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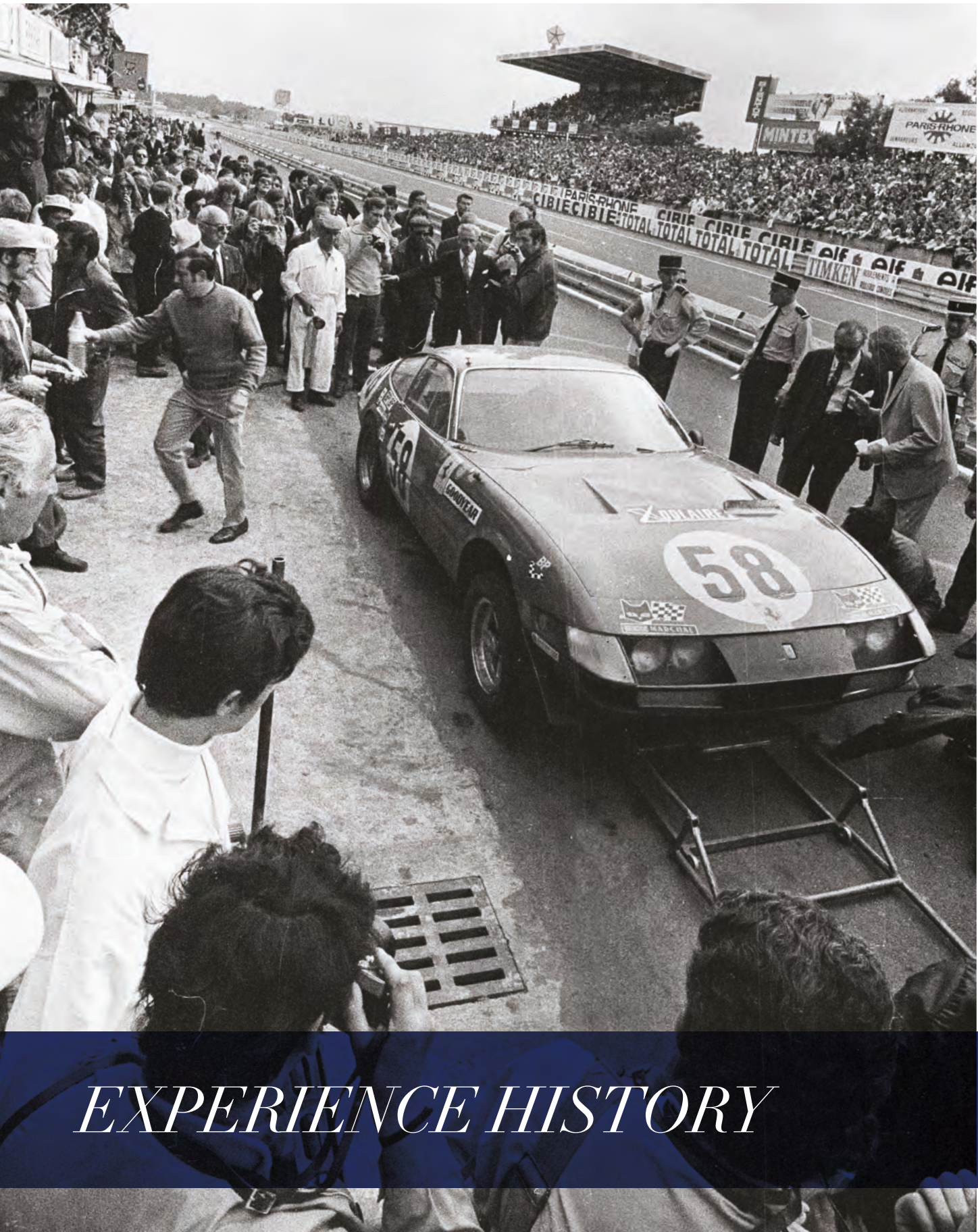
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**“O**UT THE BACK AT Thruxton no one could touch Justin,” says the familiar voice on the end of the phone line. “He had the ability to go from bump to bump without unsettling the car. If those US speedways had been as bumpy as Thruxton his Indycar results might have been better... He just loved the high-speed stuff.”

It must have been 17 years since last we spoke, but Justin Wilson’s devastating accident at Pocono prompted former Paul Stewart Racing engineer and Formula Vauxhall team manager Andy Pycock to get in touch. It was great to chat to him after so long. Today, Pycock runs a successful graphics company that supplies its designs to the car industry and he tells me I’m the first person involved in motor racing that he’s spoken to in about 10 years. We spend the next hour reminiscing about some of the great days in British junior single-seater racing – most specifically about Wilson and another much-missed Indycar ace, Dan Wheldon.

Pycock first met Justin at the end of 1995, when the Sheffield lad was just 17. “Wilson was my first choice of driver as team manager of PSR,” says Andy. “Graham Taylor had moved on to Audi’s touring car programme and I was promoted from chief mechanic and engineer. I thought Justin was the fastest guy out there to partner Peter Dumbreck in 1996.

“The first time I saw him he was driving a Formula Vauxhall for another team in the winter series at the end of 1995. It was one of those moments, like the first time you see an Indycar on a superspeedway: the way he was barrelling into Gerards, whacking the same bump on entry every time. I wasn’t sure it was the quickest way, but it was a sucking-teeth moment. As engineers, we tended to look at data all the time and didn’t tend to watch them through a corner. I’m glad I did that day.”

Through the 1990s in FVauxhall and Formula 3 PSR generally ruled the roost, its ‘Staircase of Talent’ much vaunted as the route to the top for any aspiring world champion. There were, of course, no guarantees and plenty of talent jumped off the staircase to pursue different paths. Wilson was among them.

As expected, Dumbreck swept to the ’96 crown and Justin stayed on for the



**DAMIEN SMITH**  
EDITOR

following season hoping to replicate that success. But one of those pesky, well-funded Brazilians so common to the era would scupper his plans.

“In ’97 I engineered Justin as well as managing the team,” says Pycock. “He was quiet but he knew his stuff and was still learning. Luciano Burti was 22, Justin was still only 19 and it was the first time he’d come up against someone really quick. At Oulton Park they went side by side, Luciano didn’t give him room and Justin ended up in the barriers. He lost the title there, that was the key race, but he was far better than his results” – two wins – “suggested. It was difficult for him because there was a real buzz around Luciano, who was managed by Geraldo Rodriguez, who managed Rubens Barrichello among others. But of course if you compare their records now Justin was ultimately more successful.”

That ’97 season hurt Wilson, particularly when Jackie Stewart went public with his view that his future lay in touring cars or GTs because of his 6ft 4in frame. Against the odds, Wilson would of course prove his old boss wrong, but Pycock defends Stewart’s well-

intended advice. “We had special dispensation to move the pedal box back and modify the shape of the pedals for him, and we did so because Justin was the best choice of driver.

“Jackie and Paul were always on the phone asking about the drivers, and Jackie was always being told by engineers that the regulations at the time wouldn’t allow Justin to fit in cars [beyond FVauxhall]. Since then things have changed and it’s become accepted that drivers are taller. The underlying fact was that both Jackie and Paul thought Justin deserved a career as a racing driver.”

As Simon Arron describes in his obituary on page 36, Wilson subsequently switched to Formula Palmer Audi, won the title and was catapulted on to the international stage. Meanwhile, Pycock’s attention had turned to the precocious Wheldon – even if the future two-time Indy 500 winner was destined never to step on PSR’s staircase.

“We had declined Dan at the end of 1996,” Pycock recalls. “At that stage he hadn’t enough experience in cars. He was very sure of himself, cheeky and cocky, but at the same time totally adorable. But he needed to lose a tough battle. Having fought Jenson Button in an inferior car in Formula Ford in 1998, he’d earned his chance.

“At the end of 1998 we planned to do the winter series with Richard Lyons ☐



Justin Wilson’s PSR days. His sad passing prompted an unexpected – but welcome – phone call to the MS office

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and Wheldon, but there was snow on the ground and ice in the gravel traps, and I pulled the team from the race. Then Jackie and Paul closed the team because the cars were becoming obsolete and they had the F1 team to run, so Dan never did race for us.

“I was out of a job as well and felt bad for Dan because I’d done all the chasing to sign him. Clive Wheldon [Dan’s father] came to me asking what we could do, and at the same time [Van Diemen founder] Ralph Firman offered an opportunity to look at Formula 2000 in the US. I flew out with Dan to do a test at Sebring, reported back to Clive and convinced him to go to America. Dan didn’t really want to do it and would ring me every five minutes. It was a big move in those days, a route no one else had taken. Then suddenly the phone calls stopped. He found himself a girlfriend, fell in love with America and never came back. I lost contact with him. There’s nothing worse than hanging on in such a situation.”

Pycok has a gold Rolex to show for his PSR days, a gift from the Stewarts for all his work with their team. But the memories are what he cherishes most – especially now. It’s hard to take in that both Justin and Dan are gone.



LONGEVITY IS A RUNNING THEME when you work for *Motor Sport*. The weight of the magazine’s hard-earned reputation and history – 91 years and counting – is inescapable, and a week never passes without someone telling me they’ve been a reader for 30, 40 or 50

years... and sometimes longer. As a familiar fixture in the lives of so many for so long, *Motor Sport* is more than just a magazine. It’s like an old friend that never lets you down – I hope!

The reaction to our ‘Lunch with’ special in the 90th anniversary issue last year (July), charting the history of the magazine, was another reminder that our own quirky timeline is itself an integral part of motoring and motor racing folklore. The magazine’s story, framed largely by that irascible triumvirate Denis Jenkinson, Bill Boddy and Wesley J Tee, is illustrious – but boy, is it rocky, too.

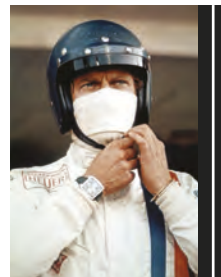
For almost 10 years now, under proprietor Edward Atkin CBE,

*Motor Sport* has discovered a stability out of character with much of its past. That level is enhanced by our move this month to new premises in Hampstead, north London, *Motor Sport*’s first ‘permanent’ home since the Standard House

days. Not that our new office has anything in common with that infamous, creaky old building in the city. Now state-of-the-art facilities befitting a modern media business await us each morning – and the public transport links are a whole lot better too, which helps!

*Motor Sport* is stepping up the pace as we gallop towards our centenary, with further developments in the print, online and digital spheres. In the future, we’re also looking forward to inviting readers to events at the new premises, so watch this space.

While others come and go, longevity is a constant at *Motor Sport* – but then you knew that, didn’t you? 📧



## IN NEXT MONTH'S ISSUE

Steve McQueen & Le Mans: one man and his movie

ON SALE OCTOBER 30



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## THIS MONTH'S EXTRAS ON OUR TABLET EDITION



- Damon Hill drives his father's Lotus 49
- Sierra tussle: Andy Rouse vs Steve Soper
- Jay Leno tries Jaguar XKSS for size





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**SPA-FRANCORCHAMPS, BELGIUM, SEPTEMBER 19-20**

Rain, darkness, packed grids and close racing... The modern Spa Six Hours meeting is a microcosm of the original circuit's glorious and frequently tricky past. Highlights this year included two Masters Historic F1 races. Loïc Deman (Tyrrell 010) won both, while Nick Padmore (Lotus 77, above) finished fourth and sixth to score a brace of class victories. In the main event, Roger Wills/James Littlejohn and Michael Funke/Marcus Graf von Oeynhausen scored a Ford GT40 one-two.







# THE MOTOR SPORT MONTH IN PICTURES

## GOODWOOD, UK, SEPTEMBER 11-13

A keenly observed dress code reflects a distant world at every Revival Meeting – and 3-2-3 grids are also a welcome throwback. This is the start of Friday's Freddie March Memorial Trophy, with the Cunningham C4R of Ludovic Lindsay/Ben Shuckburgh closest to the camera.



GOODWOOD/ANDREW HARRIMAN  
GOODWOOD/DOMINIC JAMES

## LONDON, UK, SEPTEMBER 25-26

The Bloodhound SSC land speed record challenger has made its first public appearance, in Canary Wharf. Seen here in the team's factory, before being put on display, Bloodhound was said to be 98 per cent complete. The project's driving force Richard Noble said, "This was a chance to show the car before its carbon-fibre and titanium skins are fitted."



## NÜRBURGRING, GERMANY, SEP 20

Third place in the Blancpain Endurance Series finale was enough to secure the title for Nissan GT-R drivers Katsumasa Chiyo, Wolfgang Reip and Alex Buncombe. Rob Bell, Kevin Estre and Shane Van Gisbergen (Von Ryan McLaren) took victory.



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# Nigel Roebuck



## THE PACE OF CHANGE

For all motor sport's giant leaps since the pioneering days of the 1890s, the brakes have been applied in recent seasons. Rubens Barrichello is pictured at Monza in 2004, when his pole time on grooved tyres was more than three seconds quicker than Lewis Hamilton managed 11 years later on slicks.

ALL IMAGES: LAT



REFLECTIONS  
with  
Nigel Roebuck



AS THE CARS CAME UP TO THE grid at Monza I had a feeling that this was a race Lewis Hamilton was not going to finish. Even in these days of metronomic reliability, after all, F1 cars sometimes go wrong. Having missed the podium only once in 2015, Hamilton was surely due a mechanical failure.

My powers as a soothsayer have never been acute, however, and I soon regretted coming out with this in the press room, for Lewis – complete with newly ‘tokened’ Mercedes engine – duly strolled

away again to as comprehensive a victory as any in recent memory. Christian Horner used the word ‘frightening’ to describe the latest incarnation of the Mercedes engine, and it was indeed the *mot juste*.

In Singapore a fortnight later, though, Hamilton did finally suffer a retirement, and he was fortunate that it should occur in what was the most uncompetitive race weekend for Mercedes since the start of the ‘hybrid’ era. Both he and Nico Rosberg were – mysteriously, by the team’s own admission – off the pace all weekend, unable to qualify within a second and a half of Sebastian Vettel, whose newly ‘tokened’ Ferrari engine was reckoned by some now to be a match for Mercedes.

Given the team’s fears of a possible time penalty following a check on tyre pressures conducted on the Monza grid – potentially yet another new cause of penalties in F1 – the team ordered Hamilton to speed up in the late laps, and until he came to appreciate the reason for it he wasn’t greatly amused.

Even so, Lewis lapped in only 1min 26.672sec, so he really wasn’t hurrying too much, for this was more than three seconds from his pole time – which was in turn pedestrian by comparison with the Formula 1 of a decade ago. Where would Hamilton’s lap – 1min 23.397sec – have qualified him for the 2004 Italian Grand Prix?

Eighteenth, ahead only of the Minardis of Zsolt Baumgartner and Gianmaria Bruni.

Although the best of today’s hybrids are indeed producing serious amounts of power (while consuming remarkably little fuel), still there is no getting away from the fact that – for the moment – this is a generation of comparatively leisurely F1 cars: as Mark Webber put it, “Seven hundred kilos! That’s almost a sports car...”

Back in ’04 Rubens Barrichello, in a 3-litre V10 Ferrari weighing 600 kilos, took the Monza pole with a time of 1min 20.089sec – and this at a time when F1 was saddled with those wretched grooved tyres.

On the front row with Barrichello that year was the Williams-BMW of Juan Pablo Montoya, always something of a Monza specialist, as Kevin Magnussen reminded me over lunch at McLaren. “Have a look at this...” he said, holding out his iPhone.

Over the past few years, Sky TV has after qualifying frequently

shown synchronised on-car footage of two drivers – usually Hamilton and Rosberg – fighting for pole position, and fascinating it invariably is, to see where four-hundredths of a second or whatever was gained. Over the Monza weekend, though, a website named wtf1 came up with the inspired idea of comparing, in just that way, Hamilton in 2015 with Montoya in 2004. The result was stunning.

What immediately hit you between the eyes – or rather, ears – was the soundtrack. After two years of becoming acclimatised to the hybrids, the sheer *noise* of JPM’s BMW – a ‘full fat’ 3-litre V10, remember, rather than an anaemic 2.4-litre V8 – was shattering, but so also was its pure performance, the Williams fairly rocketing out of the corners by comparison with the Mercedes.

As Juan Pablo went over the line at the end of the lap – nearly four seconds up on Lewis – the sound of his engine was cut, allowing us for the first time to hear the muted note of the Mercedes hybrid as it came

out of Parabola. The difference was surreal and one’s primary impression was how much more *violent* a Formula 1 car used to be. No wonder those who raced in the V10 era miss it to this day.

Once back from Italy, I was eager to share the wtf1 experience with friends, and lost no time in notifying them. Alas, too late. Upon trying to view it, they found merely a message beneath where JPM and Lewis had been: “This video contains content from Formula One Management, who (sic) has blocked it on copyright grounds.”

So there you are. One has been aware of this for years, this iron-clad refusal –

however much it might help popularise Formula 1 – to allow *anything* in the way of footage to be shown unless it yields some shekels to the powers-that-be. “There are,” as Martin Brundle memorably said, “some people in this paddock who are *ill* with their money...”

Therefore we can assume that the footage was wiped for what Vettel, speaking of his fears of losing Monza from the world championship, described as “Shitty money reasons”, but on this occasion perhaps a secondary motive was involved: to be reminded of 2004, after all,

was inevitably to be left flat by 2015.



BACK IN 1977 THERE MAY NOT HAVE BEEN – BY DECREE – a single tyre supplier in Formula 1, but still there was only one, for Firestone’s withdrawal left Goodyear to provide tyres for everyone. That being so, in Akron, Ohio, they were able to predict with some confidence that Hockenheim would mark the company’s 100th Grand Prix victory, and to that end invited to the race the man who had scored its first, in Mexico City at the end of 1965. Richie Ginther was a man I hadn’t met before, and I wasn’t about to pass up the opportunity of interviewing him.

Listening to his voice again brings back what a lovely guy Ginther was: funny, self-deprecating, irreverent yet respectful when he needed to be: “Stirling was the best driver I ever competed against – and by a long



“WHERE WOULD  
HAMILTON’S LAP HAVE  
QUALIFIED HIM FOR  
THE 2004 ITALIAN GP?  
EIGHTEENTH...”



way. Any time you did well against him, you felt like you'd *really* done something: there was no one like him..."

Ginther was never a great driver, and knew it, but there were times when greatness touched him, as at Monaco in 1961, when he led the Ferrari team in its vain pursuit of Moss on what Stirling considers his day of days. In the late laps both men lapped *three seconds* faster than they had managed in qualifying. Quite a thought.

By the middle of 1967 Richie had retired as a driver, but he remained in the business, running teams in the USA, and also setting up a successful company manufacturing chassis and suspension components for Porsches. This he had sold, and I wondered what he was doing now.

"I've been asked that so many times today that it's getting embarrassing,"

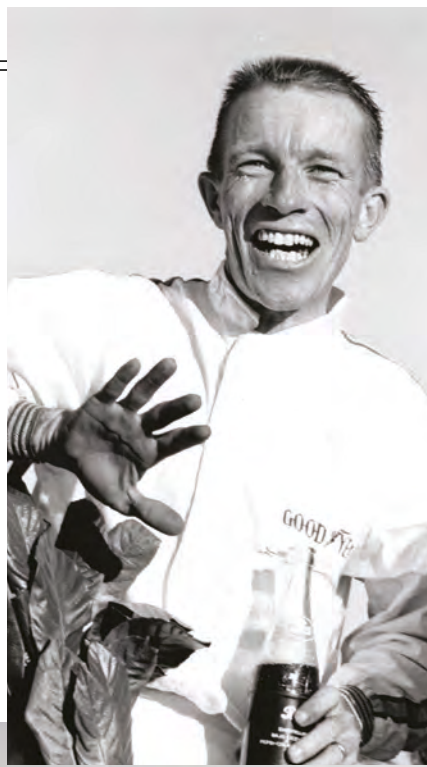
Ginther grinned, "because I'm not doing anything! I sold my house, and still have an interest in the company, so each month I have some money coming in. I bought a motorhome, and I live in it – I dropped out!

"I've been like this for three years and it suits me very well – I can do whatever comes to my head. If I feel like some time at the ocean, in the desert, in the mountains, why, I just drive there. I don't wear a watch any more, and in the motorhome I don't have a clock – or even a *calendar!* If I want to know when it is, I go buy a newspaper. I carry a motorcycle on the back, and if I start running out of beer or food or cigarettes, I just ride into the nearest village. It might not be for everyone, but for me it's a fantastic way of life..."

This was emphatically not how most retired racing drivers spent their later years, and in fact I can think of only one other who brings Richie to mind, in the sense that he, too, lived for a long time in a motorhome, content to let life take him where it may. *Shooting Star On A Prancing Horse*, the memoirs of Jonathan Williams, is the most beguilingly off-beat racing book I have come across in years.

Who knows who came up with the title, but I somewhat doubt – unless he intended it to be tongue-in-cheek – that it was Williams himself. True, he did spend the 1967 season on the Ferrari payroll, but while an extremely skilled racing driver, Jonathan never became more than that and it seems not to have much bothered him. In a car he was fiercely competitive, but when he stepped out of it he left ambition behind: if racing were one of the good things of life, he was perhaps too well balanced – too *normal* – to allow it to become life itself.

It is, God knows, unusual to come across a racing driver devoid of ego, but Williams was one such, and to read his book is to remember why one so much liked him.



Free spirits: Jonathan Williams (at Mexico in '67, giving Jo Siffert a lift) and, top, Richie Ginther

This was the original 'jobbing race driver', and if he competed for the last time in 1971, at the Targa Florio, his racing career – which began with a Mini – was essentially bookended by the '60s, and the evocation of the sport in that long-lost decade is one of the book's particular joys.

Williams was always keenly alert to the pleasures of fine weather and good food and, finding little of either in the UK at that time, preferred to base himself in France, Spain or – most of all – Italy.

In particular Jonathan adored Rome, where he lived while driving – with conspicuous success – for the de Sanctis F3 team. "In those days Rome was a delight, more like a village than a city, where you ran into the same friendly people, and your eyes were soothed by beauty everywhere, every day. There were not yet signs of the nightmare

traffic, noise, pollution and crime to come. Spray cans hadn't been invented."

Although the late Jürg Dubler wrote an excellent book – *Les Années Fabuleuses de la Formule 3 1964-70* – no definitive history of F3's golden age has appeared in the English language, and it has long been my hope that eventually someone will tackle it: apart from the sight and sound of the cars, the quality of the racing, that era overflows with good stories.

It was, very much, a hand-to-mouth existence for most of the F3 drivers of the time: across Europe they plied their nomadic trade, relying on the money they made last weekend to get them through to the next. Most of the

temporary street tracks were stupefyingly dangerous – albeit in many cases, as Jonathan told me, less so than the local hospitals.

Among the close friendships he made back then were with such as Piers Courage and Jochen Rindt and Frank Williams, who himself raced before wisely becoming an entrant. Years ago, at one of his pre-season lunches, conversation somehow worked around to those days of the one-litre F3 screamers and FW revelled in his memories.

"Dear old Piers... he came from a wealthy background, but there was no family money to pay for his racing, and he was as broke as the rest of us. He had a Ford Zephyr Six and a trailer, and when he was on the road – in a lay-by or wherever – he'd get into his pyjamas, lie across the back seats (with the doors open, because it was hot, and he was quite long), and kip like that..."

"I remember him crashing his car at the Sachsenring, getting it back to Shepherds Bush and having the chassis straightened by his mate, 'Tom the Weld', part of which involved crushing the car between the wall and his Zephyr so that it would line up, and you could get the bolt through again!

"Anyone remember a guy called Tim Cash? A true eccentric – used 



REFLECTIONS  
with  
Nigel Roebuck

to wear a sheikh's head-dress all the time. Eventually got killed in Portugal in 1967. I remember one night kipping in a lay-by on the Autostrada del Sole, and we couldn't get to sleep because of the lights. At about 11 o'clock there was a big flash and they all went out! He'd ripped open the fuse-box, or whatever it was, and snipped the wires..."

This was the world in which Jonathan Williams lived, and it's probably as well that even in that era his attitude to racing was 'old school': had it been otherwise, he would never have found anywhere to compete.

"I loved racing on public roads," he relates, "and my favourite win was Garda, which was in a beautiful setting on the shores of the lake. It was 15 kilometers per lap, and everything a road circuit should be: plenty of walls and trees to hit, and ravines to tumble into, but magic at the time. This was 1966, and races had been held there off and on since 1921, with drivers such as Nuvolari, Farina and Ascari competing. You definitely felt you were walking and racing in the footsteps of history when you were there.

"Lucio [de Sanctis] and I made a reconnaissance run there a few weeks before the race, and we did many laps with Bob Dylan blasting on the radio of my Porsche 356, followed by a late lunch beside the lake, with swans swimming back and forth and birds singing. It was a memorable day made all the more so when I won the race, and was awarded a beautiful trophy. Forty years later, when I was travelling to Rome, I took it with me, and presented it to Lucio."

That year, too, Williams took part in – and won – arguably the most curious race ever run for F3, or most anything else. "It was at the old Mugello road circuit, which included the Futa Pass of Mille Miglia fame, and was some 66kms round: because of that, the F3 race was only two laps, which seemed rather odd. I was only to do a couple in practice, and there was no way to memorise a great deal in that time, but none of the other drivers had much chance to learn it, either. I managed to work my way to the front early on, and then got into a rhythm and was never headed."

From these quotes you will by now, I hope, have started to glean a flavour of Jonathan the man. So completely did he dominate Italian F3 – not least winning the heart-stopping Monza Lotteria 'slipstreamer' three years on the trot – that at the end of 1966 there came an invitation to Maranello for an audience with Enzo Ferrari. "He looked at me through his dark glasses, and his first words in Italian were, 'So I hear you want to drive for me.' This caught me a little off guard, but I found myself replying, 'That would be nice...'"

A contract was duly signed, but it delivered far less than it promised. Primarily, Williams was engaged to drive Ferrari's forthcoming F2 car, but development lagged, and ultimately he raced the car only once, at Rouen, where it was uncompetitive.

During his year with Ferrari Jonathan got to race but rarely. It was a tumultuous time for the team, and for most of the season, after the death of Lorenzo Bandini at Monaco, only a single F1 car was run, for Chris Amon. In the final race of the year, Mexico, Williams took part in what was to be his only Grand Prix.

"Before going to Ferrari, I had it easy. I was usually the one people had to try to beat. Testing with Chris, though, I was left with a hollow feeling in my stomach. Where did he save that little bit of time? I couldn't see it. I never could see it. A sublime talent, the fastest driver never to win a Grand Prix, it is often said. But why? I cannot answer that one.

He should have won 20 or more. If I could have been his number two for a couple of seasons, I think I would have amounted to something."

See why I doubt Jonathan had much to do with the title of the book?

At Brands Hatch, in the BOAC 500, he partnered Paul Hawkins in one of three divine 330P4s. More disarming honesty: "Originally I was paired with Jackie Stewart, which I was not pleased about, as I knew he'd be faster than me and I'd be shown up, so I asked [team manager] Franco Lini to please put him with Chris, which he did."

Come the end of 1967, Williams's Ferrari contract was not renewed, but still he remembered the experience well. "It is an honour to be able to say that I knew, even for a brief period of time, such a giant of a man. I sometimes wonder if my career at Maranello would have lasted longer if I hadn't made two mistakes.

"The first one was to wreck a Formula 1 car during a post-season test at Modena, which probably sealed my fate on its own. The second one, which with hindsight was more serious, occurred when Chris and I, with our girlfriends, were driving back from spending two days at the Hotel Marconi in Bellaria. We had eaten and drunk to excess at lunch, and could barely move.

"As fate would have it, we stopped at a gas station to refuel, and seconds later a silver Ferrari drove in, with Enzo's faithful chauffeur, Pepino, at the wheel. A smiling Enzo asked if we would like to join him for a pizza. Speaking for everyone, I quickly replied, almost without thinking, 'No, thank you.' Bad decision. I should have eaten that pizza even if I'd had to go to hospital to have my stomach pumped..."

Post-Ferrari, it was back to F3, occasionally F2, and sports cars – a matter of accepting drives as

and when they were offered, and Williams, contemplating a life after motor racing, also took up flying, from which he would later make a living, ferrying executives around in private jets.

Before that, though, came a spell of work on Steve McQueen's fabled *Le Mans* movie in 1970. "For the first – and, as it happened, last – time in my short professional racing career I was offered the kind of money that makes one feel like booking a first-class 'plane ticket for a Caribbean vacation: \$1500 to drive the Porsche 908 camera car in the race at Le Mans, and a further \$10,000 for 12 weeks on the film as a stunt driver. In addition, I'd receive 100 francs a day expense money, and be housed in a chateau near Le Mans. When I hung up the phone, I did a little jig, then poured myself a drink."

In later life Williams sold his apartment near St Tropez, and bought a small motorhome, in which he and his girlfriend Linda lived for several years. "It was," he said, "a gypsy existence, but an enjoyable one, being able to pull up stakes whenever one chose, and move on."

It was in 2007 that Jonathan was first diagnosed with cancer, but he fought it for a long time, and in 2014 declared his intention to come to Monza for the Italian Grand Prix, where Peter Windsor and I planned to have dinner with him.

Sadly it was not to be: on August 31 he died.

A softly spoken and gentle soul, who valued his friends, loved animals and jazz and books. No wonder Denis Jenkinson was so fond of him.

"It doesn't really matter, does it?" I remember saying to Jonathan one day, and if the topic of our conversation is long forgotten, his response abides. "Not much really matters," he smiled, "and the rest doesn't matter at all..."

"ORIGINALLY I  
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AS I KNEW HE'D  
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WE HAD BEEN OUT FOR DINNER THAT FREEZING SATURDAY evening of November 29 1975, getting back just in time to watch the late night news. At the very end – a breaking story – there was mention of an accident involving a light aircraft “en route from Marseille to Elstree”: to anyone in motor racing that meant “en route from Paul Ricard back home”.

Almost immediately the phone rang. It was Chris Amon. “Did you hear the news? I think it’s Graham...” said Chris. I did, too. We both knew the Hill team had been testing at Ricard that week.

In thick fog the aeroplane had crashed on a golf course close by the airstrip at Elstree: Graham, youthful number one driver Tony Brise and four further members of the Hill team all died.

People who knew nothing of motor racing were familiar with Graham Hill, with the wolfish expression honed for the TV camera, the risqué sense of humour that worked more often than not. He was a national figure, and now he was gone.

As my old friend Quentin Spurring relates elsewhere in the magazine, he and I were working with the Embassy Hill team that year, and the days after the accident were harrowing. Long before I had any involvement in the sport Graham had been important in my life: for so long he had been intrinsic to Grand Prix racing, and I had witnessed many of his finest drives.

At the time of his death, perhaps oddly, what remained uppermost in my mind was an interview given shortly after the loss of Jim Clark at Hockenheim in 1968. Shown on the BBC’s *Sportsnight*, it was intensely moving – the more so from a man whose television manner was invariably light-hearted. People were not accustomed to this face of Graham.

His voice was light and quavery, and if his affection for Clark came through in every word, beyond that there was a bewilderment felt by all Jimmy’s contemporaries: how could this have happened to *him*? Hill trod gently: “We don’t know what happened, but so far the indications are that it may not have been his fault...”

A month later Mike Spence, too, died in a Lotus. Called up, in the aftermath of Hockenheim, to drive one of the turbine cars at Indianapolis, he crashed in testing, whereupon Colin Chapman, already devastated by the loss of Clark, briefly retreated altogether from motor racing.

A single factory Lotus was entered for the Spanish Grand Prix, where practice began only three days after Spence’s accident. Hill qualified sixth, then picked off McLaren, Surtees and Hulme; after Rodriguez crashed, and then Amon retired from the lead, Graham went on to take as crucial a victory as any man ever scored for his team.

A fortnight later he won at Monaco, too, and by now Lotus people were beginning to see a point to the thing once more. Through the

season he fought for the title with Jackie Stewart, and in Mexico clinched it as any world champion would wish, with victory in the deciding race. Not even the man who lost was too unhappy about it.

Personally I wished Hill had retired long before he did, but fans invariably feel that way when they see a man being beaten by some he would once have flicked aside. Most poignant of all was Graham’s failure in 1975 to qualify at Monaco, where he had won five times. He would not, as it turned out, be seen in a Formula 1 car again.

That same weekend, in the F3 race, Tony Brise excelled. A couple of weeks earlier, at Montjuich, he had made his F1 debut in a Williams, much impressing the team. In that race, too, Stommelen’s Hill crashed while in the lead, Rolf suffering injuries that would keep him out for many months: Hill, needing a driver, turned to Brise.



Given the circumstances, Hill’s victory at Jarama in 1968 was as important as any in F1 history

Truth be told I didn’t much care for Tony at first, for modesty is a quality I have always found attractive, and he seemed rather short of it. Through that season, though, he matured remarkably, not least in developing the confidence to laugh at himself. He had talent to throw away, and knew it, but he also appreciated that he was at base camp. I came to like him very much.

Even by the standards of the time Brise had clearly a traditional attitude to motor racing. I recall that he couldn’t

wait to get to the Nürburgring, which meant the *Nordschleife*, of course. “For me,” he said, “that place is God’s gift to racing drivers...”

Although only 23, Brise had expected to make it to Formula 1 earlier than he did. “There you are,” he said, “plodding your way through Formula Ford and F3, with everyone saying you’re doing it the right way. And then someone comes along, turns in the right drive at the right time – and suddenly he’s the man of the moment, getting offers from all over the place...”

In fact, by his own admission that was how it turned out for Tony. “I came into F1 from Formula Atlantic, and I’m sure there are people who resent that, who feel they’d made it higher up the ladder than I had, yet not been given an F1 opportunity. And I can’t really blame them.”

Listening to tapes recorded with Brise is to be reminded that Grand Prix drivers once led a rather less ascetic life than now. “Last winter,” he said, “I decided that 1975 was going to be my make-or-break year. You can’t go racing forever – if you’re not successful, all you do is drag around the place, conning money from people, and generally becoming a bum. Therefore I decided to change my approach: I resolved, for example, not to go out late the night before a race – or touch a drink for 24 hours beforehand.

“I approached the whole thing much more calmly, and it all came right. I was suddenly into Formula 1, and very relieved, too, because I reckon if you’re going to make it you only have so many years in



## Nigel Roebuck



Tony Brise in action at Monza 1975. He instantly fell in love with the track, but was eliminated in an early accident



which to do it – otherwise you get known as the King of Club Racers, and that’s as far as you go...”

