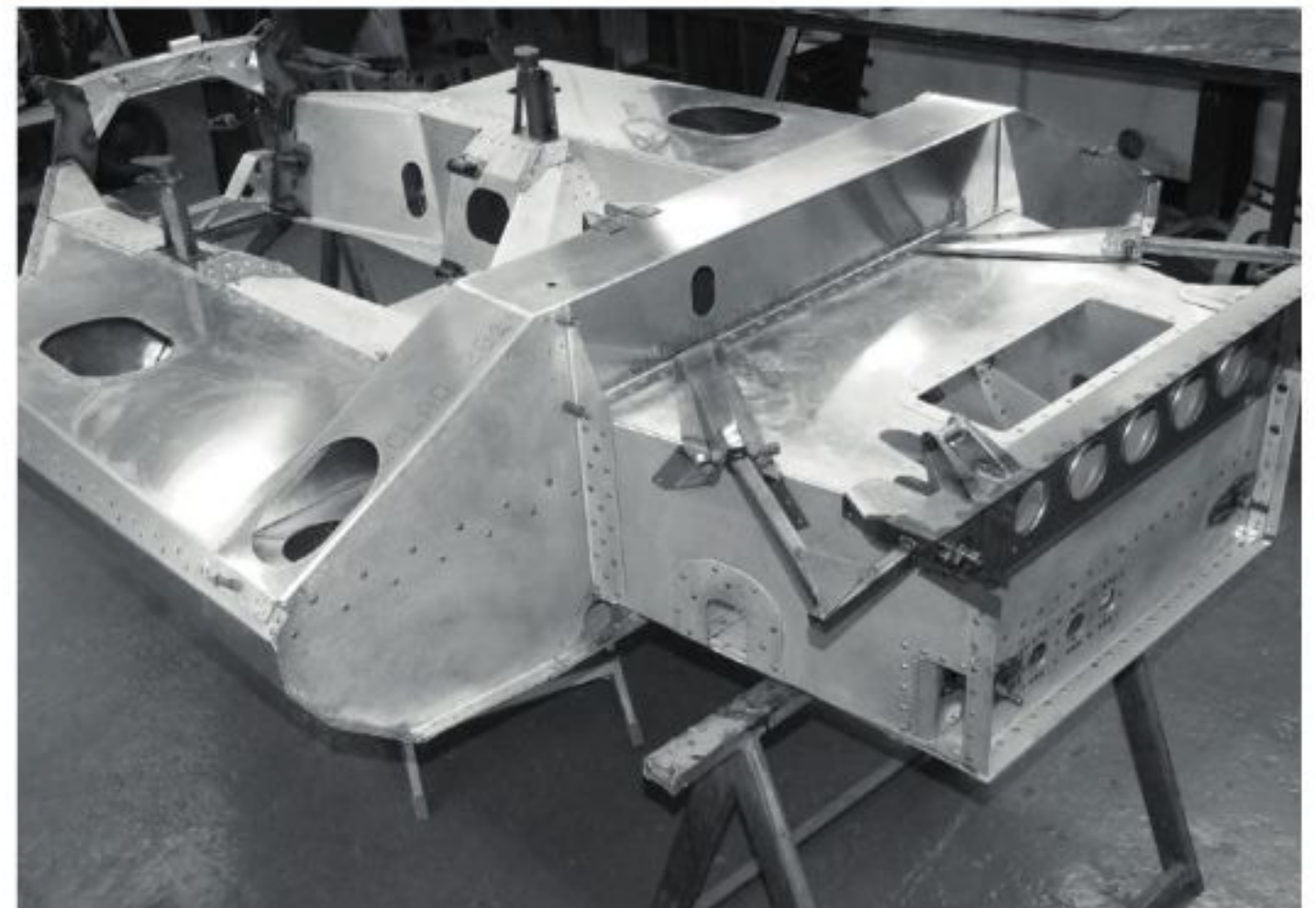
bmw@jaymic.com

2002 Thurgarton Road, Aldborough, Norfolk, NR11 7NY, UK



JAYMIC
CLASSIC BMW PARTS

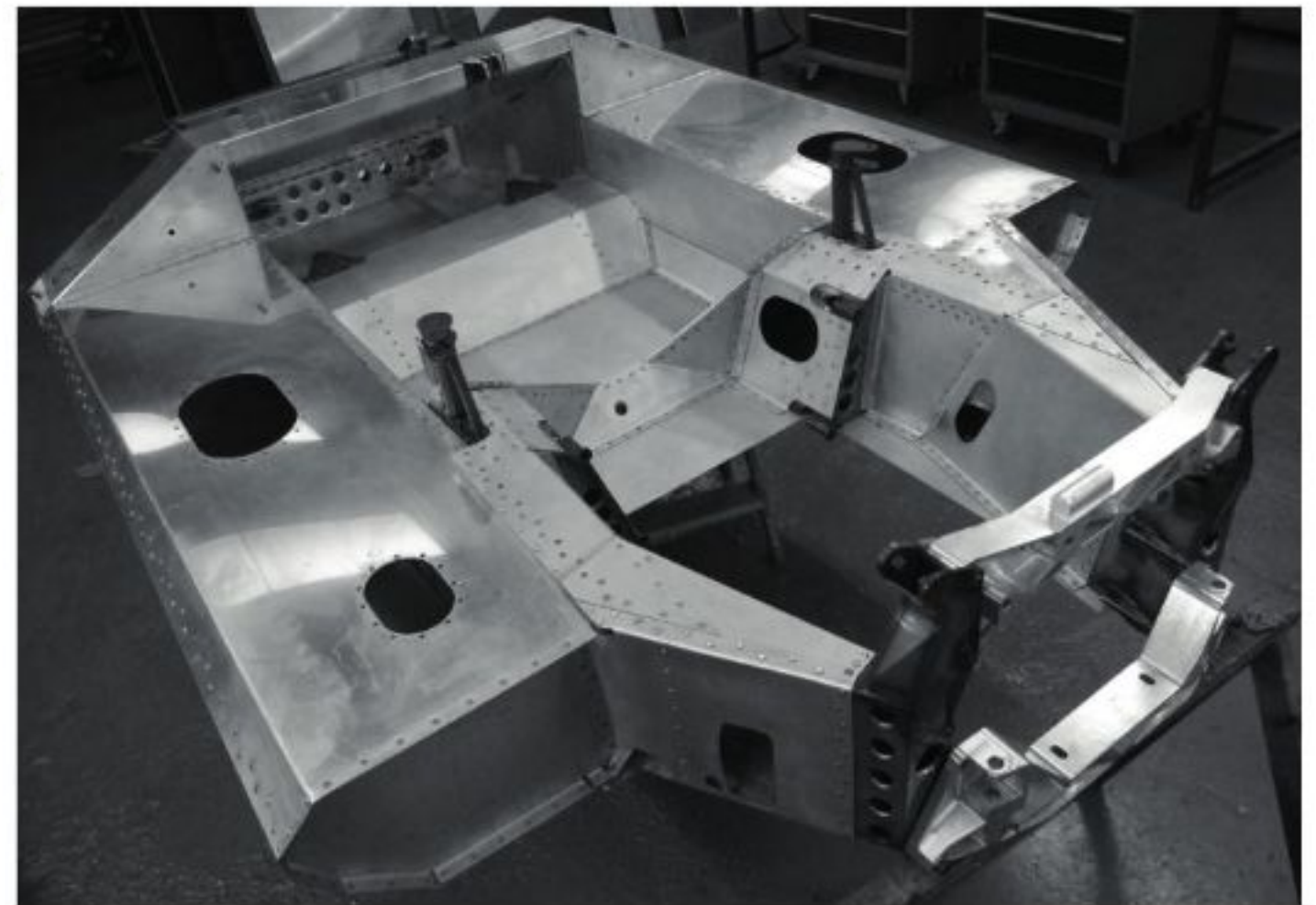
See our **NEW** Online Shop at www.jaymic.com




Specialist restoration and maintenance of veteran, vintage and classic vehicles from Austin to Rolls-Royce

MVE
MILFORD VINTAGE ENGINEERING LTD

Telephone (01250) 881 223
www.vintage-engineering.co.uk

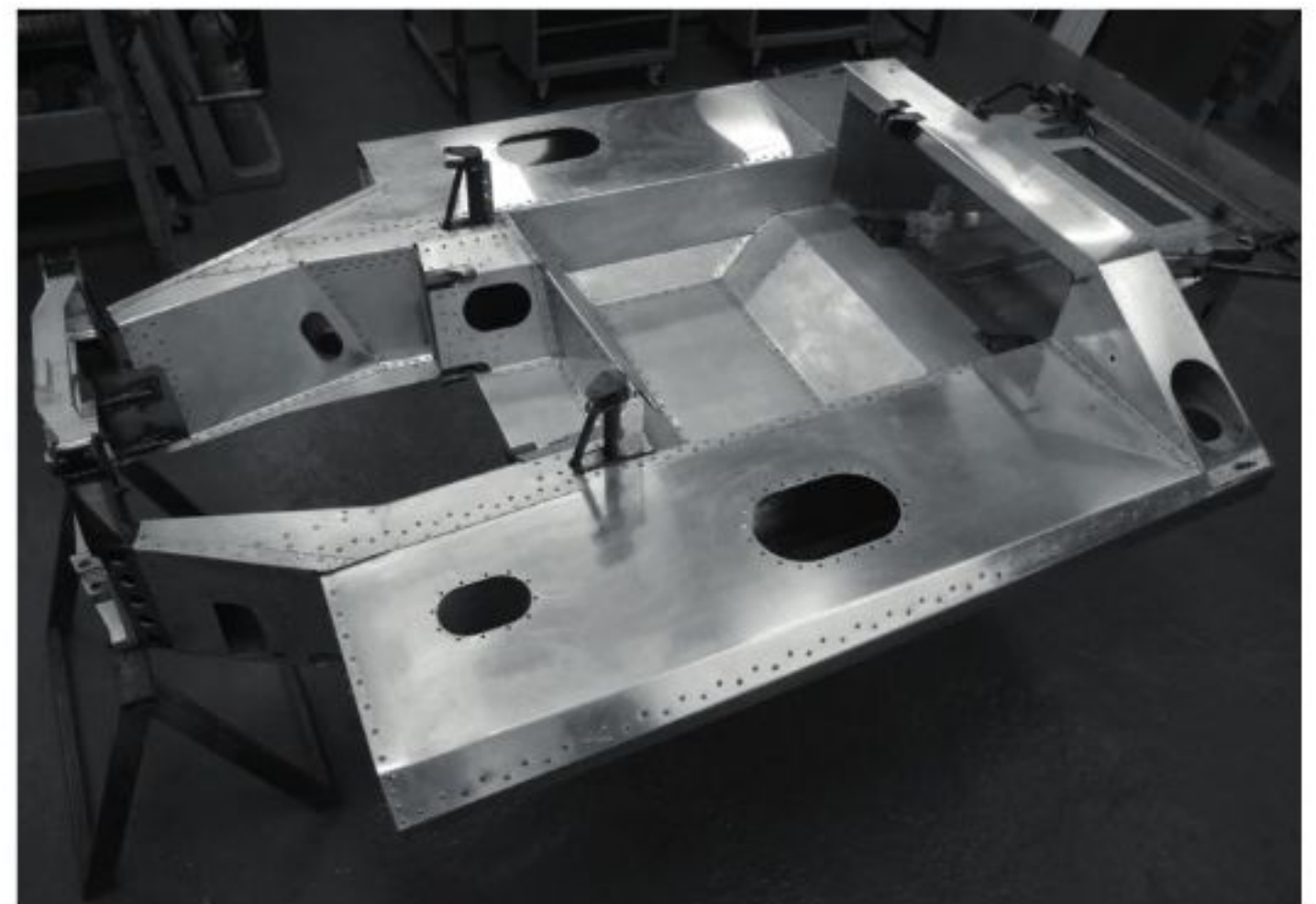


EAB Classic Cars Ltd
www.eabclassiccars.co.uk




Aston Martin Spring 2018 Concours Winner

We offer restoration, modification, repairs & paintwork to all marques of car
Over 30 years experience in Bentley & Jaguar
EAB Classic Cars Ltd, Blunts Farm, Thaxted, Essex O1371 831588



Lola T70 Rebuild

THE CLASSIC CAR WORKSHOP Ltd



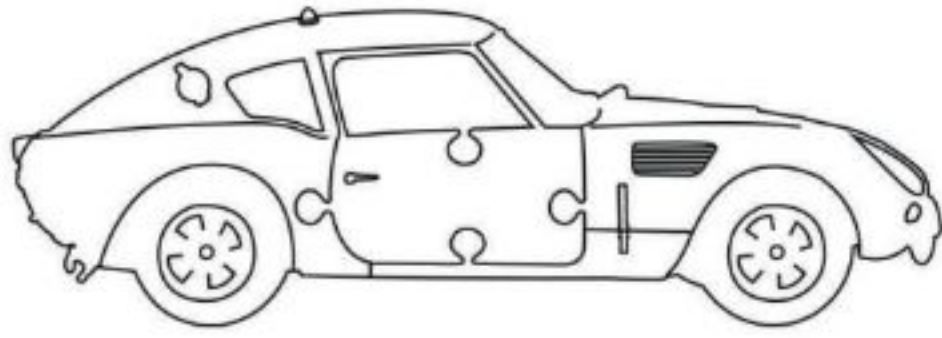
Dalton on Tees, Darlington DL2 2PD
Email: wasroyle@aol.com • Web: www.theclassiccarworkshop.co.uk
01325 713127



R&J Simpson ENGINEERING Ltd.