From the start of his F1 career, Brise’s natural pace was evident, and nor was there any doubt about his self-belief. At Zandvoort he was astonishing: prior to the start he had never driven an F1 car so much as a lap in the wet, yet before long was urgently signalling team-mate Alan Jones to move over – so he could lap him.

In the early laps of the British Grand Prix Tony dealt with such as Reutemann and Andretti, then proceeded, until problems intervened, to take a second a lap from the swarm – Fittipaldi, Pace, Scheckter, Hunt, Pryce, Lauda – which was contesting second place.

It was on the Friday at Silverstone that Hill announced he would race no more. As Spurring suggests, you were never quite sure, day to day, which Graham Hill you were going to get – witty and charming, or irascible, sometimes unspeakably rude – but on this occasion he was of course at his disarming best: it was time to concentrate on running the team – whose future, he said, would surely owe much to T Brise.

I remember Tony’s enthusiasm for Monza that September. It was his first visit, and he fell in love at once: “This place is *wonderful!* The two Lesmos... you can really get your teeth into them...” He qualified sixth, ahead of such as Reutemann, Hunt and Peterson, and was mortified to be put out in a multiple shunt on the second lap.

Perhaps, though, the race in which Brise made the strongest impression was the inaugural Long Beach Grand Prix, run late in the year, for Formula 5000 cars. The entry, from both sides of the Atlantic, was top-drawer, the favourites being Mario Andretti and Al Unser, in Viceroy Lola-Chevrolets, and Brian Redman, in Carl Haas’s similar car. These people were not expecting to be headed by Brise, also in a Lola.

The race was run in two heats and a final, and Tony won the first,

muscling by Andretti at the end of Shoreline Drive. A few days later, back in England, he was still high on the moment. When I asked how he had dared to sit it out with Andretti, he giggled. “Simple – I thought it was Unser! If I’d realised it was Mario, I probably wouldn’t have tried it...” Later in the afternoon he led the final, too, but retired near the end, leaving victory to Redman.

That autumn Brise and Hill were both full of optimism: there was a fresh contract for 1976, a new car to go with it, and Tony felt confident of winning Grands Prix before long.

“The funny thing,” he said one day, “is that, although I’m regarded as fairly brave, I was apprehensive about how life might be in F1 – after all, everything happens more quickly in these cars.

I’d come to hate the way some people went racing in F3 – you’d get alongside them and they’d drive at you, try to have you off the road. In my book that has nothing to do with real motor racing – this is supposed to be a matter of skill, not lack of imagination.

“Since I’ve been in Formula 1, though, I’ve been delighted to find that the other drivers seem to think the same way – if someone outbrakes you, it’s done quickly and cleanly, and if you do it to them, they have the sense to realise they’ve lost the corner, rather than punt you off. I’m going to like this, I can tell...”

As it was, Brise would drive in only 10 Grands Prix before everything came to an end that murky November night. British motor racing lost a past world champion and also – I never doubted – one of the future.

We went to their funerals on consecutive days, Graham’s a lavish affair in St Albans Cathedral, attended by the great and good from sport and show business, Tony’s more understated by far, but to me more affecting, for this was such a young man, with all the great days of his life to come. When I think of Stefan Bellof, in the same beat I remember Tony Brise. ☐



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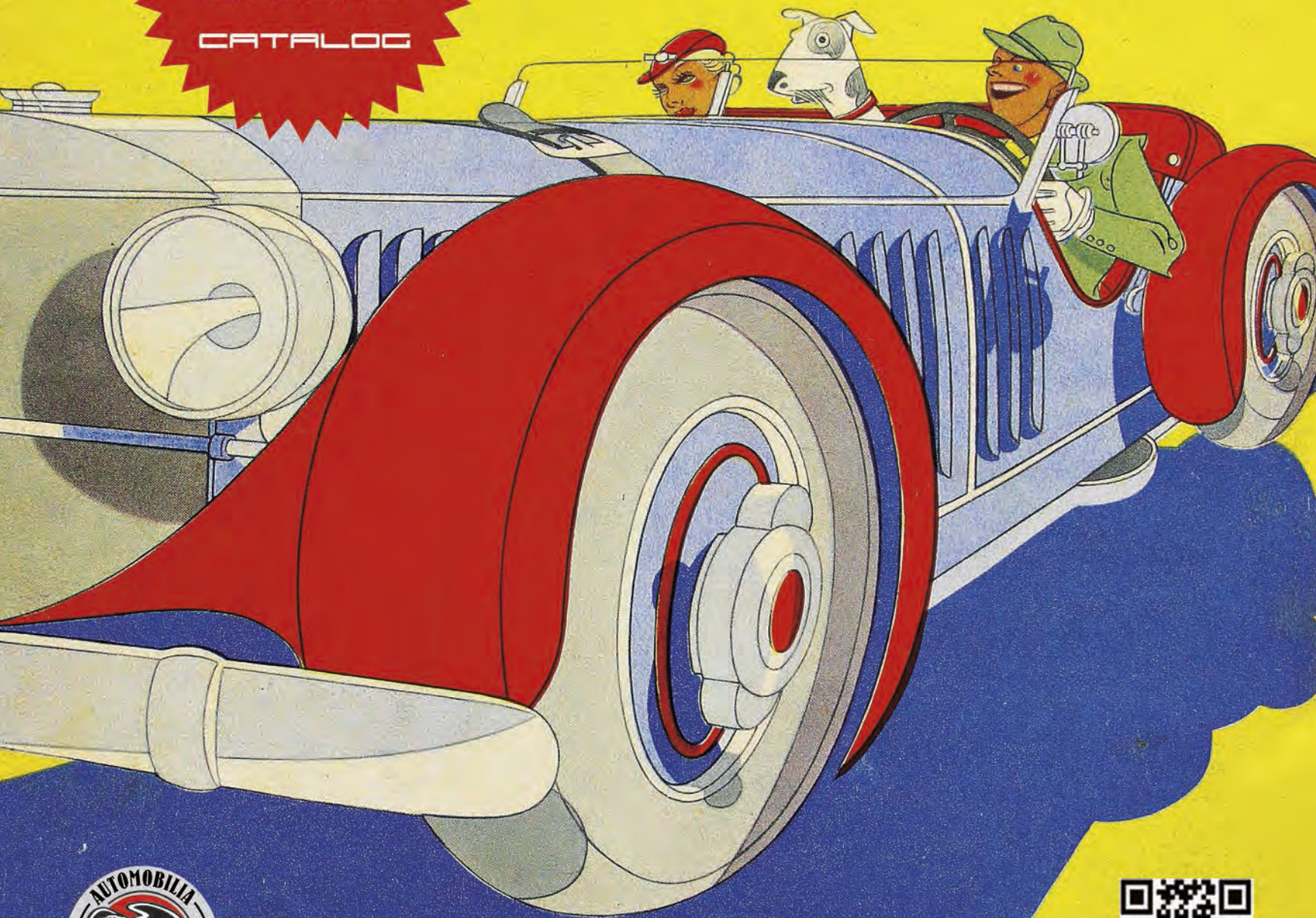
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F1 FRONTLINE  
*with*



>>THE ROOT OF GP RACING'S TYRE TROUBLES... AND HOW TO FIX THEM

# Mark Hughes



## SINGAPORE SWING

Formula 1 had a slightly different look around the streets of Marina Bay. The Mercedes drivers were peculiarly off the pace and Sebastian Vettel took pole position for Ferrari before going on to take a comfortable victory, the 42nd of his GP career.



with

## Mark Hughes



REVIEW OF THE GRAND Prix reports in this issue outlines a key issue facing F1 – that of tyre supply. There's something deeply flawed when the top racing category in the world, which otherwise represents the cutting edge of excellence, limits itself a) to a control tyre at all and b) one that is deliberately engineered to degrade in a way that, by unhappy extension, forces

the world's fastest drivers not to drive at their fastest in races.

It has been this way since Pirelli was asked, from 2011, to come up with a control tyre that deliberately degraded so as to 'liven up the show'. The way Pirelli chose to do that was to introduce thermally degrading composites within its compounds – ie material that no tyre company in the world would dream of putting in its tyres if it was in competition with other companies. If the tyre reaches a certain critical temperature it loses performance massively – and there is no bringing it back, no matter how slowly it's then driven. The chemical bonds that give it its grip are broken, snapped. Unhappily, going flat out for three or four consecutive laps is usually enough to induce this critical temperature.

Backing off just a little – say by 0.5sec at some tracks, maybe up to 2sec at others – keeps the tyre below that crucial threshold and allows you to do the sort of stint lengths necessary for minimising your race time. So we see F1 drivers flat out only during qualifying for the most part. Once the top drivers in the world have qualified, there are literally hundreds who could take over and drive 0.5sec off the pace. Not quite

## STRAIGHT *talk*

F1's current tyre situation is far from ideal, so here's a quick fix



Read more from Mark about Formula 1

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'anyone could do that' but moving in that wrong direction.

In explaining this, it's time to debunk a key defence made by supporters of this style of racing: that the alternative would be boring, stop-free races, leaving no room for tactical variety. That's nonsense. It's perfectly feasible to make racing tyres that are not durable enough to complete a full distance, but which degrade by a steady reduction in tread thickness rather than through heat degradation. The tyre's performance will still progressively decrease, but the driver will be fully on it throughout. A driver who can best combine pace with taking less from the tyre – in the style, say, of Alain Prost – will still be rewarded. But they would need to lap comparably quickly, not deliberately drive off the pace. This is fairly conventional F1 rubber, as we saw during the Bridgestone vs Michelin years.

Tyre wars are often seen as a negative. There's a feeling from fans and participants alike that they muddy the competitive waters. But applying such an objection to F1 – where muddled competitive waters are inherent to the sport's whole concept, where the performance of driver and machine are often impossible to decouple – seems ludicrous.

If we accept the era of the F1 tyre war is over for now, here's a way in which F1 could make the Pirelli concept a positive one: as the sport faces the challenge of getting team costs under control, what about insisting any team beyond a certain budget/size remains on heat-degrading tyres. Any that can get below that cost/resource level will be given tyres (also Pirellis) that do not contain thermally degrading composites – and can therefore be driven flat out for the whole race. The less you spend, the faster you go (up to a certain point, at least).

I suspect we'd be amazed at how quickly the teams could contract, and F1 then gets half a chance of being sustainable. In that way, the abhorrent concept of a racing tyre that cannot be driven flat out can be used in a way that improves the sport. 📧

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GRAND PRIX NOTEBOOK

BELGIUM, ITALY  
& SINGAPORE

Rd 11 SPA, AUGUST 23 2015

1	LEWIS HAMILTON	Mercedes W06	1hr 23min 40.387sec
2	NICO ROSBERG	Mercedes W06	1hr 23min 42.445sec
3	ROMAIN GROSJEAN	Lotus E23	1hr 24min 18.375sec

**FASTEST LAP** NICO ROSBERG Mercedes W06 1min 52.416sec

**RACE DISTANCE** 44 laps, 187.063 miles

**POLE POSITION** LEWIS HAMILTON Mercedes W06 1min 47.197sec

Rd 12 MONZA, SEPTEMBER 6 2015

1	LEWIS HAMILTON	Mercedes W06	1hr 18min 00.688sec
2	SEBASTIAN VETTEL	Ferrari SF15-T	1hr 18min 25.730sec
3	FELIPE MASSA	Williams FW37	1hr 18min 48.323sec

**FASTEST LAP** LEWIS HAMILTON Mercedes W06 1min 26.672sec

**RACE DISTANCE** 53 laps, 190.587 miles

**POLE POSITION** LEWIS HAMILTON Mercedes W06 1min 23.397sec

Rd 13 MARINA BAY, JULY 26 2015

1	SEBASTIAN VETTEL	Ferrari SF15-T	2hrs 01min 22.118sec
2	DANIEL RICCIARDO	Red Bull RB11	2hrs 01min 23.596sec
3	KIMI RÄIKÖNEN	Ferrari SF15-T	2hrs 01min 39.272sec

**FASTEST LAP** DANIEL RICCIARDO Red Bull RB11 1min 50.041sec

**RACE DISTANCE** 61 laps, 191.897 miles

**POLE POSITION** SEBASTIAN VETTEL Ferrari SF15-T 1min 43.885sec

NICO ROSBERG'S RIGHT-REAR PIRELLI EXPLODED ON FRIDAY afternoon at Spa just about 50 metres short of where he would normally have turned in for the 190mph Blanchimont. This was the opening salvo in a controversy that would run and colour the races of Belgium, Italy and Singapore. The Rosberg incident might have been brushed off had there been no further tyre failures, a worrying one-off triggered by an unusual cut in the tread but not indicative of any shortcoming in the construction or safety of the tyre. But then it happened again – to the right rear of Sebastian Vettel's Ferrari on the penultimate lap of the race, on the exit of Eau Rouge. Vettel received a big scare – and afterwards let rip with how he really felt about Pirelli.

The tyre company had found more than 60 cuts to the right rears of all the cars throughout the weekend. Something out there was causing it – and it was later accepted that it might have been a slightly jagged piece of kerbing on the Eau Rouge exit. It was suspected that this, together with the worn state of Vettel's Pirelli as he attempted to complete a one-stop strategy around the tyre-demanding circuit, had come together to cause the catastrophic failure.

The backdrop to the controversy that followed was a) that Bernie Ecclestone was about to make a choice between Pirelli and Michelin for the contract of standard supplier for three years – from 2017, and b) some leading drivers were already deeply frustrated with racing on Pirellis not because of the failures, but because of the style of driving heat-degrading rubber forces upon them on race day, when only rarely are they able to drive flat out.

Bring that together with the underlying political tension between Ecclestone's FOM organisation and the Jean Todt-led FIA, and the fact that Ecclestone doesn't hide his preference for Pirelli and Todt would prefer Michelin, and you begin to see how the stresses of the situation resemble those applied to Vettel's tyre as he crested the rise of the Spa-Francorchamps valley with one lap to go.

BELGIUM

VETTEL WAS IN FULL STREAM IN THE IMMEDIATE AFTERMATH of his Eau Rouge incident. "Things like that are not allowed to happen. Full stop. If it happens 200 metres earlier, I'm not standing here now.

I am in Eau Rouge [barriers] at 300kph. I don't know what else needs to happen... I think it is the sort of theme that keeps going around, no one is mentioning it, but it's unacceptable. And you just know what they [Pirelli] are going to say: 'Oh, debris, the driver went off the track, cuts' and this shit. If Nico tells us that he didn't go off the track, he didn't go off the track. Why should he lie to us? Same with me: I didn't go off the track and out of the blue the tyre explodes. If this happens earlier, then I'm f\*\*\*ed."

Partly it was anger from the fright he'd just been given when, without warning, his tyre had exploded while he was in excess of 190mph. But it was also the uncorking of a frustration with racing in the Pirelli era. No racing driver wants to be constrained to



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# F1 FRONTLINE

with  
**Mark Hughes**

deliberately driving whole chunks of the race off the pace in order to make the stint lengths necessary for the quickest race strategy. It's been this way since Pirelli introduced the concept of deliberately heat-degrading tyres in 2011 and the resultant controversies have throbbed like tyre sidewall standing waves ever since. A bunch of angry drivers had posed the question of 'what are we going to do about sorting out the tyres?' to the FIA race delegate Charlie Whiting on Friday evening, after the Rosberg incident. Feelings had been bottled for a long time in public, but behind closed doors they were already thoroughly disenchanted with rubber that would heat-degrade into uselessness if they were to go full-attack for more than three or four consecutive laps. But when that was now being combined with blow-outs at a track where the dangers are unusually explicit by 21st century standards, then the drivers were beginning to get belligerent.

Ironically the heat Pirelli was taking regarding the inherent safety of the tyres was probably largely unfounded and was just the unleashing of the drivers' long-held frustration with the sort of measured racing they are forced to do – not for safety reasons, but strategic. With more than 60 tread cuts discovered over the weekend (about 20 times the norm), the Spa failures were almost certainly to do with drivers encountering irregularities as they went beyond the white lines that nominally define the track limits. The kerbing at Eau Rouge – with a jagged little edge where the right rear would be dragged across when under lateral load at 190mph – was the chief suspect in this. But to get to that piece of kerbing would require the driver to have had all four wheels beyond the white lines – which everyone, including Rosberg and Vettel, was doing. It's the inevitable outcome to the safety-inspired practice of no longer having the edges of a track defined simply by grass.

Trying to define where drivers should place their cars with lines of paint when there's a lap time advantage to be had in going beyond is a nonsense. This ambiguity didn't exist when the hazards of putting a wheel off the track played out rather more instantly. This is the unfortunate environment in which the Pirelli controversy is playing out and it's muddying the waters dangerously. Lewis Hamilton headed a Mercedes 1-2 from Rosberg, with Lotus' Romain Grosjean the podium beneficiary of Vettel's incident. Given his team's parlous state, Grosjean's was a miracle result and he beamed like a kid. If there was a happy outcome from Spa, it was this. But there could so easily have been a tragic one. As F1 headed home it heard the horribly sad news of Justin Wilson's death following the Pocono Indycar race. One shudders to think what the ramifications for the sport would have been had we suffered three high-profile fatalities in the same weekend.

It came within a few metres of happening.

## ITALY

PIRELLI'S FINDINGS OF THE SPA FAILURES WERE THAT they'd been initiated by tread cuts caused by debris, probably beyond the limits of the circuit as defined by the white painted lines. The severe loadings placed upon the tyres by the high-speed lateral and

compression loads of Spa are notorious and the weakness induced in the tyre by the cuts when undergoing such loads had proved explosive in the cases of Rosberg and Vettel. For Monza, a track with super-high speeds but flat and with relatively easy lateral loads, it didn't believe the problem would reproduce itself – and it didn't.

To be extra sure, Pirelli sought to protect its tyres' outer shoulders. This is the part that takes the biggest structural stress. So as to move the stresses away from the shoulder and towards the middle of the tread, Pirelli increased the minimum pressure and decreased the maximum camber recommendations to the teams. Up from the normal 18psi to

19.5psi rear, 21psi front. These are recommendations because the tyre company is only a supplier and cannot impose anything. It requires the FIA's power to do this – and the governing body confirmed it would be enforcing these 'recommendations' at Monza.

Being the poacher turned gamekeeper, the FIA race director Charlie Whiting is very familiar with how devious teams can be in finding ways around limitations if there's a competitive advantage to be had. Running lower pressures increases grip, reduces heat degradation – but increases the structural stress on that

vulnerable shoulder. So his technical delegate Jo Bauer made some spot checks on the Monza grid – after the five-minute board had been shown. On the two Mercedes and two Ferraris that comprised the first two rows of the grid, he checked the pressures of the left rears (the most heavily loaded) and the temperatures of the tyre blankets. Heating up the tyre sidewalls with blankets set beyond the maximum permitted 110-deg C can confer a performance advantage in the early laps – but again at the risk of increasing the structural stresses on the tyre's shoulder. Bauer found the blankets all to be within the limit but the tyres of the Mercs were under-pressured – by 1.1psi on Rosberg's car and 0.3psi on Hamilton's.

Bauer referred the matter to the stewards and the race got underway, a standard Monza one-stopper with two very long stints. There were no tyre issues. Not on-track, at least. Hamilton's Mercedes waltzed to victory, chased at a distance by Vettel's Ferrari. Rosberg was a late race retirement from third after the high-mileage replacement engine in his Mercedes went bang, handing the final podium place to Felipe Massa's Williams-Mercedes. The only drama was when Mercedes was informed of what Bauer had found. Fearing Hamilton might receive a 25sec penalty, it urged him in the closing stages to lap flat out in order to pull out the necessary gap over Vettel. He did so, but after just three laps of this the Pirellis began to degrade and lose performance. They are not designed to be driven flat out. And that's at the root of the whole problem.

When pitching for the F1 contract Pirelli was tasked to come up with tyres that degraded, so as to 'improve the show'. So it introduced a range of tyres that has thermally degrading composites within its compounds – ie material that worsens the tyre's performance as it gets too hot. It has made for very temperature-sensitive tyres that lose performance spectacularly if they are driven flat out for more than three or four laps – less at some circuits, more at others. The fastest way to complete a race distance on them is to drive them below the limit, keeping the temperatures in control in order to get the stint lengths







Italy, Britain, Brazil, Bosnia and Herzegovina, West Ham... Hamilton addresses a diverse crowd at Monza

required for the best pit stop strategy. The only time we really see the drivers flat out is in qualifying. Conventional racing tyres also lose performance over the course of a stint – of course. But not to the extent that a driver cannot race flat out on them. With conventional racing tyres, the performance reduces as the tread becomes thinner, enabling the driver to continue to push throughout a stint. What we have in the Pirelli era is artificial – and relatively meaningless. Do we really want to see a contest to find who is best at keeping tyre temperatures in check? It used to be about who could drive fastest.

On Sunday morning at Monza Bernie Ecclestone had called the drivers to a meeting. They were told in no uncertain terms to cease being unconstructive and unhelpful in their public comments about Pirelli. A gagging order, effectively. Hamilton, Alonso, Vettel and Rosberg were singled out. Doubtless under pressure, Vettel had already publicly reversed out of his Spa comments, so F1 saw the humiliating spectacle of a driver being openly tamed, further destroying the image the sport has been built upon. That image is far more important to the sport's health than any single company or team involved in it, the very reason why it's there for them to benefit from. There's very little understanding of this from the inside.

Later Bernie reiterated his support of continuing with Pirelli in the future, noting: "We don't want to lose them." Michelin, which wants nothing to do with deliberately heat-degrading tyres and will not countenance being told what sort of tyres to make, is not favoured by Ecclestone. And so F1 looked set to continue in the Pirelli wilderness just as surely as did Bernie's Brabham team in 1984-87. But back then it was just an individual team.


Mercedes was called to the stewards post-race and made a robust defence. The tyres had been measured by Pirelli before being mounted on the cars and were above the limit then. Obviously they would lose temperature and pressure once taken out of the blankets – and there was no regulation protocol laid out for when the measurement should be taken. Realising that Mercedes had a point, the stewards agreed and

suggested that the FIA and Pirelli should agree on just such a protocol in future. As ever, F1 gets itself caught in knots dealing with symptoms without attacking the root problem.

## SINGAPORE

IN THE WEEK BETWEEN MONZA AND SINGAPORE IT BECAME clear that the FIA was considering reviewing its approval of Pirelli in the technical aspects of the tyre tender process. Previously this had been given, with the process then moving to the commercial rights holder's representative (Bernie Ecclestone) to decide based on commercial considerations. If the FIA rescinded its approval of Pirelli, it would theoretically take the decision out of Ecclestone's hands. It was a potentially explosive development – and might just have been a shot across Pirelli's bows from the FIA, which had been particularly embarrassed about events at Monza and concerned about those at Spa.

A new tyre pressure/blanket temperature measuring protocol had been introduced here by the FIA. Essentially, it codified the procedure Bauer had tried to impose at Monza. The checks could be made at any time – including when the tyres were on the car sitting on the grid. So everyone busied themselves with another layer of checks. The four cars on the front two rows – two Ferraris and two Red Bulls – were checked and found to comply. The car on pole position – Vettel's Ferrari – ran off into the distance and won, taking Vettel to 42 career Grand Prix victories, one more than Ayrton Senna. He was pushed, but not directly challenged, by Ricciardo, with Räikkönen's Ferrari a distant third. Vettel's strategy of pushing hard early on, then controlling the gap, was aided by two opportunely timed safety cars, one after an apparently drunk spectator found his way onto the track.

But there was a much bigger mystery than how the man could have found a way of doing this. How come the Mercedes W06 that had sat on pole position for every previous race – sometimes by a huge 



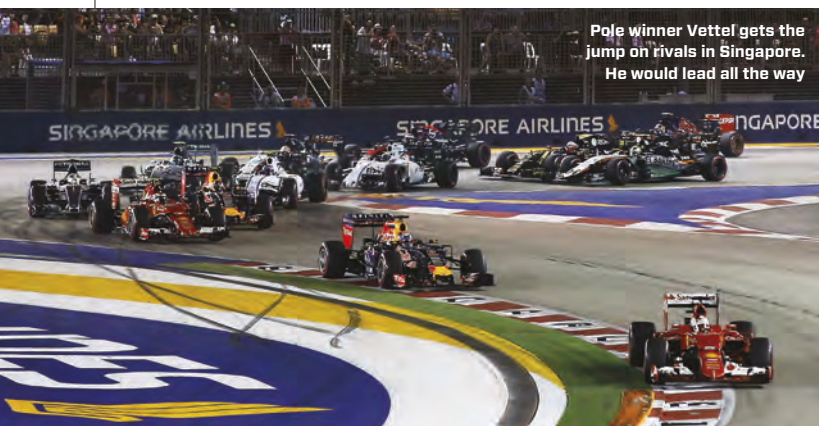
# F1 FRONTLINE

with  
**Mark Hughes**

margin – was one-and-a-half seconds off the pace in qualifying and not much better in the race?

The reality is that it was probably to do with the vagaries of the tricky business of matching tyre core temperatures with surface temperatures and something about the Mercedes or its set-up that didn't allow that to happen on this track. But in light of recent events it inevitably lent itself to a whiff of conspiracy.

There were several: that Mercedes, having recently ignored Ecclestone's advice that it 'should think very carefully' about turning down Red Bull's request for engines from next year, was now being punished for having done exactly that post-Monza. It had declined to supply a chief rival with engines. Carlos Ghosn, the boss of Red Bull's current supplier, Renault, had essentially confirmed that the current agreement is to be annulled at the end of this year. Leaving Red Bull potentially with no engine – unless, as expected, Ferrari agrees to supply the team. The conspiracy was that Mercedes was being punished for this here – by being supplied with wrongly coded tyres. The gap between the super-soft and soft compound here was 1.5sec –

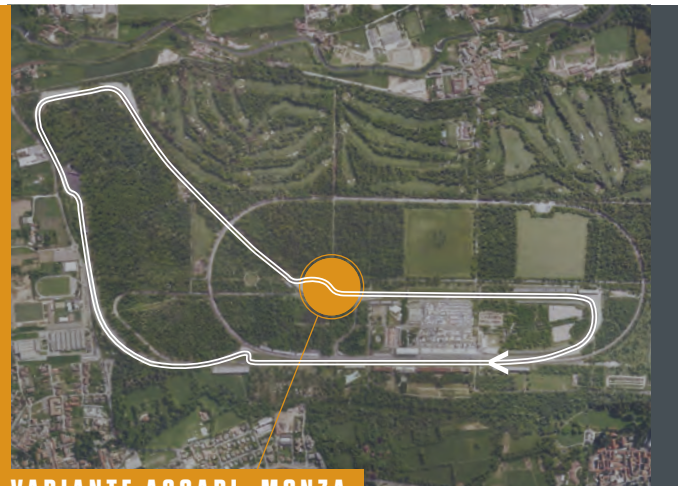


coincidentally the exact amount Mercedes was off the pace in qualifying. Hamilton perhaps inadvertently fuelled the conspiracy with his post-qualifying comments: "The balance was good, I had no understeer. It was just grip from the tyres for some reason. The only way I could really explain it... it's a bit like doing a good lap on the prime tyre and then you go and do exactly the same lap on an option tyre and it's a second and a half faster. I do the lap, and think 'that was a really good lap', but it's a second and a half slower than the guys up ahead. We've not lost any performance in the car, the drivers have not lost any performance, and so there's only one way it could've come from and that's obviously the rubber. But I have no way of knowing that is the case, so I'm very interested to find out. I actually challenge all you guys to go and find what the reasons might be."

The logistics and implications of such a theory were off the scale of feasibility.

Another was that the new protocol had removed a way Mercedes had found of generating superior tyre performance by not respecting the Pirelli recommendations on pressures and tyre blanket temperatures. This was almost as outlandish as the previous conspiracy – especially the idea that a few psi of pressure could have been the difference between F1's fastest car and one that was 1.5sec off the pace.

But the point was that in its artificiality F1 is lending itself to such damaging beliefs. ☒



VARIANTE ASCARI, MONZA

## Trackside view

“ Friday morning, Monza, and drivers are preparing for their annual wrestle with skittish missiles running minimal downforce. Those with the fuller data banks are more relaxed than the rookies doing it for the first time. A simulator can only tell you so much, can't place you in the moment, can't put you in the zone or convey that sense of menace as the car goes light from more than 340kph under braking.

The sky's grey patches are beginning to part, the air at Ascari fresh from a dawn shower. Gigi's commentary is an excited Italian babble ringing out between the engine noise as they all come out for the ceremony of the installation laps, headed by Sebastian Vettel and a wing flap of flo-viz, the spit and splutter of complex mapping on downshifts bouncing off the scenery, and Gigi has built up this moment of theatre beautifully.

A brief silence, everyone in the

pits, and after this limbering-up routine, the real game begins. The rookie Max Verstappen is on immediate attack, engine tone hardening and deep mid-chicane, running out hard over the exit kerb in fifth gear, grounding out there, a dance and a wiggle as he continues to pour on the power, skid block sparks cascading from the diffuser and, in the time it takes to write that, he's back for a repeat performance.

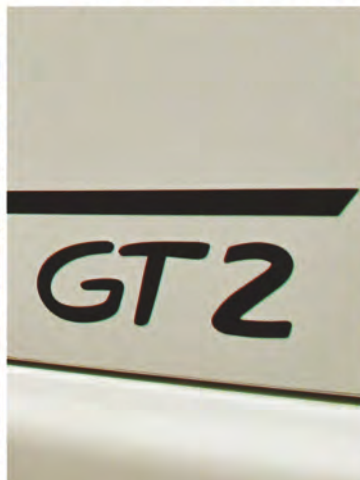
Older hands are more circumspect at this stage, the process more routine. Carlos Sainz is following his usual policy of pushing beyond the limits in early practice and is soon looking to eclipse his team-mate, grasping for the last slivers of lap time as he brakes aggressively late, rushing him up to the entry so that he has to snatch at the turn-in. It looks hairy. A few moments later, red flag: Carlos has found his limit – and Parabolica's gravel trap. That's how rookies find time now. He climbs out about where Jochen Rindt perished... ”



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## THE SPORTS CAR NOMINEES

### WOOLF BARNATO

The first driver to win the Le Mans 24 Hours three times... and in consecutive seasons, too.

*Rob Widdows* "He effectively started the annual British Le Mans pilgrimage."

### DEREK BELL

Five Le Mans wins in an era when speed and sensitivity were parallel allies. You can also add three Daytona victories, a couple of world titles and enough other stuff to fill the rest of this page.

*Gary Watkins* "He was rock-solid throughout his career."

### VIC ELFORD

Scored points in F1 and won the Monte Carlo Rally, but most celebrated for his sports car exploits. Conquered Sebring, Daytona, the Targa Florio and – on several occasions – the Nürburgring Nordschleife. Versatile, in a word.

*Damien Smith* "He looked as hard as nails, as though he was made of granite. He represents a great era."

### OLIVIER GENDEBIEN

Underrated within his sport and almost unknown by the wider world, but a giant of a driver who won many classic enduros – and often multiply so: Le Mans, Sebring, the Nürburgring 1000Kms, the Targa Florio, the Reims 12 Hours... Been there, seen it, won it.

*Enzo Ferrari* "A gentleman who never forgets that noblesse oblige. At the wheel he translates his code of behaviour into an elegant forcefulness."

### REINHOLD JOEST

Probably best known for his ability to oversee winning teams – a pivotal cog within the current Audi powerhouse.

*Simon Arron* "Remember, too, that he was also a top-class driver."

### KLAUS LUDWIG

Achieved a huge amount over a very long time – not least three Le Mans wins and, in 1998, at the age of 49, successful conquest of the FIA GT title.

*Gary Watkins* "One of the great overlooked sports car drivers, perhaps because he didn't race at Le Mans too many times. He won there, though."



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

For the first time, we are asking readers to determine who should join the 29 current members of the Hall of Fame, which was founded in 2010. At a ceremony next year (date and venue to be announced) there will be five awards representing F1, sports car racing, motorcycling, rallying and US motor sport. Voting commenced with F1 (the poll remains open) and *Motor Sport's* podcast team has since selected its sports car nominees (we've replaced the batteries in our office calculator so – correctly – there are just the 12 this time). Log on to our website to decide which of the adjacent names will enter the Hall of Fame from the world of sports car racing. We'll be selecting and releasing the nominations for the remaining categories in the coming months.

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### ALLAN McNISH

Three Le Mans wins stand out among his many sports car successes... as does the manner of his retirement. Won a world title, then immediately – and gracefully – stepped aside.

*Gary Watkins* "Along with Tom Kristensen, he has to be considered as one of the best of his generation."

### HENRI PESCAROLO

Scored four Le Mans victories and also holds the record for frequency of participation, with 33 starts.

*Gary Watkins* "You could almost put him on this list twice, once for what he did as a driver and once for what he's done as a team owner."

### BRIAN REDMAN

What might he have achieved if he'd had more an appetite for F1's political culture? It doesn't matter. He preferred to race sports cars and did so with great aplomb for Porsche, Ferrari and, of course, Chevron. Four victories in the Spa 1000Kms – as in the original Spa – tell you all you need to know.

*Damien Smith* "A fantastic all-rounder. Should have had a proper F1 career."

### PEDRO RODRIGUEZ

Fast, feisty and spectacular. Everybody talks about Brands Hatch 1970, and the wet-weather recovery that enabled him to convert a one-lap deficit – courtesy of a pitlane rollocking – into a five-lap lead. That alone justifies his presence.

*Damien Smith* "We all have that image of him running side to side with Jo Siffert towards Eau Rouge..."

*Gary Watkins* "...with everybody else hanging back!"

### JEAN RONDEAU

Ambitious privateer who built his own cars within a stone's throw of the Le Mans paddock... and used one of them to win the 24 Hours in 1980.

*Henri Pescarolo* "Not a particularly good driver to begin with, but his obsession with winning Le Mans turned him into one."

### JOHN WYER

Knew how to mould winners. He did it with Aston Martin. And Ford. And Porsche. And his own Mirages...

*Rob Widdows* "He was a genius when it came to running an endurance team. Ask anybody who drove for him."



# PARIS



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**S**OME DRIVERS' career statistics will forever sell them short, and Justin Wilson is one such. There was much, much more to him, though, than an abundance of racecraft.

He was a man of great integrity, dignity and good humour. It was my privilege to know him well.

After graduating from karts, Wilson created a small slice of history when he became the first 16-year-old to win a car race in Britain – a Formula Vauxhall Junior event at Pembrey in October 1994. He built on that flying start to become a regular front-runner in FVJ and Formula Vauxhall, where he drove for Paul Stewart Racing, but team patron Sir Jackie Stewart eventually advised him to seek an alternative career path, because he felt Wilson's 6ft 4in frame would hinder progress in single-seaters. Justin ignored him, switched to Formula Palmer Audi, scooped the title and with it the main prize, a fully funded drive in the FIA F3000 Championship. Three seasons later he won that, too.

He subsequently impressed Jordan with his performance during an end-of-season F1 test, but there was no room at racing's top table and it seemed as though his career might stall as he moved sideways into the 2002 Nissan World Series. Minardi boss Paul Stoddart offered him a two-race F1 deal that summer, but Wilson proved too tall for the cockpit. Stoddart promised that the 2003 Minardi would be bigger, kept his word and Justin's manager Jonathan Palmer launched a share scheme that raised sufficient funds to secure F1 graduation. The Minardi was only ever going to be good enough for a spot at the tail of the grid, but Wilson's habitually brisk starts – and an eye for first-lap gaps, proof if ever it were needed of his inner racer – enabled him frequently to hold positions far beyond the car's true potential (leastways until the tyre stops brought a reality check).

By mid-season Jaguar had swooped to sign him as a replacement for the struggling Antonio Pizzonia, but the partnership never gelled. In the background the team was courting Red Bull, as a future sponsor (rather than potential owner) that was trying to find

# Justin Wilson

1978-2015



ALL IMAGES: LAT



a seat for protégé Christian Klien. There could be no place for Wilson in such a set-up and you could understand why he felt he wasn't being given a fair crack of the whip, although he never complained. At the year's end, with a solitary point to his name, he left F1 behind and set about building a fresh career in the States.

And that's where he'd been based ever since. The records might show that he scored only seven Champ Car or Indycar victories (although he tasted success in sports cars, too, scoring an outright win in the 2012 Daytona 24 Hours), but he spent most of that time with unfancied teams. With Wilson at the helm, they became competitive and, occasionally, unbeatable. He had similar underdog opportunities for 2015, but spurned them in order to hold out for the chance of a seat with Andretti Autosport. Initially that failed to materialise, but it produced a deal for the two Indianapolis events and then an

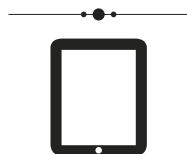


opportunity to contest the final five races of the season. It was in the fourth of these, at Pocono, that he suffered a serious head injury after accident debris struck him on the helmet. He died on August 24, aged 37.

In our final email exchange, a few weeks before his passing, he wrote that he was looking forward to a run of races with a top team and working hard to make it a permanent arrangement for 2016. Nobody would have begrudged him that opportunity.

Universally respected by rivals, Justin is survived by wife Julia, daughters Jane and Jessica, father Keith, mother Lynne and brother Stefan, a fellow racer. Our sport has lost a fierce competitor and an even better ambassador. *Simon Arron*

Wilson did a stellar job with Minardi at the start of his brief F1 career, but switched his focus to America the following season



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Justin Wilson leading the pack at Pocono in what proved to be his final race

## GORDON KIRBY

### THE QUEST FOR GREATER PROTECTION

IN THE IMMEDIATE AFTERMATH OF JUSTIN Wilson's sad passing, it was inevitable that talk would turn to improving cockpit protection – including the possible introduction of canopies to Indycars and perhaps open racers in general. But that's an idea whose time has passed.

The FIA has taken a serious look at cockpit protection in Formula 1 and, after lengthy consideration, decided that canopies were not the way to go. The late Dr Sid Watkins always opposed the concept of enclosing an F1 cockpit. His primary objection? That any such device would make it more difficult to extricate an injured driver.

Another major factor with F1 or Indycar canopies would be outward visibility. The field of vision is already very limited in modern Indycars – one of the reasons teams have spotters to tell their drivers how best to manoeuvre. A cockpit canopy would make things even worse.

FIA race director Charlie Whiting recently commented on the global governing body's search for improved cockpit safety in F1. "We have put in a huge amount of time, effort and research into this project, which has not been easy," he said. "In fact it's bloody hard, but I can definitely see the day when this will happen. One day there will be something that will decrease a driver's risk of injury.

"I doubt it will be as good as a fighter jet cockpit at protecting a driver from an object coming towards him, but it will offer protection. We have to persevere. We must make something, even if it's not 100 per cent in terms of protecting the driver under all circumstances. But if it improves the situation it has to be good. There must be a way."

I asked former Lola and Penske Indycar designer Nigel Bennett for his views. "Some reasonable solutions seem possible," he said.

"Keeping the driver's head visible seems important in this form of racing. And being able to extract an incapacitated driver is obviously important.

"If three struts were inclined, but vertical in the fore and aft plane, they could be placed in front of the driver to deflect foreign objects above and over their head. They would have to be slim, but if placed roughly where a windscreen would be they should not impede the view too badly.

"In side view these struts would be inclined at perhaps 45 degrees and probably no more than 15cm high. The fore and aft sections would have to be quite broad and their anchorage considerable, to withstand impact from substantial objects."

Further developments in the endless quest to improve motor racing safety would be one small part of Wilson's proud legacy.

The Englishman had become a popular member of America's wider racing community and rivals have spoken about him with great warmth. Will Power, winner of the 2014 Indycar title, said: "I raced against Justin for 10 years and over that period of time you'd usually have a problem with every driver in the field. But he was one of the hardest, cleanest racers I've ever competed against, and someone I feel should have been with a bigger team. He could have won multiple titles and Indy 500s. Off the track he was just a fantastic human being – a lovely family guy."

Recently crowned champion Scott Dixon added: "Justin was a very genuine person."

Oriol Servia, who was chosen by the Wilson family to drive Justin's car in the Indycar finale at Sonoma, said: "I competed against Justin for more than 10 years and had enormous respect for him as a racer, but his qualities as a human were an inspiration to anyone who met him."





## Lord Montagu of Beaulieu

EDWARD JOHN-SCOTT-MONTAGU, who has died aged 88, was a pioneer of the open-door stately home movement, an instigator of music festivals, president of the Historic Houses Association, a countryside and wildlife campaigner, a museum and tourism champion and an entrepreneur who turned around the fortunes of his ancestral estate.

During the 1950s a prosecution for homosexual offences brought him notoriety that even 60 years later headed his national obituaries.

But in our world Lord Montagu was a central figure, assembling the Montagu Motor Museum, founding the Trust which oversaw a tailor-made building for what became the National Motor Museum and its important archive, campaigning for motorists, writing many books on historic vehicles, and furthering the cause of motoring history.

Though he inherited his title aged two, it was not until he was 25, in 1951, that Montagu took over the financially perilous estate alongside a successful PR career. In an era when hundreds of stately homes were demolished, he made Beaulieu self-supporting, centering on a collection of old cars in honour of his father, an early automobile visionary who before WWI conceived a motorway complete with flyovers. That collection

grew into the focus of the estate, while Montagu tirelessly promoted the old car hobby, frequently driving in the London to Brighton and often with *Motor Sport's* Bill Boddy alongside.

As well as a maritime museum and marina, Montagu started Vintage Tyre Supplies, while also promoting English tourism and speaking on motoring in the House of Lords. He was proud to have coined the word 'autojumble'.

## Eric Thompson

ERIC THOMPSON, WHO HAS DIED at the age of 95, retired from racing 60 years ago but was well remembered as a stalwart of the Aston Martin works sports car team, with a third at Le Mans, a second in the TT and victory in the Goodwood Nine Hours to his score. He first raced in a private HRG, entering the first post-war Le Mans in 1949, and was then signed up by John Wyer for Aston Martin. Over the next four years he drove the Feltham cars at La Sarthe, placing third with Lance Macklin in a DB2 in 1952.

Thompson also competed in Cooper, Bugatti, ERA and ERA-Delage among others, while in single-seater Connaughts he took victories in F2 and finished fifth in the 1952 British GP. Owing to the demands of his insurance profession he stopped racing in 1955, after retiring his ALSR Connaught at Le Mans and placing 16th in the Goodwood Nine Hours. A ready raconteur, from the 1980s he became a respected dealer in motor racing history books.

## Chuck Jones

This US racer and entrant has died after a battle with cancer, aged 84. A self-taught engineer and graphic designer, Jones was born and bred in Southern California and entered cars in NHRA drag racing, USRRC, Can-Am and Formula 5000 before becoming Mo Nunn's partner in the Ensign F1 team.

## Phil Kerr

A stalwart of the McLaren team during its formative years, Phil Kerr passed away on August 20 at the age of 80. The New Zealander originally came to Europe with Jack Brabham, but joined McLaren in 1968. He returned to his roots in the late 1970s, to establish the McLaren Group in New Zealand, but retained close links with both the team and its sport.

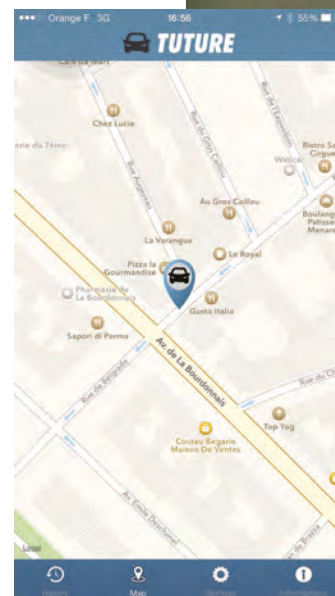


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Austin proved to be a productive race for Audi, but Porsche remained a step ahead

PAUL DE PALMAS/AGENCE FRANCE PRESSE

## OLIVER JARVIS

ON THE PODIUM AT LAST, BUT PRIORITIES MUST NOW CHANGE

LOÏC DUVAL, LUCAS DI GRASSI AND I HEADED to the Nürburgring World Endurance Championship race full of confidence that we could challenge for victory and really kick-start our season. Porsche, however, had other ideas, bringing a heavily revised high-downforce car and taking a major step forward.

At the start of the 2015 campaign it was clear that Porsche and Audi had differing strengths. Porsche opted for huge boost (8MJ hybrid) and an incredibly strong straight-line speed, while the Audis had an aerodynamic advantage in the high-speed corners and an ability to look after their tyres.

At the Le Mans 24 Hours we'd already seen that Porsche had improved significantly in the areas we'd previously considered to be its weakest. It thus came as quite a surprise to see the team introduce yet another aero update in Germany, and in the process negate any high-speed cornering advantage we'd previously enjoyed.

With its incredible top-end speed, Porsche now had the luxury of running higher downforce while at the same time maintaining an advantage on the straights.

After our tough start to the year in the no8



Audi R18 e-tron quattro, we were still hopeful of fighting back in the championship. With the clear performance advantage that Porsche has evolved, however, and a sizeable points gap to our 'sister' Audi, it has become an unrealistic goal. We will henceforth support our team-mates in their attempt to win the championship while at the same time trying to show our full potential.

I never imagined when I stepped up to Audi's full-time WEC seat that it would take so long to stand on the podium, but at the fifth race of the season in Austin we finally achieved it. Expectations at the start of the year were certainly much higher, but we've had some bad luck and the competition has been strong, so finally standing on that podium felt good. Not just for us as drivers, but most importantly for the mechanics and engineers. I imagine the general public is unaware of the dedication and incredibly long hours the team puts in throughout the year. In Austin we gave it absolutely everything and, without the one-minute stop-go penalty for a minor pitstop infringement, who knows what might have been possible?

It's incredible to think that last year in Austin Toyota had the fastest car, took pole position

with a four-lap qualifying average of 1 min 49.093sec and was the only manufacturer to break the 1 min 50sec barrier. And yet this year Toyota qualified with a best position of fifth, 2.7sec shy of the pole-sitting Porsche. That gives a small insight into the incredible rate of development that is now taking place within the championship.

It wasn't so long ago that manufacturers would develop one aero kit for their cars, based around Le Mans, and optimise it for each individual circuit.

I think it shows how much the championship is growing in stature that the manufacturers place so much importance on winning the championship and not just its Le Mans showpiece. With that in mind, it was no surprise to see the likes of Juan Pablo Montoya in Austin and it's rumoured that he'll test an LMP1 Porsche at the end of the year.

We left the Circuit of the Americas happy as a team that we could get both R18 cars onto the podium, but we were under no illusions that without reliability problems it would probably have been another Porsche 1-2. It is now up to us as a team to go away and do everything possible to close the gap.

Rest assured, that will be Audi's focus. ☑

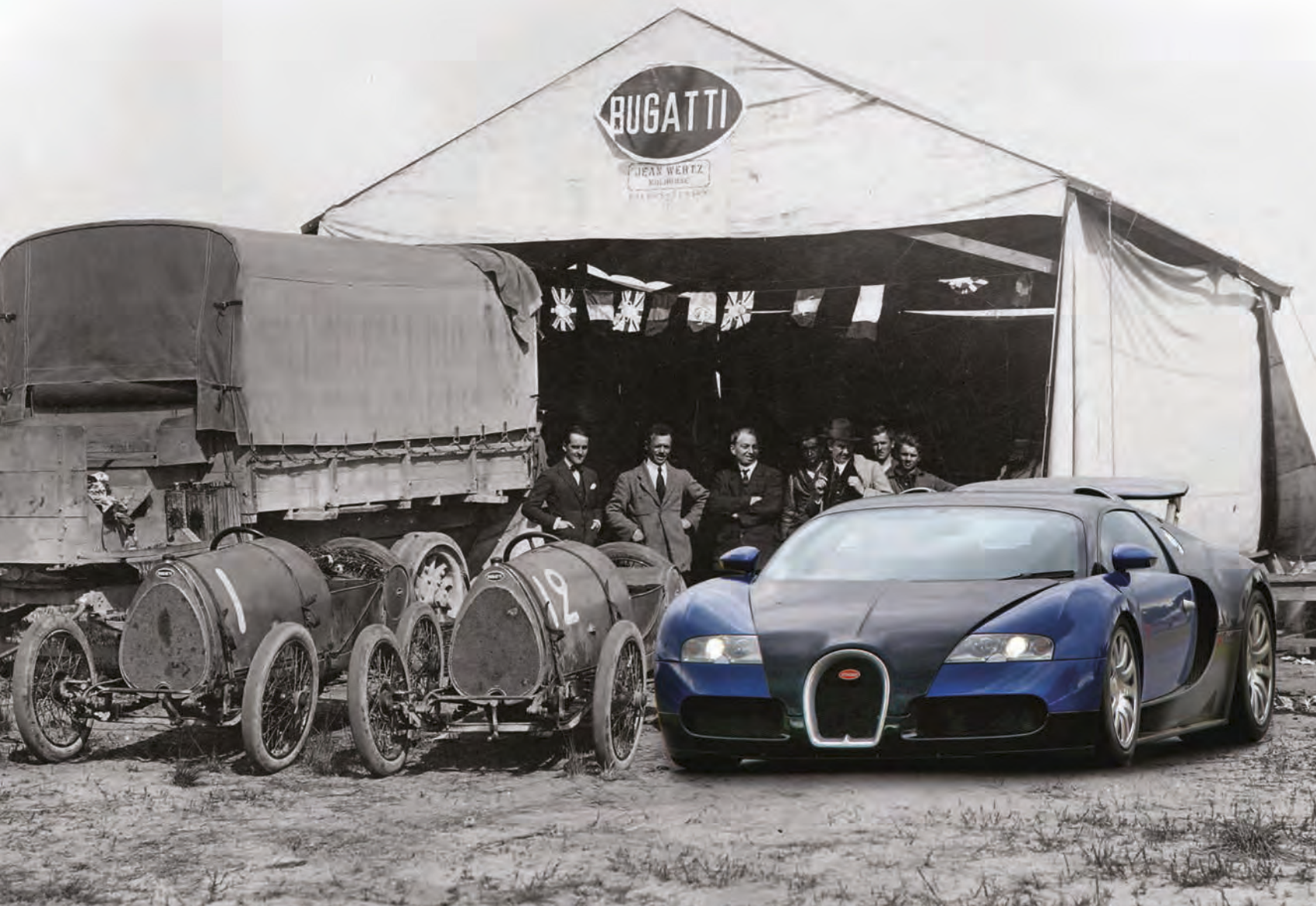


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Agostini's determination took Yamaha's two-stroke to the peak of Grand Prix motorcycle racing

YAMAHA

## MAT OXLEY

### TWO PLUS FOUR EQUALS DRAMA

TWO-STROKE ENGINES ARE BANNED FROM motorcycle Grand Prix racing. It's an industry thing: when Japanese manufacturers stopped making two-strokes a decade or so ago, due to increasingly stringent emissions regulations, 990cc four-stroke MotoGP bikes replaced the original 500cc allcomers category and two-strokes were written out of the sport.

By that time they had dominated for half a century, first in the smaller classes. It took until 1975 – 40 years ago – for two-strokes to conquer the premier 500cc category.

Until then four-strokes were supreme in the class of kings or, to be precise, Italian rider and sometime movie star Giacomo Agostini reigned supreme aboard his MV Agusta, the aristocratic Italian marque that had remained unbeaten for 17 seasons. Owner Count Domenico Agusta bankrolled his race team with the profits from building Agusta Bell military helicopters.

Meanwhile Ago enjoyed the *dolce vita*, “to race and skid and crash and then make love and drink wine”, as one journalist put it at the time.

However, the writing was on the wall, although Ago initially resisted the advances of top two-stroke brand Yamaha. “In 1971 I thought it was too early to race a two-stroke – the engines kept seizing,” he says. “But eventually I could see that two-strokes were getting faster and safer, while it was difficult to find more power from the four-stroke.”

In 1973 Yamaha entered the 500 class with

its four-cylinder OW19. Its genius rider Jarno Saarinen ran away with the first two races – Ago crashing out at Paul Ricard trying to stay with him – only to lose his life at Monza, ironically, through the two-stroke curse. Renzo Pasolini's Harley-Davidson two-stroke locked up in front of him, killing them both.

Yamaha withdrew for the remainder of 1973, then successfully courted Ago for 1974. Agostini knew he needed a two-stroke but he also wanted to get away from MV's new race chief, arrogant playboy ‘Rocky’ Agusta, and MV team-mate Phil Read. The relationship between Ago and the Briton was so soured that someone put a Read sticker in the race-shop toilet bowl.

Agostini tested the new Yamaha OW20 at the factory's Fukuroi test track in Japan.

“He told the engineers the steering head was too steep – the bike was shaking its head,” remembers Yamaha's Rod Gould, who had signed Ago. “The next day he rode it again. Ago said, ‘It's much better now, what did you do?’ They'd made a new frame. He asked how. ‘Well, there's 24 hours in a day,’ they replied. Ago was amazed; that would have taken a month at MV.”

And yet the relationship wasn't an immediate success. Engine seizures continued to plague Yamaha in 1974, despite diligent work by Ago's crew. “We used to crosshatch all the pistons with sandpaper, so they'd be smooth but not too smooth, because they needed to carry the oil,” recalls mechanic Mac Mackay.

The OW20 also glugged fuel at the rate of 11 mpg, so it needed 43 litres – most of it in the fuel tank, some in the seat unit – to finish at Spa-Francorchamps. And each change of gear ratio – to help keep the engine within its 2000rpm powerband – required a full five-hour engine strip.

“You've no idea how many all-nighters we did at races,” adds Mackay. “A couple of the mechanics got pleurisy [a nasty lung condition], just through overwork. It was murderous.”

The OW26 of 1975 was much improved. It was even faster, drank less fuel, weighed 20 kilos less, had a cassette gearbox and handled better, thanks to monoshock rear suspension.

The 1975 campaign was a classic: a summer-long duel between Ago on the Yamaha and Read on the MV, two-stroke versus four-stroke, Europe verses the East, debonair Italian versus British rocker rebel.

Ago made a perfect start, defeating Read by 29 seconds at the Ricard season-opener. Then things went awry. He suffered a puncture and a couple of mysterious seizures that put Read ahead, against the odds. Ago took the title at the last round by just eight points, so finally the two-stroke was the undisputed king of motorcycle Grand Prix racing.

“As a rider, Ago was a bit over the hill by then,” adds Mackay. “But his determination to beat the MV made up for that, plus his intelligence: he could get the best out of the bike.”

“It was brilliant working for him because he wanted to know everything and showed real interest. And if we had to work through the night he would never go to bed without organising someone to come in with sandwiches and coffee at one in the morning. It was a real tight team, everyone helped everyone else. And [race chief Masayasu] Mizoguchi never left us, even if we worked till 5am.”

The two-stroke's reign continued until 2002, when 990cc four-strokes were introduced to take on the 500cc two-strokes, which were then phased out, while the 250s were replaced by Moto2 and the 125s by Moto3.



“The 1975 campaign was a classic: a summer-long duel between Ago on the Yamaha and Read on the MV, two-stroke versus four-stroke, Europe verses the East, debonair Italian versus British rocker rebel”

BARRY SHEENE WAS THE LAST BRITON TO win a motorcycle GP world title, way back in 1977, but it looks like those four decades of hurt may finally be over, thanks to Danny Kent.

The Wiltshire 21-year-old has amassed a huge points lead in the madcap 250cc Moto3 class. Getting the best out of these 60hp 150mph four-stroke singles requires flawlessly smooth riding and cunning racecraft.

Multi-rider skirmishes are the norm, with the top five or six usually separated by about half a second at the flag. Kent's ability to be in the right place at the right time is uncanny. ☑



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A paragon of diversity: famous speed event has regained its momentum thanks to Brighton & Hove MC

new gearbox from scratch,” said chief engineer Doug Hill.

“As the original gearbox no longer exists and there is no template to follow, this will be a challenge. It is a vital step in our journey to restore the car to its 1925 specification and will greatly help us to drive the car closer to the speeds for which it was designed.”

## Trabant enters Safari

A RARE 600CC 50BHP TRABANT P601 will be the most unlikely car on this year’s Safari Classic Rally.

Michael Kahlfuss, originally from East Germany, started rallying in 1983 and first entered the Safari in 1994 with a Trabant. He has also competed extensively in modern four-wheel-drive cars. He returned to Africa in 2003 for the first Classic Safari and has rebuilt the 600kg Trabant he last drove 12 years ago. “I am afraid mostly of the mountains when we have to drive in first gear for half an hour,” said Kahlfuss. “Also, if there is a strong current at the water crossings, the Trabant could very easily float away.”

## Tighter route for RAC

FROM A BASE IN SUNDERLAND, a route covering 150 stage miles in just 46 hours will make the 12th Roger Albert Clark Rally (November 27-29) one of the most compact so far.

A tough opening night will be followed by two days of largely daylight rallying. The route will take in 20 stages in Kielder and the Scottish borders, with 40 stage miles on Friday evening, 60 on Saturday and 50 on Sunday.

“We’re really pleased with the route and delighted to be returning to Sunderland,” said rally manager Colin Heppenstall. “We’ll have a ceremonial start in Mowbray Park in Sunderland city centre this year.”

The rally will return to Sunderland each night, with an earlier finish than usual on Saturday. Heppenstall reports strong interest from European crews. More details are at [www.rogeralbertclarkrally.org](http://www.rogeralbertclarkrally.org)

## Junior showtime

MORE THAN 20 FAMOUS TRACKS on four continents will feature in Formula Junior’s Diamond Jubilee

# Brighton back on track

Carter sets FTD in popular seaside sprint | BY PAUL LAWRENCE

MORE THAN 200 COMPETITORS tackled the annual Brighton Speed Trials in early September as the famous event returned to prominence.

Run along Madeira Drive at the seaside town, the annual sprint faced the threat of cancellation after the death of a motorcycle competitor in 2013. Following a concerted effort by the Brighton and Hove Motor Club, however, it was given a reprieve.

This year, 150 cars and 60 bikes took part and fastest time of the day went to Matthew Carter’s 2-litre Force PC single-seater, with a best run in 10.48sec. Former double winner Jim Tiller was second in his mighty Chevrolet-powered Allard J2, with a 10.60sec run and a top speed nudging 140mph. John Gray’s Spa-Judd V10 set the existing car record for the course – 8.90sec – back in 1993.

Among the class winners was JD Classics boss Derek Hood in his 1954 Cooper T33. Back in 1955, the car’s original owner Cyril Wick won his class and so Hood marked the occasion’s 60th anniversary by taking the car back to the south coast.

“The Brighton Speed Trials is an absolutely fantastic event,” said Hood.

“It’s very special to come back 60 years after this car managed a class win here and take home another.”

## Beaulieu’s Sunbeam appeal

THE NATIONAL MOTOR MUSEUM has launched a £30,000 appeal to fund a new gearbox for Sir Malcolm Campbell’s 1920s Sunbeam 350hp land speed record car.

After World War II the original gearbox was removed and lost, after which a fragile Albion unit was substituted. The plan is to replace that with a stronger gearbox better suited to the car’s powerful 18.3-litre V12.

“For the next stage of the Sunbeam’s restoration story, we need to build a

■ The Royal Automobile Club recently marked 40 years since Derek Bell’s first of five Le Mans wins by inviting him to drive the 1982-winning Porsche 956 up the Captain’s Drive at its Woodcote Park clubhouse. The Gp C car is chassis 001 and was shared by Bell and Jacky Ickx for the first of the 956’s four straight Le Mans wins.





World Series between January 2016 and the summer of 2018.

In what will be the biggest series of global historic races ever run, the World Series will mark the 60th anniversary of the single-seater category and will conclude at Monza, the birthplace of Formula Junior, in 2018.

The schedule starts in South Africa early next year with races at Zwartkops, Killarney and East London. Key dates in Europe during 2016 include Goodwood in March and September, Monaco, Brands Hatch GP and Spa.

A three-round Tasman Series will run in Australia in late 2016 before four events in New Zealand in early 2017.



SILVERSTONE CLASSIC

Later in 2017, the focus switches to North America for races at venues such as Lime Rock. The series concludes in Europe in summer 2018 with races at the Silverstone Classic and Monza.

“This will be the greatest and longest series of races ever organised for one formula within historic motor racing,” said Duncan Rabagliati of the Formula Junior Historic Racing Association.

## Targa hits the screen

A NEW FILM ABOUT THE TARGA Florio road race will be premiered this month. *Pistons, Passions, Pleasures: A Sicilian Dream* traces the story from 1906 until the final edition in 1977.

Created by Sicilian Vincenzo Florio, the event was initially run over three laps of a 92-mile course. It was one of the world's most famous and dangerous road races, but finally ended in 1977 amid growing concerns over safety.

Described as a “theatrical documentary”, the film has been produced by David Biggins, and Alain de Cadenet was among those driving period cars for the filming. More details at [www.siciliandreammovie.com](http://www.siciliandreammovie.com).

■ Duncan Rabagliati contested a record-breaking 500th race in his Alexis during the Lurani Trophy Formula Junior races at the Zandvoort Historic Grand Prix. Rabagliati has campaigned the front-engined Alexis continuously for more than two decades.

■ Sir Stirling Moss's Rob Walker Lotus 18, his 500cc Cooper MkIV and the four-wheel-drive Ferguson in which he won the 1961 Dulton Park Gold Cup are among the racing exhibits promised for the first *Classic & Sports Car* London Show, which will be held at Alexandra Palace on October 30-November 1. For tickets, go to [www.classicandsportscarshow.com](http://www.classicandsportscarshow.com)

■ Roger Keele, the 1960s and early 1970s single-seater ace, has died at the age of 70. He started karting in his father's Keele chassis, and later raced in Formula Ford and F3 with considerable success. He was forced to stop racing when diagnosed with multiple sclerosis in 1974.



For more historic racing news go to our new online hub @ [WWW.MOTORSPORTMAGAZINE.COM/HISTORIC](http://WWW.MOTORSPORTMAGAZINE.COM/HISTORIC)



## REVIEWS

### Mark Webber Aussie Grit: My Formula One Journey

The world is littered with sports biographies that are either a) published before the subject has any story to tell or b) so politically neutral as to be utterly pointless. This is the polar opposite, an object lesson in how such tales should be told.

Webber was often outspoken during his time in F1 and pulls even fewer punches here.

His analysis of Mercedes-Benz's attitude at Le Mans in 1999 – where he somersaulted twice in as many laps – is brutally revealing and makes you wonder how and why Stuttgart wasn't awash with P45s for several months afterwards. His father Alan provides a vivid account of the way he was treated that weekend: 16 years on, it should still make you feel angry.

There is no shortage of material in the Webber canon, from his early days at home to time in the Red Bull spotlight via an unhappy stint at Williams and a private chat with Michael Schumacher about the intent or otherwise of his actions during Monaco GP qualifying in 2006.

We won't give away all the details. They are yours for a very fair price. **SA**  
Published by Macmillan  
ISBN: 978-1-5098-1353-7, £20

### Gasoline and Magic

If this had a plot, it would be one of the most convoluted in literary history. But it doesn't. Rather, it bounces cheerfully from Monza to Elkhart Lake, Shelsley Walsh, Reims and elsewhere because it can. And it is all the better for it.

Collated by Swiss archivist Thomas Horat, this is a fairly random photographic assortment drawn from a blend of professionals and amateurs, all part of a (growing) 70,000-image library that Horat hopes will “keep the history of our sport alive”.

Here, the result is an elegant blend of action and atmosphere with bits of grainy charm thrown in. There are many reminders of the wonders of open, grassy paddocks, the idiosyncrasy of 1970s hairstyles and the advantages of a world that had yet to be stifled by health, safety or any combination of the two. **SA**

Published by Edition Patrick Frey  
ISBN: 978-3-905929-88-1, D54

### Hitting the Apex

Produced by Brad Pitt and directed by Mark Neale

Are we in the sunset years of Grand Prix motorcycling's greatest era? This excellent documentary supports that case. It is narrated by producer and racing fan Brad Pitt, but Hollywood's leading man takes a supporting role to Valentino Rossi, Casey Stoner, Jorge Lorenzo, Marco Simoncelli, Marc Márquez and Dani Pedrosa. The film cracks along at a pace befitting its subjects, kicking off with lovely archive footage of the racers in their youth.

In Stoner and Simoncelli, we are reminded what MotoGP lost when the former retired aged 27 and the latter died at Sepang in 2011. Stoner's cringe-inducing “your ambition outweighed your talent” response to Rossi's half-hearted apology for taking him out at the 2011 Spanish GP is wonderfully waspish.

If only he were still racing. Pitt should make a Formula 1 version, but imagine Bernie's fees... **DS**  
Universal Studios, limited cinema release and on Blu-Ray and DVD, £19.99



# CARS FOR SALE

www.motorsportmagazine.com/cars-for-sale



**STAR LOT @ RM SOTHEBY'S**

## 1911 OLDSMOBILE AUTOCRAT {Hershey, October 8/9}

Mining engineer Greenway Albert originally owned this unique Oldsmobile, dubbed the 'Yellow Peril'. Albert designed and fitted a custom exhaust-fed gas injection system to improve endurance and, with his chauffeur as riding mechanic, it is claimed he won all but one race he entered. This unique piece of US racing heritage is estimated to sell for between \$700,000 and \$800,000.

## Auctions America

@ AUBURN AUGUST 2-6



### 1959 Costin-Jaguar

One-off sports racer designed by Frank Costin. Body built by Williams & Pritchard. Sits on Jaguar XK150S chassis  
**Sold for \$363,000**



### 2004 Chevrolet Monte Carlo NASCAR

Driven by Jeff Gordon in the 2002-04 Budweiser Shootouts at Daytona. Finished top five in all three races. Restored by Hendrick Motorsports  
**Sold for \$110,000**

DARIN SCHUBEL

# UNDER THE HAMMER

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



## Classic Car Auctions

@ CAR FEST AUGUST 29/30

### Martin Brundle's Ultimate 2015 Scalextric Circuit

An enormous circuit designed by the Sky F1 commentator and former racer. Features 44 of the F1 calendar's best corners. Comprises 177 pieces and measures 45 metres  
**Sold for £11,220** All proceeds donated to Children in Need

## AUTOMOBILIA

SOLD AT RM SOTHEBY'S



The Wasp model by Stanley Wanlass  
**Estimate: \$14,000-16,000**



1938 American Bantam Roadster microcar  
**Estimate: \$15,000-25,000**

## Bonhams

@ GOODWOOD REVIVAL SEPTEMBER 12



### 1965 Aston Martin DB5 convertible

One of only 123 DB5 convertibles made  
**Sold for £1,087,900**

### 1935 Aston Martin Ulster 2/4-seater tourer

Coachwork by Enrico Bertelli. One of only four produced in this configuration. Extensive period racing history including victory in the 1936 Stanley Cup at Donington  
**Sold for £740,700**



### 1949 HRG 'Maserati'

Commissioned in 1949 by John Gilbert.

Raced in period at Goodwood. Originally fitted with a Maserati engine, now with a Jaguar unit  
**Sold for £84,380**



## 1965 Bentley Continental Flying Spur

'Blue Lena', first owned by Keith Richards. Coachwork by H J Mulliner. **Sold for £763,100**

*"Blue Lena had carried us on many an acid-fuelled journey. Modifications included a secret compartment in the frame for the concealing of illegal substances."*

Keith Richards



## 1964 Alfa Romeo Giulia TI

One of 501 built. Autodelta works entry for Teodoro Zeccoli. Sixth place in 1965 Sebring 3 Hours **Sold for £43,700**



## 1954 Cooper-JAP Mark VIII

F3 car first owned by Bob Gerard. Winner of the Autosport and JAP Trophies in period **Sold for £26,450**



## 1960 Scarab-Offenhauser

Two cars offered. Chassis 001 **sold for £673,500**. Replica of 002 using original parts **sold for £328,540**

## 1956 Fiat-Bartoletti Tipo 642

Scarab team car transporter. Also used by Maserati, Shelby American, Alan Mann Racing, David Piper Racing and Steve McQueen **Sold for £656,700**

## AUCTION CALENDAR

### OCTOBER

- 5 BONHAMS**  
Philadelphia, USA
- 6 ARTCURIAL**  
Spink, Hong Kong
- 8/9 RM SOTHEBY'S**  
Hershey, USA
- 9 BONHAMS**  
Knokke-Heist, Belgium
- 10 COYS**  
Ascot, UK
- 14 H&H**  
Duxford, UK
- 15 DVCA**  
Dorchester, UK
- 23/24 WORLDWIDE AUCTIONEERS**  
Fredericksburg, USA
- 23-25 THEODORE BRUCE AUCTIONS**  
Carlton, Australia
- 26 BARONS**  
Esher, UK
- 30 BONHAMS**  
London, UK
- 31 AUCTIONS AMERICA**  
Hilton Head Island, USA
- 31 CCA**  
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### NOVEMBER

- 1 ARTCURIAL**  
Paris, France
- 9 SHANNONS**  
Sydney, Australia
- 14 SILVERSTONE AUCTIONS**  
Birmingham, UK
- 18 H&H**  
Donington Park, UK
- 18 RM SOTHEBY'S**  
New York, USA
- 23 SHANNONS**  
Melbourne, Australia
- 28 HISTORICS AT BROOKLANDS**  
Weybridge, UK
- 28 OLDTIMER GALERIE**  
Toffen, Switzerland

### DECEMBER

- 1 COYS**  
London, UK
- 6 BONHAMS**  
London, UK
- 9 H&H**  
Droitwich Spa, UK
- 10 BONHAMS**  
London, UK
- 10 RM SOTHEBY'S**  
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## DREAM GARAGE

### FERRARI DAYTONA

TELL YOUR FRIENDS YOU'VE BOUGHT a Ferrari 365 GTB/4 Berlinetta and they'll look at you blankly. Say "Daytona" and their faces will clear. Maranello never officially titled it thus, but that's how we know the elegant Grand Tourer that Enzo revealed in 1968.