Experts in the bespoke manufacture of cars and components for the current and historic motorsport industries

www.randjsimpson.com / 01827 67898 / office@randjsimpson.com



JIGSAW

International Triumph & TR Specialists

*Specialists in Triumph & TR Restoration,
Repairs, Spares, Servicing, Bespoke race & rally preparation*



JIGSAW

Unit G Harlow Ho, Shelton Road
Willowbrook Ind Estate
Corby NN17 5XH
Tel: +44 (0)1536 400300
Fax: +44 (0)1536 400311
www.jigsawracingservices.com

Picture courtesy of Danny Hopkins



tennyson james

CLASSIC CAR WORKSHOP

Full Restoration, Service & Sales To Order Jaguar And British Classics a Speciality

Full or part restorations
Bodywork restorations
Servicing & Upgrades
Engine and Mechanical
Trim & Interiors
Car Sourcing & Sales
Ring for your requirements
Sensible Pricing
Monthly Budgets Catered for



Cars For Sale
1960 2.4 Jaguar MKII See photo
1961 3.4 MKII Project
Jaguar XJL Portfolio
(The actual car from Skyfall)
1967 3.4 MKII Auto
Daimler V8 Manual
Jaguar XJC Double six **SOLD**
Also Non Jaguar
MGC GT full restoration **SOLD**
Enquire For Details

Unit B, Crigglestone Industrial Estate,
High Street, Wakefield, WF4 3HT

Call: 01924 256426
www.tennysonjames.co.uk
enquiries@tennysonjames.co.uk
f @TennysonjamesLtd

WE MANUFACTURE ANY TYPE OF HANDMADE
PANELS AND CHASSIS TO ORDER.



We are now Manufacturing Original FIA Cobra 289s, and Cobra 427 Chassis and Body's with original Suspension and running gear.



Porsche 550 Spyder FIA Body and chassis. Now available as body and chassis package, or Roller based cars.

EST 1980

North Devon Metalcraft Ltd, Unit 6 Lauder Lane, Roundswell Business Park (West), Barnstaple North Devon, EX31 3TA

T (0044 01271 322526)

northdevonmetal@btconnect.com | www.ndmetal.co.uk



Restoration
to
perfection



Classic and modern servicing, restoration and race preparation

01306 627770

www.smdg.co.uk

Ridge Farm, Rowhook, Horsham RH12 3QB

office@smdg.co.uk

Moto
HISTORICS



At Moto Historics we specialise in the preparation and restoration of original historic racing cars, from Ford GT40s and AC Cobras right through to '90s Group C Cars. More than 20 years in the industry have provided us with broad knowledge and experience in motor racing. Our dedicated team of technicians comes from a variety of backgrounds, including Formula 1, WEC, superbikes and everything in between.

In recent years we've had success at all major historic events, with podiums at the Le Mans Classic, Goodwood Revival and the Spa 6 Hours.

Email: info@motohistorics.co.uk • Tel: 01372 729192 or 07917 76755

www.motohistorics.co.uk



Omicron

CLASSIC **LANCIA** SPECIALISTS
AURELIA • FLAMINIA • FLAVIA • FULVIA • STRATOS

- ★ Rapid international mail order parts service. We ship to 70+ countries worldwide
 - ★ Full or partial restorations undertaken to concours conditions.
 - ★ Fully equipped bodyshop and mechanical workshops. Race & rally prep undertaken
- We also look after an increasing number of British cars for East Anglian based customers. Chris Loynes is our British car expert and he brings an encyclopaedic knowledge of Triumphs and MGs in particular.

TRIUMPH, MG, MORRIS & MORE...

Omicron Engineering Ltd., 6 miles south of NORWICH
Tel: (01508) 570351 • Web: www.omicron.uk.com

BROOKLANDS AERO SCREENS & STEERING WHEELS



BROOKLANDS AERO SCREENS
made using laminated glass to original specification to suit all vintage and sports cars.



Available in 14, 15 1/2 and 17 inch

THE BROOKLANDS

We manufacture the BROOKLANDS 17" Steering Wheel from the original BLUEMEL tooling. It is not a Far Eastern copy and is made using the original methods and traditional materials. The CENTRE BOSS fixing kit, again from the original tooling, not only fits the MG TC and pre-war MGs, but the TD, TF and MGA. There are boss kits for other makes and kit cars too.



MADE IN THE UK

KIMBLE ENGINEERING LTD

Established 1969

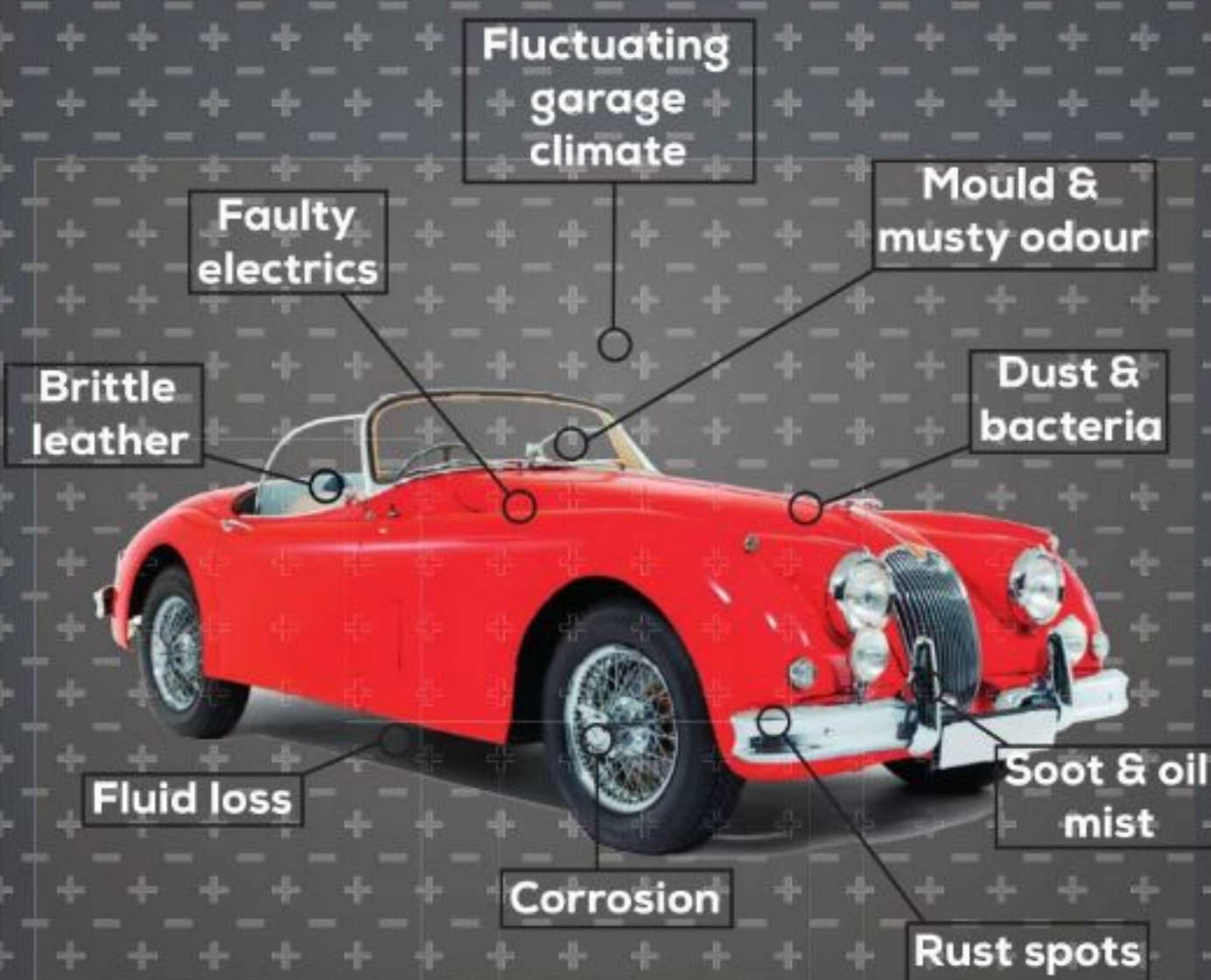
Tel: 01803 835757 • Fax: 01803 834567

Email: john@johnkimble.co.uk • www.johnkimble.co.uk



Unit 5, Old Mill Creek, Dartmouth, Devon TQ6 0HN

The importance of humidity control...



- Ensures stable conditions
- Provides close control
- Protects bodywork and interior fabrics
- Equipment to suit all applications
- Professional service and support

www.humiditysolutions.co.uk

HUMIDITY SOLUTIONS
Independently better

SIFAB
ENGINEERED SOLUTIONS



- Bespoke Aluminium Radiators, Fuel & Oil Tanks for all Marques
- General Motorsport Fabrication
- Suspension & Drive Train Components Manufactured
- Prototype, Low Volume Design & Manufacturing
- In-House CAD, CNC Machining & Rapid Prototyping Service

Morgan Sports Car Specialist

Telephone: 01788 568475

Email: simon@sifab.co.uk

www.sifab.co.uk

Upgrades developed for
XK – E-Type/Mk2 – XJ and Specials
The Finishing Touch



Dunlop Style wheels available in 15" and 16" diameter to suit Bolt On Splined – Peg Drive Hubs from £275.00 each

XK/XJ Manual 5 Speed Gearbox Conversion

All parts to replace existing OE Manual Box
 Toyota Supra Conversion set consists of –



- New or reconditioned Gearbox
- Conversion Mounting plate Inc Bolts
- High Performance Clutch Driven Plate
- Gearbox alignment Ring
- Spigot bush
- Speedo cable to suit Jag Speedo head
- Rear mount including metallastic
- Propshaft to suit £195.00
- Set with reconditioned Gearbox £1950.00

All Prices are plus VAT and delivery

Realm Engineering

Tel: 01386 849116 info@realmengineering.com
 www.realmengineering.com

**FULL SERVICE
 AND REPAIR FACILITIES
 JAGUAR DIAGNOSTICS**

JULIAN FERRARO
 JAGUAR SPECIALIST



Repairs / Rebuilds

All Classics To Present Day

Engine Tuning

JULIAN FERRARO

Jaguar Specialist

Unit 14, Barnack Industrial Centre, Salisbury SP2 0AW

01722 744059

www.julianferraro.com



ClassicStorage.co.uk

From
£3.99 per day



Our customers are already telling us

"We're the UK's Number 1"

Classic, Supercar and Race Car Storage

www.classicstorage.co.uk

NEWBURY • CRAWLEY • BEDFORD • LINCOLN • CAMBRIDGE • STROUD

STORAGE AND TRANSPORT

Secure, bespoke car storage and covered transport solutions based in the heart of the Cotswolds