These cars weren't conceived as competition vehicles, and stayed away from the race track for some years. But 1967 had started with Ferrari's sweeping victory in the Daytona 24 Hours – in a trio of barely related mid-engined prototypes – and it seems that we in the press couldn't handle all those numbers and letters in the factory designation. Hence the handier nickname.

With ever more comfort built in, the 175mph Daytona marked a divergence between the factory's racing models, by now 3-litre prototypes, and its big-engined tourers. Perhaps we don't see the Daytona as one of the greats, but look at it and muse on the design leap from the curving 'two wings and a bonnet' tradition of its 275GTB forerunner to the wide, chiselled planes of the Daytona. Pininfarina's Leonardo Fioravanti produced one of the world's most beautiful cars, its simple unadorned flanks sweeping ahead to a snout as sharp as a carpenter's chisel, the

lamps delivering a challenging stare from behind Perspex shields. Those later switched to the retracting version seen on the example on offer at Hendon Way Motors, which boasts a remarkably restrained 38,000 miles on its odometer.

"Real miles," says HWM's Anthony Pozner. "It's had three owners from new, the last one since 1985." That was Ian Fraser, co-founder of Car. "He maintained it beautifully," adds Pozner. "It hasn't been restored, just kept in nice order.

"I've often taken a 275 to rallies and race meetings and, compared to the Daytona, it's probably a bit better balanced, and lighter too. But the bigger engine of the later car really tells; at 100 it has so much more left in it"

That's because the quad-cam Colombo V12 jumped to 4.4 litres and 357bhp, six twin-throated carburetors producing a glorious noise. Hand-assembled like all Ferraris of the time, the Daytona ran to only 1400 examples. "About 150 are right-hand drive, which makes it pretty rare," Pozner says.

These gorgeous cars won't disappoint on a brisk continental trip. "It's like driving the Eurostar," Pozner says. "Squeeze the throttle at 100 and you're well on your way to Paris!"

### FACTFILE

**YEAR 1973**

#### ENGINE

V12, 4390cc, 357bhp

#### TRANSMISSION

five-speed manual transaxle

#### SUSPENSION

double wishbones and coil springs front and rear

#### TOP SPEED 175mph

PRICE £749,000





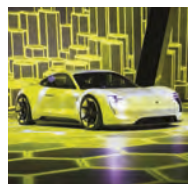
Porsche CEO Matthias Müller with the electrically powered 600bhp Mission E

# Mission accomplished

Porsche springs surprise on show rivals | BY ANDREW FRANKEL

IT WAS A FINE EFFORT. JAGUAR, as it has done so many times before, came to Frankfurt planning to whip the rug right out from under the feet of the domestics. But would the production version of the F-Pace, a car already shown in barely different concept form, really get the job done? As Jaguar's first SUV it was newsworthy enough, but it was felt something else was needed. So in front of the world's press and bearing the risk and unimaginable consequences of it going wrong, an F-Pace was driven down a ramp and up into an arcing loop-the-loop, the world's most expensive rollercoaster carriage. It pulled over 6g on the way up and its speed dropped to just 15mph at its fully inverted summit. A new Guinness World Record was the least Jaguar deserved.

But at a motor show, the best PR stunt in the world (and it was up there) cannot yet trump a genuine rabbit out of a hat: a car no one even knew existed, let alone expected to see. These days and indeed for many years almost all new cars are



"What no one was expecting was a 600bhp, electrically powered four-door saloon called Mission E to appear on the stand"

not actually unveiled at motor shows but drip-fed to the media for weeks in advance so that, by the time we actually turn up on press day, almost nothing is left to the imagination. Back in 2010 Porsche stunned the world when, without so much as a press release of warning, it launched the concept version of what would become the 918 Spyder. And now it's done it again.

Everyone thought Porsche's big news would be the second generation of the 991-series 911, with its all-new twin-turbo 3-litre engine fitted to the base Carrera and Carrera S. What no one was expecting was a 600bhp, electrically powered four-door saloon called Mission E to appear on the stand. And like almost all Porsche concept cars, this one is destined for production in only slightly modified form. It should be with us before the end of the decade.

The Mission E is best seen as a rival for the four-door Tesla Model S. Powered by two electric motors driving an axle each, and fuelled by lithium-ion

battery packs, the Mission E is claimed to embody lessons learned both from the hybrid 918 Spyder and the Le Mans-winning 919 racer. Together the engines generate 600bhp, enough to thrust the two-tonne Mission E to 62mph in just 3.5sec and it will reach 124mph from rest in less than 12sec. More impressively still, the Mission E is claimed to provide a real-world range of more than 300 miles.

## Bentayga sales on song

IN THE MEANTIME ANOTHER VW-owned company, Bentley, was rejoicing in the fact that it has sold more than a year's production of its curiously styled and even more curiously named Bentayga SUV. Whatever you think about the looks or the idea of a Bentley off-roader, there seems little doubt it will become the best-selling Bentley in history – and in short order, too.

Driving sales right now is the fact that there really is nothing in the least bit like it out there. It is the most powerful SUV you can buy and, at 187mph, it has



the highest top speed. It has easily the most luxuriously appointed cabin and, when the seven-seat option becomes available, it will become the most practical full-sized luxury SUV in the world too.

For now the car is available only with a completely reworked 6-litre W12 engine that comes complete with 600bhp, both direct and indirect injection and cylinder deactivation, but a V8 diesel will arrive next year, followed by a petrol-electric hybrid of either 3-litre V6 or 4-litre V8 configuration depending on forthcoming legislation coming from China, which should be by far the largest market for the car. Bentley is also known to be working on a higher performance version with close to 700bhp, to be known predictably enough as the Bentayga Speed.





## Merc's clever aero

NOT TO BE OUTDONE, MERCEDES-Benz produced a striking concept called IAA (Intelligent Aerodynamic Automobile, above) whose party trick is to elongate by 40cm above 50mph and deploy sundry other aero devices to lower its drag co-efficient from an impressive 0.25 to an unprecedented 0.19.

The car is important for many reasons: it previews both future Mercedes-Benz design language in general and the silhouette of the next CLS coupé generation in particular. The trend for moveable aero devices is growing and suggests a time when cars automatically adapt to their environment, offering a low-drag configuration for motorway work, high downforce for the track and simple elegance with everything retracted when the car is parked.

Backstage, executives were also talking about Mercedes models not yet seen in public, none more thrilling than the next generation of E63 AMG saloons and estates. AMG boss Tobias Moers says these BMW M5-rivalling cars will be “not an evolution, but a revolution, and in every way”. So expect not just wild performance from a 4-litre V8 boasting at least 600bhp, but better handling, ride, refinement, fuel economy and emissions. It will also be four-wheel drive only, though I am assured by Moers it will still drift at will. With that much power, weight no greater than the current two-wheel-drive versions and four-wheel-drive traction, the 0-60mph sprint is expected to come in below the 3.5sec mark.



## Nissan gets a Grip(z)

FANS OF GREAT OLD DATSUNS will be interested to know the Z-car might be about to head off in a different direction. The Nissan Gripz concept is a sharp looking, ultra-sporting compact crossover designed to test public reaction to such a car forming the next generation of Z mobiles. Nissan is believed to be keen on the idea because the traditional market niche in which its coupé and roadster Z-cars have hitherto sat is small in turnover and smaller in profit. By contrast, and as the resounding success of the Qashqai and Juke have shown, crossovers are no longer short-term fads, but mainstream models that are here for the duration.

## Aston turns up to 11

ASTON MARTIN MIGHT NOT have had a stand in Frankfurt, but that didn't stop its top brass coming here and confirming one of the industry's worst



■ Bugatti provided visitors with an idea of what the next Veyron might look like. The Vision Grand Turismo is a bold concept that could clearly never be a reality, but its sharper, sleeker lines reveal at least the direction in which the new Veyron is heading. The production version is likely to be shown to the world in March, most probably called the Bugatti Chiron. Prices are likely to start at £1.6 million.

kept, most guessed secrets, namely that the DB9 replacement is to be named DB11.

The all-new car arrives early next year, toting brand-new bodywork said to be far more modern than the DB9 while unmistakably Aston Martin, and an all-new chassis, albeit still of bonded aluminium construction. Power is certain to be provided by a heavily reworked version of its long-serving V12, though it will not be long before Mercedes-AMG 4-litre V8s with an Aston Martin calibration arrive.

The DB11 name was chosen first because DB10 was already taken by the 10 cars built for the new James Bond film *Spectre* and (as with its predecessor, which skipped DB8) Aston wants to signal that the car has taken a bigger leap forward than a mere single digit number change would suggest.

## Big guns wait for Geneva

ASTON MARTIN WAS NOT THE only supercar manufacturer having a quiet Frankfurt. McLaren was similarly absent while Ferrari and Lamborghini chose only to reveal convertible versions of their 488 and Huracán supercars. The thinking among such manufacturers is that major new product would get lost in this vast show, where both Mercedes-Benz and Audi were so keen to demonstrate their corporate firepower they booked not simply stands but an entire hall each. The supercar constructors will be back in force at Geneva in March, where Aston is likely to show the DB11, Ferrari the F12 Speciale, Lamborghini a limited-edition supercar to commemorate the centenary of Ferruccio Lamborghini's birth and McLaren further versions of its 570S entry-level supercar.

## Ford focuses on RS

FORD'S CONTRIBUTION TO Frankfurt was to reveal full details of the already announced Focus RS. It was known the car would have four-wheel drive, but Ford confirmed also that its 2.3-litre four-cylinder motor pushes out 345bhp, enough to propel the car to 62mph in 4.7sec.

It will be priced at £28,940.

As a comparison, the class-leading Volkswagen Golf R costs £33,585 in five-door form, offers 295bhp and needs 5.1sec to reach 62mph. 📧



# VW crisis: where will it end?

**Emissions scandal runs deep for whole car industry**

| BY ANDREW FRANKEL



THE VOLKSWAGEN EMISSIONS scandal has been described as the biggest shock to hit the business world since the banking crisis of 2008. It led to more than one third of the value of the world's largest car producer disappearing in just three working days and it claimed the scalp of Martin Winterkorn, unquestionably the most senior figure in the European motor industry and possibly the world. Fines of up to \$18 billion in the US alone have been discussed and that's before anyone has begun to tot up the likely consequences of the massive class action already mobilising in North America against VW, not to mention the impact on VW's global reputation or, indeed, what happens if it transpires that VW's so-called 'defeat device' is found on its cars in the rest of the world. And what if VW is not the only company involved? Truly, the mind boggles.

So, some clarity is needed. What is known is this: almost 500,000 Volkswagen products (including some Audis) sold in the US with the EA-189 diesel engine have been found to be carrying software that can detect when

the car is being tested in laboratory conditions and switches on its full complement of emissions equipment. The same system disables the equipment the rest of the time, allowing emissions (particularly of nitrogen oxides) to rise to up to 40 times the legal limit. Volkswagen has stopped the sale of EA-189-powered cars in the US.

Perhaps the most baffling of all outstanding questions is this: if the cars all had the right emissions equipment, why switch it off on the road? "I expect it was pressure on the engineers that



"While fines can be counted, any harm to the reputation of VW, its myriad subsidiaries and also the 'Made in Germany' brand will prove harder to calculate."

made them do it," I was told by a senior source in the German car industry.

"This system was designed some time ago when emissions controls were not as sophisticated as they are now, and the pressure to pass the tests would have been immense. And I imagine the reason they installed the 'defeat device' is that without it there would have been serious consequences not in the laboratory but on the road, either with the car's performance, driveability, fuel consumption or some combination of the three."

There is apparently no need for such deceptions these days because emissions control technology has moved on so far, but astonishingly VW continued to sell cars in the US with the illegal equipment both present and functional. "It's part of a modular system," said the source, "and would not be easy to engineer out. Besides, to do that would require owning up to its existence and no engineer is going to want to do that."

As for cars sold in Europe with EA-189 engines, German transport minister Alexander Dobrindt confirmed data manipulation software has been found although it is not presently known whether it was active.

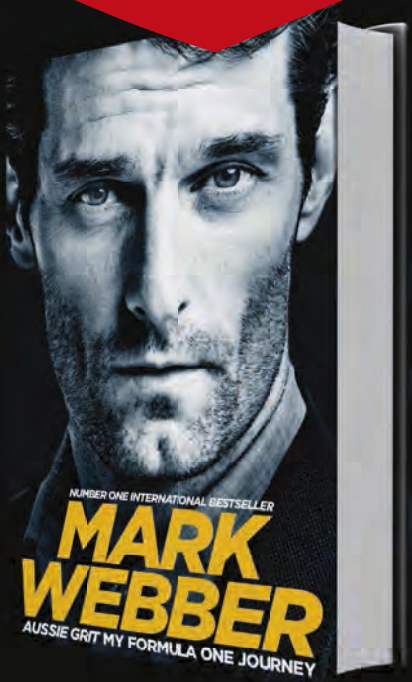
So what happens next? Such is the speed at which this story is moving that things might change between composition and publication, but the extent of the illegality first needs to be quantified, though my source is confident it is confined within the VW empire. Then the damage needs to be assessed. While fines can be counted, any harm to the reputation of VW, its myriad subsidiaries and also the 'Made in Germany' brand will prove harder to calculate. Diesel itself might suffer too, especially in the US. Great for CO<sub>2</sub> emissions and fuel consumption though it is, pollutant levels of diesel engines are significantly higher than those of equivalent petrol-powered motors.

In the meantime, Volkswagen needs to get to the bottom of this quickly and transparently. Winterkorn may have resigned, but only because the buck stopped with him – there is no evidence that, rightly or wrongly, he had any knowledge of what was going on. As we closed for press, it was reported that Ulrich Hackenberg and Wolfgang Hatz – respectively R&D bosses of Audi and Porsche – were also leaving the company with immediate effect. 📧





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# FORD MUSTANG

It has taken more than 50 years, but finally you can buy an official factory import | BY ANDREW FRANKEL

**T**HE PROPOSITION LOOKS so enticing as to scarcely seem real. After more than a half a century's wait, the Ford Mustang is going on sale in the UK. And not as a grey import or a left-hand-drive American-spec model, but with the steering wheel on the correct side of the car and a chassis set up for our roads, as official a Ford product as a Fiesta.

It gets better. In these days when the fast BMWs that would seem its most natural rivals are all powered by downsized, turbocharged 3-litre six-cylinder motors, the Mustang has an unreconstructed, 418bhp 5-litre V8 breathing air at atmospheric pressure. And perhaps most telling of all is that for this latest generation, a 50-year tradition of ride-wrecking live rear axles has been ditched in favour of a brand new, modern multi-link arrangement. The looks you know about but the price

you may not. If a BMW M4 with precisely 13 more horsepower than this retails for £57,055, what would you expect Ford to charge for its better looking, better sounding, more responsive Mustang? The answer is £33,995, including all go-faster add-ons such as a limited-slip differential, lap timer, g-meter and launch control as standard. The only extra you'll want is navigation.

I should mention too that for those wanting to pay less, there's a 2.3-litre four-cylinder turbocharged engine with a still impressive 314bhp to its name, costing from £29,995. I expect that in time it will be remembered with similar fondness to the 2.8-litre 'Thriftpower' in-line six fitted to the least expensive original Mustang. And no, I don't know why you would either, but I have not driven it yet, so perhaps its charms remain to be discovered. Even so, Ford says that 70 per cent of customers are opting for the full-fat V8, the only



## FACTFILE

**£33,995**

**ENGINE**  
5.0 litres, 8 cylinders

**POWER**  
414bhp@6500 rpm

**TORQUE**  
386lb ft@4250 rpm

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

**WEIGHT**  
1720kg

**POWER TO WEIGHT**  
241bhp per tonne

**0-62MPH** 4.8sec

**TOP SPEED** 155mph

**ECONOMY** 20.9mpg

**CO<sub>2</sub>** 299g/km

surprise to me being the number is not nearer 100.

It's a car to set an alarm for. You'd not want to be jousting with the traffic on your first acquaintance with a device of such potency and importance. You want to be over the hills and far away before anyone else is even out of bed.

Initial impressions are broadly positive. You'd complain bitterly about the cabin quality if this car cost M4 money, but £23,000 further down the scale you can afford to manage your expectations. Of course there is too much plastic, but at least it's not horrid like that used in earlier generations. The dials are clear and pleasantly simple, the switchgear sensibly arranged. You'll like the driving position too, and the view out over a thick-rimmed wheel with its pony motif at its centre. That said, the colour information displays are confusing and difficult to operate via too many steering wheel-mounted buttons and there's too much shiny



metal (or plastic pretending to be shiny metal) for my liking. But for a car with more than 400bhp costing little more than a top-of-the-range hatch, I wonder what more it is reasonable to expect?

The engine surprises because its behaviour is largely the reverse of your preconceptions. For a start there's no need to warn the neighbours or send the pets indoors before starting it. Compared to an Aston, Jaguar or even Mercedes AMG V8, it is the soul of finger-to-lips discretion when it starts. I was expecting a sloppy gearbox, too, but the standard six-speed stick shift is a precision instrument and quickly eases its way into each position with almost zero excess movement.

The car even has some ride quality. It's no limo and more expensive European coupés set higher standards, but my brain is programmed to recall the butt-breaking ride of earlier Mustangs as they failed to manage the unsprung mass of their hefty rear axles, and this still firm but plausibly well damped approach to the open road provides an entirely reformed character.

So much so I wondered if Ford had gone a little too far and, in its eagerness to engineer in sufficient civility for it to work in both Birmingham, Alabama, and the West Midlands, had engineered

out some of that down-to-earth, blue-collar honesty that has been the hallmark of the pony car since its introduction in 1964.

My fears seemed confirmed when I opened the throttles for the first time. The car's response was muted, the acceleration gentle in the mid range. Only when the revs rose past 4000rpm did the engine note change and issue a hard-edged cry beaten only in volume by my sigh of relief. You might have to look a little harder than expected, but it's all there when needed: the V8 thunder, the solid thrust and, most importantly, the idiotic grin on the driver's face. Ford claims a 0-60mph time of 4.8sec and to me it feels it would be quicker even than that were it not for limited traction.

Which means it's quick enough, while leaving scope for improvement for the



Latest Mustang is flawed in parts, and required careful attention on wet roads, but for the most part it's every bit as much fun as its V8 sounds




supercharged Shelby cars still to come.

Its pace is matched very well by a chassis of engaging but by no means unlimited ability. Whereas the old Mustang's entertainment derived largely from a paucity of grip and a good-humoured attitude to unusual slip angles, the new car sits halfway between there and the crushing but sometimes unengaging fluency of modern European equivalents. And I'd love to say that results in the best of both worlds, but it's not as simple as that.

The new Mustang is well balanced, resists understeer and – if you do turn off the electronics – will happily indulge your tail-out fantasies. Oversteer is no longer a natural state for the car, but it will oblige if that's what you want. What it lacks is the kind of body control required to maintain its ride height on a quick road and this ultimately limits its point-to-point pace and your driving pleasure. And when it rained a car that already felt big suddenly became harder to manage than I would have liked: there was too little feel from the steering in conditions requiring a delicate touch, and too little warning from the back axle that it was about to break loose. I'd stop short of calling it tricky in the wet but, unlike on a dry road, it provided too little reward for too much effort. Your instinct will be to re-activate the electronics, turn on the radio and proceed at an altogether gentler pace.

And it does that well, too. The engine is quiet in its massively overdriven top gear, the seats comfortable and supportive. With reasonable space in the back and a large boot, the Mustang is a perfectly usable everyday car, so long as you can put up with terrible fuel consumption and an infuriatingly small (61 litres) fuel tank.

I always assumed before I drove the Mustang that it would come with a fatal flaw. Cars that appear to offer so much for relatively little always do. But this one does not: it has failings and a long list at that, but there's not a deal breaker among them.

I expect sales in Britain to be modest, but that says far more about a nation of badge snobs than it does about the first Mustang Ford has tried to sell us. I liked this car, welcome its belated appearance over here and hope people can see past their prejudices and its faults to the fun, charismatic and pleasingly different bargain beyond. 



# ARIEL NOMAD

Demand soars for slower sibling



**T**HE PROBLEM WITH offering people what they want is that they already know they want it: and where anything is desired, so long as it can also be afforded, it will already have been provided. So the best you can hope for is to offer them a different version of what they already have and hope they want it even more. The trick, then, is to provide them with something they had no idea they wanted until the actual moment you offer it to them. And that, in a rather large nutshell, is why of late the telephone has not stopped ringing at the Ariel Motor Company.

So why would anyone want an Ariel Nomad? It looks like its long established Atom brother – though it barely has a part in common – but is bigger, heavier, less powerful and more expensive. And

## FACTFILE from £33,000

**ENGINE**  
2.4 litres, 4 cylinders

**POWER**  
235bhp@7200 rpm

**TORQUE**  
221lb ft@4300 rpm

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

**WEIGHT**  
670kg

**POWER TO WEIGHT**  
351bhp per tonne

**0-62MPH** 3.2sec

**TOP SPEED** 125mph

**ECONOMY** n/a mpg

**CO<sub>2</sub>** n/a g/km

yes, it is also slower in straight lines, around corners and takes longer to stop. In every measurable respect, in fact, it's worse.


Yet there are plenty of positives. I guess the first is fairly obvious: just look at the thing with its science-fiction exoskeleton, chunky tyres and (optional) banks of headlights. It looks so much fun it scarcely seems possible, a crazed designer's scrapbook doodle made real in steel, rubber and glass. Ariel's boss and the aforementioned crazed designer Simon Saunders says lots of customers want Nomads to use in town, I suspect for the image they think it projects.

Another bunch want to use their Nomads off the beaten track. If the car has a spiritual antecedent, I guess it's the Beach Buggy, but I hesitate to pursue the analogy because I once drove one and it

was appalling. But despite only driving its rear wheels, because the Nomad is light, has its engine over its driven wheels and can be specified with some very serious off-road tyres, rally specification dampers and massive suspension travel, there are very few places where it cannot follow a purpose-built off-roader. If I ran a posh hotel in the Emirates, I'd want a fleet outside in which my clients could go dune-busting.

Then there are those who will want to use theirs in competition because a Nomad has already gone quicker down a gravel stage than a Group N rally car, despite being on the wrong tyres, and there are those who simply want to enjoy theirs on the road.

I drove it only briefly, but on road and off, and was struck by how much more accessible it is than an Atom and, with a screen and wiper, more civilised too. As you will see from the stats box it is still phenomenally quick but, because it has so little grip, it takes a lot less speed and effort to get it sliding and drifting, and it's far easier to control too.

And this is only the start: Saunders and his team are already putting the finishing touches to the supercharged Nomad, a move that should render the car even madder than it looks. Because with a car like this, even too much of a good thing will likely prove insufficient. 





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### 1951 Talbot-Lago T-26 Grand Sport Saoutchik Coupe



Chassis Number: 110156

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## HONDA CIVIC TYPE R

Fun to drive, but stripped of a little soul

REALLY WANTED TO LIKE THE new Honda Civic Type R. It was important to me. When I first started testing cars, hot Hondas were magical devices with tiny, jewel-like engines that revved higher than those built by Ferrari and came with superior specific outputs too. At maximum chat they sounded like small flat-plane crank V8s and featured technology such as computer-actuated variable valve timing that was unknown in any other remotely comparable car. And while other hot hatch manufacturers fobbed customers off with strut-type front suspension and a simple torsion beam at the back, the hot Civics came with nothing less than double unequal length wishbones at every corner.

And then Honda had a change of heart at the end of the last decade. It left F1, canned its NSX, killed the S2000 sports car and all the Type Rs. Honda became as sensible as a mildly sedated stockbroker. And do not infer that I think a car without killer performance is not worth having; tearing the heart out of its product lines seemed also to mess with Honda's head and convince it that merely adequate products would suffice, when rivals such as Ford and VW strove for excellence.

But now and at last Honda appears to

be waking up. It is at least back in F1, we will drive the delayed new NSX next year and the Civic in front of you proves that reports of the death of Type R have been somewhat exaggerated. What's more it is now one of the most powerful hatchbacks in existence and the Nürburgring lap record holder for this kind of car. And for what it's worth, this four-cylinder Honda hatchback laps quicker than a brand-new BMW M4 costing almost double the money.

At its heart lies a new 2-litre turbocharged engine developing a punchy 310bhp directed to the front wheels alone via an exclusively manual gearbox. Honda did consider a twin-clutch paddle-shift transmission that would have done wonders for claimed performance and probably economy and emissions, but its engineers decided that approach would simply be less fun. It is an attitude I applaud.

The car looks slightly cartoonish with



### FACTFILE

**£29,995**

**ENGINE**  
2.0 litres, 4 cylinders

**POWER**  
310bhp@6500 rpm

**TORQUE**  
295lb ft@2500 rpm

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

**WEIGHT**  
1382kg

**POWER TO WEIGHT**  
224bhp per tonne

**0-62MPH** 5.7sec

**TOP SPEED** 168mph

**ECONOMY** 38.7mpg

**CO<sub>2</sub>** 170g/km

its superhero body kit and, regardless of its actual ability, this alone will therefore restrict its appeal to extroverts only. Then again, it's making no promise it can't keep in full.

It is phenomenally quick, failing to clock a sub-5sec 0-62mph time for traction reasons alone. The engine is far more flexible than you might expect of one in such a high state of tune and its power is meted out evenly through the rev range.

The chassis struggles to cope at very low speeds but as soon as the front tyres can handle the torque being thrown at them, the Civic is very fast, very fluent and as fun as it looks across country. The ride is firm, but perhaps less so than its looks suggest and far better than that of the previous Civic Type R.

But for all its power, the engine does limit the car's appeal, especially to those who can recall how old Type Rs used to sound. Their heavenly howls have been replaced by a toneless blare.

It spoils just slightly a Type R that otherwise could be welcomed without reservation. A hot Renault Mégane is more engaging still, a VW Golf R a far better every day proposition, but neither is ultimately as quick and nor do they offer such a sense of occasion. If that approach is to your liking, the car will be too. ☑





# *Blackhawk*

## COLLECTION

*Purveyors of Rolling Art*

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### 1934 Rolls-Royce Phantom II Continental Kellner Three-Position Cabriolet



This One-Off design masterpiece is a happy marriage of one of the most desirable chassis of its day with the striking coachwork of one of France's most respected body builders, Kellner.

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## MERCEDES-BENZ G350 CDI

Boldly going where few have gone before

IT IS EXPECTED IN THIS business that any member of car company staff trusted to talk to journalists will sing like nightingales in praise of their own product. It is less common for them to do so about those of their closest rival.

But there I was, teetering at an impossible angle somewhere outside Frankfurt on some sadist's off-road course in a new Mercedes *Geländewagen* while my German instructor lamented at length and with considerable passion the recent passing of the Land Rover Defender. "That was an amazing car," he said, "and now it is gone. Now we feel we have no competition, nothing to really challenge us." It was perhaps an odd comment given the least anyone can spend on a new G-wagen (or G-class as Mercedes would prefer us to call it) is now £87,795, but I still understood exactly what he was saying: when the going gets not simply tough but absurd, these are the two cars to whom the real off-road experts time and again will turn. United by their flexible ladder chassis, low-range transfer boxes and ridiculous wheel articulation, these are the off-roaders' off-roaders. Or were.

Until Land Rover reveals its plans for the new Defender, there can surely be no doubting the G-wagen's

### FACTFILE

£87,795

#### ENGINE

3.0 litres, 6 cylinders, turbocharged

#### POWER

242bhp@3600 rpm

#### TORQUE

442lb ft@1600 rpm

#### TRANSMISSION

seven-speed automatic, four-wheel drive

#### WEIGHT

2612kg

#### POWER TO WEIGHT

93bhp per tonne

#### 0-62MPH

8.8sec

#### TOP SPEED

119mph

#### ECONOMY

28.5mpg

#### CO<sub>2</sub>

261g/km

supremacy beyond the paved road.

Not from where I'm sitting at least. I know I should be thinking about the fact that the new G350 CDI has had its power boosted from 211 to 245bhp and that the G63 now punches out 571bhp instead of 544bhp, but right now I'm thinking only about the muddy cliff off which I have been instructed to drive. All G-wagens have improved damping and recalibrated, less intrusive ESP systems, but none of these is going to stop me plummeting towards the planet.

"Where's the hill descent control?" I ask. "There is none," comes the reply. "The car does not need it: you will see."

So over the top and into oblivion we

go, the car nosing down until the blood rushes to my face and my seat belt locks around me. Then just as we appear certain to hurtle out of control, a vast but unseen hand holds us back. We descend at barely perceptible pace with my heart in my mouth and my feet off both pedals. And I learn that hill descent control is useful only on cars already compromised by their lack of low-ratio transfer boxes or other impediments. If a car such as this gets away from you, geared as it is in low-range first to make a glacier look sprightly and with driver-lockable front, centre and rear differentials, you really have driven off a cliff.

In more everyday surroundings, even this greatly modified G-wagen is pretty terrible. Its steering is best described as approximate, its ride quality is largely absent and its packaging akin to an inverted Tardis.

But still it has charm. For all its faults and the incredible prices Mercedes asks you to pay for them, you cannot fail but to look forward to every outing. There is nothing rational about the decision to spend that amount of money on this kind of car. But now the Defender is gone, it's a car that does things no other can do. And when you experience what those things are, you might not agree with someone's decision to buy one, but you'll certainly understand it.



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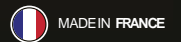
Corvette has been synonymous with speed, performance and precision since the first car took to the track in 1953. Now, Corvette's unmatched style and groundbreaking engineering are captured in a collection of exclusive timepieces by legendary French watchmaker BRM Chronographes, who has partnered with General Motors to create a licensed, limited-edition Corvette Racing wristwatch.

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REF. V6-44-COR-05



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## Howden saved my career

It was a thrill to read Doug Nye's recent words on Howden Ganley's book.

After coming to England to race in F3, I found myself as an out-of-work racer after Marlboro Scandinavia withdrew its sponsorship. I was subsequently happy to accept Howden's offer of a drive in the European Sports 2000 championship.

To work with him was a real pleasure, and gave me an insight into his deep understanding of racing and its technical aspects. Without his help, I doubt my career would have endured – or, indeed, have been so enjoyable.

*Thorkild Thyrring, Copenhagen, Denmark*

## Where are they now?

Being a keen observer of Scarab race cars (and a close friend of Augie Pabst, who achieved fame in them), I read your article on the recently sold Scarab racers of Don Orosco. This acknowledged that one of the F1 cars is a replica, but I feel more explanation is in order.

While chassis 001 is original, Chuck Daigh crashed the second F1 car at Silverstone in 1961 – as mentioned. A good portion of that car was scrapped, but a new frame was built. This car was in the hands of Ali Lugo for many years, then went to the partnership of Jack Douglass and Barnaby Brokaw. Mr Douglass passed away about a year ago, and I believe the car is still in his estate. This is the car Mr Orosco replicated.

Reference was made to Orosco's front-engined sports racer. Orosco owned the first front-engined sports racer for a number of years, but he sold it in the late 1990s to Rob Walton, who still owns it. Orosco then had a replica made and retained that.

To the best of my knowledge, Scarab ownership is presently as follows. Front-engined sports racers 1-3 are respectively in the hands of Rob Walton, John Mozart and the Revs Institute/ Collier Museum. The rear-engined car is in the Augie Pabst collection. As for the front-engined single-seaters, number 1 was sold by Orosco at Goodwood, number 2 is with Barnaby Brokaw/ Estate of Jack Douglass and Julian Bronson has number 3. Dan Cotter has the rear-engined Intercontinental Formula chassis.

*Tom Schultz, Wisconsin, USA*

## Eyewitness account

In your recent article on the Scarab team you mentioned that Lance Reventlow's affair with a Maserati sports car ended "in the wall at Snetterton". I witnessed this accident and here is what happened.

Braking for the hairpin at the end of the original straight, Reventlow clipped the rear of John Horridge's Lister-Bristol. Both cars spun onto the outfield and rolled, the drivers being flung from their vehicles. Horridge escaped with shoulder/collar bone injuries while Reventlow landed at the foot of a spectator protection bank. The Maserati then landed on top of him, but with one end on the bank it miraculously straddled the prone driver and Reventlow was virtually unscathed. The Maserati was scratched from the subsequent race, however.

*John Hindle, Penshurst, Kent*

## All roads lead to Rome

By leading at Rome and going on to win, Jenks maintained that a myth – "He who leads at Rome will never win the Mille Miglia" – had been broken. Not true really, as Campari had done so in the second running of the race in 1928, along with Pintacuda in 1935/1937 and Villoresi in 1951.

Let this not detract from the Moss victory of 1955 as it is probably the greatest by a Briton in motor sport history. Incidentally, Castellotti also won after leading at Rome in 1956.

*Glyn James, Llanymynech, Powys*

## Silverstone memories

In September's issue Damien Smith referred to his visit to Club Corner during this year's British Grand Prix and his memories of the same location in 1981. When Damien was standing on the "barren apron" at Club watching John Watson hurtle towards victory, I was busy lap-charting for my father, Keith, in the Stowe commentary box.