+44 (0)1242 384092 www.CARSTORING.com

SPECIALISTS IN CAR SHIPPING & TRANSPORTATION

WORLDWIDE EXPORT & IMPORT SERVICES



WWW.RJJ-CAR-SHIPPING.CO.UK

Customs clearance • UK & European collection & delivery • Safe, secure, competitive
T +01394 673466 | F +01394 673031 | E carshipping@rjdfreight.co.uk




<p>High specification storage De-humidified storage Superb workshop facilities Maintenance programmes</p>	<p>Secure enclosed car transport Transportation of 1 - 4 cars Licensed for UK & International Recovery non runners/projects</p>
--	--



Superior Car Storage & Car Transportation

Specialised Motor Sport Services
South East England (Tunbridge Wells)

+44 (0)1580 753939
www.jarcarstorage.co.uk

LONDON CAR STORAGE
Bride Street, Caister House, Underground Storage
London N7 8AX



- Short Term
- Long Term Stay
- Complete Valeting Service
- C.C.T.V 24hr Surveillance
- Collection & Delivery can be arranged

L.C.S. offer a Secure & Discreet Service to suit all your needs
Comprehensive Insured for your piece of mind
For more details & information
Please call 020 7609 8533 – 020 7609 8535
Web: www.londoncarstorage.co.uk

www.millfieldcarstorage.co.uk



MILLFIELD CAR STORAGE



- Climate controlled storage
- Fully secure alarmed unit
- Collection & delivery options
- 15 minutes from Gatwick Airport

Tel/Fax: 01342 300493 Mobile: 077735 82202
www.millfieldcarstorage.co.uk info@millfieldcarstorage.co.uk

COVERED VEHICLE TRANSPORT

Offering open and closed secure vehicle transport for single and multiple vehicles throughout the UK and Europe

- Classic and vintage covered vehicle transport
- Single and multi-vehicle covered transport
- UK and European solutions
- Fully tracked and insured loads



CMG 
Constantly moving forward

0800 282 449
www.cmg-org.com
Email: coveredmoves@cmg-org.com

All year round Protection

The Award Winning Carcoon celebrates 25 Years of Innovation



Don't let the elements kill your investment. Freezing Winters or baking hot Summers are all destructive. Let Carcoon take the pain of high levels of UV during the summer and freezing ice- wind and rain throughout the winter. Protect your investment inside Carcoons fully encapsulating double insulated Active Airflow Environment.

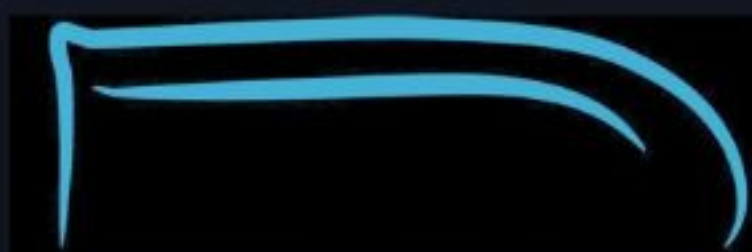
WWW.CARCOON.COM

Carcoon®

0161 737 9690



HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS



www.WOODFORDTRAILERS.com

Woodford Trailers Limited • 14 Great Central Way • Daventry • Woodford Halse • Northants • NN11 3PZ
Telephone: 01327 263384

Cars for sale



Westcountry Classics

- 1961 Austin Westminster A110** manual O/D, rebuilt engine and brakes **£5,995**
- 1966 Morris Minor convertible** Genuine car, restored by Charles Ware, great useable car, New MOT on sale..... **£7,995**
- 1967 Morris Minor**, Saloon, black 1275cc twin carb engine, disc brakes, body rebuilt by professional fabricator. Great fun, smart little car..... **£4,750**
- 1967 Wolseley Hornet** straight sound little car, ready to use or gently improve, MOT on sale **£3,995**
- 1978 MG Midget 1500** very sound with good history, New MOT on sale, cosmetic TLC required..... **£2,995**
- 1980 Land Rover SWB Petrol**, smart, straight and original, very sound, long MOT..... **£4,750**
- 1982 Rolls Royce Silver Spur** Nice straight original car, long MOT..... **SOLD**

TOURING MOTOR SERVICES, ROSUDGEON, PENZANCE, CORNWALL, TR20 9QE

TEL/FAX: 01736 762402

EMAIL: westcountryclassics@btinternet.com

*We are open to sensible! Offers on the above vehicles
Viewing by appointment. DELIVERY CAN BE ARRANGED.*

www.westcountryclassics.com



trevor farrington

CLASSIC, VINTAGE AND COMPETITION CAR RESTORATION AND SALES



1976 Lola T460

A very successful and immaculate Lola with a well-documented history. Fitted with a strong Racing Fabrications Atlantic BDA or in F2 specification with a BDG for £59,950.
£49,950

1980 Crossle 40F
Unraced since a comprehensive nut and bolt rebuild by former Crossle chief mechanic Stephen Patton. Ready for UK Classic FF, French Historic FF etc. Good spares package.
£24,950



Telephone Damon Milnes on 01565 722151 or 07802 779301

www.trevorfarrington.co.uk

sales@trevorfarrington.co.uk

A

Classic Alfa
www.classicalfa.com

GT/GTV (1964-77)
Spider (1965-93)
Super (1962-77)
750/101 (1965-64)
Montreal

Mail order parts worldwide
Tel: +44 (0)20 8688 4443

1967 Austin Healey 3000 MK3 Phase 2. LHD. BRG with black trim and black hood. 2 owners, matching numbers and Heritage Certification. Many concours wins to its name with last owner of over 30 years. The most stunning and correct Healey we have ever seen! £74,950. Tel: 01663 733209. Mob: 07767 617507. www.classicarshop.co.uk

B

1958 Bentley S Type Continental by James Young. Now available at www.graemehunt.com. Tel. 020 7937 8487

F

Ford Falcon Fastback 1965. 289V8, 4spd Toploader manual gearbox. Servo Disc brakes, PAS, Sound inside and out, new interior, very presentable, decals are removable, inspection welcome! Tel. +44 (0)7710 307676 or email simongreen1@btinternet.com for further information.

2000, Ferrari 550 Maranello LHD. Grigio with Bordeaux leather, aircond, alloys, parcel shelf, 11,000 miles only with FFSH. Stunning and original, all books, tools, and documentation. £99,950. Tel: 01663 733209. Mob: 07767 617507. www.classicarshop.co.uk

1966 Ford Mustang 289 Convertible, Auto. Matching numbers, 2 owners, 53,000 miles only, restored concours example and original colour combinations £39,950. Tel: 01663 733209. Mob: 07767 617507. www.classicarshop.co.uk

H

Honda Civic Type R GT I VTEC 2Ltr
2007, 101,000 miles, black/black. Quite superb condition, F.S.H.
Fast, reliable and rare.
£5250
Gerry Stonhill
01993 823050 / 07946 787004

J

LANES CARS

Specialist buyers and sellers of 'E' type Jaguars

contact Martin Lane
www.lanescars.co.uk
Call 07831 334608

1954 JAGUAR XK120 FHC. LHD. Ivory with Tan leather. Lovely original matching numbers example, rust free and driving superbly. £79,950. Tel: 01663 733209. Mob: 07767 617507. www.classicarshop.co.uk

To advertise your car in the Directory, call Connor on 020 7349 8470

L

CLASSIC LANDROVERS

Parts 1948 to Date
Retail Trade Export
Restorations
Modifications
Manufactures
Country Workshops
Risegate, Nr Spalding, Lincs, PE11 4EZ.
Tel / Fax: 01775 750223
www.british4x4centre.co.uk

To advertise your car in the Directory, call Connor on 020 7349 8470

M

1964 Multiple Race-Winning FIA MGB Rare opportunity to acquire our multiple race-winning, unbeaten 1964 Pull Handle FIA MGB Historic race car. £49,950 Email: coley-m@btconnect.com. Tel: 07768 437238

2015 Mercedes E 63 AMG. Steel grey with black leather, Panoramic sunroof, black alloys, Plus superb factory spec. One previous owner and 6,800 miles only. Repeat 6,800 miles only with FMBSH As brand new. £39,950. Tel: 01663 733209. Mob: 07767 617507. www.classicarshop.co.uk

M

1987 Mercedes 300SL W107. Alpine white with full blue leather trim. Excellent spec including blue hood, white hard top, rear seats, air cond, flat face alloy. 93,000 miles with impeccable full service history last owner 17 years. Stunning. £34,950. Tel: 01663 733209. Mob: 07767 617507. www.classicarshop.co.uk

1984 Mercedes Benz 500SL. Fully restored. Now available at www.graemehunt.com. Tel. 020 7937 8487

1990 Mercedes Benz 420SE. Immaculate condition. Now available at www.graemehunt.com. Tel. 020 7937 8487

Cars for sale

CLASSIC LAND ROVERS WANTED



- CLASSIC -



We are actively seeking exceptional classic Land Rovers and Range Rovers. Purchasing globally, we're interested in RHD and LHD Land Rover Series I-III, Range Rover Classic 2 and 4 doors, and anything interesting or unusual.

We will consider collections and can also sell vehicles on consignment. As part of our service, we'll travel to you and offer complete professionalism and discretion.

e) info@classic.landover.co.uk
t) +44 (0) 247 656 6600

AH Classics

Lancashire's BEST Classic and British sports car dealership.



Ginetta G15 1972

- Red With Black Trim • Sunroof • Alloys
- Roll Cage • 998cc Engine On Webers
- History • Rare Car
- Ideal Road or Competition Use

£9,995



Lotus Elan Spyder Sprint 1972

- Yellow over White • Black Trim • Genuine Sprint DHC which had a full Spyder conversion at the factory in 2007 • 12 Months MOT • Great Car • Zetec engine with Jenvey injection • 14" Alloys

£27,500



March 86B F3000

- Fitted With Carbon Fibre Sports Racing Bodywork • Dymag Wheels • Complete Car Less Engine & Gearbox • FG Gearbox Casing • Fitted To Hold Rear Suspension In One Piece

£11,995



Hart Sports Racing Car

- Vauxhall Engine 257 BHP • Hewland FTA 5 speed gearbox • Ralt Suspension • Penske Dampers • AP Brakes • Techcraft Exhaust Spare Bodywork • Great Car

£13,995



Van Guard Formula Atlantic

- Less Engine and Gearbox
- Good Looking Car
- Very Rare Believed To Be 1 of 4

£7,995



Sunbeam Alpine Race Car 1964

- Mass Racing Engine 170bhp Last Built In 2016
- 5 Speed • Modified Rear Axle • 4 Wheel Disc Brakes • Lightened Chassis • Lightweight Panels • Former AMOC Champion • Fantastic Car

£24,995

Engines: Judd V8 BVA; Cosworth BDA; Vauxhall 2 Litre Gearboxes: Hewland MK9, Hewland FGC.

Shaw, Oldham, Lancashire • 07761 549454
andrewhenson@btinternet.com
www.ah-classic-cars.co.uk

M

Morris Mini Cooper Mk2 Rally Prep'd £21,995



- 102BHP now running on twin SUs
- Bought for road rallying but change of plans
- Now lightly modified back for road rallying with glass side windows, door cars etc
 - Previously used for tarmac stage rallying and sprints
- Engine built by SRE (Slark Race Engineering)

Contact Simon Potts on 07519 648 585 (Herts)

P



2004 Porsche 911 Carrera GT3 Gen2 ClubSport, 3.6, 6-Speed Manual, Genuine 40,700 Miles with FSH, Metallic Atlas Grey with Black Leather ClubSport Seats, 18" Lightweight Alloys, Limited Slip Differential, Climate Control, Club Sport Pack for a Higher Power Output and Further Performance Orientated Options with Red Racing Harnesses & Roll Cage. A pristine example for only £67,995. Renaissance Sales Team, Tel: 01483 225878, Graham: 07801 235272, James: 07775 647037 or Email: sales@renaissance-classics.co.uk



2000 Porsche 996 GT3 MK1. Speed yellow with black leather, aircond, Club sport spec, RS Clutch and flywheel, roll cage, full harness set, short shifter gearbox, 31000 miles only with FPSH. Stunning original example. £79,950. Telephone: 01663 733209 Mobile: 07767 617507 www.classicarshop.co.uk

P



1996 Porsche 993 Carrera 2 Cabriolet. Carrera 2 Cabriolet RHD 6 speed manual. Iris blue with marble grey leather trim. Blue power hood, air cond, Cup Alloys, teardrop mirrors, 35,000 miles only with full documented history. Stunning and original example. £62,950. Tel: 01663 733209. Mob: 07767 617507. www.classicarshop.co.uk

STEERING WHEELS

Steering Wheel Restoration



Steering wheel restoration, vintage to modern cars, tractors, lorries, buses, boats. Bluemels, Celluloid, Bakelite, Wood & Plastic.

Tel: +44 (0)1843 844962
Mob: +44 (0)7795 182 563
www.SteeringWheelRestoration.co.uk

TRAILERS



2018, TRAILER CONVERSION, any size, frame and cover - can convert existing or new car transporter trailer from £2600. Weatherweave Ltd . Tel: 01268 774141 or 07817 837 471

To advertise your car in the Directory, call Connor on 020 7349 8470

WANTED



Enthusiastic buyers of Classic Cars

All interesting classics wanted by a genuine enthusiast From Barn finds to Concourse show winners. Anything considered from Exotic, Sports, Hot Rods, American, RS Fords & replicas to quaint old English Tin. Discretion assured. sales@standrewsautos.co.uk 07836 226228 / 01245

www.standrewsautos.co.uk



**MURRAY
SCOTT-NELSON**

www.classic-spare.com

Austin Healey Specialist

www.murrayscott-nelson.com



Austin Healey 3000 Mk 3 BJ8 Phase 2
Rare original RHD car. The subject of an extensive body restoration by ourselves and it has been well maintained with mainly summer use since. Finished in its original factory specification of Ivory White with red leather trim and black weather equipment. The car retains its original green folding log book and the recorded mileage of 69,264 is believed to be genuine. This big Healey is an excellent example with a nice history file. **£69,950**



Austin Healey 3000 Mk 3 BJ8 phase 2
Original Healey blue car in excellent condition. The subject of an older but total restoration with photographic record. Finished in classic duotone colour scheme of Healey Blue over Ivory White with blue trim and weather equipment. Recently fitted with new blue mohair hood, full front suspension and brake overhaul, new front and rear bumpers, rebuilt carburetors, new chrome wire wheels, new tyres and a large core fitted to the radiator. **£75,000**



Austin Healey 3000 Mk 3 BJ8 phase 2
Ex US car. Subject of no expense spared restoration. Totally rebuilt on to new chassis; covered less than 1400 miles since completion. Finished in classic duotone colour scheme of Healey Ice Blue over Ivory White with blue leather trim, blue mohair hood and weather equipment. Fitted with stainless steel sports exhaust, aluminium rocker cover, power socket, wood rim steering wheel and 72 spoke chrome wire wheels. **£115,000**



Austin Healey 3000 Mk 3 BJ8 Phase 2
Original black over red duotone car in need of total restoration onto a new chassis. Missing some parts such as the windscreen frame and instruments etc. which we can supply at extra cost. It is a number matching car and the engine turns by hand. It has its original carburetors, distributor, dynamo, radiator etc. All UK duties are paid and the car comes with a NOVA certificate, the US title and a heritage certificate. **£12,000**

01723 361 227 | info@murrayscott-nelson.com
Murray Scott-Nelson, Beaconsfield Street, Scarborough YO12 4EL



WREN Sport






Contact:
Tel: 01747 852899 | Fax: 01747 854988
Email: info@wrenclassics.com
Website: www.wrenclassics.com

1940/50's Midget racing cars





Two original midget racers – the red car reputedly Kurtis #177 fitted with Ford V8-60 and three speed transmission plus numerous period parts. The white car a Kurtis copy fitted with a Chevy 2 and as it came off the track when last raced in the 1980's. Both require re-commissioning and are priced at £11,500 each.

Also a lifetime collection of old motoring books including some rarities, hundreds of racing programmes, Motor Sport and Autosport magazines from the 1960's onwards, posters, mascots, old toy cars and slot racers, race car parts, art deco items and more.

Wanted – race prepared 1960's Alfa Romeo 105 or Giulia
 For more information please contact
 Eric Walker on 07487-644215 or ezwalk43@blueyonder.co.uk



PERCIVAL
motor company

1976 BMW 525



£13,995

1962 MGA roadster Mk11



£27,995

1960 Reliant Sabra, Prototype



£23,995

1964 Rover 3.0 litre Mk11 Coupe



£13,495

1965 Sunbeam Tiger Mk1



£69,995

1990 Porsche 944 Turbo 250 BHP



£24,995

www.percivalmotorco.co.uk
01622 851841

Percival Motor Company, The Old Forge, Pye Corner, Ulcombe, Maidstone, Kent ME171EH

i Buy Any Classic

Freephone 0800 246 1800
www.ibuyanyclassic.co.uk
 james@ibuyanyclassic.co.uk | 0800 246 1800 (Freephone) James

I BUY ANY CLASSIC - ANY KIT CAR - ANY CONDITION
 BELOW IS JUST A SAMPLE OF THE MANY DIFFERENT TYPES OF CARS I BUY!

			
AC COBRA	JAGUAR XK150	TRIUMPH TR6	MORGAN
			
JAGUAR MK2	1960 PORSCHE 911	KARMANN GHIA	CHESIL SPEEDSTER

DO YOU WANT A GOOD, HONEST, RELIABLE AND FRIENDLY BUYER THAT WILL ALWAYS:

- Offer you a good 'realistic' price for your car
- Turn up when they say they're going to turn up
- Arrive with a handshake and leave with a handshake
- Respond to all emails, phone calls and messages
- Talk to you in a friendly and welcoming manner
- Help and guide you if you decline their offer
- Pay you what they agreed and when they agreed
- If required do all of the above within 24/48 hrs



IF THE ABOVE APPEALS TO YOU THEN PLEASE FEEL FREE TO GIVE ME A CALL OR CHECK OUT MY WEBSITE
www.ibuyanyclassic.co.uk | 0800 246 1800

L. A. AND R.W. PIPER SPECIALIST

The Trimming Specialists

We specialise in customising, reupholstering and restoring car seats and trim for vehicle owners that will not settle for second best when it comes to a unique approach to automotive interior customisation for their vehicle's original condition.




- Classic, custom and sports cars seats
- Car Interiors •Repairs and Re-trimming
- Top Quality Fabrics and Leather •No Limits!

We are a small family run business set in the small village of Sparkford in Somerset. Our premises can now house up to 14 cars. If you have any questions or queries please do not hesitate to contact us, where we will be happy to help.

01963 441431 larwpiper@btinternet.com
www.pipertrimmers.co.uk

VERDI

PRICE BEATER
 We will beat any price from any advertised or official quote (independent or official dealers) for Ferrari, Lamborghini & Maserati service & any mechanical repairs, no matter how big or small



Verdi has a long established history of working on Ferrari cars. Founded over fifteen years ago, we have consistently maintained and repaired the famous marque. Our staff have accumulated years of mechanical expertise - including factory training - and are backed by our long term commitment to the marque. Our philosophy is simple. We enjoy working on Ferrari's cars and we offer a friendly, informative and comprehensive service to owners.





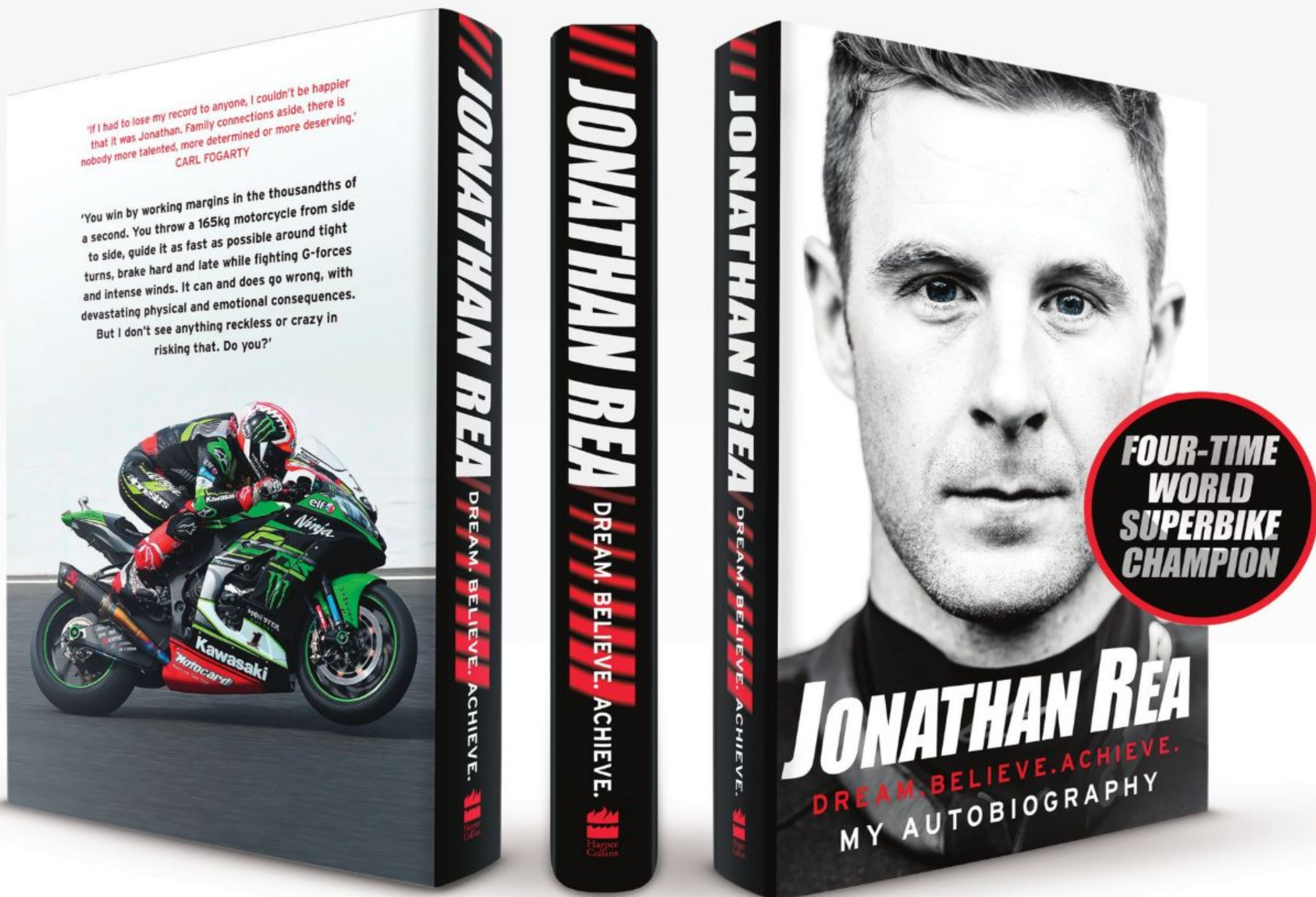
EXCITING NEWS
 Two new retails and service centres coming soon

We offer fixed price menu servicing as well as bodywork repairs, performance upgrades and restoration services. Whatever your Ferrari needs, please call us today and we'll do our utmost to help.

VERDI 9-10 HAYES METRO CENTRE, SPRINGFIELD ROAD, HAYES, MIDDLESEX UB4 0LE
WWW.VERDI-FERRARI.COM 020 8756 0066 / 07785 760606

DREAM. BELIEVE. ACHIEVE.