I agree with Damien's sentiment that, while the majority of the visual cues have long since been swept away by the demands of F1, there remain a few hidden gems. The "copse" of trees survives, and spectating on the outside of the Maggotts/Becketts section still takes the breath away.

However, my favourite location is no

longer within sight of the track. Each time my two sons and I cycle away from Maggotts/Becketts to watch elsewhere, we always take the longer route around the back of the vast grandstand. This dusty apron reveals the occasional red and white kerbing of the old Becketts corner on the Grand Prix circuit.

A pause is essential, to remember those who clipped that kerb before sweeping through Chapel and on to Stowe.

*Alistair Douglas, Bromyard, Herefordshire*

## Pop into your local Spa

After attending the Belgian Grand Prix I was walking towards the car park and realised I was on the old circuit. Things got even better as I joined the traffic and trundled into Burnenville. A little further on we passed Malmedy and were soon at the Masta Kink; I thought of Chris Amon in the 1970 GP, egging himself to take it flat while chasing Pedro Rodriguez. We turned off just as I saw Stavelot curving off to the right and my magical traffic jam was at an end. I did wonder how many others realised what hallowed ground they were on.

*Gareth Holt, Coulsdon, Surrey*


## All things Brighton beautiful

I've had enough of F1, its obsession with technical complexity, overt politics and obscene commercialism. But what else has caused me to stop following a branch of our sport that I first witnessed at Brands Hatch in the 1950s?

One, I recently attended the Brighton Speed Trials. Jim Tiller was there in his venerable Allard, achieving 139mph in 10.6sec. A bike rider was getting close to 160mph in less than 10sec and a Vespa scooter reached 93mph. It was very entertaining and achieved in a great atmosphere of amateur fellowship.

Two, I enjoyed superb live coverage of the Goodwood Revival on TV. I was able to see what the drivers were doing and the way their cars responded. In every race there was a wide diversity of vehicle designs and I could read the race numbers without difficulty.

I shall continue to read Nigel Roebuck's column. His pithy commentary on the dire state of F1 will entertain me, as will his historical references, but I've had my fill of the current racing and the TV coverage.

*Greg Thompson, Lydd, Kent* 

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1



2

3



## CHRIS BEACH

Long-time reader Chris Beach used to take photos on practice days. Why? "It was usually free to enter, with hardly any spectators, and drivers were accessible." Indeed so... **1** Jo Bonnier with distinctive team colours and Volvo service barge at Brands Hatch, 1968 **2** Clay Regazzoni, Mario Andretti and Jacky Ickx at Brands for the 1972 BOAC 1000Kms **3** Ronnie Peterson at Silverstone, 1971 Martini Trophy **4** Peter Gethin lends BRM crew a hand, Brands 1972 **5** Chris Amon in thoughtful mood at the same meeting **6** Regazzoni and Andrea de Adamich, Brands 1971 **7** Jo Siffert, Jo Bonnier & François Cevert, Thruxton 1971 **8** Parting shot from Graham Hill



4



5



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7

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8



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

by Richard Holt



**CERTINA DS EAGLE CHRONO AUTOMATIC** in brushed steel/PVD, £1295



**IWC PORTOFINO HAND-WOUND MONOPUSHER** in white gold, £19,950

### IWC

Founded in Schaffhausen almost 150 years ago, IWC is a great Swiss brand. Only if you spell out the full name do you realise its foreign influence. Coming to Switzerland in search of skilled hands to make watches for the US market, an American started the International Watch Company. Swiss-owned since the late 19th century, it has long had global appeal. Just released is the Portofino Hand-Wound Monopusher, the first IWC with a single-button chronograph.

[www.iwc.com](http://www.iwc.com)

### CERTINA

What do you look for in a watch? For some it is nothing more than a rudimentary device for cutting down the regularity with which you are drawn to the enslaving glow of your smartphone. For others it is also an object that evokes an emotional response somewhere between mild affection and all-consuming obsession.

It's difficult trying to explain why we like certain things more than others. Looks count, naturally, but while those with formal design training like to talk about the science of aesthetics and so on, for most of us it is less examined: we either like it or we don't. But beyond looks, there are two main factors that go towards explaining the appeal of certain timepieces over others: the quality of the machine and the story that goes into making it.

The grand old brands are proud of their histories and sophisticated engineering. The only downside is that those two intertwined properties come at a price that puts them in the *maybe-one-day* category for lots of people. Certina, though, prides itself on offering these things at a more accessible price. Now part of the Swatch Group, Certina was founded in 1888. Initially a family business making specialist parts, the company soon began making its own watches and gained a reputation for innovation.

In 1959 Certina introduced its DS (double security) system, designed to be both highly water- and shock-resistant. As part of the brand's drive to gain recognition as a tough sports watch, the following year a DS was taken on an expedition to the Himalayas to prove its resistance to extremes. Certina also has a long-standing commitment to motor sport, being a partner of the Sauber F1 team since 2005 and the official timekeeper of the World Rally Championship since 2013.

The company produces a full range of high-precision quartz watches, but for those for whom a watch must have a mechanical heart they also make automatic winders with ETA movements. New for this year with a self-winding movement is the DS Eagle Chronograph. With a 46mm case, screw-fastened bezel and open caseback to admire the mechanicals, the watch is available in three colour combinations and water-resistant to 200 metres.

In a market where automatic chronographs often run to many thousands of pounds, this one is available from £1295. While that is certainly no giveaway, for a watch of this pedigree it is something of a bargain.

[www.certina.ch](http://www.certina.ch)

### PATEK PHILIPPE

The watch you see here is a new version of a design that has been around for almost 40 years.

Although the shape is now very well known in the world of quality watches, when the Nautilus was introduced in 1976 it was considered extremely radical. For loyal Patek Philippe fans, seeing their beloved company produce a sports watch with a porthole-shaped case was something of a Dylan-goes-electric moment. But the Gérald Genta design endured and has become a recognisable Patek Philippe signature as anything designed in the pre-Nautilus days.

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**PATEK PHILIPPE NAUTILUS** in rose gold on a gold bracelet £33,560





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Tribute *Guy Ligier*

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**T**HERE WAS A CERTAIN patriotic elegance about the cars he drove, likewise those that bore his name. Former racer and team owner Guy Ligier has died at the age of 85, leaving a trail of memories with an indelibly French blue tint.

Orphaned at the age of seven, Ligier left school at 14 and commenced his working life as a butcher's apprentice before discovering an aptitude for sport. He was French rowing champion in 1947 and played rugby to a very high standard, being selected for the national B team before his career stalled following a series of injuries. He then switched to motorcycle racing, winning domestic titles and generating sufficient profit to launch his own construction business. Friendships with local politicians – including Pierre Coulon, mayor of Ligier's native Vichy, and future French president François Mitterrand – did little harm when it came to contract tenders.

He first dabbled with car racing during the late 1950s, but became more serious about it the following decade, when competing in both GTs and single-seaters. In 1966 he drove his own Cooper T81 in selected Grands Prix, before switching to a Brabham BT20. Both, naturally, were French blue. He scored his only world championship point at the Nürburgring in 1967, finishing eighth on the road (but sixth of the F1 cars, behind a couple of F2s). During that same summer, he and close friend Jo Schlesser won the Reims 12 Hours in a Ford France-entered GT40.



SCHLESSER'S DEATH IN THE 1968 FRENCH GP temporarily sapped Ligier's appetite for the sport. At that stage he was already looking at building his own sports racer, a project that was temporarily shelved in the wake of Schlesser's accident. It was reprised the following year and, when finished, was baptised JS1 in his fallen friend's honour.

Ligier continued to compete occasionally and his early sports racers – pretty cars, all – scored a few wins. Reliability wasn't always a strength, although Guy Chausseil and Jean-Louis Lafosse took a JS2 to second overall at Le Mans in 1975. By then, however, *le patron* had greater ambitions. When Matra Sports withdrew from racing at the end of 1974, Ligier purchased the assets and now had a factory capable of supporting a Grand Prix project. Powered by a Matra V12, his first F1 car – the JS5 – made its debut in Jacques Laffite's hands in 1976 and finished on the podium at Zolder, only its fifth race. One year later Laffite won in Sweden with the JS7.

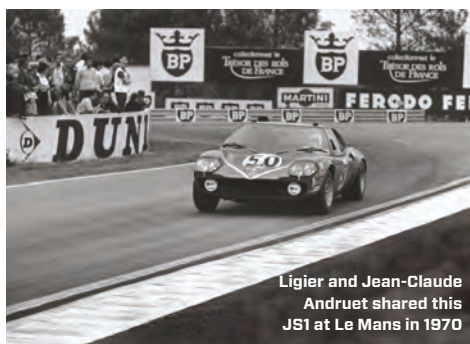
The marque would be an F1 fixture for 21



Ligier's Cooper-Maserati in the 1966 Monaco GP; below, Guy pictured with Jacques Laffite in 1979



seasons, disappearing only when Alain Prost bought and renamed the team in 1997, five years after Ligier had sold his controlling stake. Its apotheosis came in 1979 and 1980, with the stylish JS11 and JS11/15. Laffite won the opening two Grands Prix in 1979 and looked set to mount a serious championship challenge, but in the end he finished only six races – five of those on the podium. His team-mates Patrick Depailler and Didier Pironi notched up one victory apiece. Laffite scored two more wins in 1981, when he emerged as a title outsider, but they would be Ligier's last until Olivier Panis's against-the-odds success



Ligier and Jean-Claude Andruet shared this JS1 at Le Mans in 1970

from 14th on the grid at Monaco in 1996.

During his time at the helm, Guy Ligier was equal parts charm and irascibility. Leading French F1 writer Patrick Camus says, "We had some lovely evenings together – and it was a tradition to drink pastis. Every so often he'd invite a small group of French journalists to join him – usually when the team had suffered a bad day at the track, or he wanted to announce something. I guess it was his version of a press conference. You're supposed to mix pastis with water and ice, of course, but he rarely left space in his glass for anything else. Afterwards, we'd have a small buffet at the track, or else repair to a restaurant. He always wanted to drive, because he hated being a passenger, but if he'd had a few drinks the rest of us didn't want to be passengers, either..."

"I also saw him blow a fuse many times. He once broke a wooden table in the Michelin motorhome because he was angry that Ligier wasn't being given the softest tyre compounds. And then there was the 1984 French GP at Dijon. Andrea de Cesaris had his qualifying times annulled after his fire extinguisher was found to be empty. Guy's reaction was to take the extinguisher and attack the race director's road car with it. On one occasion, when he was irate about something a French reporter had written, he grabbed him around the waist, picked him up and dropped him in a nearby bin."

Englishman Chris Williams worked as the team's press officer during the mid-1990s, by which stage Ligier's role was mostly ambassadorial. "Tom Walkinshaw and Flavio Briatore were running things by then," he says, "but Guy would often turn up at races and give everybody a huge hug, whether he knew them or not. He retained a very strong emotional attachment."

British engineer Humphrey Corbett joined at a similar time. "I hated pastis," he says, "but every day at about 5.30pm we were supposed to decamp to the store room for a drink. It had apparently been a tradition from the start. Guy was no longer directly involved, but one day I spotted an elderly chap pottering around outside the factory and asked who it was. Somebody replied, 'Oh, that's Guy – he quite often stops by to do a bit of gardening.' He clearly still cared."

Having sold the F1 team, Ligier created a new business in the fertiliser industry and turned that into a huge success, before later taking over Automobles Martini and planning to market Ligier F3 cars. That failed to bear fruit, but the name returned to the track with a successful range of small sports-prototypes and today, under the stewardship of Onroak Automotive, Ligiers score regular class wins in the world's major endurance events.

Motor racing has been stripped of a character, but his legacy continues as, appropriately, does that JS suffix. *Simon Arron*







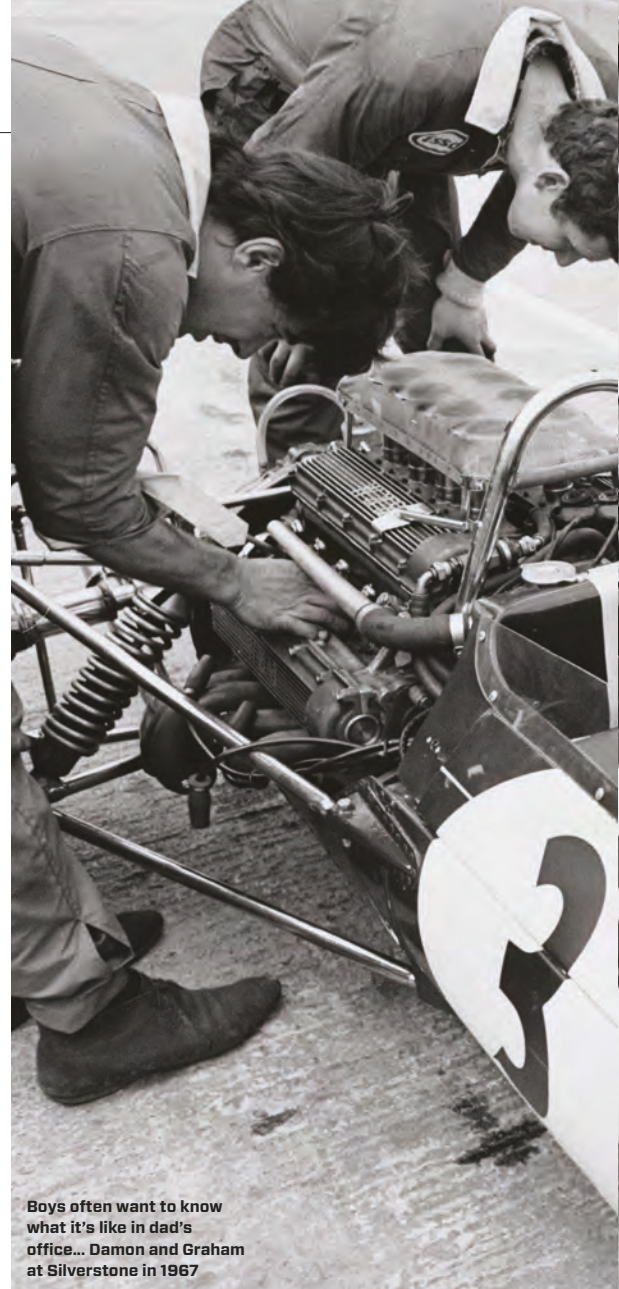
“  
Had dad  
not died  
I doubt I would have  
become a racing driver  
”

Damon Hill lost his father in an air crash on a foggy November night, 40 years ago. Against all expectations – including his own – he followed Graham Hill into the family business, and won on his own terms. Now, in a revealing interview, he speaks candidly about the man he knew, from the perspective of a son who is older than his father ever had a chance to be

writer MARK HUGHES







Boys often want to know what it's like in dad's office... Damon and Graham at Silverstone in 1967

**F**

ORTY YEARS ago the lives of six families were devastated as Graham Hill's Piper Aztec crashed on a foggy Hertfordshire November evening. A day earlier 15-year-old Damon Hill, preparing for school, had

watched his father readying to leave, headed for Paul Ricard to oversee the test of the new Hill GH2 Formula 1 car. Just another snapshot moment in the hectically busy life of 'Mr Monaco', unique winner of motor racing's triple crown, only months since retired from the cockpit to begin a new phase of life. It was the last time Damon saw him.

There's never a good time to lose your father, but aged 15, caught between childhood and manhood, the complexities of the father-son relationship at its most bewildering, it was particularly difficult. Especially for two such complex souls – in many ways contrasting, in a few very similar. The patriarchal process was pulled up brutally short at a crucial time, before the moment of challenge, let alone anointment.

"I hadn't had that ruck," says the 54-year-old retired world champion. "We hadn't had that moment where you shout, 'Dad, you're wrong,' and he says, 'OK, then. Off you go. See how you get on.' So I still don't know what that's like. And I wonder if that's why it's always been difficult for me to deal with authority. When I went into teams and was dealing with what I describe as 'adult males' you don't know if you're an adult male yet or not. Even now, older than dad ever was, I don't feel that I am."

IT WOULD SURELY HAVE BEEN A PROCESS of some difficulty, such was the enormity of the personality we are discussing here: Graham Hill. And of the behavioural codes of his place and time. Damon: "He was like a god to me. He was my dad, he was famous and successful. Everywhere he went he was just hilarious. But behind the scenes, he was a bit contradictory. Everyone wanted to meet him. But there are people I know who didn't get on with him. He was a hard man when it came to getting things done, he didn't cut anyone any slack and was a bit insensitive sometimes. But when you're in a tough situation you haven't got time for that. That's the theory. Now we live in the touchy-feely, you can't talk to me like that, abuse in the

workplace age. But he was brought up in wartime and he was in the navy and when they said jump you jumped. I grew up with that.

"But we could have a laugh. He was a very funny man, loved to muck around. So on the one hand he was a disciplinarian and on the other he was a clown. So you end up thinking, 'Which bit can I do, then?' Can I do larking about? Yes. But when you overstepped the mark he'd cut you down, because he had a way of saying the thing that would go to the quick and a lot of people felt the sting of that. But you know, he wasn't a bad man; he was kind beneath it all. He was a bloody hard worker and lived life to the full. He left a pretty indelible impression." In an earlier interview, Damon summarised his father's place in the public's affections thus: "He had a quality of humanity, which is the thing that makes sports people transcend whatever it is they've done. He transcended being just a mere sports person." The raconteur, the flirt and the clown were the public face. The grimly determined character behind the mask answered to no one.

"He was totally in charge of his own life," says Damon. "It's like that recent Niki Lauda tweet where he said, 'I do whatever I want and no one tells me what to do.' That applied to dad. They are of a type: self-made men and there was a whole generation of them in Britain in the '60s. They made their own judgment calls. He said he hated being in the navy, that it was two years wasted. But I don't know. I think maybe it taught him quite a lot actually.

"If you listen to my dad then listen to Colin Chapman it's weird; their voices are almost identical. There's a slightly squeaky intonation with a hint of north London thrown in. Then the tight moustache and the slicked-back hair and their mannerisms. It's like these people were so long together they became parodies of each other. They were sort of WWII pilot archetypes. You can see how propaganda works. You present a nation being made up of these characters and then people just slot in. David Niven, my dad, Terry Thomas, Errol Flynn – all fit in the same mould. These people formed the archetype, an image that becomes common currency. Just look at Dick Dastardly – that is my dad! In the '50s they lived out of each others' pockets. There's a great picture of my mum with Hazel Chapman on a day out down in Brighton."

Graham Hill and Colin Chapman were of a time and place and each answered only to themselves. But they partnered up – in 1958-59 and again in 1967-69 – through mutual interest. "We used to go to their place," Damon says, "and even though I was young I always sensed them not fitting together very well. They were each their own men.

"Similarly, I think when Bernie Ecclestone bought Brabham and dad was the driver, Bernie had a bit of trouble accommodating him. Dad,

Chapman, Bernie – can you think of any more self-determined, independent characters? Dad was at that time almost transcending the sport, in that he'd become the public face of motor racing. He jokingly called himself 'The Ambassador', and he was a galvanising force. So Bernie was having to deal with this guy who was actually getting to that senior position in the sport of being a voice and spokesperson.

"But dad didn't think in the same way as Bernie. Not many people – if anyone – was going to catch Bernie out but later on, when Bernie began to build up the teams as a group and dad had his own team, he was not part of that group and I think it may have been that he'd sided with Paul Metternich at the FIA. I'm not sure how that would have all panned out. There was a kind of respect there but dad and Bernie had similar histories in a way. It was the wild west in those days. Because there were no rules yet telling them what they couldn't do. Then if anyone said, 'Hey, that's not right' it was too late; they'd already done it. Because of that, they made their own lives. When you get





BETTY

two people together like that they don't get on very well in the same room."

Even in death, Graham was one tough act to live up to – and Damon was caught between establishing his own identity and following in his dad's footsteps. "Yeah, 'not quite as good as his dad' is the epitaph I guess I have to live with," he laughs – the laugh of an audience member, the recipient of the joke even when he's the teller. Maybe that's just another inevitability of being Graham Hill's son. The straight-faced delivery of the one-liner that has everyone around in stitches of laughter – that was Graham's territory. "Yeah, but the funny thing about his extrovert character, is that originally he wasn't. Not according to my mum, anyway. She describes him as an introvert when they met. He was quite quiet apparently but somewhere he fell in with the wrong crowd or something and said, 'Wait a minute, I'm a lion tamer!' It's the usual thing: you live your life, then you go motor racing and everything changes. He was having a ball and he was good at it. He was a good performer – and sport is

about performance. So he performed as a racing driver but he also performed in his role out of the car, playing this larger than life character and people loved his cheeky sense of fun."

IN THE CHARACTER GRAHAM PROJECTED, Damon believes he over-played the plucky trier role. "He is recalled as a valiant grafter rather than as a natural driver. But partly that was down to how he categorised himself. He had incredible powers of concentration – and determination is part of that. Determination is a kind of accolade in our society whereas actually he probably did have quite a lot of talent. You cannot win 14 Grands Prix, two world championships, an Indy 500 and Le Mans just on determination. But he did work very hard at it too – maybe even too hard. There's definitely an argument that he didn't need to change everything on the car 20 times. Certainly, the mechanics say he had them pulling their hair out in frustration because he didn't let up. But he wanted to win. He didn't want anything to

go by that might cost him a victory – and in those days the cars were very fragile so doing clever things with your gear ratios, for example, might make a difference. That was your trade and you'd take that from one place to the next – you were the computer with all the data."

That wasn't even the most fundamental difference between then and later, though – as Damon points out. "I don't think what I did was really the same game as dad's. It was still a *bit* dangerous when I was doing it – but totally lethal when he did it and, to be honest, I don't think I'd have fancied doing it if it had still been like that. I recently watched YouTube footage of the 1964 Indy 500 where two drivers died. There are cars on fire, total carnage. Dad went there and won it two years later and must have done it knowing that could've been him. Every time he went out the house from the time before I was born until the day he retired he left the house thinking 'I could get killed'. Contemplating that now makes me wonder what it must have been like. I don't think I experienced anything in comparison. It's not foremost in the drivers' minds now. Back then, it was right there in their face. It got to the point where people just didn't want to go to another funeral. Mum and dad were always going to funerals – Bruce McLaren, Jim Clark, my godfather Jo Bonnier, the list went on. Even when dad won Le Mans he lost a good friend and I lost my godfather.

"I've talked with Paul Stewart about this and I think we've both been affected growing up in an environment where there was that much fear. There's a bit of a distance people keep. Mechanics talk about it – they didn't get close to drivers because they didn't know whether they were going to lose them or not. There's a distance you keep and they become slightly scary, partly because they are doing this big scary thing. I think the danger made them wilder as well – made them party harder and be a bit more crazy. Which is entertaining for us, except of course...

"There's a lot of mythology about it – being resigned to one's fate, which is seen as being a brave philosophy. But actually it's not very nice for everyone around you. The fear just crept in. At first you're too young to really understand it but you know there's something going on that's not very good. Dad's mood was very reflective if something bad had happened. In *Mr Monaco* he talks about Jo Siffert dying. I was there that day at Brands Hatch [as an 11-year-old in 1971]. We were sitting in the grandstands and the *au pair* who looked after us took our hands – me and my sister – and led us away. With black smoke rising up in the air. Not a very nice afternoon when your daddy's in the race. But you don't... you're not quite there yet. You're kinda getting it but then you're full of bravado. A lot of this stuff you carry around inside you and you don't realise it's there until ☐



something happens, like Imola '94, and then it all kind of kicks off. When you're growing up you don't properly deal with it. You just put on a brave face and carry on. Nowadays they might call it post-traumatic."

Graham's retirement from the cockpit –

announced at the 1975 British GP – seemed to offer the hope of all that fear dissolving, and the chance for Damon's relationship with his father to develop fully. "There was a huge sense of relief when he decided to stop – from all of us, my mum especially. I was there at Silverstone when he did his lap of honour and waved at everyone and it was a bit of a tear in the eye moment. I think he wanted everyone to say, 'Oh it's a really sad day' but actually everyone was thinking, 'Thank God for that'.

So when he died it was kind of a double blow. Because you'd seen him put an end to the most dangerous chapter of his life and then he lasted only four more months."

DAMON'S ENTHUSIASM AT THIS STAGE wasn't for racing cars but motorbikes. "I tried karts once or twice. Dad saw me driving and I was all chipper because I thought I'd done well. He responded with his classic kind of reserved and slightly in-check compliments. He withheld his enthusiasm because he obviously didn't want me to do it.

"Well, you can't do one thing yourself then tell you children not to do it. So that was always in my mind. I was asked from a very early age whether I was going to be a racing driver. Because I'm very contrary my inside answer was, 'No, I'm bloody not. Especially if you want me to' and I also had very little interest in cars. A motorbike to me was an appealing thing. They clicked completely but I didn't quite get cars. It lacks a dimension. You can get on a bike and have much more freedom and you use your whole body and stuff.

"After dad died I was pretty rudderless for quite some time and totally off the leash. A few of dad's friends tried to be helpful but I didn't want any. I could sense a lot of my friends were mindful of what their parents might say about what they were up to in a way that I wasn't, so I always felt sorry for them. I wasn't under that restraint. I don't think my dad was under that restraint from his parents either.

"Had dad not died I doubt very much I

would have become a racing driver. Going into cars from bikes was just because there was a commercial imperative for me to do so. Because I failed initially – I didn't get to the finals at the Winfield race school, didn't do well in my first season, it bugged me and that's where the

competitive bug comes out. I think every very competitive person has a chip on their shoulder somewhere. A raw nerve where if someone suggests that you can't do something, you recoil and react. Then it all kicks off – and you're off again, the blinkers are on. But dad's was quite a legacy to live with – he set quite a high bar. Comparison was inevitable but if you're a racing driver you're constantly compared anyway, to every other driver. His career record was amazing. But he only

won 14 GPs! [Damon won 21.] If he was still around I'd never let him forget it! But you wouldn't have got me in one of those cars going around the Nürburgring in the wet with no crash barriers."

It's interesting to speculate how it would have panned out for everyone but for the crash. "We were all getting into this Graham Hill Racing thing and it was starting to take off. I think he'd probably have taken the team on a similar trajectory to that we saw later with Williams."

But that fateful flight ended it all. Motor racing lost arguably its greatest ambassador – and a troubled 15-year-old kid lost his dad before he'd really worked out who either of them were. "There's no answer," he says about the accident. "The inquest didn't definitively answer everything – could offer only theories. This guy Jan Bartelski wrote a book about unexplained air crashes. In the chapter on dad he goes into a lot of detail and permutations – because there had been a lot of assumptions.

"Don't forget the whole estate was sued. Everything got taken apart in every respect and it's actually not as simple as saying it was an error of judgment. This guy doesn't conclude that. It's a terrible shame. It haunts my mum. What happened? We never really got an answer and probably we'll never know.

"So yes, lots of conflicting feelings. But eventually I've kind of developed the philosophy of weren't we lucky to have had what we had. Weren't we very lucky to have had Graham Hill for the time we did. And I do think he had a ball." ❏



## THE ELSTREE ACCIDENT

Key facts about a crash that has never fully been explained

THE HEADLINE POINTS FROM the inquest of Graham Hill's plane crash painted a picture of

a somewhat cavalier approach to flying safety, with the suggestion that he overruled recommendations of not landing at the fog-bound Elstree, rejecting the alternatives of the less conveniently situated Luton or Stansted, that the plane exceeded its take-off weight limit and did not possess a valid airworthiness certificate.

However in his book *Disasters In The Air*, Jan Bartelski (father of former downhill skier and sometime rally driver Konrad) paints an altogether different picture. The former Canadian Air Force pilot devotes a full chapter to the Hill accident, delving deep into the circumstances and details and makes the following points.

- Hill's choice of landing at his local strip of Elstree rather than Luton or Stansted was not without logic, given that there was little difference in the reported visibility at each of them.
- 'Unsatisfactory assistance' from London's radar operations took Hill on a poor approach path, not aligning him accurately in conditions of poor visibility – and with a premature change from the original heading.
- The poor approach heading he'd been placed on could conceivably have led Hill to mistake railway lights at High Barnet station for 'obstruction lights' at Saffron Green, commonly used by pilots as guidance for Elstree landings, causing him to make his final descent too soon.
- Hill's disorientation could have been compounded when he was informed that his range to Elstree was four nautical miles when in fact it was 4.5.
- The take-off weight was only an estimate by accident investigators and if accurate would have represented a six per cent excess, just one per cent above accepted tolerance.
- The plane was meticulously maintained but the non-validity of airworthiness was a paperwork oversight from it having previously been registered in the USA.



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# Master of art and graft

He wasn't a natural – or so they say. But consider the prolific list of cars and wins in all corners of the world. Doesn't Graham Hill deserve more credit?

writer PAUL FEARNLEY



**T**HE FINAL ACTION OF A packed life was fuelled by a need to be elsewhere, sooner rather than later. Graham Hill had been making up for lost time for more than 20 years, since stepping off the clutch of an outdated Cooper-JAP to briefly lead his first motor race. That he was 25 when he did so wasn't unusual – teen sensations of that period, Stirling Moss and Peter Collins, were exceptions – but the fact that he'd never seen a race prior to that adrenalin-charged moment at Brands Hatch on Easter Monday, 1954, most definitely was. Incredibly, the future 'Mr Monaco' had known nothing of the principality's motor sport heritage when he moored there in 1951 during

his National Service with the Royal Navy. Indeed, his family had never owned a car until he bought a Morris Eight – “a real old heap” – and belatedly passed his driving test.

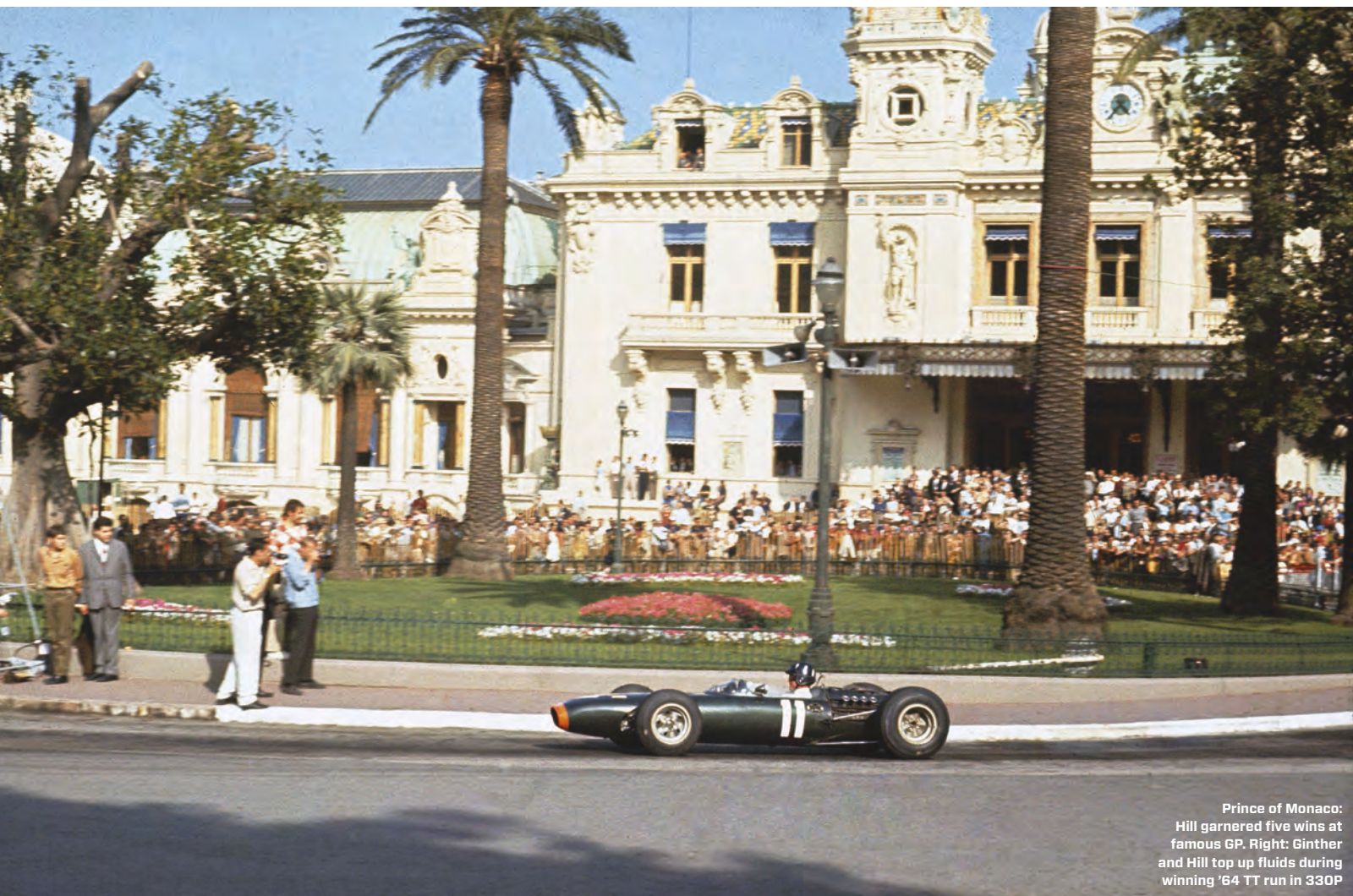
Yet by 1953's end, stirred and spurred by four laps – at five bob a time – of Brands in a bike-engine buzz bomb, he'd left his steady engineering job at Smiths (instruments), for which he'd served a five-year apprenticeship, and signed on the dole – at 32s 6d (£1.65) per week – to work for free on somebody else's racing cars in a barn in Kent. Muscles bulked by rowing were soon wasting: food became a luxury when after four months he was refused further benefits. He nursed half-pints at the influential, members-only Steering Wheel Club in Mayfair for the same reason.