THE OFFICIAL AUTOBIOGRAPHY

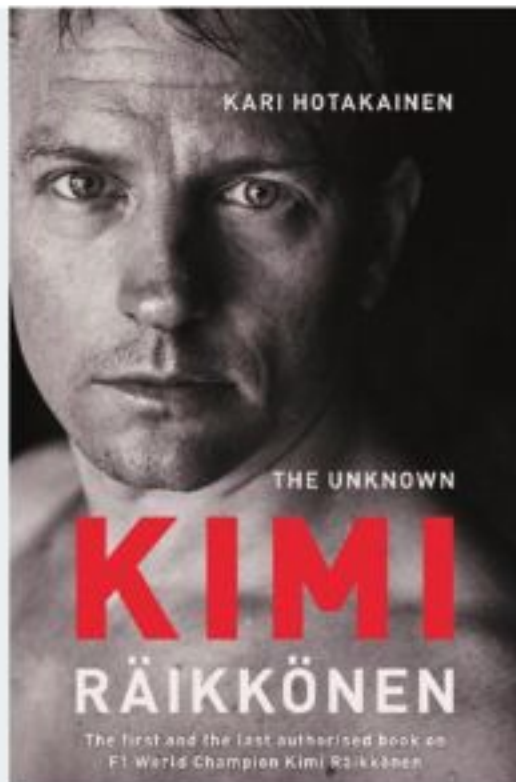


The legendary World Superbike Champion tells his incredible story.

OUT NOW

Available in hardback, ebook and audiobook





The Unknown Kimi Räikkönen

Kari Hotakainen

Conceptually this is perhaps the least likely book ever to have been scripted - and therein lies its appeal. Far from the walking monosyllable of public perception, the Formula 1 driver who can make the wider world chuckle through his mastery of the awkward silence comes across here as more open and engaging, prepared to chat to an author who knows little of life inside F1's peculiar bubble. The only downside is that, for all their conversations, there is a relative shortage of first-person Kimi.

That said, some of the content is fascinating - the Finn's parents had him medically tested at the age of two, to find out why he didn't speak, but results underlined that this was a child of higher

than average ability... albeit one not particularly motivated by words.

Other parts cover ground that will be familiar - and also confirm behavioural traits of which the full details were hitherto unknown. The subject's fondness for a tippie isn't exactly front-page news - footage of a drunken Kimi toppling from a boat has been watched more than 200,000 times on YouTube - but this is perhaps the first time that a 16-day booze binge has been catalogued in full. It was in 2012 and ended a couple of days before the Finn flew to Barcelona, where he finished third in the Spanish GP. To the author's credit, material of this kind isn't sensationalised but simply chronicled as a snapshot of Kimi's life at the time.

But platinum-grade debauchery is not the central theme. This is an attempt to portray the real Kimi Räikkönen, warts and all, and it does so in a balanced manner. **SA**

Published by Simon & Schuster, ISBN: 978-1-4711-7766-8, £20

who know how to get the most from them today. It's a useful reference and, unlike most things Bugatti, you don't have to phone a dealer to establish the price... **SA**

Published by Haynes

ISBN: 978-1-78521-183-6, £22.99

Dream. Believe. Achieve.

My Autobiography

Jonathan Rea

This is one of the most intriguing sporting stories of the modern age. The World Superbike Championship remains a big draw in certain territories, but has lost some of its bygone popularity in the UK - despite British riders being dominant these past few seasons. By rights Jonathan Rea should be a household name - he has just clinched his fourth straight WSB title - yet he continues to operate slightly beyond the wider public radar, despite attracting the second-highest number of votes in last year's BBC Sports Personality of the Year poll.

If you aren't interested in his back story, you should be.

A successful motocross campaigner in his youth, Rea was selected for Red Bull's Rookie Programme at the age of 16 and had only two seasons of circuit racing under his belt - one of them beset by injury - before making his debut in the British Superbike Championship. It took a while for this dazzling ascent to translate into championship success, but since clinching his first WSB crown in 2015 he has gone on to break all manner of championship records.

Written in collaboration with long-time friend Steve Booth, this is an engaging insight into his rise and times, his competitive philosophy and his rivalry with fellow Brits Tom Sykes and Chaz Davies.

Autobiographies can sometimes be a little pedestrian in nature, but this one isn't. **SA**

Published by Harper Collins

ISBN: 978-0-00-830508-6, £20

There will be a comprehensive interview with four-time WSB champion Rea in next month's Motor Sport.

Racing to the Finish: My Story

Dale Earnhardt Jr, Ryan McGee

In the early 2000s, Dale Earnhardt Jr lent his name to *Driver #8*, a biography seemingly steered by the demands of his many sponsors. It was a book for the MTV generation, one chock-full of wince-inducing product placement and half-baked attempts to humanise the ever-popular NASCAR driver.

But this latest semi-autobiography - penned by ESPN writer Ryan McGee and Earnhardt - is a far more mature look at Junior's career highlights.

In fact, it's revelatory. This is a study of a driver whose 19-year Cup Series career was battered by accidents and the resulting concussions.

McGee uses expertise from doctors at the University of Pittsburgh and, in the process of explaining how Earnhardt struggled to maintain a healthy façade over 631 races, he manages to humanise the driver like few other authors have managed.

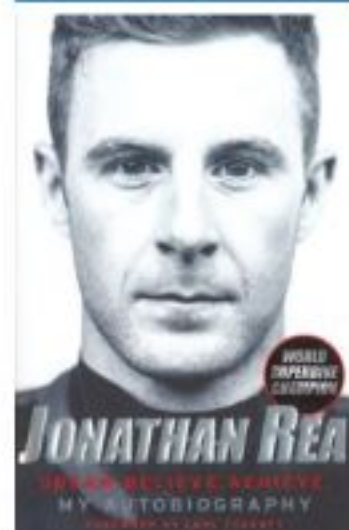
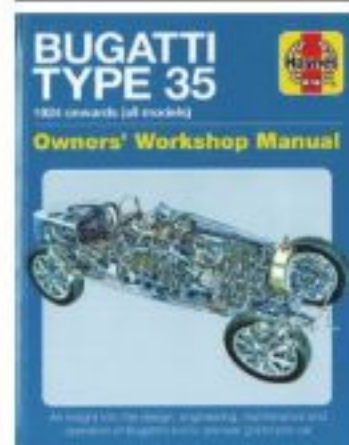
Most importantly, this biography explores how sports concussion research and treatment are long overdue, and it shows how the weight of sponsorship deals, the expectation of his 'Junior Nation' fans and the

shadow of his late father weighed so heavily on Earnhardt.

Its colloquial, conversational tone might be off-putting for some, but this biography delves much deeper into the psyche of one of NASCAR's favourite sons - and for that it's invaluable. **SK**

Published by Thomas Nelson

ISBN: 978-0-785221-60-9, \$26.99



Bugatti Type 35 Owners' Workshop Manual

Chas Parker

The workshop manual concept has advanced somewhat since being launched to assist those who liked to carry out home maintenance on their Ford Anglia 105E, Wolseley Hornet or Hillman Minx...

T35 ownership is a privilege known only to a select few - even replicas fetch significant six-figure sums - but this is a lively overview, released to coincide with the 90th anniversary of Louis Chiron's victory for Bugatti in the 1928 Italian Grand Prix.

It is produced in the customary Haynes format, with oodles of technical photos, elegant cutaways, individual chassis histories, profiles of those who made the T35 great in period and conversations with those

FOR THE LATEST MOTORING BOOKS GO TO:

www.hortonsbooks.co.uk

Silverstone Classic & Race Car Storage

- 24Hr Security
- Fully climate controlled
- Collection/Delivery options
- Maintenance options & MOT testing for uninterrupted storage
- Secure location close to Silverstone Circuit, M1 & M40.

01604 879851
 Email: info@scracs.co.uk
www.scracs.co.uk






FOR ALL LEVELS OF PROFESSIONAL CAR STORAGE





SITUATED CLOSE TO GOODWOOD ON THE HAMPSHIRE/SUSSEX BORDER

info@classiccarstorage.co.uk tel: 01730 825 826
www.classiccarstorage.co.uk fax: 01730 825 077

Elite Auto Storage

Specialists in cherished vehicle storage and transportation

- From priceless classics to family saloons • Maintenance and exercise programs
- UK wide covered transportation • Long and short term storage
- Desecret and secure

Phone: 07703 295282
Email: info@autostorage.co.uk • www.autostorage.co.uk
 PO Box 85, Great Sampford, Saffron Walden, Essex, CB10 2FX, England

CARSAFE SECURE STORAGE

FOR CLASSIC AND PERFORMANCE VEHICLES



WWW.CARSAFE.CO.UK TEL: CAMBRIDGE 01223 299011

metex car covers

THE BEST PROTECTION FOR GARAGED CARS

THE FLEECY SOFT FABRIC OF A METEX CAR DUST COVER WILL GUARANTEE TO KEEP YOUR GARAGED CAR FREE FROM DUST AND DAMPNES.

EASY TO USE, THE COVER SIMPLY DRAPES OVER YOUR CAR COVERING IT COMPLETELY.

WE COVER ALL MAKES, MODELS AND SIZE OF CARS.
 EXAMPLE CAR COVER SIZE, E-TYPE JAGUAR 18ft X 11ft.

CUSTOMISE YOUR COVER WITH A LARGE CAR EMBLEM JUST £9.95



Auto EXPRESS RECOMMENDED 2015

from only **£37.50**
 Postage cost £7.50 per order



Phone now with your order: **01254 704625**
 or order online at: www.cardustcovers.co.uk



SPECIALISED COVERS

INDOOR & OUTDOOR TAILORED CAR COVERS

For almost 40 years, we've been the market leader in supplying innovative solutions in car protection. British designed and manufactured we're proud of our heritage and it shows in the unrivalled quality of our covers.

Exclusive savings code: MSN

T: 01943 864 646
 E: info@specialisedcovers.com
 W: specialisedcovers.com



— FEATURED ARTIST —

Adam Gompertz

*They say God is in the details;
for some it's literally true*

There's no way round this: Adam Gompertz is a vicar who draws cars for a hobby. That's why he works under the title Revs Art - apostrophe implied. But church is the second part of a career that began with transportation design at Coventry University followed by 10 years shaping cars and yachts with well-known companies and lecturing on design. A post in Rolls-Royce's Bespoke Design section closed that chapter as he turned to the Church of England to train as a minister.

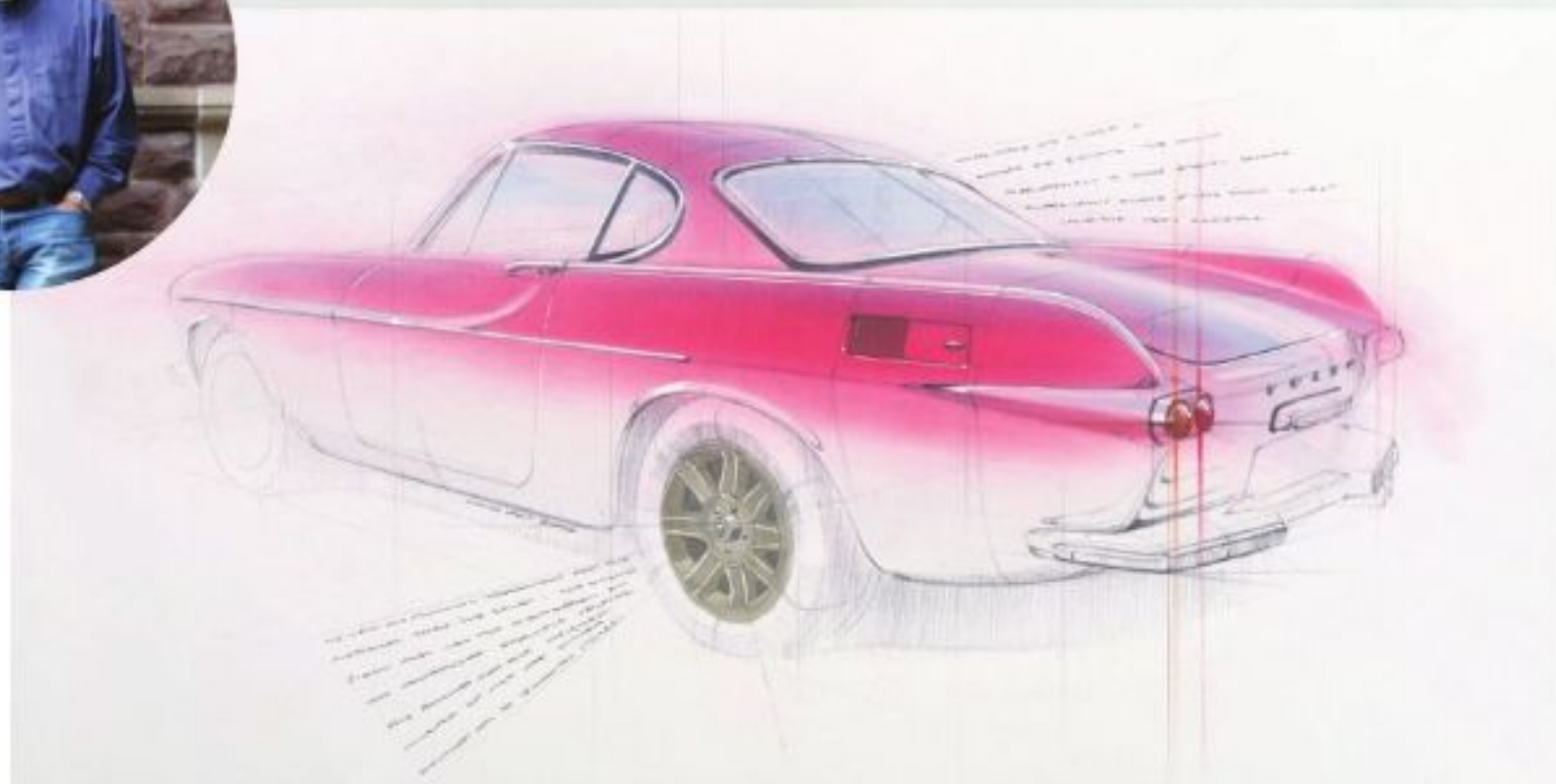
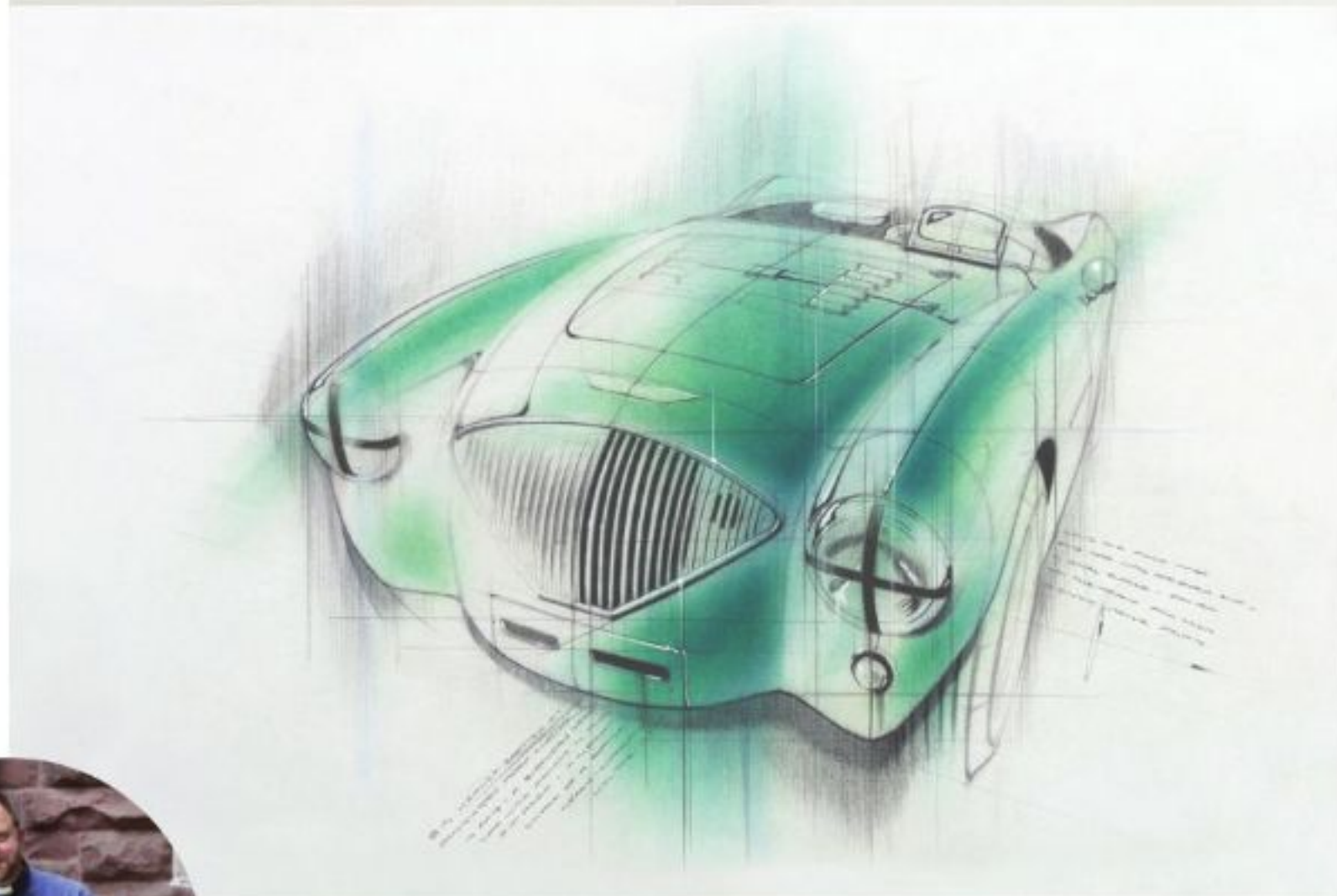
The car interest is ingrained though, and in among duties as a curate in Lichfield the Reverend continues to sketch. From a personal relaxation it has become something more: prints are available and he is artist in residence for Aston Martin Lagonda. "I went around Newport Pagnell as a kid when everything was handbuilt with names on cam covers - I really loved that integrity and skill that lifts a car above white goods."

He often goes to Bicester Heritage to draw, "And Songs of Praise filmed me sketching at Goodwood - the Scribbling Vicar thing! Like most designers I draw in biro - you can vary the weight easily - and the colour is chalk pastels that I scrape to a dust and mix with talc to soften it. I apply it with foam pads - make-up removal pads, actually - and use a sharp rubber to get the highlights."

Against the white background Adam adds handwritten notes: "I love the human story of a car which is why I add the text. One of my heroes was Bob Freeman who did the same."

Adam owns a classic Rover P4: "I love the craftsmanship, the creased leather. And I run cars/coffee/bacon mornings, too." That's a different sort of car service.

www.historiccarart.net. @revseventandart



M MEMORABILIA FORMULA 1 HARDWARE



Red Bull endplate
Rear wing endplate from 2006 RB2 as driven by Coulthard, Klien and Doornbos. £395
www.racetothefinish.co.uk



Lotus sidepod
Left-hand sidepod from 2012 season Lotus E20 designed by James Allison. £700
www.mementoexclusives.com



Minardi airbox
Carbon-fibre scoop from 2002 Minardi PS02 driven by Mark Webber in his F1 debut year. £125
www.racetothefinish.co.uk



Mercedes endplate
From Lewis Hamilton's 2015 title-winning car, framed and mounted, with certificate of authenticity. £2450
shop.planetfl.com

FEATURED MODEL MAKER

Kyosho

Marcus Nicholls takes a look at a respected Japanese diecast maker

When thinking of the Japanese model manufacturer Kyosho, the products that spring immediately to (my) mind are almost exclusively radio-control cars. Back in the 1990s I attended a couple of prestigious, Kyosho-funded radio-controlled car racing events (Manila in the Philippines, Pescara in Italy) and, as well as being great fun, the noise and smell of miniaturised internal combustion screeching around a scaled-down track will to my mind forever be associated with this brand.

There's a whole other side to Kyosho's repertoire, however, and that is an expansive range of highly detailed, top-end classic car replicas. Established in 1963 in Okata, Japan, Kyosho is in fact one of the industry's oldest brands, having produced quality replica die-cast models for more than 50 years. The radio-control division did not become active until 1970. The company focuses on the large scale of 1:18 - an average car measuring about 11ins - but has also produced 1:12 and 1:43 models. The latter size is better for collectors with reduced display space and also opens the door to a vast universe of subjects, with thousands of scaled-down replicas on offer from a huge list of manufacturers.

The beauty of the larger scales is the amount of detail that can be incorporated, with many of the models featuring extensively and accurately rendered engines, drivetrains and interiors. Where these features are present, they are accompanied by opening bonnets and doors so the detail won't go to waste. As you can imagine, the cars that open up to reveal their hidden workings are more expensive to produce and therefore carry a heftier retail price, so Kyosho also now offers sealed-up bodyshell models to help control costs.

Kyosho manufactures a wide range, including everything from Minis, Triumphs and Lancias to Aston Martins, Lamborghinis and Rolls-Royces. But it also offers some slightly more esoteric vehicles, including the Lamborghini



Jota, 1973 Alpine A110 Tour de Corse, Nissan Skyline 2000 GT-R and the eternally fabulous Lancia Stratos HF. Of these, I must admit to having a soft spot for the delicious little A110. It looks great in plain overall blue, but in its sponsors' livery, with night-stage headlamps and gold-centred wheels, it's such a feisty looking car. *Magnifique!*

Kyosho's quality is always impressive, boasting professional paint finishes, tight shut lines (often an issue in die-cast collectables) and expert assembly. The firm says its aim is simply to "show the world the value of enjoying life through diecast models". It is perhaps a slightly corny slogan, but I think it sums up the company rather well. ☑

Hot new kits on release and on the way



Revell 1:25 Dodge Viper GTS
£25 approx
www.revell.de/en



Revell 1:24 Chip Ganassi Racing Ford GT Le Mans
£27 approx
www.revell.de/en



Revell 1:16 Porsche 356B Coupé 'Easy-Click'
£45 approx
www.revell.de/en



Revilo Classic Models

Historic Le Mans, F1 and rare classic car models, Art and Memorabilia
Specialising in high end large scale models

www.reviloclassicmodels.co.uk Tel:+44(0)7974 019074
Email:reviloclassicmodels@yahoo.co.uk
Facebook: Revilo Classic Models

speedsport gallery

A unique collection of original motor racing paintings, photographs and autographed items for sale.

T: 01327 858 167 | E: info@speedsport.co.uk | www.speedsportgallery.co.uk

Open 9am to 5pm Monday to Friday and also at weekends by appointment
Unit 43, Silverstone Circuit, Nr Towcester, Northamptonshire, NN12 8TN

POOKS MOTOR BOOKSHOP

Motoring Brochures, Books, Manuals, Programmes, Magazines
and original posters **BOUGHT AND SOLD**

pooks.motorbooks@virgin.net • www.pooksmotorbookshop.co.uk

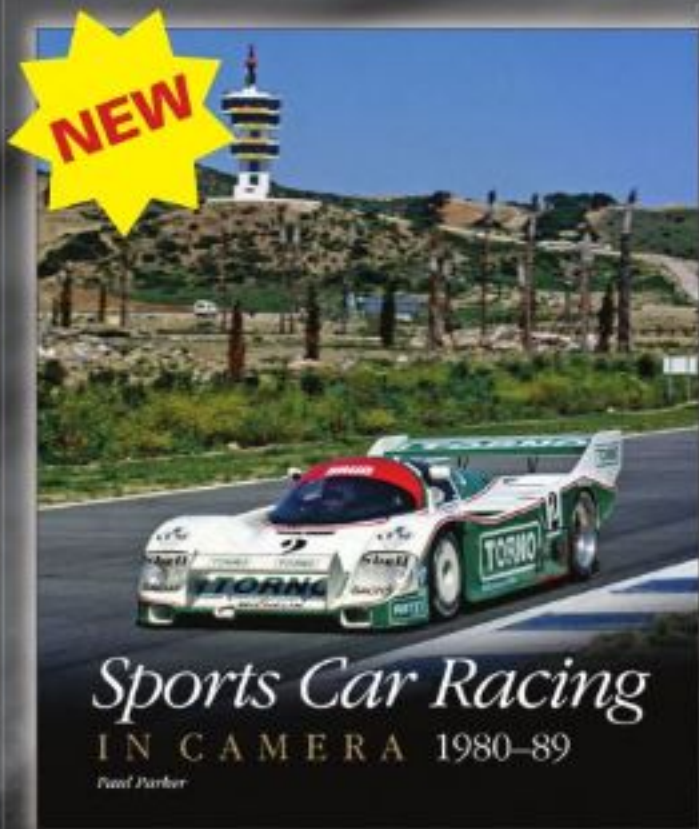
Shop open: Monday–Friday 9.00am – 5.00pm

Fowke Street, Rothley, Leicestershire LE7 7PJ – Tel. 0116 237 6222

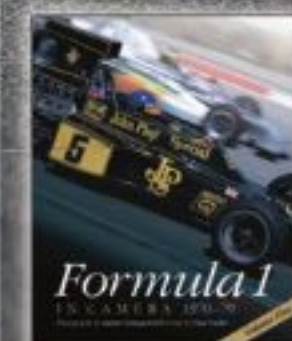
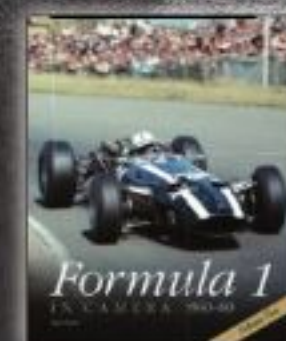
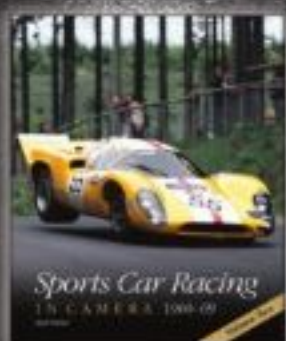
Signed Geox Boots
belonging to Sebastian
Vettel, 4-time F1 One
World Champion
£550 GBP o.n.o.
UK & Europe delivery
Contact Matthew: vettelgeoxboots@gmail.com



Paul Parker In Camera



AVAILABLE NOW!