Actually he wasn't a member. Rowing had taught him to dig deep and hang tough. ▣









Prince of Monaco: Hill garnered five wins at famous GP. Right: Ginther and Hill top up fluids during winning '64 TT run in 330P

He was by November 1975 running an eponymous Formula 1 team and was admired the world over. His trademark crash helmet and cad moustache had helped, as did his witty, occasionally withering, one-liners, but the foundation of his fame was on-track success. In an F1 era boasting Jack Brabham, Dan Gurney, a young Jackie Stewart and John Surtees, he was, more often than most, in the right place at the right time when Jim Clark, its benchmark, faltered. A two-time world champion and five-time winner at Monaco, Hill also bagged a lucrative United States Grand Prix hat-trick at Watkins Glen – a track where he had Clark's measure – won in the fog and rain of the Nürburgring and in the shimmering slipstream of Monza. He set 13 poles – three of them at spooky old Spa – and 10 fastest laps. He scored the last of his 289 (gross) points – with a sixth place at Anderstorp in 1974 – aged 45.

“When I was getting into motor racing I didn't aspire to be a Grand Prix driver,” he wrote in his 1969 autobiography *Life at the Limit*. “As I saw it, my future was in the hands of the people who were giving me the rides. So I

## “I HAD TO BE FLEXIBLE, MAKING MYSELF AVAILABLE TO DRIVE ANYTHING, ANYWHERE”

had to be completely flexible, making myself available to drive anything, anywhere, as well as helping in the preparation of the cars.”

Though his circumstances would change beyond recognition, that attitude was ingrained. His then-record 176 world championship GP starts was only the half of it. He contested non-championship F1 races; British, European and South American F2 races; Indycar,

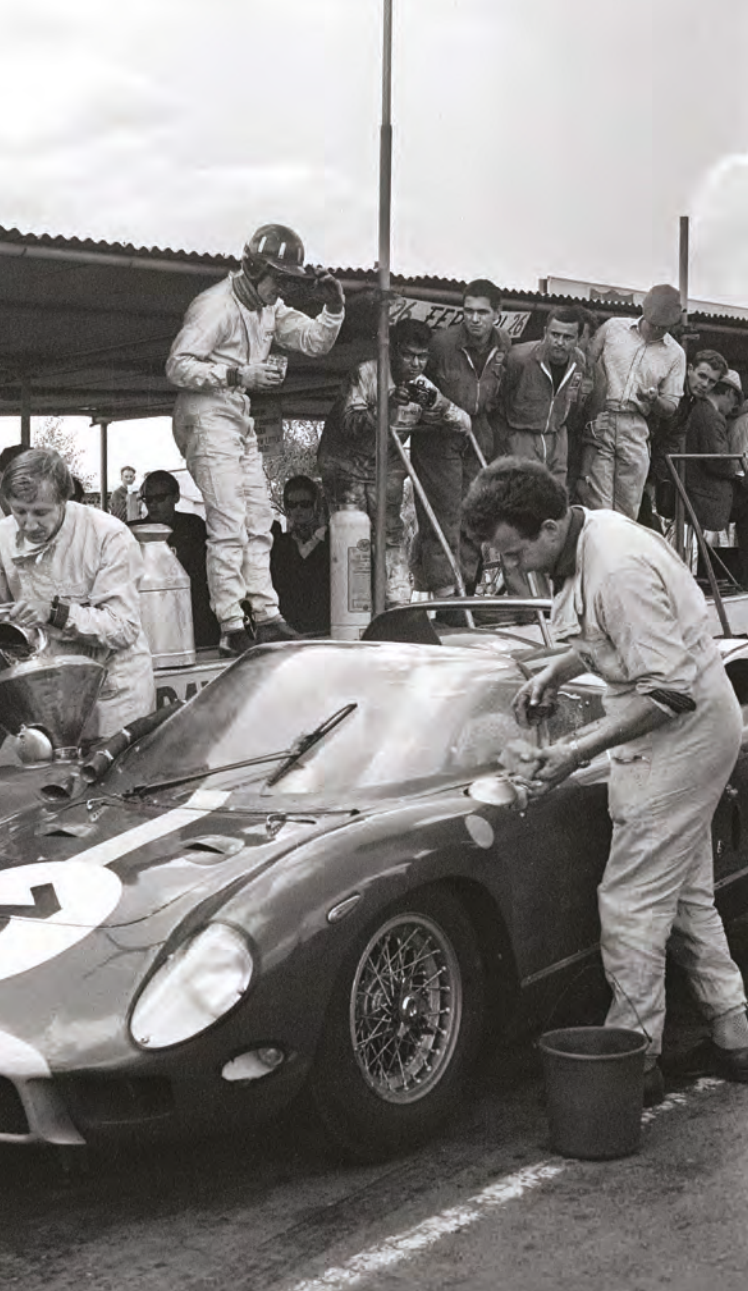
Intercontinental and Tasman races; sports car, GT and saloon car races. He raced on Boxing Days and New Year's Days. He dashed home from Sicily after his first overseas race to marry Bette in July 1955, and they honeymooned in Bognor Regis because Graham was Team Lotus's reserve for the Goodwood Nine Hours; he was allowed just two practice laps.

He raced as far East as Fuji, as far west as Seattle and as far south as Invercargill in New Zealand. He raced in Argentina, Brazil and Colombia; Denmark, Finland and Sweden; California, Florida and Upstate New York; New South Wales, Queensland and Victoria. He raced at East London, Westmead and Sudschleife; Bogotá, Córdoba and Jarama; Brands Hatch in Kent and Kent in Washington; Brussels and Nivelles; Clermont-Ferrand, Enna-Pergusa and Tulln-Langenlebar; Imola, Modena and Monza; Interlagos, Lakeside and Riverside; Karlskoga, Keimola and Kinnekulle Ring; Montjüich, Montlhéry and Mont Tremblant; Mosport, Oporto and Porto Alegre; Zandvoort, Zeltweg and Zolder.

He drove for Sir Alfred Owen, Sir David

ALL IMAGES: JAT





Another Monaco GP win boosted Team Lotus in tragic 1968. Right: an eye for detail. Below: with Eric Broadley before 1966 Indy 500 victory



Brown and Colonel Ronnie Hoare; Alan Mann and John Mecom; BRP, NART and UDT-Laystall; Bernie Ecclestone and Colin Chapman; Camoradi and The Chequered Flag; Ian Walker and Rob Walker; John 'Noddy' Coombs, John Ogier and John Willment; Matra and Porsche; Ron Dennis, Ron Tauranac and Roy Winkelmann; Scuderia Serenissima and Scuderia Veloce; Tommy Atkins, Tommy Sopwith and Team Surtees.

He raced Lotuses Seven, 11, 12, 15, 16, 17, 18/21, 19, 23B, 24, 33, 35, 42F, 43, 48, all variants of 49, turbine 56, 59, 69 and 72C; BRM Ps 25, 48, 57, 61, 83 and 261, plus the Rover-BRM turbine at Le Mans; Brabham BTs 4, 10, 11 and 11A, 16, 33, 'Lobster Claw' 34, 36, 37 and 38; Ferrari 250s GT SWB, GTO, TRI, GTO 64 and LM, plus 275s P and P2, and 330s P and TRI/LM; Fords Galaxie, GT40, MkII, Lotus Cortina Mk2, s/c Escort TC and Capri RS2600; Porsche 718s RSK, RS60, RS61, WRS and 718/2, plus 356B Carrera Abarth, 904 and 910.

He raced Aston Martins DB3S and Project 212; Austins A35 and Mini 850, plus a BMC

1100 (in a hilarious one-make race at Snetterton in 1962); Coopers Bobtail and Monaco, and Ts 43 (his first works drive, the 1957 International Trophy) and 71; Jaguars C-type, E-type, Lightweight E and MkII 3.8; Lola Ts 70, 90, aka the Red Ball Special, and 370; Matras MS5 and MS670; a Connaught A-type (his first race in a big single-seater, Goodwood's Lavant Cup of 1957); a Kieft-Norton; a McLaren-Elva; a Maserati 'Birdcage'; a Tojeiro-Jaguar; and the Willment-Climax. But wisely he walked away from one of Mickey Thompson's Indy oddjobs.

He won in single-seaters (front- and rear-engined), prototypes and GTs, Indycars and sedans; on an oval, airfield tracks, road courses and street circuits; with 40bhp and 450bhp on tap; on narrow treaded tyres and big fat slicks; in streamlined cars, cars with spoilers, with suspension-mounted skyscraper wings, and with wings shrunk, lowered and fixed to the bodywork.

He drank the milk at Indy and sprayed the champagne at Le Mans. He scored a dozen wins at Brands, eight at Silverstone, seven at

Goodwood, five at Snetterton, and four apiece at Oulton, Mallory and Aintree. He won in Africa, Australasia and North and Central America. He won the International Trophy, RAC Tourist Trophy, St Mary's Trophy and Sussex Trophy – each of them twice – plus the Glover Trophy, Grovewood Trophy, Jochen Rindt Memorial Trophy and Tasmania's South Pacific Trophy. He won the Albi, Monza Lottery and Rand GPs, finished third in his only Can-Am race, and was 10th on the 1962 Monte Carlo Rally. He was a dab hand at Scalextric, too.

He was on the grid for Juan Fangio's last world championship appearance and won the race that marked the end of Moss's career. He won the race that started Stewart's F1 journey and finished 13th in its last. He secured the GP wins – and front-row spot at Indy – that rejuvenated Team Lotus during a tragic 1968. He won in cars carrying traditional national colours and cars painted to look like fag packets. He scored his first win in a Lotus nicknamed 'Yellow Peril' and his last, 16 years later, in a bright orange Brabham.

Tell me he wasn't a natural. ☑





SURE, HE WORKED HARD AT IT.

Brabham reckoned him “perhaps the most coldly determined driver I ever faced”. The reserved Australian and loquacious Englishman were similar in many ways. Fastidious and relentless, they all but invented tailored set-ups for individual circuits and, despite reputations for being hard on their machinery – and tough on tired mechanics! – no one was better at bringing cars home in an age when reliability could not be trusted. That they should lock horns across the fundamental Cooper-Lotus divide of the late-1950s was inevitable, and these ‘ding-dongs’ set the tone for careers that combined for five F1 world titles.

Hill joined Lotus – at £1 per day – by osmosis: a lift from Brands – Chapman mistakenly thought him a mate of his right-hand man Mike Costin – followed by an offer of help with a damaged car. By mid-1955 he was full-time, on £9 per week. A madcap spell spanning adventurous racer/wheel-dealer Dan Margulies’ C-type had convinced Hill that

Chapman represented the best chance of his realising the dream. That ‘Chunky’ gave him the parts to build a Lotus 11 for 1956, but planned to keep the car – plus Hill’s start, prize and bonus monies – afterwards hinted at a bumpy road ahead. Although Hill was leading that year’s *Autosport* Championship when he over-tightened a con-rod bolt before its finale, it wasn’t until he agreed to drive – for £100 a race – a works F2 Cooper in September 1957 that Chapman admitted that Hill would be more use to him as a driver than a mechanic; with assistance from Reg Tanner of Esso, he offered a £1000 retainer for 1958. Hill accepted and immediately proved his worth by setting fastest lap in the cigar-shaped F2 Lotus 12 at Oulton’s Gold Cup, the occasion of Brabham’s biggest win to date.

That same pair began 1958 with a gloves-off scrap in the Lavant Cup in April; Hill again set fastest lap, but Brabham was victorious due to an on-the-grass pass. Five days later, in a Lotus 15 that arrived just 15 minutes before the start, Hill matched Moss’s sports car lap record at Oulton’s British Empire Trophy. And he won

the sports car race at May’s International Trophy thanks to a brake-less banzai moment at the final corner.

Then the wheels fell off. Literally. Hill was headed for points on his world championship debut when a rear ‘wobbly web’ wobbled off. (At least he won £120 at Monaco’s Casino). Retirements across the categories came thick and fast. Though dotted by victories, including a defeat of Brabham in the soaking sports car race at Aintree’s 1959 British GP meeting, Hill’s patience wore thin and he told Chapman he was leaving. His timing wasn’t ideal. With the Elite in production, Chapman could again concentrate on racing; at last convinced of the rear-engine layout’s superiority, his Type 18 raised the bar.

Hill’s switch to perennial underachiever BRM for 1960 at least allowed him to set out his stall, and he soon instigated the coup that replaced unyielding Peter Berthon with Tony Rudd as technical director; they swapped detailed notes and knuckled down. Within weeks a charging Hill came within five laps, a failing rear brake (sic) and a spin – when under





Hill made most of brilliant new Lotus 49 – including pole – at 1967 US GP. Right: '72 Le Mans win with Matra sealed his Triple Crown



GETTY

pressure from Brabham – of winning the British GP. This, however, proved a false summit. The full ascent would take two years.

Meanwhile, Hill's F2 and sports car programmes in works Porsches proved enlightening: "A super engine, very smooth and reliable. They felt as though they were one unit and not a collection of parts."

These enabled him to raise his profile via class wins at the 1960 Buenos Aires 1000Kms, Targa Florio and RAC TT. In 1961, stretched diff bolts five miles from home cost him an outright Targa victory alongside senior partner Moss.

Jaguars, too, provided relief from BRM's travails. Hill gave the E-type a winning debut at Oulton in April 1961. Then, having switched from Equipe Endeavour to John Coombs for 1962, he became the 'getaway driver' to beat as a swirl of trick 3.8s fought the burgeoning British Saloon Car Championship: he scored a hat-trick of wins – and repeated the feat in 1963.

By which time BRM was ready. Hill's maiden overseas victory – the 1962 Dutch GP – opened a new window: "Crikey, I wouldn't mind being world champion." Moss's accident, Rudd's

sweet new V8 and BRM's new-found purpose, united behind a charismatic, dogmatic number one, meant anything was possible, even though Lotus had further raised the bar with its bathtub Type 25. Unanticipated oil consumption cost Hill the Monaco GP, but wins in Germany and Italy kept him in the hunt until Clark disappeared from December's South African finale in a puff of oil smoke. Crikey.

The world champion's 1963 tour began in New Zealand and Australia with Ferguson's 4WD P99: Hill finished second at Lakeside. He followed this with a third place at Sebring in a Ferrari, and by two wins in a day at Snetterton – including a fair-and-square victory over Clark in the F1 Lombank Trophy – and at Goodwood and Aintree. Hill won at Monaco, too, but Clark's 25 was virtually unbeatable thereafter, and wins at Watkins Glen and in Lightweight E and GTO (the TT) would have to suffice for Hill.



TEN YEARS INTO HIS CAREER, HE WAS at his peak. Two of his nine wins from February-December of 1964 took him to the brink of a second world title. Among the accompanying seven second places were: a last-corner loss to Brabham at the International Trophy; a brilliant drive that almost denied Rindt his F2 breakthrough at Crystal Palace; and a Le Mans beset by "a spate of curious maladies". Despite the latter, this was to be Hill's most successful season in sports cars, with wins at the Reims 12 Hours, Paris 1000Kms – both co-driven by Jo Bonnier – and TT, all in Maranello Concessionaires Ferraris.

Stewart's arrival at BRM in 1965, however, triggered a sea change. Although 'Grandad'

kept the whippersnapper in his place with a superb victory, arguably his best, at Monaco, time and ultimately talent were against him. There was no acrimony – Stewart has only praise for Hill's attitude – but after a difficult 1966, leavened by a brace of Tasman wins and \$156,297 for winning the Indy 500 – remarkable given his lack of practice at the Brickyard – Hill knew the onus was on him. He left BRM – he felt the relationship was going stale – to join Clark as part of Ford's superteam at Lotus and drive its next big thing, Type 49. He did so as joint number one and led in Holland, France, Britain, Italy, America (where he'd lost the pre-race coin toss) and Mexico. But it was Clark who won in Holland, Britain, America and Mexico; even an Italian defeat added to his legend. Though Chapman had played it straight down the line, the peerless Scot was around the corner, away and gone.

That pattern carried into 1968 – Hill was second to Clark at Kyalami, Surfers Paradise and Warwick Farm – but in April everything changed. Everything except Hill, the rock. His marshalling of a devastated team in the aftermath of Clark's epochal death was his greatest achievement. Stewart, his closest title rival, insists today that he himself wasn't then yet ready to fulfil a world champion's role, and that the right man, Hill, won. His clinching victory in Mexico was a master class of speed, strategy and mind-management. Stewart took note.

Hill was 40 when he began his second defence and, with Stewart indubitably ready, his priority soon became the protection of his status at Lotus against feisty newcomer Rindt. Though he beat the 'King of F2' at Albi in September – his first F2 win for more than



four years – the younger man’s freakish speed wore him down. When, at Watkins Glen, the Austrian ended his long wait for an F1 victory and a puncture caused his team-mate a massive accident and diverse painful injuries, many hoped that Hill might choose this moment to retire. Nothing was further from his mind. Gruelling gym sessions became “the most important race of my life” and in March 1970, still walking with sticks, he was lifted exhausted from his privateer Lotus after chiselling a championship point from his comeback at Kyalami. He would also score points in rounds two and three. Amazing fortitude.

Fully recovered by 1971, he embarked on an unexpected Indian summer. Fewer big-name, graded (ie ineligible for points) drivers were contesting F2 in Europe yet Hill continued to fold his bulky 6ft frame into tiddlers and go wheel-to-wheel with the thrusters. Driving a BT36 for a couple of ex-Brabham mechanics, one of whom was Neil Trundle, he blocked bad memories to win a slipstreaming heat of the Jim Clark Memorial Trophy at Hockenheim. The next weekend he outfoxed ‘Mad Ronald’ Peterson’s March to win outright at Thruxton.

Buoyed, he qualified the radical BT34 seventh for the International Trophy and finished third in its first heat behind the runaway Tyrrell of Stewart. When a stuck throttle caused the latter to crash at the opening corner of the second heat, Hill harried the BRM of Pedro Rodriguez mercilessly until slicing past and controlling proceedings to register an aggregate victory.

A rare mistake at Monaco – a crash at Tabac – was a precursor to a disappointing F1 campaign thereafter, but F2 brought Hill

a third at Rouen and a second at Brands. Also, paired with Surtees for a singular ETCC outing, his Ford UK-entered RS2600 inflicted a defeat on Cologne’s works car in the first six-hour heat at Paul Ricard in September; a drivetrain failure sidelined them from the second.

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**“HE WAS LIFTED EXHAUSTED FROM HIS LOTUS AFTER HIS KYALAMI COMEBACK. AMAZING FORTITUDE”**

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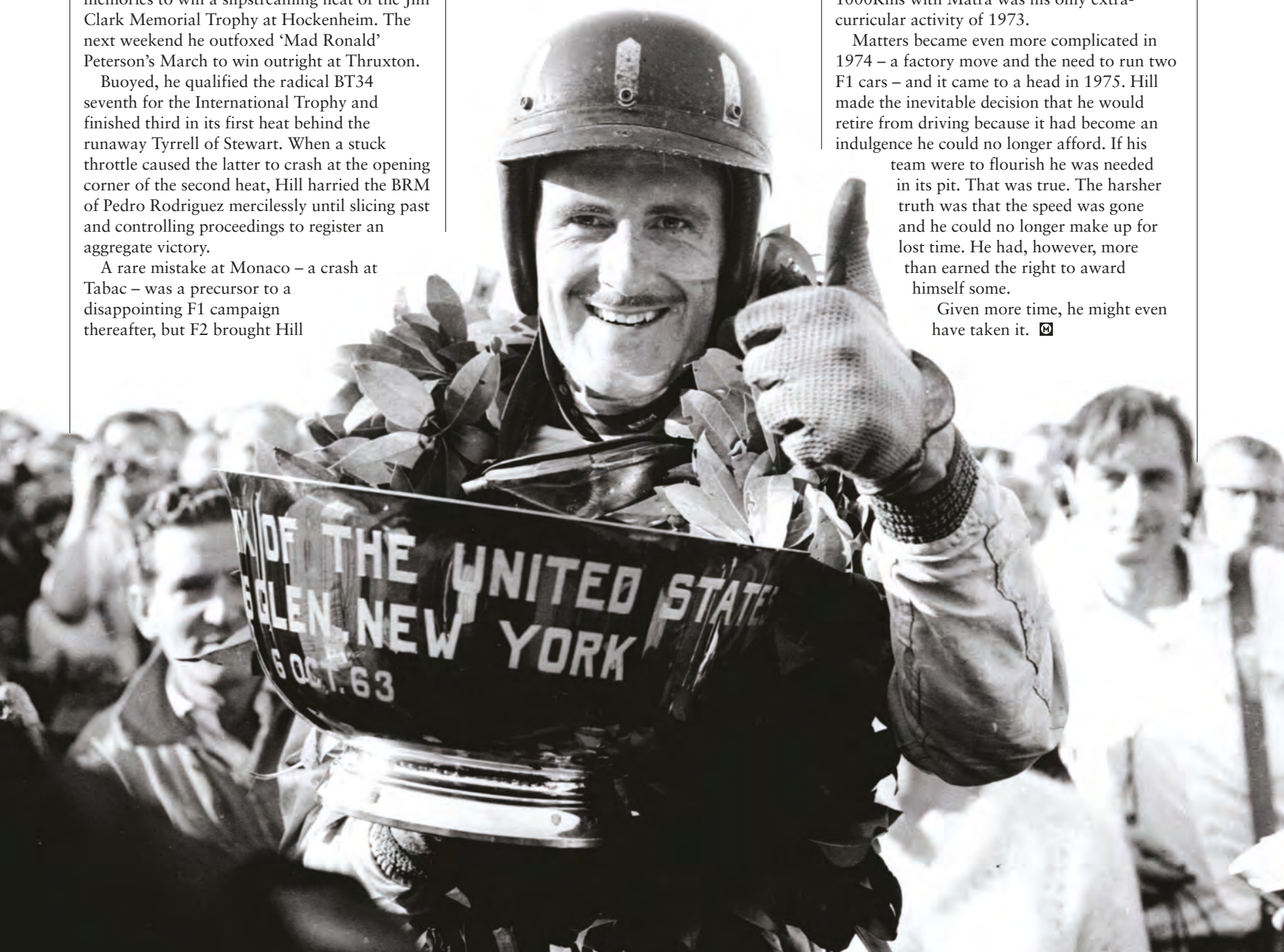
When Bernie’s new broom swept through Brabham in 1972, a best of fifth, at Monza, was insufficient to save Hill’s F1 seat for 1973. He did, however, pip the sister F2 BT38 of jockey-sized Silvio Moser at Monza to score his final victory. His penultimate win, three weeks earlier, had completed his unique Triple Crown.

At his 10th attempt – if you count the unclassified ‘00’ Rover-BRM of 1963 – and his first since 1966, Hill won Le Mans. Matra co-driver Henri Pescarolo had been worried that a fading F1 star might not take the necessary risks, but Hill wanted to win it as much as any Frenchman. With gritty stints in the rain and dark and inspired tyre decisions, he more than held his end up.

The death of Bonnier, Hill’s oldest friend in racing, tarnished this success, however, and the stresses of creating an F1 team from scratch, which Hill admitted he had underestimated, exacted a further heavy toll. Busier than ever, he trimmed his schedule: third in the Spa 1000Kms with Matra was his only extra-curricular activity of 1973.

Matters became even more complicated in 1974 – a factory move and the need to run two F1 cars – and it came to a head in 1975. Hill made the inevitable decision that he would retire from driving because it had become an indulgence he could no longer afford. If his team were to flourish he was needed in its pit. That was true. The harsher truth was that the speed was gone and he could no longer make up for lost time. He had, however, more than earned the right to award himself some.

Given more time, he might even have taken it. ☐





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# 50 shades of Graham

The relationship began with a short expletive but blossomed into a solid professional bond. What was it like working for team boss Hill? Read on...

writer QUENTIN SPURRING



**T**HE FIRST FORMULA 1 race I covered as a cub reporter was the Gold Cup at Oulton Park in August 1970, when I was still young enough to have heroes. I met several of them that weekend: John Surtees, Jochen Rindt, Jackie Stewart, Mike

Hailwood. Another was Graham Hill, who was debuting Rob Walker's Lotus 72. I spotted him alone in the paddock, sitting in the brand-new car, getting his bearings in the cockpit, and saw an opportunity to introduce myself as the race reporter for *Autosport*. As I approached within earshot, he looked up and caught my eye. He spoke first.

"F\*\*k off," he said.

The revered double world champion was, indeed, an inexplicably grumpy fellow. This side of his personality seemed to be linked to an extraordinary tenacity, which had taken him from impecunious beginnings to the top of his profession, seeing off rivals blessed with greater resources, and some with more natural ability. Graham committed himself totally to the matter in hand, and expected the same from all others involved. There were no half-measures. He believed that his own self-discipline and his determination that everyone should 'pull together' came from rowing, his chosen sport as a younger man. Anyone in his team not putting in 100 per cent could expect a tongue-lashing. And got it.

He was as stubborn as a mule. He had flogged BRM into a championship-winning team in 1962. He had stepped up to the plate, standing beside Colin Chapman, to lead Team







Lotus after Jimmy Clark and Mike Spence had been killed early in 1968, and had delivered the championship at season's end. He had won the Monaco Grand Prix five times. He had grafted and grafted, showing no mercy to himself, to recover from a horrible accident at Watkins Glen in October 1969 that had shattered his legs so badly that almost anyone else would have retired to a wheelchair. Condemned to walk forever on painfully bowed legs, he had raced Walker's Lotus 49 into sixth place at Kyalami in March 1970.

Other aspects of his character were pride, stoicism, courage and charm – the last packaged with a love for his family, a zest for parties, a ready wit and a disarmingly honest penchant for the limelight. Graham was one of the first Grand Prix drivers to become a media star. He adored show business. He was one of Shirley Bassey's biggest fans and Eric Morecambe was a personal friend, a frequent visitor to the fine 25-room house in Shenley, Hertfordshire, that he shared with Bette, Brigitte, Damon and Samantha.

It was there that I had my first lengthy



It's over: Graham and Bette after (below) retirement speech and farewell lap; Helen Stewart and JYS add good wishes



encounter with him – an interview for a feature in *Competition Car* magazine to mark his 150th Grand Prix, at Monaco in May 1973. Graham had won the 1972 Le Mans 24 Hours with Matra, completing a 'treble' (Monaco, Indy, Le Mans) of which he was genuinely and justifiably proud. But he had endured two disappointing seasons with Brabham, the only highlight being his final Formula 1 victory in the 1971 International Trophy. Now he had set up his own team, using a chassis supplied (eventually) by Shadow. The idea of the feature was to get him to talk about that project, and also to tape his instant reactions on being shown photographs of all the Grand Prix cars that had shaped his career. Graham had invited me to the house but, as I parked in the drive, I still wasn't sure what kind of reception I would get. I seem to remember walking from the car to the front door on tiptoe...

He could not have been more charming. He was hospitable and cooperative, and gave me all the time I needed. When we had finished taping, and he was leaving back through our

## "IF THE THUMB WAS UP GRAHAM WAS IN A GOOD MOOD. IF IT WAS DOWN EVERYONE HAD BETTER WATCH OUT"

photographs, I explored the hundreds of images on the walls of his study. It was a wonderful room, with evocative pictures from floor to ceiling.

I told him my favourite was an embroidered cotton facsimile, about four feet long, of the cheque he had received after winning the Indy 500 in 1966. He put me right: it wasn't a facsimile, but the actual cheque. He showed me the little stamp showing that his bank had cashed it, grinned broadly, and told me he had used the money to buy his Piper Aztec.

The following year, the penny dropped that incompetent management had doomed

*Competition Car* and I left to make my own way. Soon I won a PR contract with the Embassy cigarette brand of WD & HO Wills, which was engaged in both motor and powerboat racing. I signed the contract with a little remaining trepidation, because it effectively made me the press officer of the Embassy Racing with Graham Hill Formula 1 team, starting in January 1975.

Not to worry. Graham often expressed a sincere belief that sponsorship had improved motor racing beyond recognition, and he immediately showed that he was willing not merely to tolerate 'PR men', but actively to help



them promote his sport. Again, he cooperated fully. When *Competition Car* folded (bang on schedule), Nigel Roebuck joined me to help with the journalistic workload, and neither of us can remember him complaining about any press release. We took this as a compliment – although, of course, we would never have dared to write anything that might have offended him.

Part of my brief from Embassy's likeable sponsorship manager, Peter Dyke, was to design with colleagues and arrange the production of all the paraphernalia associated with the sponsorship: various publications, jackets, shirts, hats, luggage, badges, stickers. Graham approved of the stickers and he put one on his new leather-covered briefcase. Then he thought it looked naff, so he peeled it away – and the mock-leather underneath tore off with it. I ran...

I spent some time in the team's raceshop in Hanworth, a couple of miles south of London Heathrow. The factory had a big vehicle door with in-built personnel access. Whenever Graham drove up outside with Bette, she would make a point of getting to the personnel door first, and she would open it while holding a

clenched fist in front of her. If the thumb was pointing up, Graham was in a good mood. Down, and everyone inside had better watch out...

The extraordinary thing was that, despite his unpredictable behaviour, I knew no one in the team whose admiration for him was ever dimmed. The team spirit always seemed strong.

And I saw yet another side to this complex personality at Silverstone the day before the International Trophy in April 1975.



AT THE AGE OF 46, GRAHAM HAD resolved to quit racing after Monaco, but had kept the decision to himself. After practice he confided in me and wanted to plot his retirement announcement. We needed secrecy, so we stayed away from the team's Revcon motorhome and adjourned to his Ford Granada, which was parked behind the pits. I was ushered into the driver's seat so that I could rest my notes on the steering wheel. As I got in, I saw Eric Morecambe reclining in the back.

It turned out that Graham wanted me merely to compose and mail out a press release: evidently limelight at the moment he retired from the cockpit did not have the old appeal. I told him that a press release was not good enough for him, and far too impersonal. But he was adamant: he wanted to go out quietly. This was modesty...

But it was not appropriate. I argued with him and, happily, our bespectacled companion in the back seat felt as strongly as I did, and joined in. And, of course, Morecambe made the case for more elaborate arrangements while being very, very funny. After five minutes, we were all laughing, and Graham agreed that I would get

Peter Dyke to cough up for a suite at Silverstone during the British Grand Prix meeting for a full-scale media announcement. And then Graham, driving a Lola revamped by his young chief engineer Andy Smallman (the 'Hill GH1'), finished 11th in what turned out to be his final motor race.

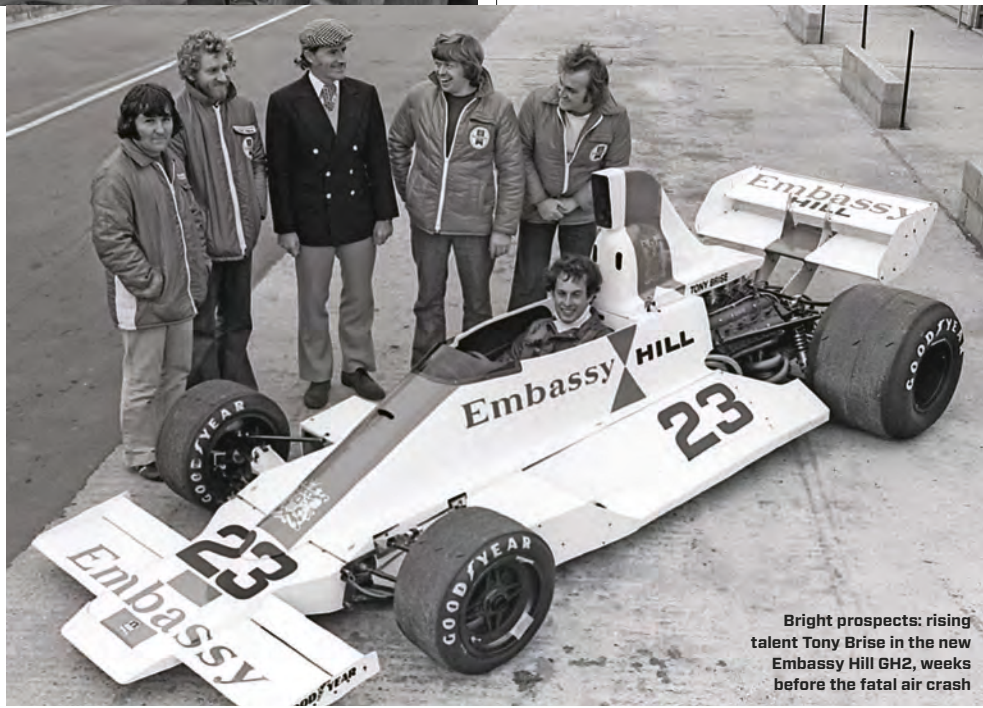
It was obvious that Graham relished the prospect of his ongoing new career as a team owner. That held true even after his traumatic experience in Barcelona, a fortnight before Monaco.

On the Friday and Saturday of the Spanish Grand Prix meeting, all the team principals were faced with a situation in which their drivers, on the one hand, were effectively on strike because of the unsafe condition of inadequately installed track barriers, while the race promoters, on the other, were threatening to impound all their hardware if the owners failed to honour their contracts. The paddock was inside a lockable football stadium on the site and, at one stage, Guardia Civil soldiers (with machine guns) were actually deployed to show how easily this threat could be carried out. The FIA delegates were hopeless, totally unable to resolve the stand-off. The eventual solution was found by Graham and the other principals: they divided up the circuit between them, and put their mechanics to work with spanners to secure the barriers to the satisfaction of most of the drivers.

Come Sunday and, to everyone's astonishment, events early in the race put Rolf Stommelen's Hill GH1 into a narrow lead over Carlos Pace's Brabham. But Graham's delight turned to shocking distress in an instant. As the leading cars passed the pits to start their 26th lap, to the horror of everyone watching, the Hill's novel carbonfibre wing support shattered. The car went out of Rolf's control at 150mph, hit the barrier on the left, then careened back across the track and into the very section of Armco that had been secured by Graham's mechanics. One of them, Steve Roby, had actually written "Rolf, don't crash here" very close to the point of impact. The barrier held, but the car went over it. By merciful chance, it landed in a small area from which spectators were prohibited, but five people (marshals, a fireman and a photographer) were killed.

The race was allowed to continue for four more laps before it was red-flagged – one of many disgraceful decisions by the organisers that deranged weekend. By the time Nigel and I arrived at the scene, Graham was supervising the removal of his injured driver from the cockpit. We watched as, calmness personified, he ignored the panic at the crowded, grisly scene, and stamped his authority on the situation. Then he climbed into the ambulance that took Rolf to hospital with both legs broken and a fractured wrist.