ALL TITLES AVAILABLE FROM
THE **MOTORSPORT SHOP**

www.behemothpublishing.co.uk



CARMAN HISTORIC

**ORIGINAL SALES
POSTERS AND
BROCHURES**

**MANY FRAMED TO MUSEUM
STANDARD FOR DISPLAY**

DARRACQ (TALBOT) London Edition –
including LAGO – SPECIAL £395

DELAGE – Very fine unframed items

**MANY OTHER MAKES AND
MODELS – OFTEN SPLENDID
ARTWORK**

For further information please e-mail:
johnscanlon2@aol.co.uk

Maserati, the Family Silver

by Nigel Trow

The definitive history of an iconic marque

The master-work of world-renowned automotive historian Nigel Trow, *Maserati, the Family Silver* is the result of fifteen years of painstaking research and unprecedented access to Maserati company and family archives.

Comprising two volumes, 853 pages and over two hundred photographs and technical drawings - many previously unpublished – *Maserati, the Family Silver* was awarded the 2016 *Guild of Motoring Writers' Mercedes/Montagu of Beaulieu Trophy* and has been hailed as:

'A masterpiece of writing and research.'
Pete Vack, Veloce Online

'A master work from a master historian.'
Nick Mason, Maserati aficionado & Pink Floyd legend

'Two fantastic books on the history of Maserati.'
Jo Ramirez, F1 legend and former Maserati employee

'The story of Maserati is told in a way that displays Trow's obvious knowledge and passion.'
Motor Sport Magazine

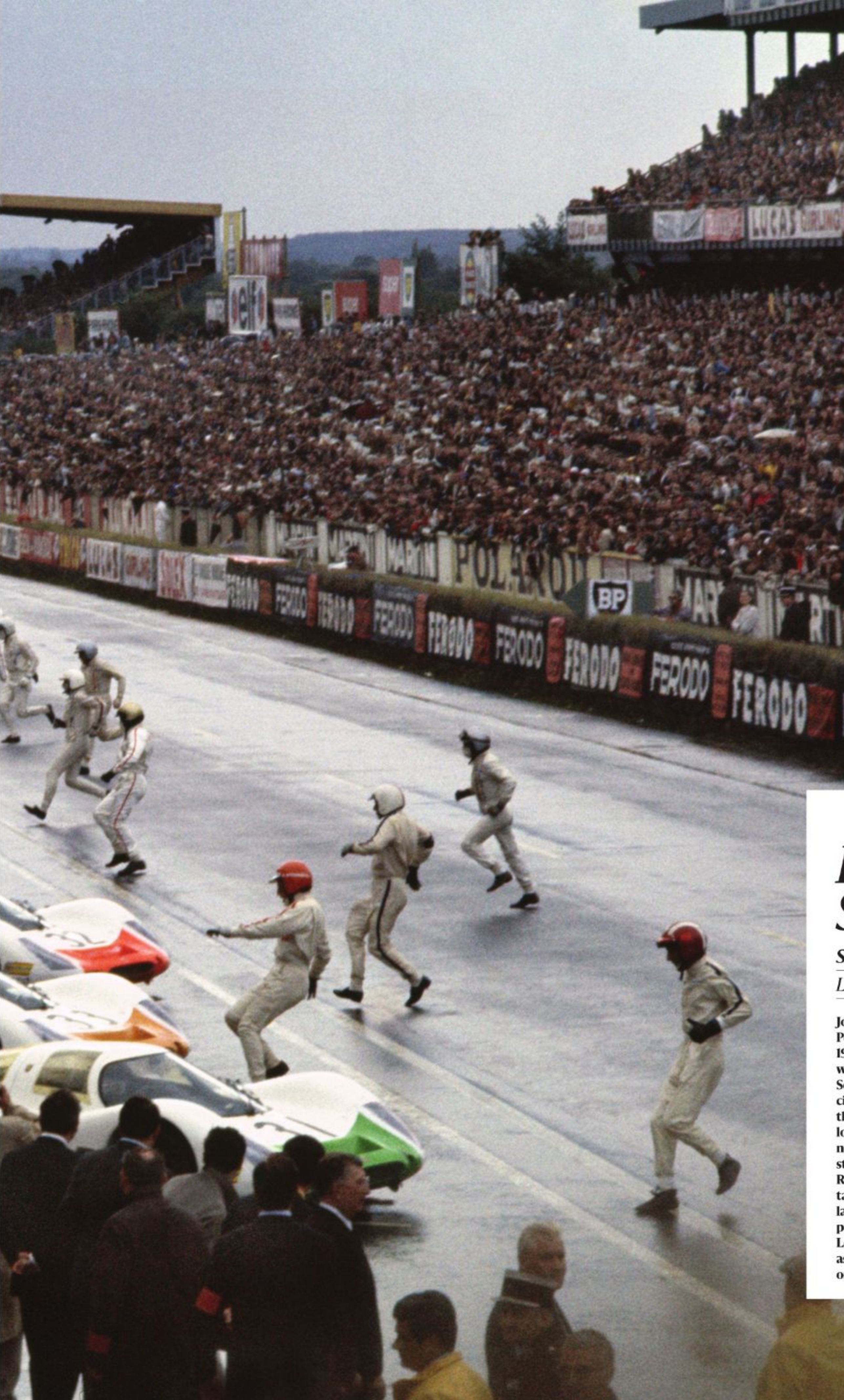
'Buy your copy now . . . it's certain to be worth considerably more in years to come.'
Octane



Available now from Hortons Books or direct from:

www.maseratifamilysilver.com





Parting Shot

September 28, 1968

Le Mans, France

Jo Siffert races toward his Porsche 908 (31) to begin the 1968 Le Mans 24 Hours, which was unusually delayed until September due to strikes and civil unrest in France. While the new prototype Porsches locked out the front row, the now-venerable Ford GT40s still ruled the day, with Pedro Rodriguez and Lucien Bianchi taking victory by five clear laps. This event would be the penultimate time the classic Le Mans start would be used, as it was scrapped after 1969 on safety grounds.



1. Brooklands Finishing Straight from aloft
2. We believe the dot on the banking to be Peter Whitehead's ERA **3.** Fastest Road Car challenge, won by Rob Walker's Delahaye (1)
4. Parkland racing at Crystal Palace **5.** Competition in the shadow of North Tower, last surviving element of the Crystal Palace. It was demolished in 1941, to remove a landmark for enemy aircraft during WW2



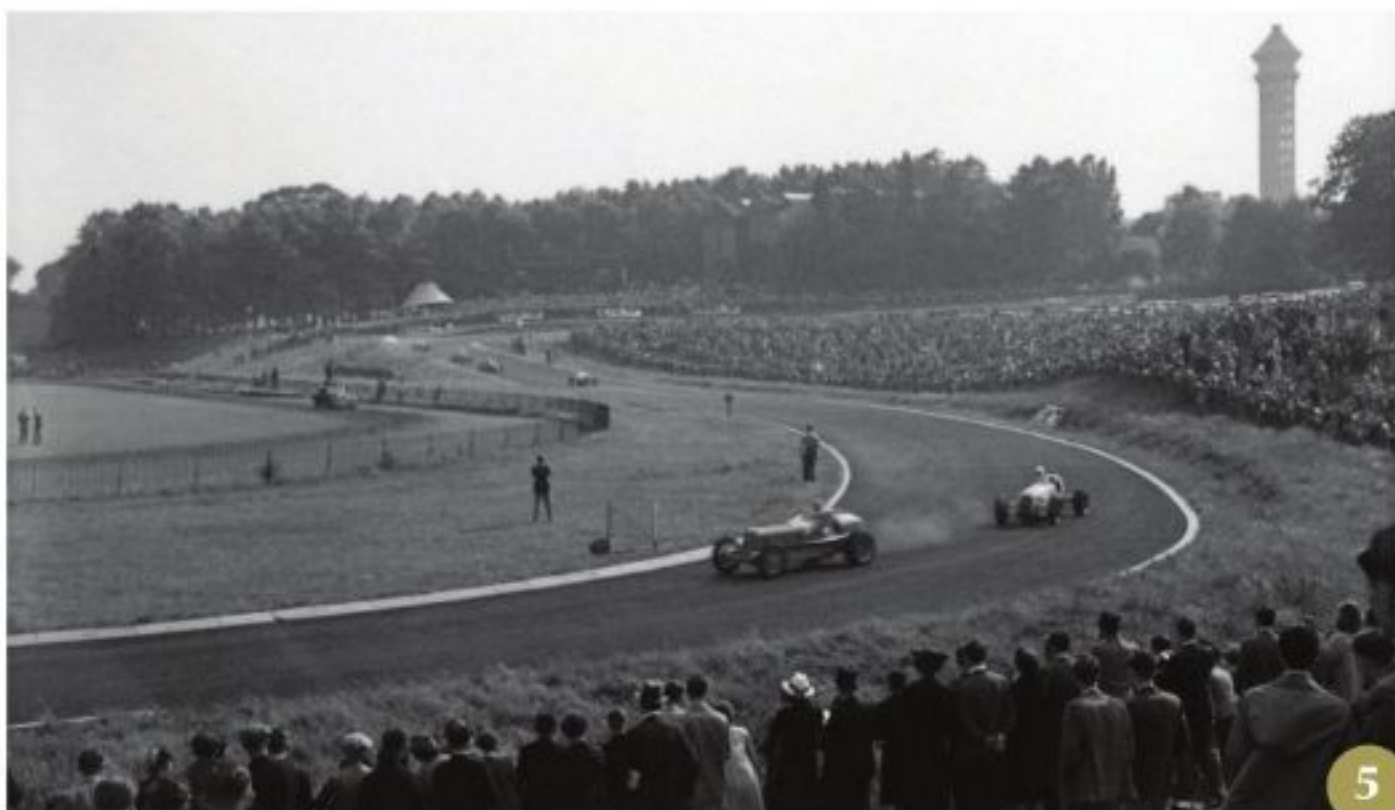
2



4



3



5

You were there

The attached were sent by Australian reader Brock Thorsby and taken by a relative – his mother or an uncle – during a UK tour in 1939

Send us your images

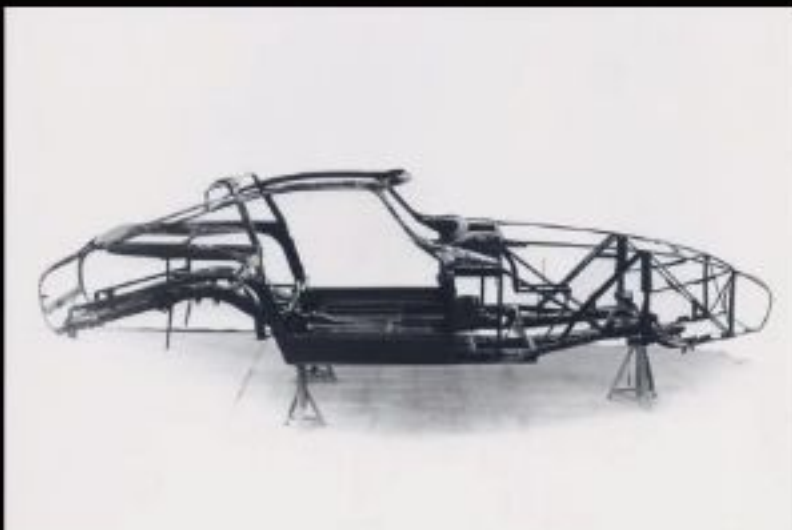
If you have any photographs that might be suitable for *You Were There*, please send them to: *Motor Sport*, 18-20 Rosemont Road, London, NW3 6NE or e-mail them to: editorial@motorsportmagazine.co.uk

1964 RS PANELS 2018

CELEBRATING 54 YEARS

Nothing counts more than experience ...

Over 50 years of restoring and recreating many of the world's most precious sports and race cars



For over **50 years** RS Panels has created a global reputation for quality and craftsmanship in the restoration of some of the greatest names in motoring history – **Jaguar, Aston Martin and Ferrari**. The company's dedication to quality and attention to detail is recognized and accepted the world over.

RS Panels - keeping the legend alive

Tel: 02476 388 572
Fax: 02476 384 767
rspanels@btconnect.com

Kelsey Close Attleborough Fields Industrial Estate Nuneaton CV11 6RS

www.rspanels.co.uk

Telephone
(01753) 644599

E-mail: sales@runnymedemotorcompany.com

RUNNYMEDE

MOTOR COMPANY

Aston Martin in the Thames Valley

Mobile
(07836 222111)

www.runnymedemotorcompany.com



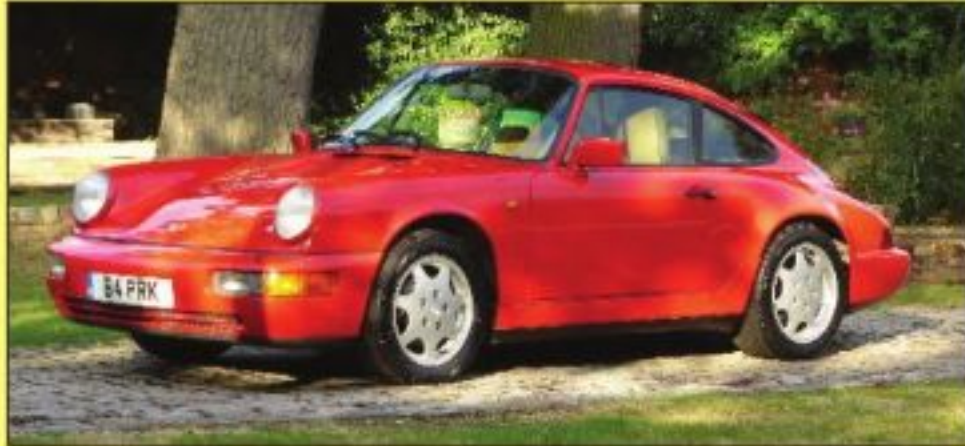
1955 Aston Martin DB2/4. The subject of considerable recent expenditure and very competitively priced at **£139,950**



1955 Aston Martin DB2/4. The subject of a full nut and bolt restoration only 3 years ago. Stunning Motor Car. ... **£ Enquire**



1962 Aston Martin DB4 series IV. Restored by us in 2000 and remains in excellent condition. Great driving motor car at **£465,000**



1991 Porsche 964 Carrera 4 coupe in Guards red. 80,000 miles, 3 owners, near perfect service history, excellent value at **£49,950**



1972 Porsche 911T in Viper Green to RS touring specification. Fully restored in 2017 at vast cost. Seriously good value at **£119,500**



1972 Porsche 911E in Tangerine with black. Restored by a Porsche specialist in Italy 3 years ago to a very high standard. **£115,000**



2002 Aston Martin Vanquish 2+2. 39000 miles, perfect history, perfect car, excellent value at **£79,950**



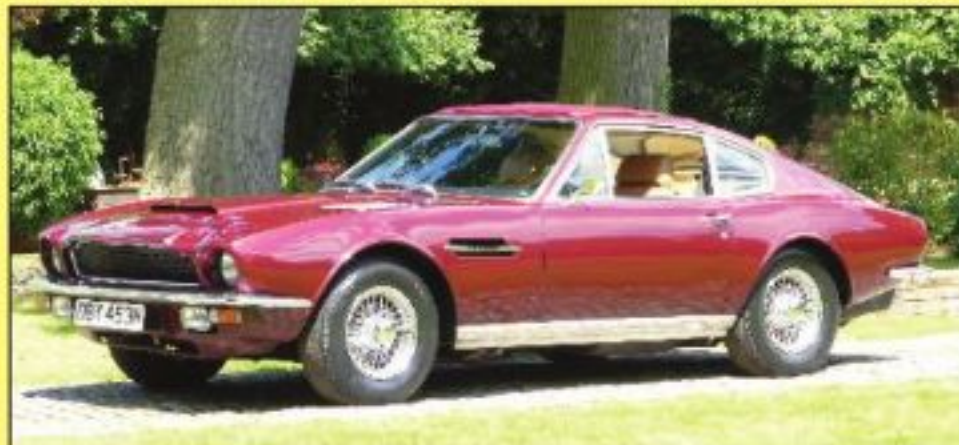
2003 Aston Martin DB7 Vantage Volante, 34,000 miles, Stunning condition, perfect history, 3 owners, Really lovely. **£44,950**



2002 Aston Martin DB7 Vantage in Silver. We have one auto and one manual, both excellent cars, see our website. Excellent value from **£39,950**



1976 Aston Martin V8 Series III in Buckingham Green, last owner for 7 years, £29,000 spent on improvements. Seriously good value at **£79,950**



1972 Aston Martin AM Vantage in Dubonnet Rosso, one of only 70 cars, extremely rare and collectable, see our website for more detail. **£86,950**



1972 Aston Martin V8 Series II in Ocean Blue with sand Beige hide, £130,000 spent on restoration, Drives beautifully, Stunning car at **£115,000**



1984 Ferrari 308 GTS. A well maintained car with stratospheric mileage but in remarkably good condition. Very useable and the cheapest on the market at **£55,000**



1982 Ferrari Mondial 8 in Argento Silver with full red hide, only 46,000 miles with full service history, Cheapest entry point into Ferrari ownership **£33,950**



1998 Ferrari 355 GTSI in Red with black hide, LHD, F1 paddleshift, very well maintained, Cheapest 355 on the market at **£59,950**



1954 Jaguar XK120 DHC in Old English White with black hide. Long term ownership, a delight to drive and very reliable. Priced for today's market at **£79,950**



1964 Jaguar E type 3.8 Roadster in Signal Red with black hide. Perfect car, fully restored, drives beautifully and correctly priced for this market at **£159,950**



1965 Sunbeam Tiger in Deep Ocean Blue with beautiful red hide interior. Fully restored in the early 90's and remains in excellent condition. **£59,950**

Visit our website at www.runnymedemotorcompany.com



The South Shore team reconstructed the body of this Alfetta' 158 using all of their extraordinary skill and experience to exacting, period correct, specification. Please contact us to discuss your historic car project and discover why we have a global reputation for our work.



- Restoration & Recreation
- Steel & Aluminum Bodywork
- Composite Bodywork
- Fabrication
- Gas, TIG & MIG Welding
- Bespoke Design Service

Alfa Romeo 158 Alfetta

southshorecoachworks.co.uk

Telephone - +44 (0)2392 254488 Email - info@jsw.co.uk
 Pipers Wood Industrial Park, Waterlooville, Hampshire. PO7 7XU United Kindom

See more of what we do...  @southshorecoachworks

South Shore is a part of the JSW Group





ROLEX 24 AT DAYTONA®



SIR JACKIE STEWART



24 HOURS OF LE MANS



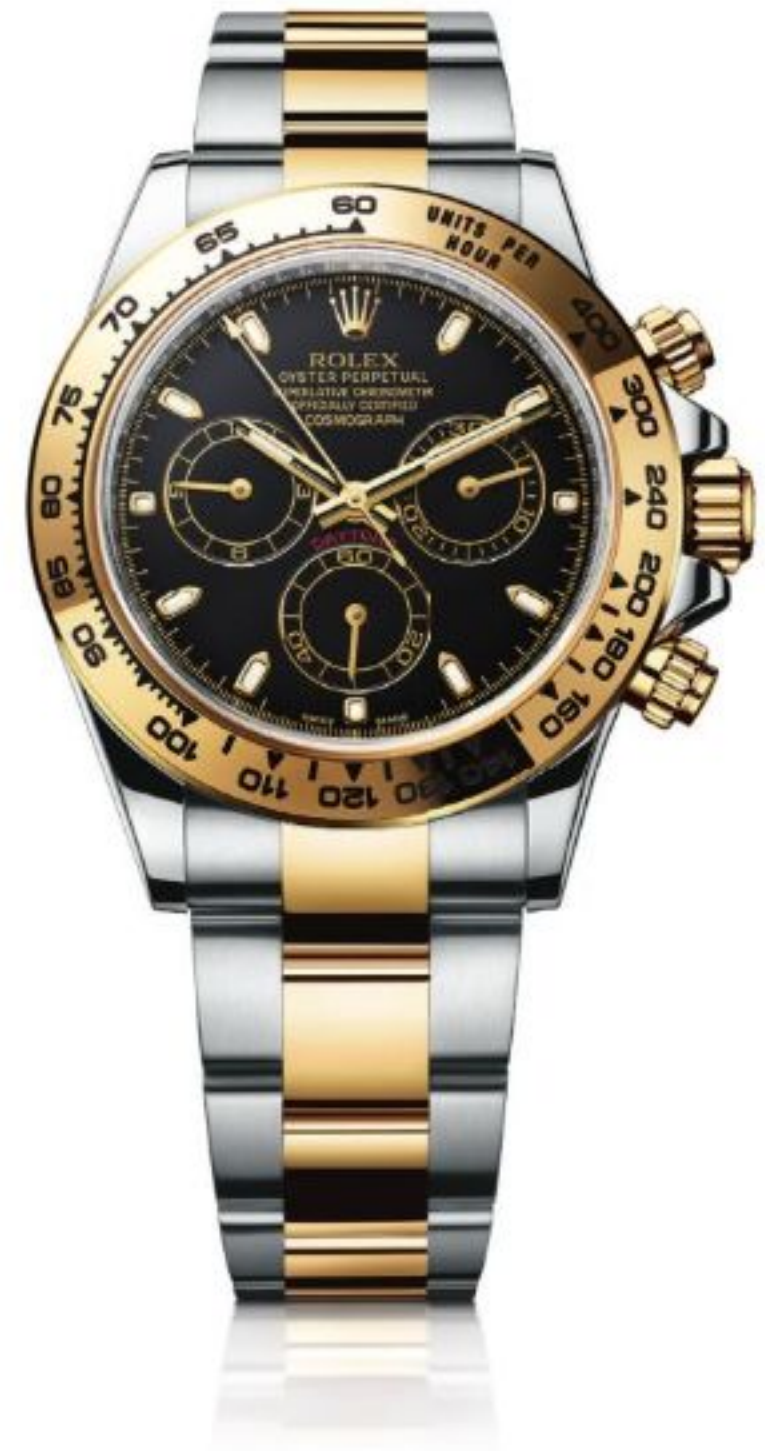
FORMULA 1®



TOM KRISTENSEN

WHEN YOUR PERFORMANCE SETS THE PACE, YOU'VE MADE HISTORY.

This watch is a witness to the greatest moments in motor sport. Worn by those who honour a legacy of exceptional performance. It doesn't just tell time. It tells history.



OYSTER PERPETUAL COSMOGRAPH DAYTONA