Meanwhile, in the paddock, team manager 



Bright prospects: rising talent Tony Brise in the new Embassy Hill GH2, weeks before the fatal air crash

SUTTON PETER MCGADDER





Sweden 1973: Hill gets right down to it on his Shadow DNF, before another DNF

Ray Brimble was trying to cope with a crew that was in a state of shock. As I approached, one of the mechanics was vomiting on the football pitch. I asked if there was anything I could do to help. Ray was worried about a possible prosecution by the Spanish authorities. He asked me to put on Embassy Racing overalls and drive out to the scene of the accident in the team's liveried Fiat 500 runabout, which was towed to all the European events behind the Revcon. Once there, I was to search the wreckage for any telltale shards of carbonfibre, and bring them back. I reluctantly agreed. This was a bad decision that led to one of the most unpleasant experiences of my life: I was subjected to violent hostility by shocked Spanish onlookers.

Two weeks later, an engine problem afflicted Graham's new car on the Thursday morning in Monaco, and forced him into the older spare chassis for an entire session. He narrowly failed to qualify. It was an understandably big disappointment for him at the race for which his career had been most famous.

A fortnight later, his spirits were visibly uplifted by his new recruit, Tony Brise, who had been hired to replace Stommelen. Brise was one of those supremely gifted young drivers who come along once in a generation, and his potential had been shining in the junior formulae like a beacon. Having made his

Formula 1 debut with Frank Williams in Barcelona, Brise put a GH1 seventh on the grid at Zolder – by far the team's best qualifying result to date. His Belgian Grand Prix ended with a blown engine, but he finished sixth in the next race, at Anderstorp. Later Alan Jones (having been outpaced by Brise all weekend) delivered a fifth at the Nürburgring.

POINTS IN THE BAG. AND GRAHAM WAS using his many willing contacts in the sport to consolidate his position as a team owner. He had finally confirmed his retirement from the cockpit and, free of the pressures of driving, he was becoming less irascible – more focused on his new role, and at ease with it. But he retained his famous tenacity, and there was no doubt this would bring him success as a constructor, probably sooner rather than later. The Embassy contract had been renewed for 1976, Smallman was well advanced with the first pukka 'Hill' and Brise was on board for his first full season.

The team had to see out 1975 with its modified Lolas but embarked on post-season testing of the all-new GH2 with optimism and in the knowledge that, in 23-year-old Brise, it had found an exceptional young man who would undoubtedly end up as a world champion. I seemed lucky enough to be in at the start of something big.

One foggy night in late November, as all the key team members were returning from Paul Ricard, Hill's Aztec crashed on a Hertfordshire golf course, claiming not only his own life but those of Brise, Brimble, Smallman, and team mechanics Tony Allcock and Terry Richards.

Was it really 40 years ago? I can never forget that terrible night and the considerate telephone call from John Blunsden, then the motor racing correspondent of *The Times*. I burst into tears immediately: the shock, I supposed. And yet, analysing this reaction the next day, it was clear that it had stemmed from the realisation that all that talent had instantly been snuffed out, and had gone forever. What a crying shame it was. 📺

Motor Sport will pay further tribute to Graham Hill with a specially themed stand at the Classic Motor Show at Birmingham's NEC on November 13-15. For tickets go to [www.necclassicismotorshow.com](http://www.necclassicismotorshow.com)

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# Jamie Chadwick

Simon Arron spoke to one of the UK's newest rising stars, an A-level student with a British GT title to her name

**I**N THEORY IT WAS SUPPOSED TO BE A learning year, a trial step in the world of pro-level motor racing. Before the campaign was over, however, one of the UK's highest-profile racing titles was in the bag. Some learning year...

"I used to watch when my brother Ollie started karting," Jamie Chadwick says, "but initially I wasn't terribly interested. When I was 11, though, I decided to give it a go and was hooked straight away."

Chadwick went on to compete successfully in club-level karting for two seasons, then in 2012 entered the Ginetta Junior Scholarship – an annual award that assesses youngsters on the basis of driving skills and fitness. She won the main prize, a fully funded race seat for the following year. "I enjoyed two wonderful seasons in Ginetta Juniors," she says, "and learned a huge amount."

She also recorded several pole positions and a number of podium finishes, which brings us to 2015, the British GT Championship and a place with the Beechdean Aston Martin Racing team, sharing a GT4-spec Vantage with Ross Gunn, an 18-year-old with a strong karting pedigree and BRDC F4 experience. "The step up was huge," she says, "but the Ginetta championship was seriously competitive and I'm sure quite a few of my rivals would also have adapted very quickly. I felt comfortable in the GT4 car as soon as I tested it."

The pair began the year with a brace of second places at Oulton Park – although one of those was taken away after Chadwick was judged to have caused a collision – and they continued with wins at Rockingham and Silverstone, second at Spa and third at Brands Hatch before a fourth and a fifth at Snetterton put the GT4 title beyond rivals' reach.

Between times, she and Gunn formed part of the winning


crew in the Britcar 24 Hours at Silverstone. "We did that mainly to assist with our British GT programme," she says, "because it was a chance to spend lots of time in the car. It was a great experience doing double and triple stints during the night – particularly when the rain was at its heaviest. Those are the toughest conditions I've faced in racing. Adapting to the dark wasn't too much trouble – I knew my way around Silverstone and soon settled into a rhythm. It's just a matter of trusting your instincts."

And then, of course, there's the small matter of A-level studies. "School has been very good about time off for

testing," she says. "I just have to catch up whenever I can. My priority is to complete a good, solid education and combine that with my racing. I'd also like to do a university degree, but I'm keeping an open mind. In the long term I want to work in the motor sport industry, ideally as a driver. If that doesn't work out I'd like to turn my hand to something else, perhaps in sports science or else on the media side."

At the time of writing she has no finalised plans for 2016. "It would be nice to defend the GT4 title," she says, "but I've also looked at GT3 options. There isn't really a fixed GT career path, but I'm in the happy position of having age on my side and don't need to make huge leaps just yet."

She and Gunn have also been part of Aston Martin Racing's Evolution Academy, which is designed to help young drivers on and off the track. "We were allowed to attend a World Endurance Championship round," she says, "so I put my name down for Le Mans. I did some PR and had an access-all-areas pass to stand in the pits and watch how the team approached the event. That was fabulous."

Needless to say, she hopes to return soon in a rather more central role... 



## CAREER IN BRIEF

**Born:** 20/5/88, Bath, England

**2011-2012** Karting **2012** Ginetta Junior Scholarship winner **2012** Ginetta Junior Winter series, 7th **2013** Ginetta Juniors, 10th & Winter Series, 4th **2014** Ginetta Juniors, 8th **2015** British GT4 Championship winner with Ross Gunn, Beechdean Aston Martin; Britcar 24 Hours, shared victorious Aston with Gunn, Andrew Howard, Harry Whale and Jonny Adam





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According to Jarno, 10-year-old Enzo Trulli doesn't always heed paternal advice...

**H**IS 10 YEARS OLD. So young, so much to learn. He is not here to win, he is here to feel his way, to get some experience. They all start this way. His grandfather began like this, in a kart, and went on to win many races. His father, too, started this way and went on to win world championships, a Formula 3 title and the Monaco Grand Prix.

A fresh chapter begins here at the Adria Raceway in the Veneto region of northern Italy, the latest in the history of a famous Italian racing family. Little Enzo Trulli is taking his first tentative steps. His father Jarno is chief mechanic, grandfather Enzo prepares the pasta and, a few steps away, Franco Nanni, Jarno's former mentor and mechanic, keeps a watchful eye.

The perfect place, then, to reflect on Trulli's career and look forward, perhaps, to a new generation. While Jarno grapples with the new technology of Formula E, Enzo learns to handle a TonyKart, equipment of choice for boy racers the world over. This is his first season in the Mini-Rok series, a fiercely competitive training ground for those who dream of bigger things.

For now, though, it's time to talk to the chief mechanic as he sets up the kart, up to his elbows in WD40, spark plugs, spanners and sockets. We chat while he works, pausing only for trips to the toolbox. There's no big shiny transporter, just a little tent with a cooker for the pasta, and a fridge for the Rosato Secco he's brought from his Poderi Castorani vineyard near Pescara.

"Enzo is starting later than me," Trulli says. "I was eight when I did my first junior races, so I cannot tell you yet if he has the talent. Sure, I can support him, show him things and, when he listens, I can see some progress. When he doesn't listen... it drives me mad. I have told him, you don't need to be *good* to make it, you need to be *phenomenal*. This is the truth. Some of these kids, they race 30 weekends a year, but not Enzo. He has school, he has other life and that's very important. I've seen too many disappointed families, they spend all their money, the boys lose their education... It's crazy and there is too much pressure, too much money. The costs are escalating, karting is being ruined in this way. When I was a boy my father was racing, so I was in there among the tyres, the fuel, the oil, breathing it all in. It was addictive. I used to drive his kart, sitting on his lap, and the passion for racing started there. That's why we're here now." 





# THE WHEELS

# TURN

# FULL

# CIRCLE

Jarno Trulli's racing career began in low-key fashion: a lad, his dad and a kart. He spoke to *Motor Sport* about his subsequently illustrious career... while preparing a kart for his own son

writer ROB WIDDOWS







JARNO WON THE WORLD CHAMPIONSHIP in 1991, moved to TonyKart in '93 and put the Prevalle manufacturer on the radar of every boy who had the dream. He graduated to Formula 3 in 1995, won the following season's German title and then stepped straight into Formula 1 with Minardi. Very rarely does it happen like that, but it came as no surprise to TonyKart owner Roberto Rabazzi (also present in Adria).

"To see the new generation of Trulli here is fantastic," he says. "Jarno was the driver for us, he did so much to put TonyKart on the map. To have him with us was a dream because he was already a world champion and a very good test driver. He helped us to improve the chassis and the engine, and in '94 we dominated, won a world championship and a European championship. Jarno never had a big budget, but we won the World Cup at Suzuka in '95. Then he started winning in F3 and went so quickly to F1. I knew he would have a great career, he was the complete driver, racer and tester. To see Jarno come back to karting to help his boy after all his success, this is a very nice new chapter for him, for us and for Italian motor racing."

Back in the tent Jarno is prepping the kart for the first race of the day, warming the engine, checking tyre pressures and making last-minute adjustments. His father prepares *penne al pomodoro*, a slab of *Parmigiano Reggiano* the size of a brick on the workbench, a whiff of garlic mixing with the familiar aroma of hot engines.

"We never dreamed of Formula 1," Trulli says. "It was too far away. The only thing that mattered was racing, not the ambition. To be the number one in karting was enough. F1 was just a dream, but you never know what life can give you. It's not simple. You have to step on the right train at the right time. Karting and F3 were just so competitive in those days, I had little time to learn the cars. In January '96 I won my last kart race in Australia, then I won the German F3 title and in March '97 I was in the Minardi at Melbourne for the Grand Prix. It happened so quickly."

At this point Flavio Briatore had appeared on the stage. He wanted to take Jarno to Japan for an F3000 campaign, but at the last moment a door opened in Faenza. "I was a bit scared," Trulli says. "It wasn't because of the cars, but because I didn't have enough experience. But Flavio said 'Don't worry, you'll be fine.' It really helped that I'd done 12 years in karting, some of it at a very high level, so I knew how to race, how to win. I had nothing to lose. All I had to do was learn the car and go as fast as I could. You have to understand that F1 was something apart, nothing else came close to the performance, especially at that time. My first test was at Estoril and it made a big impression. I could not go flat. It was too much, a huge step from karting and F3.

Of course I adapted, it was the only option I had, but the Hart V8 didn't give me a chance to race against the V10s. But in Brazil I set the fastest mid-sector time in that Minardi during Friday practice, and in Canada I was lying sixth when the engine blew up."

After Enzo has qualified for his race – solid midfield, no fireworks, no mistakes – Jarno talks about his time with Prost, whom first he joined partway through the 1997 season as substitute for the injured Olivier Panis. He would stay until the end of 1999.

"Alain Prost was one of my heroes when I was young," he says. "He asked me to test, at Magny-Cours, and that was a big call. I was tired, not very prepared, but it went well, I was faster than Emmanuel Collard who knew the

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## "ALL I LOVED WAS THE RACING, TO WIN, NOT TO BE SOME KIND OF STAR"

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car. In racing you can have a bad day, but that was a good day – and small things can change your career in a moment. You could only learn from Alain, from his experience, his way of thinking, the way he raced, so it was unbelievable. He is one of the greats and he gave me a chance. There were some good races, too – leading in Austria and running second until the engine blew up, and my first ever podium at the Nürburgring, but after two full seasons it was time to move."

To Jordan, then, for two years. The team was no longer the force it had threatened to be. Although Trulli often qualified spectacularly well, not a single podium came his way.

"I liked Eddie," he says. "He was always good to me, a good person, a big character and very fair with me. I know a lot of people say they have trouble with Eddie, but never with me. I would drive for him again if he asked. I thought we would have good results but we had Mugen-Hondas, not the full works engine. There were some very good races, like Monaco in 2000, but the engine let go again. It was a difficult time for the team, but I never had problems with Eddie."

His manager Briatore was by now in charge at Renault and drafted Jarno into the squad alongside Jenson Button and, latterly, Fernando Alonso. In 2004 the Italian won the Monaco Grand Prix from pole. This was a masterclass and




a hugely popular victory that earned him a rare standing ovation inside the press room. Inside the team, however, things became less cordial after he lost third place to Rubens Barrichello at the final corner of the French Grand Prix.

"I have always been very direct, very honest with people. I've never changed, winning or not, because all I loved was the racing, to win, not to be some kind of star. I think people knew I deserved that Monaco victory when they cheered me in the press room. Maybe I deserved more wins, but it didn't happen, so it was good when they gave me that reception. Finally, after so many sacrifices, I was back on top of the sport I loved. The first half of that season was fine for me, with some strong results, but in the end it was not so good in the team. Flavio is a very different person from me. The way we live, the way we see life, is very deeply different. At Renault it became difficult in 2004 and in the end I don't think I was being given the best..."

Jacques Villeneuve replaced him with three races remaining and Trulli decamped to Toyota, making his debut with the team in the 2004 Japanese Grand Prix.



IT'S TIME FOR ENZO TO RACE. STILL AS calm as a millpond, he climbs aboard the TonyKart, receives a few words from his chief mechanic and is off into the fray of his first 





Trulli enjoyed some happy times with Renault, but the relationship ended on a sour note. Bottom, the Italian spent two and a half seasons with Prost





ever floodlit race. He finishes in the midfield.

“It’s such an early stage,” says Jarno. “He has much to learn and that’s why we are here. Karting will help him develop, not just on the sporting side but as a young person, too, away from the streets, away from the troubles that are out there. You learn to behave, to respect the rules, to challenge yourself, to communicate with people. A boy must go through this process. We are in a good place. After the races we go back to normal life. He doesn’t yet know what it takes to focus, to be a winner, but he loves it and that’s the main thing.”



TRULLI’S MOVE TO TOYOTA PROMISED so much, but in the end delivered little. He takes care to explain how the might of Toyota



Trulli’s Toyota deal flattered to deceive. Below, kart action and fun with his radio-controlled self during the early 1990s



ROBERTO PICCHINI

failed to crack F1. “I thought it was a big opportunity and at the start of 2005 I was second in the championship, behind Alonso, almost always on the podium. I was convinced, with everything we had, that we would blow everyone away, but it didn’t happen. Sometimes it’s like that. Many good races, many podiums, but no wins. Formula 1 is so competitive in every area and at that time it was even more so. You could not predict which team would be best. You cannot win without the right car and it’s the same today. You must beat your team-mate – he’s the only one with the same car. I was usually ahead of them, so you could say I should have achieved more – you could blame me, I could blame myself, I made some mistakes, but that’s how it is. The Japanese work in a different way. It’s down to their culture and it’s pointless to think you can ever change that. Given the speed at which F1 moves, a big company like this does not react fast enough. Toyota’s target in F1 was to succeed by imposing its own way of thinking, its culture, and that’s what killed it. Even though the team failed, everybody still believed in what they were doing. They didn’t change their ways, ever. They know they failed but, for them, they proved that they believed strongly

and deeply in their own culture. It was not good for me, it ruined my career, but I have a lot of respect for them because they didn’t abandon their ship. There are so many reasons why we didn’t win the championship, despite the potential, but they had their own target, to do F1 their way, the Japanese way, and in the end they failed.”

Finally, to Lotus/Caterham. He didn’t need to do it, so why? “I didn’t have to do it and I made a big mistake. But I did it, and there’s no way back. I felt I was still at the pinnacle of my career and this led me to join the team, to show I was still at the top. There were promises made, but things turned out differently. What else can I say? I took a chance, but had nothing to gain. It was not the right thing to do, so my career ended with a bitter taste.”

But it wasn’t yet over, was it? Many were amazed when Jarno appeared in Formula E with his own team. Again, why?

“It is a new challenge, a new technology, a good opportunity to experience a new series with a very different concept. It was not an easy decision, but it was a brave decision, because I had nothing to gain and everything to lose as a driver. I have no regrets. We had a reasonable season and it was important for my team for


me to be there, to drive. We were developing the technology, which is complicated, and we started late, struggled in the first year. We were not always on top of the problems, and short on budget, but we are learning all the time.”

The Formula E team continues for the all-electric series’ second season, but Jarno has chosen to stand down from driving to concentrate on his new management role. Ex-Toro Rosso F1 driver Vitantonio Liuzzi and Mexican Salvador Duran will now lead the charge.



LATE AT NIGHT, IN TORRENTIAL RAIN, the Mini-Rok final starts under yellow flags and is reduced to four laps in appalling conditions. For Enzo the learning curve just got steeper, but he brings the kart home and it’s now time for pasta with zucchini and a glass or two of Poderi Castorani Rosso.

“We keep it simple, like we did when my father took me racing,” says Jarno. “Enzo has done well. He is learning, having fun, and we don’t need to do any more than that. If he has the talent, we will do more for him, but for now we are karting for the right reasons, for the racing, for the passion. This is how we like to be.”

You can take the boy out of Pescara, even put him on the Monaco podium, but you can’t take Pescara out of the man. Jarno Trulli remains true to his roots. 

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# One for the road

Sometimes seen as the staid cousin of its racing kin, Jaguar's XKSS is in fact a far rarer bird than a D-type. And this one sparked them all

writer ANDREW FRANKEL | photographer STUART COLLINS





**S**IXTEEN CARS, THAT'S ALL. Eighteen if you count the two that were converted later. Either way, there are more than twice as many Ferrari 250GTOs in the world as Jaguar XKSSs.

Of these few, is any one of them more special than the others? The market will tell you Steve McQueen's car stands out, but only because the movie star owned it, and whether that actually makes the physical property more special I leave you to decide. But one was different because it was the very first. It was the only XKSS to be built in the Jaguar experimental department and was the prototype on which expert ex-Cunningham panel man Bob Blake went to work to determine how a D-type racer could be turned into a XKSS road car. And if you know where to look, you can tell it from all other XKSS models: the shut lines of its doors are straight, not curved, just

like those of the car seen here.

That's because that car is this car, the XKSS prototype, the car that started its life as a D-type, chassis number XKD 555, and was turned into the first XKSS, chassis XK-SS 701. We meet at Goodwood, the car so fresh from its restoration by CKL Developments that there has only been time to set up the carburetors on the bench, so at part-throttle and low revs it fluffs just a touch. I think we can forgive it that. Otherwise and in every other respect I can discern, it is perfect. By the time you read these words it will be back in the US where almost all of the XKSS production run was sold, a proud possession of Howard Lutnick, chairman and CEO of Cantor Fitzgerald. We've not even attempted to insure it because I don't like being laughed at by people I've not met. Mr Lutnick, however, has agreed to shoulder the risk of me driving his car, merely adding a hand-written 'Be careful!' on the pro forma agreement we need nowadays to send out in advance of such exercises in these sadly litigious times. ☐





But before it can be driven, it must first be understood. The story of the XKSS as popularly told begins with desperation and ends in disaster. The conclusion I think we can all agree about: a fire that began in a tyre bay and ripped its way through Browns Lane on the evening of February 12, 1957, destroying the last nine of the intended 25 XKSS chassis.

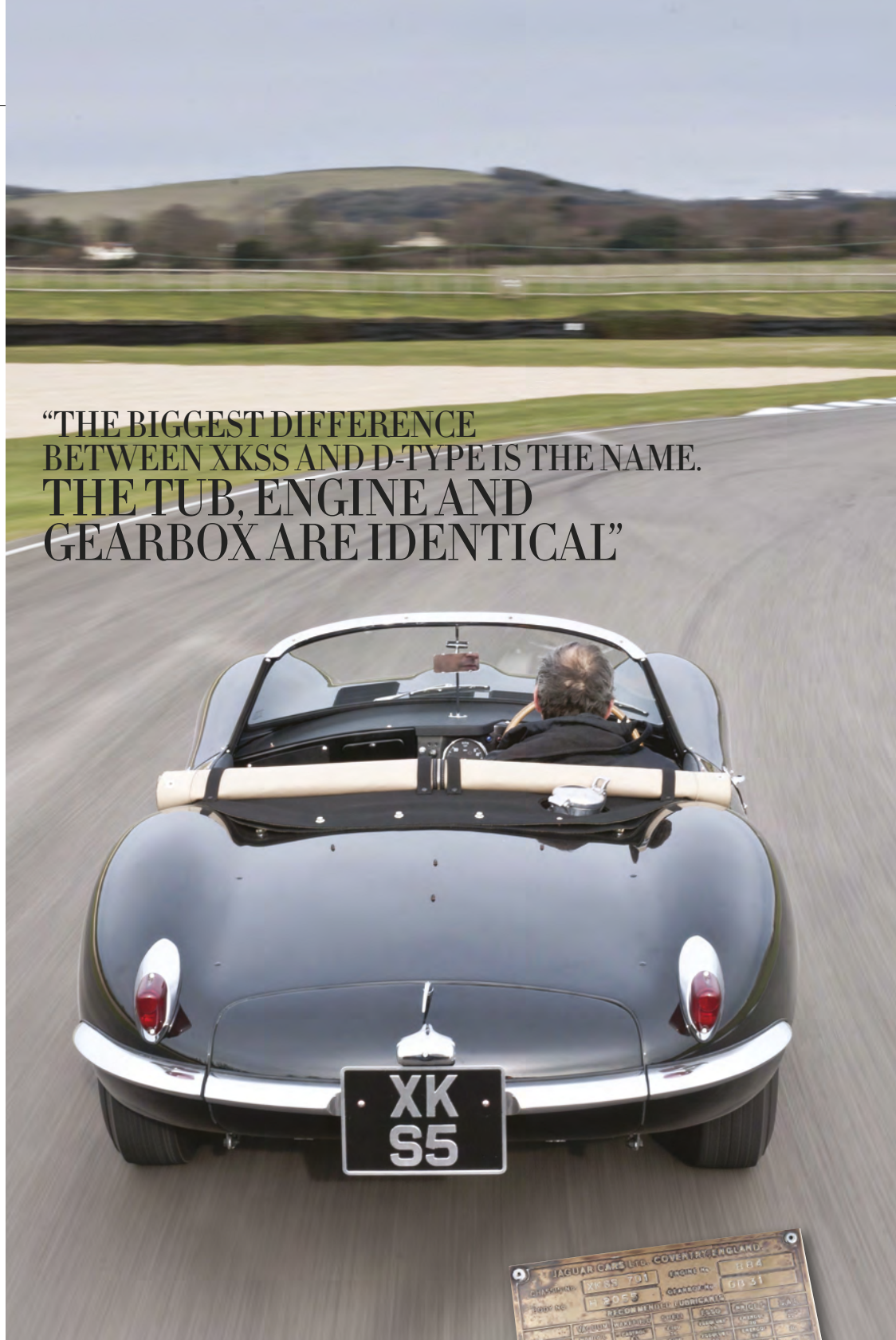
The reason for the car's creation, however, is more hotly disputed. To this day Jaguar itself states clearly that justification for the XKSS was to use up and recover the costs of unsold D-type chassis. And it seems a fair enough deduction: Jaguar had stopped racing at the end of 1956, and by the time of the fire the D-type was already three seasons old. It had won at Le Mans and Reims, but on other tracks that didn't play to its super-slippery strengths it was considerably less competitive against the Ferraris and Maseratis of the era.



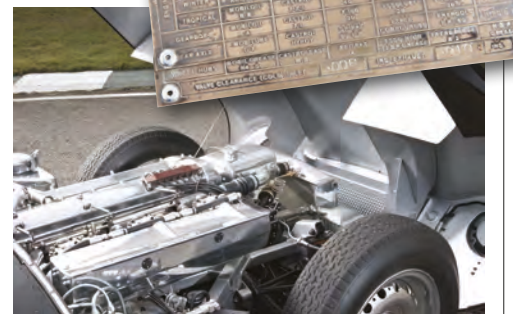
BUT THERE IS ANOTHER VERSION OF events that says that far from making a virtue out of necessity, the car was created to satisfy a very real demand. A man of the stature of no less than Lofty England said the XKSS was made because the SCCA (Sports Car Club of America) had refused to accept the D-type as a production-based sports car despite the fact that, like all sports racers of the era, it was made to road-legal regulations. But Jaguar didn't need to make a whole other car to satisfy this pent up demand, it just needed a new identity for the one it already had. And a dash of lipstick here, a change of chassis plate there and a proper windscreen later, the D-type was a racing car no longer, but a butter-wouldn't-melt street machine with a name related to all its other XK road going sports cars.

I expect that, as is so often the case, the truth lies somewhere between the two: Jaguar did have D-types it had been unable to sell, and there was great demand from the US for just such a car as the XKSS. Besides, we know that 14 of the 16 ended up in North America, leaving just one to head east to Hong Kong and one to stay home. We know too that XKSSs including this one were indeed raced in SCCA meetings all over the US.

But the biggest difference between the XKSS and the D-type is the name. So long as you have the parts, turning one into the other takes a matter of hours and, like other XKSSs, this one has been both. Like them all, it started life as a D, became an XKSS, turned back into a D-type in the 1980s before reverting to the XKSS specification in which it is seen today. But this should no more compromise its provenance than you should be seen as an imposter just because you've changed your running shorts for a jacket and tie: all the important bits including the tub, frame, engine, gearbox, back axle and suspension of an XKSS are identical to that of a



**“THE BIGGEST DIFFERENCE BETWEEN XKSS AND D-TYPE IS THE NAME. THE TUB, ENGINE AND GEARBOX ARE IDENTICAL”**





standard, customer D-type, as is the vast majority of the bodywork.

The main and most obvious changes are the deletion of the D-type's bar dividing the driver from his or her theoretical passenger, the removal of the fairing behind the driver (if the paint on XK-SS 701 were not so good you'd be able to see where it and the optional fin could be mounted on the rear deck) and the fitment of a passenger door. Beyond that and the full width windscreen complete with wipers, it really was just cosmetics: vestigial bumpers, a luggage rack, chromed headlamp surrounds, a rolled-up hood behind the cabin and, if required, side screens.

All the original work was tried out on the prototype by Bob Blake, who'd previously built Briggs Cunningham's 1951-55 Le Mans racers. He stayed at Jaguar for more than 20 years, working on the E2A and XK13 prototypes as well as the E-type.



THE PROTOTYPE WAS COMPLETED ON January 14, 1957 and a list price of \$6900 announced (a little less than £2500 at the time). Four days later it was shipped resplendent in Sherwood Green paint to America, where Jaguar US vice-president John Gordon Bennett raced it at Mansfield, Louisiana and won.

Happily its history from then to now has been extensively documented, but never more thoroughly nor recently than by renowned Jaguar historian Paul Skilleter in 2013. The car was sold to one Robert Stonedale who raced it extensively in 1957, entering it at Galveston, Texas, that November... apparently powered by a Chevy V8 motor. He raced on to 1959 before the car went through a succession of owners until, in 1972, its tub and frame went their separate ways during its first restoration. However this appears not to have been completed until 1981, when it was sold to a Japanese customer who enjoyed the car in D-type specification for a little more than a decade and then as an XKSS for a further eight years. In 2000 it was bought by Graham Love, who in 2008 also bought the car that had inherited its original frame back in 1972. CKL Developments reunited the two main structural components in 2010, putting to bed any question as to the car's entitlement to the identity of XK-SS 701 or, indeed XKD 555.

So today the car stands with the same body, tub, frame, rear axle and almost certainly the front and rear suspension and brakes with which it left the factory 58 years ago. The engine is to original specification but clearly not the unit it had when new, while the gearbox might or might not be the one with which it was born.

Consider for a moment the proposition made by this car in 1957, not as a Le Mans-winning weapon (it should be remembered that at the time XK-SS 701 was winning in Louisiana, the

D-type had yet to take its final win in France), but as a road car. I guess its closest competition at the time was the roadster version of the Mercedes-Benz 300SL, introduced in the same year as the XKSS. But while the 222bhp of the Merc's fuel-injected 3-litre motor was not so far removed from the 250bhp offered by the Jag's triple 45mm Weber-fed 3.4-litre twin-cam engine, at 1330kg the Mercedes weighed almost half as much again as the svelte 914kg Jaguar. A 0-60mph time of 4.7sec was quoted for the XKSS, limited not by the characteristically slow gearchange as the car would reach 60mph in first on the standard 3.54:1 rear axle, but by the limited traction of its live rear axle and skinny 6.5in Dunlop race rubber. To put this into some kind of perspective, in the same year as the XKSS was launched, Jaguar released the XK150, its most powerful production road car to date. And that required almost twice as long to hit the magic 60mph mark. As JB Boothroyd wrote in *Punch* in October 1957 after taking an XKSS for a run, "It eats up an immense amount

drive their cars this way, and for how much of the time? What the XKSS does at any speed is flood your fingers with feel from the road, your ears with the cultured bark of that wonderful engine and your eyes with a sight that differs in no great way to that seen by Mike Hawthorn thundering down to Mulsanne in 1956. You can drive the XKSS fast, you can drive it slowly or you can park it and just look at the damn thing. And that sense of privilege, of being in the presence of something quite exceptionally rare and special will never leave you.

I hear rumours, louder by the day, that Jaguar is going to make some more XKSSs, and to be honest the only surprise is that it has not done so already. Having flogged six new lightweight E-types for a seven-figure sum each, resurrecting the nine XKSS chassis plates that burned in 1957 and completing the originally intended run of 25 cars is as big a slam-dunk, no-brain-required decision as I can imagine in the car industry today. These will not be replicas or recreations, but genuine Jaguar-




of road, converting a 10-mile straight into something the size of a bus ticket..."

It still does. Climbing aboard is easy but I suspect Jaguar fitted some rather more generously padded seats to the XKSS than the D-type because there is clearly less leg room here. But everything else seems the same: the dials, that peerless view down the bonnet, the masculine growl of that motor.

The XKSS lacks nothing in comparison to modern supercars. Because it is newly restored, and aware of Mr Lutnick's understandable exhortation, I can't go howling up to 6000rpm in every gear, lob it into Madgwick on a trailing throttle and see if I can drift it all the way to the exit, but even if you drive defensively the XKSS still comes alive. And here it has something modern supercars do not: right on the limit a LaFerrari is very special and beautifully balanced, but how many owners will actually

assembled continuation cars, and if they can't sell each of them for more than they charged for the E-types I would be very surprised.

But to Howard Lutnick it should not matter if there are 16, 25 or any other number of XKSSs on the planet for, indisputably, there is but one prototype: this is it and it is his. To become acquainted with it even briefly is to know the most special example of perhaps the rarest and most special road car of its era. 

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{ LUNCH WITH }

# ANDY ROUSE

Don't be fooled by the quiet manner.  
This multiple saloon car champion is equal  
parts racer, engineer and forceful foe

writer SIMON TAYLOR | photographer JAMES MITCHELL




**I**N MOST BRANCHES OF professional motor sport, the man who is doing the driving is not the same as the man who is doing the engineering back at the workshop. A good tester, sensitive to a car's track behaviour and how he wants it to improve, will communicate what he discovers to the engineer, who will then modify or re-engineer the car to try to meet his driver's wishes. But when the driver and the development engineer are one and the same, you can shortcut a whole stage in the process of building a competitive racing car.

This – along with the ability to be not only very fast, but also hard-nosed in one of racing's hardest-nosed categories – was a key factor in the long success of Andy Rouse. While working as a tester and development engineer in the 1970s for the mercurial Ralph Broad at Broadspeed, and then running his own Andy Rouse Engineering, he also managed to take four British Touring Car Championship titles, three of them consecutively. In those multi-class days consistency in a small car could beat the big cars to overall points victory, but Andy also

won his class in the series a further five times. In the races themselves, over 20 seasons he scored 60 outright and class victories, which at the time was a record. (These days it's rather different: with three races per round, Jason Plato is on his way to his 100th win.)

Andy is out of motor sport now, dividing his time between his commercial property business, exercising his 600-horsepower sports cruising boat, and riding his Suzuki trail bike in the Welsh hills. But the Rouse connection with racing remains, for his son Julian is the general manager of Christian Horner's Arden Motorsport, running cars in GP2, GP3, Formula Renault 3.5 and MSA Formula.

Now 67, Andy still has the same rangy build as he had when we were both racing Escort Mexicos 43 years ago, and for our lunch at the Bluebell restaurant at Sunningdale he chooses a healthy meal: yellow fin tuna, wild sea bass and gooseberry fool.

He's a country boy, born in Gloucestershire into a family that could hardly have been less car-orientated: his father was a market gardener. Nevertheless the fields and country lanes meant there was plenty of room to crash around in 



the old Ford Popular he got hold of when he was 13. Then came the local sport of jalopy racing. The Gloucester & District Jalopy Club ran races around a quarter-mile grass oval, and before he left school Andy built his own jalopy, a weird mixture of Singer Le Mans chassis and side-valve Ford 1172 engine. “It taught me some good early lessons. You’d have eight cars racing side by side, no grip on grass of course, and you didn’t really use your brakes, so I learned how to deal with whatever the car decided to do. A friend from school, Ian Biscoe, used to come along and help me. It must have taught him something, too: he ended up running Cosworth in America.

“I spent four years doing a general engineering apprenticeship in Gloucester with Muir Hill, who make those big yellow diggers and road-building tractors. There was nothing automotive about it, but it taught me how to make things, and how to weld. By the time I was 20 I’d managed to scrape together the funds to buy an old Formula Ford Dulon. FF was new then, still pretty cheap, using road tyres. Ian came along as my mechanic: neither of us knew anything about racing, but he was really handy, and he could build up an engine. I just raced on the local circuits, Castle Combe, Thruxton, Llandow, but eventually I won the BRSCC South-West FF Championship.

“Dulon noticed that, so they gave me a deal on a newer chassis. I wanted to progress to the national championship, which meant I needed a good engine. I read that Broadspeed, who’d built up a top reputation in touring car racing, were going to be building FF engines, so I called up Ralph Broad. He told me to come and see him. I went up to Southam and Ian came with me, and we ended up with an FF engine – and a job each. That’s how I moved from being a digger mechanic to being a racing mechanic.

“I started off as a cylinder head grinder. Broadspeed was making engine kits for Ford road cars in those days. You could buy a package from your Ford dealer: polished head, reprofiled camshaft, rejetted carburettor. I was grinding heads all day, 60 hours a week, which meant I didn’t have any time to prepare my own Formula Ford. And in the national championship I was up against people like Emerson Fittipaldi and Tony Brise. It was all good experience, but on my mechanic’s wages it wasn’t going too well.

“Meanwhile Ford had announced a one-car British championship for the Escort Mexico, which was a pushrod 1600 version of the Escort. Ralph sold me a car – at cost, but I still had to pay for it – and I prepared it in the workshops in my spare time. I painted it in the Broadspeed colours of metallic maroon [actually Rolls-Royce regal red] with silver roof. Ralph pointed me towards a few extra tweaks, and after the first couple of rounds I really got the hang of it. I found I liked racing saloons



## ANDY ROUSE CAREER IN BRIEF

**Born:** 2/12/47, Dymock, UK

**1965** Began grasstrack racing in homebuilt Special  
**1969-71** Formula Ford 1600, winning one regional title  
**1973-76** British Saloon Car Championship, winning outright with Triumph Dolomite in '75 **1974** Formula Atlantic **1977** ETCC, Jaguar **1978** Porsche 924 Championship **1978-94** BSCC/BTCC, taking titles with Alfa Romeo ('83), Rover ('84) and Ford ('85) **1981** Sets up Andy Rouse Engineering **1987** World Touring Car Championship **2003** Britcar, champion



more than single-seaters, and I just clicked.” I can confirm that: I beat him into fourth place, just, at the first round, but then he got in the groove and for the rest of the season none of us saw him for dust.

Ralph Broad realised that this lad Andy was growing into a very talented racer, and needed more opportunity. For 1973 Bristol Ford dealer Vince Woodman was racing a 1300 BDA-powered Broadspeed Escort in the British Saloon Car Championship (as the BTCC was then called). Ralph persuaded Vince to buy a

full-house 2-litre Escort as well, a car he’d built the previous season for David Matthews, and enter it for Andy.

This moved Andy abruptly into the big time. He rose to the occasion in the very first round at Brands by coming third overall behind Frank Gardner and Dave Brodie, and then took second place in round two at Silverstone behind Brian Muir’s big BMW and ahead of Gardner’s Camaro. At the end of the season he’d finished second overall to Gardner in the championship, and had won the 2-litre class with ease.

“Coming after the Mexico, with its near standard engine and road tyres, the Group 2 Escort was a real step up. It was a proper racing car: 2-litre Cosworth BDA engine, big slicks 10 inches wide at the front and a foot wide at the back. Broadspeed was building Group 2 cars for various customers, and effectively running Ford’s works team in the championship. I was workshop foreman now, but Ralph was also using me as the test driver, so I was doing a lot of circuit mileage.

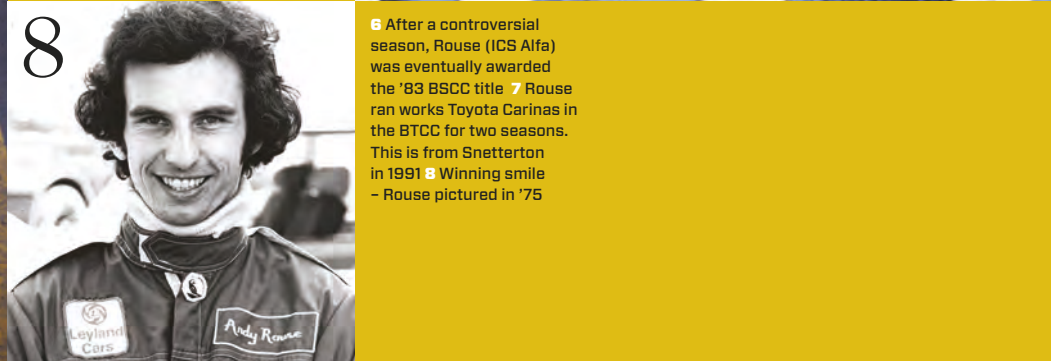
“Working for Ralph there was never a dull moment. He was a real character: always like a coiled spring, living on his nerves, chain smoking, talking very fast, every third word unprintable. We got on well, and he was very good to me. He was my mentor, taught me how to analyse things mechanically in racing. I developed the cars, I got the results, and gradually I became his right-hand man.



“FOR 1974 THE SALOON RACING RULES all changed. There was a recession on and there wasn’t much money about, so the British championship switched to Group 1, with cars having to stay close to standard. Somehow Ralph did a deal with British Leyland to run a works team of Triumph Dolomite Sprints and, with very few modifications allowed, we had to make them raceable. My jalopy racing stood me in good stead, because the Dollys just wanted to oversteer, and they had no brakes. The rules said we had to use the standard brakes, calipers and pad sizes, which were the same on the Sprint as on the basic Dolomite 1300, and the usual DS11 pads used to melt. So we found some aircraft brake pad material, which is sintered, and cut that to fit.” After a lot of painstaking development work, the Dolomite was a winner. In 1974 Andy headed his class in the championship again, and in 1975, with 12 wins out of 15 rounds, he finally got the title of overall British saloon champion.

“I won that by a bonnet-length. Bernard Unett had been winning his class everywhere in the little Hillman Avenger, and going into the last round at Brands Hatch I had to be sure to win my class to beat him to the title. Brian Muir was racing Bill Shaw’s Dolomite that





1 Rouse graduated from  
grasstrack racing to  
compete - with some  
success - in a Formula  
Ford Duralin 2 Forging his  
reputation in an Escort  
Mexico, when one-make  
racing was still a novelty  
3 First BSCC title came in  
1975, aboard Broadspeed  
Dolomite Sprint 4 Jaguar  
ETCC programme was  
rich in promise, short on  
results 5 Performances  
in Britain's Porsche 924  
series earned Rouse  
international opportunities

6 After a controversial  
season, Rouse (ICS Alfa)  
was eventually awarded  
the '83 BSCC title 7 Rouse  
ran works Toyota Carinas in  
the BTCC for two seasons.  
This is from Snetterton  
in 1991 8 Winning smile  
- Rouse pictured in '75



year, and he was the one guy who could give me a problem. Before the race Ralph did some sort of deal with Bill Shaw, I don't know what, but Bill said he'd tell Brian not to beat me.

"Well, Brian was a pretty tough racer. He got ahead of me at the start, and I didn't want to attack him too hard and have us both off. So we raced nose to tail for the whole 20 laps, and coming into Clearways, the last corner on the last lap, he was ready to let me go by – and there was a yellow flag: no overtaking! So I was still behind as we went for the finish line, and in the last few feet Brian eased off the throttle a tiny fraction, I got alongside, and we crossed the finish line with me ahead by a bonnet. So he honoured the deal, but he made me work for it."

Encouraged by this success, British Leyland decided to raise its sights, and take on the European championship with, of all things, the big 12-cylinder XJ saloon. So for 1976 Broadspeed got the job of building a racing version of the two-door XJ12C: and Andy got the job of developing it, and then racing it. Jaguar now paid his salary.

"We were presented with this soft luxury barge and had to turn it into an effective racing car. It wasn't an easy task. There were a lot of big company politics involved, between British Leyland and Jaguar, and between Jaguar and us. In fact Jaguar, with its history of Le Mans wins and the great days of the 1950s, wanted to do it alone. It didn't actually have a competitions department any more, but there were still people there who thought they should be developing it. So we didn't get much help from Jaguar.

"For a start, that big V12 motor was quite a challenge. Power wasn't the problem: it was only a two-valver, single cam each side, but we got a good 560bhp out of it. But the rules said you had to keep the wet sump, and it was a long engine with a very shallow sump. The engines kept blowing up because of oil surge, and we had to design more and more exotic sumps to keep it all together. Six months before the programme finished the rules changed and we were able to build a dry-sump car, but by then it was all too late.

"British Leyland was in such a hurry to wave the flag that it started to publicise it before we'd even got the first car running, so expectations were way ahead of what we could do. It was September before we finally got one car to a race, the TT at Silverstone, and Derek Bell put it on pole. But we had a problem with rear hubs breaking. We had 19-inch diameter wheels, 14 inches wide at the back, and Jaguar insisted we ran with standard rear hubs. They promised to make some better ones, but it never happened.

"For 1977 we ran two cars in the European championship, Derek and me in one and Tim Schenken and John Fitzpatrick in the other. The Jaguars were very heavy – 1400 kilos – and nowhere near as fuel-efficient as the

lightweight BMW 3.0 CSLs. They could do a three-hour race with one stop, whereas we had to make two stops. We were faster than they were, but we couldn't make up enough to cover the extra stop."

That season was an expensive disaster. Two cars started in seven rounds of the championship, and frequently they qualified fastest: but out of those 14 starts they posted 11 retirements. However, there were a couple of high spots. The first came in the Nürburgring



Rouse was best in class with the Sierra XR4Ti in 1986, but finished only third in the overall standings

## "WE HAD TO TURN A LUXURY BARGE INTO AN EFFECTIVE RACER. IT WASN'T AN EASY TASK"

Four Hours. The XJ12 scored its first proper finish when Derek and Andy came home a magnificent second behind the fastest BMW, the Gunnar Nilsson/Dieter Quester CSL.

"Hustling the XJ12 around the Nordschleife in a four-hour race was like being sentenced to hard labour. Even the front wheels were 12 inches wide, and there was no power steering – we'd deleted that to save a bit of weight. And the clutch, to cope with the power, was so heavy you could scarcely push it down."

Then in the TT at Silverstone, the track where he had done so much endless testing in the car, Andy set pole by more than half a second. In the closing stages he emerged from his inevitable extra pitstop in second place, and started to wind in Tom Walkinshaw's leading 3.0 CSL – until, with eight laps to go, he found a sheet of oil across the track at Abbey from a car that had blown its engine moments before. At once the Jaguar was in the bank; but it was so far ahead of the rest that it still earned fourth place.

"Leyland pulled out after that. We didn't even go to the last two rounds. After all our work, it was really frustrating that they didn't stay in for one more season, because the BMW 3.0 CSL was out of homologation, and I reckon we could have got the XJ12 right and won the championship.

"And then Ralph decided to stop. His ticker was pretty rough, I think, but also his daughter was tragically killed in a road accident, and that hit him very hard. So he retired to Portugal, and Broadspeed was sold to John Handley, who'd raced for Ralph in his Mini days.





Watch Andy Rouse taking on Steve Soper at Brands Hatch, when the Sierra RS500 was touring car king

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“WITH JAGUAR OUT AND BROADSPEED sold, I was left trying to turn myself into a self-employed racing driver and tester. What saved me was a friend who had a company that made industrial furnaces, and he gave me a part-time job as a welder/fabricator. So I’d gone from British saloon car champion and works Jaguar driver to welding up boilers.

“But I had some drives for Tom Walkinshaw in BMWs, and Alan Minshaw lent me his Opel Commodore for production saloon races, all of which kept my face in. That led to a drive with Gordon Spice in his 3-litre Capris, and I was on the winning team in the 1981 Willhire 24-hour race at Snetterton in an Opel Commodore.

“Things didn’t go well for John Handley at Broadspeed, and in 1981 he had to close it down. I decided that was the right moment to set up my own operation, and I founded Andy Rouse Engineering. Vic Drake, who’d managed the road car side at Broadspeed, came in as my

partner. We bought a lot of their old equipment, and to start with it was just Vic and me and a couple of guys. My lucky break was meeting Pete Hall.”

Hall’s company, Industrial Control Services, had made him a wealthy man, and he was an enthusiastic saloon car racer under the ICS banner in an Opel Commodore. “He wanted the best of everything, so we began to build his engines, and I’d test his car and sort it for him. ICS ended up sponsoring me for 11 years.

“For 1983 I was going to race a V8 Rover for Martin Thomas, but just as the season was starting he withdrew, which left me high and dry. Meanwhile Pete had bought an ex-European championship Alfa Romeo GTV, and he’d done a couple of races with it and didn’t get on with it at all. We did a test on the Brands Hatch long circuit and he said, ‘I can’t drive this thing, you’d better drive it.’

“I’d missed the first three rounds, but with the Alfa I won my class in six of the remaining eight rounds, which made me class winner and third overall behind the two Tom Walkinshaw

Rovers of Steve Soper and Pete Lovett. And then the Rovers were disqualified.” It was discovered that Walkinshaw had changed the tappets from hydraulic to mechanical, which the rules didn’t allow. He insisted it was for maintenance reasons, and there was no performance advantage, but after months of argument the disqualification held, and Andy was champion.

“For 1984 Pete Hall did a deal with John Davenport, the Austin-Rover competitions boss, to run a Rover alongside the Walkinshaw cars, which were effectively the works team. We beat them twice in the first five races. Meanwhile the row about the 1983 disqualification had got as far as the High Court. In June Davenport made a big dramatic statement announcing that, in protest, the Austin-Rover works cars were being withdrawn from the 1984 series. That pretty much left things to us. I won five of the remaining six rounds, and I was champion again.”



AT THIS TIME FORD WAS KEEN TO develop the Sierra ahead of the launch of the planned Sierra Cosworth, and they came to Andy to develop and run a works car for 1985. “This was the Sierra XR4Ti, which used a version of the American Pinto engine, 2.3-litres, four cylinders, single cam, but turbocharged. It was quite basic, just two valves per cylinder, but if you turned the boost up you had more power than the Rovers, and more torque.”

Andy won nine of the 12 rounds outright, to take his fourth British title, and his third on the trot. The following year he won his class again. “Ford loved it, because all the rounds were on BBC TV with Murray Walker and Steve Rider, getting big audiences. Ford backed it up with a TV ad campaign too, featuring our team.”

For 1987 the series had changed its name from BSCC to BTCC, and the XR4Ti had given way to the Sierra Cosworth, with the 2-litre twin-cam YB-series engine. “Then halfway through that season came the RS500 version, with a much larger turbo and bigger injectors, different rear suspension geometry and a bigger rear spoiler. It was quite challenging to drive, because we were making 520bhp and over 400lb ft of torque. To homologate it, 500 examples had to be sold, which made a fun road car. A good RS500 is very collectable now.

“Ford paid us to run the Sierra development programme originally, but then the RS500 took off, and in 1988 there were up to 16 of them on the championship grids. So they didn’t need a works team any more, and instead they ran a bonus scheme, with £5000 if you won a race. I won nine of them, so that was quite good. That brought me another series class win, and I managed it again in 1989. Also in 1988 I did



the TT, which was then a round of the European Touring Car Championship. Alain Ferté and I won that, beating all the BMWs and Eggenberger Sierras.

“I was running the company, developing the cars, and racing them, which meant long days and seven-day weeks. But it was very satisfying because it was my own operation. We were employing about 30 people by this time. We built more than 100 racing engines for RS500s, and we were also making road cars, including our version of the Sapphire Cosworth, the 304-R. We made nearly 90 of those, and I still get people asking about them today.

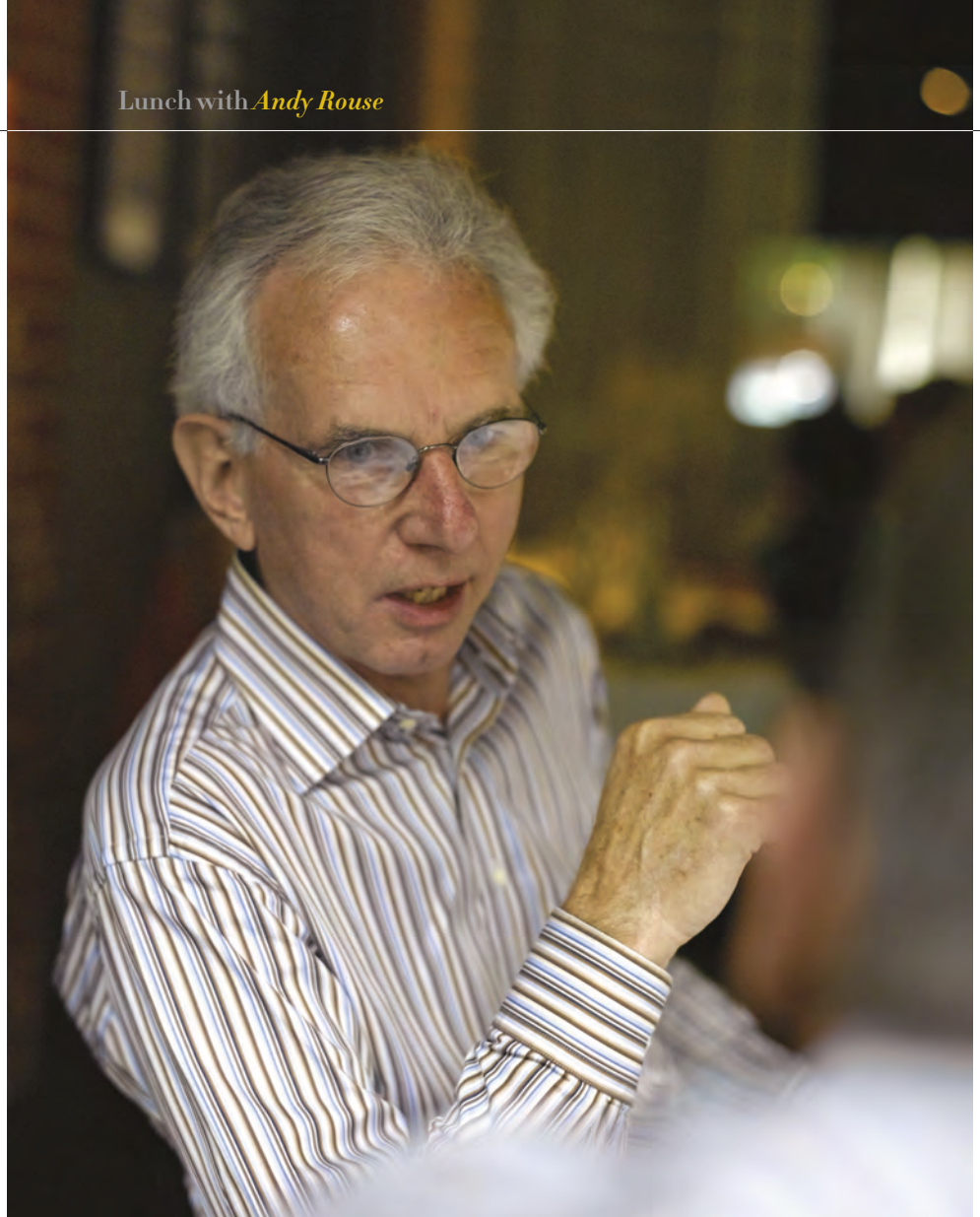
“For 1991 the RS500 was about to run out of homologation, and we were going to lose a lot of the cars off the grids. BBC Grandstand was giving us great coverage, and we needed to be sure that the standard of racing remained high. So with several of the other team principals we instigated TOCA – short for TOuring CARs – to administer the series, and it was run out of my office in Coventry. We came up with new rules for a 2-litre one-class championship, which we called Supertouring. Alan Gow came in to run it, sort out the licence from the MSA to run the series, organise the TV deals, the test days, everything. He was the perfect man for the job.



“WITH NO MORE RS500S WE SWITCHED to Toyota and ran its works Carinas. I finished third in the series, and in 1992 I scored my last two BTCC wins, taking my total to 60. Then at the end of 1992 Ford came back to us and said, We’ve got this new thing called a Mondeo, and what are you going to do about it?

“In Supertouring you were allowed to use any engine from the same manufacturer’s range. The Ford Probe in America used a 2.3-litre V6 actually made by Mazda, so we destroyed that down to 2-litres. We discovered from the start that the Mondeo was much too heavy. So Ford opened up the production line on a Sunday and sent 30 special shells down the line. They reduced the metal thickness on all the panels, and took out anything that we didn’t need – all the crash strengthening in the doors, lots of brackets and stuff.

“We did the first engines, just to get the testing under way, while Ford got Cosworth to do the full engine development programme. They finally got the finished engines to us in June, and suddenly we had a competitive car. Paul Radisich had come over from New Zealand to drive for us, and although we only did the second half of the season he did a really good job, finishing third in the series with three wins. He was third again in 1994, which was my last season as a driver. I wasn’t too keen on hanging up my helmet, but I’d done 22 seasons



## “MANSELL WAS REIGNING INDYCAR CHAMPION, BUT HE DIDN’T REALLY KNOW WHAT HE WAS GETTING INTO”

as a professional racer, and the business was still there to be run. And I think Ford wanted a younger driver, so we got in Kelvin Burt as my replacement.

“It was at the end of the 1993 season that we ran Nigel Mansell in the TOCA Shoot-Out at Donington. He was reigning Indycar champion and the previous year’s F1 world champion, but he didn’t really know what he was getting himself into: I think he thought it was just going to be a celebrity race. We tested for a couple of days and to begin with he couldn’t get the hang of the Mondeo – he thought the braking distances should be the same as a Formula 1 car’s – and he went off two or three times. We’d brought two cars, and we put him in the second one while we repaired the first one, and went on like that. But gradually he got

the hang of it, he was improving all the time. And he was brilliant to deal with.

“It must have been the best publicity Ford ever got out of going motor racing. The hoo-ha started on the Thursday before the race, stories in every paper, and on the day 70,000 people paid to come and watch. He turned up with all his minders, and a TV crew constantly sticking a camera up his nose, and all these people hanging around him. It was bizarre. He spent hours signing autographs – and of course in the race he crashed the car. Really wrote it off. That was headlines across the world: Nigel Mansell in Mondeo crash! After that car clubs and charities came on asking us to give them damaged panels from the car that they could auction. When we had given away all the panels, we painted a big red 5 on any other





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Rouse with Ralph Broad, who did so much to shape his career as both racer and engineer



bent panels we could find and sent them those.

“For 1996 Ford took their deal away from us and gave it to Dick Bennetts and West Surrey Racing. They’d had a change at the top at Ford. The new motor sport manager was a New Zealander, and Dick Bennetts is a New Zealander. I don’t know if that had anything to do with it. Anyway, it made no sense to me, and I was a bit knocked by that after all the work we’d done for Ford. We’d been on the podium 36 times with the Mondeo. West Surrey didn’t build the cars themselves, they went to Reynard to get that done, and I think in all the time they ran those cars they only won one race, so it was a bit of a disaster for Ford.

“We wanted to carry on, but the only deal we could find was to run out-of-date Nissans. Then we tried to get Toyota back in, but that didn’t work out. By that time we’d run out of options, so I took the difficult decision to close Andy Rouse Engineering. We sold off the equipment and got rid of the factory, but the business itself wasn’t a sellable item because it was all centred around me.

“Later on, Pete Hall and I tried to get together an alternative to the BTCC called SCV8. The aim was to provide lots of speed and power and spectator excitement at low cost. The cars would use a common spaceframe chassis, with different road car bodies.

“Our first prototype had a Lotus V8 engine that Janspeed developed for us, under a Peugeot shell, and then we built a Jaguar X-type version. Because the engine, chassis and suspension were all the same, it would have been inexpensive. We took it to Nicola Foulston



when she was running the Brands Hatch group of circuits, but before it got any further she sold out to Octagon, and that was the end of it.

“During my touring car career I raced some other stuff, too. In 1974, still fancying myself as a single-seater driver, I bought a March-BDA and raced in Formula Atlantic. I fitted that in with the Dolomite programme, until Ralph called me in and told me, in his usual muck-and-bullets way, that I had to decide whether I wanted to be a single-seater driver or a touring car driver, because he wasn’t going to have me trying to be both. That was the end of Formula Atlantic for me.

“And I did Le Mans three times, twice in a factory-entered Porsche. A dealer fielded a car for me to drive in the UK Porsche 924 Championship, and I finished runner-up in that series to Tony Dron. As a result the factory put Tony and me in one of three 924GTs it had entered for the 1980 24 Hours. It wasn’t very

quick, but it was fuel-efficient, and by 10am on Sunday we had it up to eighth place overall. Then the engine went sick, but we still finished 12th. The next year I was paired with Manfred Schurti, and exactly the same thing happened. A valve burned out, so they took the plug out and we kept going, trudging round on three cylinders. It was pretty boring, but we finished 12th again. In 1982 I did it in Richard Lloyd’s 924. We didn’t get far: blew an engine in practice, started the race from the pitlane, and blew it again.

“I loved Le Mans, the race itself was brilliant. But back in those days – no doubt it’s very different now – if you were a Porsche factory driver you weren’t made to feel very special, at our 924 level anyway. It was the car that mattered, the driver was just an accessory to get it around the track. There was nothing laid on, just an empty caravan behind the pits: sort it out yourselves, boys.

“Outside the BTCC I raced touring cars at Macau a couple of times – what a wonderful track – and Bathurst, which was pretty challenging in an RS500. We were doing 185mph down Conrod Straight, every lap. Of all the cars I raced, I look back on the RS500 with the most affection – that, and the first Group 2 Escort in 1973.

“In 2003, just for a bit of fun, I did the Britcar Series with an 11-year-old DTM Mercedes 190, and my co-driver was my son Julian. I prepared the car in my garage at home, and we won the championship. And I’ve done the Goodwood Revival: in an E-type in the TT, in one of those hump-backed Volvos, and I even drove a replica of my Dolomite Sprint up the hill in the Festival. It still oversteered!”



MEANWHILE, ANDY STILL CAN’T QUITE leave cars alone. His current fun project is a surprising one: a 1967 Cadillac Calais Coupé. “It’s the one with the stacked headlights. It’s got the big 7-litre engine, and I’ve put Edelbrock fuel injection on it, we’ve come up with a special cam, exhaust headers, 20-inch wheels, lots of tweaks. I like working on cars, and the American stuff is great, and simple to work on. And a lot of it is quite rare over here. If you turn up at a historic meeting at Silverstone in a restored Jaguar, no one bats an eyelid. We rumble into the paddock, six up, and everybody loves it.”

So Andy Rouse started out working on a jalopy: and half a century later he’s working on a Cadillac. Opposite ends of the motoring spectrum, maybe, but with both of them, just like all those victorious touring cars in between, Andy has always got as much satisfaction out of developing them as driving them. There’s a pleasing symmetry about that. ☐



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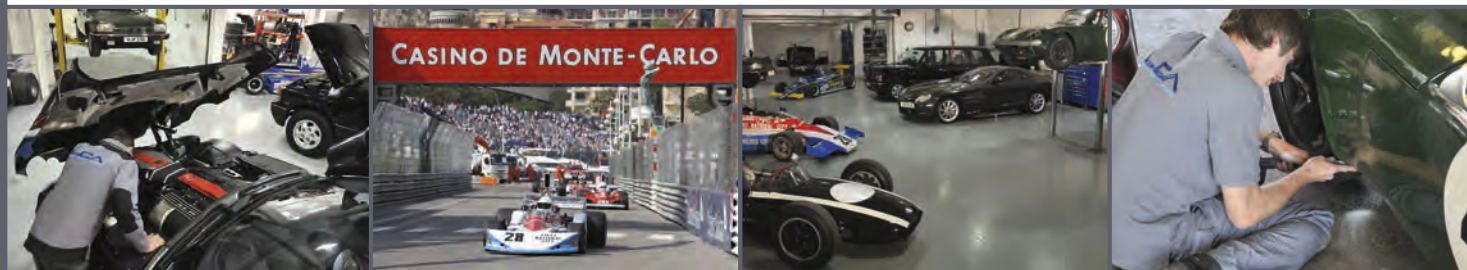
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# MACAU GRAND PRIX

A tight, twisty tradition that has become international F3 racing's annual showpiece

writer PETER HIGHAM



ONE OF FORMULA 1's FIERCEST rivalries was ignited 25 years ago on the final lap of the Macau GP. Mika Häkkinen was the season's outstanding F3 talent, having won the British title with West Surrey Racing. He qualified on pole at Macau and won the first heat by 2.66sec from Michael Schumacher.

Häkkinen then shadowed the German during heat two, with a secure aggregate win in his hands. Eager to secure his 13th win of the year, however, he attempted to pass his rival as they entered that last lap. The cars touched and Häkkinen was sent crashing into the barriers at approximately 150mph. Schumacher went on to victory and their rivalry would later give F1 some added sparkle.

The Macau GP has been held on the twisty Guia street circuit every year since 1954 – as a low-key sports car, Formule Libre or F/Pacific event before F3 rules were adopted in 1983. Ayrton Senna scored an impressive victory that year and it has since been an unofficial F3 World Cup. Edoardo Mortara, who in 2010 became the first back-to-back winner for 30 years, currently holds the lap record at an average speed of 104.669mph. In addition to the F3 race, Macau held the final rounds of the World Touring Car Championship from 2005 to 2014.

The original circuit followed the same route as today, although some roads were still unpaved and the trees and lamp posts that lined the track were merely painted with a white stripe to warn competitors...

## MOST WINS DRIVERS

4

JOHN MAGDONALD

- JAN BUSSELL 2
- ARSENIO LAUREL 2
- GEOFF LEES 2
- EDOARDO MORTARA 2\*
- RICCARDO PATRESE 2
- VERN SCHUPPAN 2

\*the only multiple winner of the F3 era

## MOST WINS TEAMS

5

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1.9mph

The increase in average speed from 1954 to 2014 (thanks to a red flag and safety car last year)

## 1990 RACE F1 DRIVERS

- 1st MICHAEL SCHUMACHER
- 2nd MIKA SALO
- 3rd EDDIE IRVINE
- 7th ALEX ZANARDI
- 12th OLIVIER PANIS
- 13th MIKA HÄKKINEN
- RET HEINZ-HARALD FRENTZEN
- RET OLIVIER BERETTA
- RET PHILIPPE ADAMS

NOTE: Naoki Hattori (8th) & Pedro Chaves (retired) also entered GPs but did not qualify



## MOST WINS BY SERIES

- BRITISH F3 9
- EUROPEAN F3 7
- GERMAN F3 5
- JAPANESE F3 5
- F3000 2
- FRENCH F3 1
- ITALIAN F3 1
- GP2 1
- GP3 1

**Edoardo Mortara**  
Dallara F308-Volkswagen  
**2m10.732**  
104.669mph

LAP RECORD

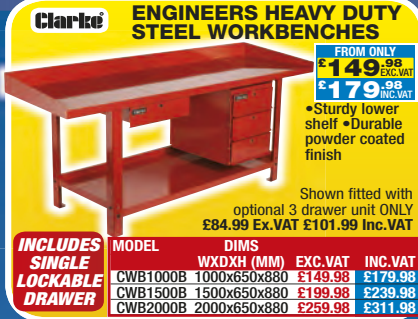
1999 The only time the average speed for the Macau GP was more than **100mph**

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• steel chassis

FROM ONLY **£84.99** EX.VAT **£101.99** INC.VAT

**£101.99** INC.VAT

**LOW ENTRY ONLY 85MM**

**Clarke RACING**

MODEL	EXC.VAT	INC.VAT
1.25 tonne	£84.99	£101.99
2 tonne	£149.99	£179.99
2.5 tonne*	£139.99	£167.99

# Machine Mart

**NOW 65 SUPERSTORES NATIONWIDE**

## WHERE QUALITY COSTS LESS



### master TURBO AIR COMPRESSORS

Superb range ideal for DIY, hobby & semi-professional use

8/250

FROM ONLY **£79.99** EX.VAT **£95.99** INC.VAT

**BIG 2HP 7.5CFM**

**HUGE CHOICE OF SPRAY GUNS & AIRTOOLS**

MODEL	MOTOR	CFM	TANK	EXC.VAT	INC.VAT
Tiger 8/250	2HP	7.5	24ltr	£79.99	£95.99
Tiger 7/250	2HP	7	24ltr	£89.99	£107.99
Tiger 11/250	2.5HP	9.5	24ltr	£119.99	£143.99
Tiger 8/510	2HP	7.5	50ltr	£129.99	£156.99
Tiger 11/510	2.5HP	9.5	50ltr	£149.99	£179.99

### Clarke 2 TONNE TROLLEY JACKS

FROM ONLY **£19.99** EX.VAT **£23.99** INC.VAT

**GTJ2001G**

MODEL	TYPE	EXC.VAT	INC.VAT
CTJ2B	DIY	£19.99	£23.99
CTJ2MB	DIY	£24.99	£29.99
CTJ250LP*	Low Profile	£39.99	£47.99
CTJ20LG	Pro Instant	£69.99	£83.99
CTJ201G	Pro Garage	£74.99	£89.99
CTJ2GLC	Pro Long High Lift	£169.99	£203.99

\* CTJ250LP has a 2.25 tonne capacity, has a low entry of only 80mm and includes 2 sockets

### Clarke 3 TONNE JACKS

FROM ONLY **£44.99** EX.VAT **£53.99** INC.VAT

**quikLIFT**

JACKS ALSO IN STOCK UP TO 5 TONNE

**GTJ3000G**

MODEL	TYPE	MIN-MAX	EXC.VAT	INC.VAT
CTJ3000L	Quick Lift	195-520	£44.99	£53.99
CTJ30LG	Pro Instant Lift	145-520	£83.99	£100.99
CTJ3000G	Pro Garage	145-520	£84.99	£101.99

### Clarke 5 PIECE AIR TOOL KIT

KIT1100

• Gravity Fed Spray Gun  
• Air Wash Gun  
• Tyre Inflator  
• Air Blow Gun  
• 5 Metre Air Recoil Hose

Also available 3 pce Air Tool Kit - KIT600 Parafin spray gun, tyre inflator & blow gun Only **£14.99** EX.VAT **£17.99** INC.VAT

FROM ONLY **£19.99** EX.VAT **£23.99** INC.VAT

### Clarke INDUSTRIAL AIR COMPRESSORS

Offers the durability & reliability demanded by professionals.

• Cast iron pumps on SEV11C, SE16 and SE19  
• Twin cylinder pumps (except SE11)  
• Motor overload protection  
• Petrol models available

**UK BUILT**

**H/DUTY**

MODEL	CFM	MOTOR (HP)	RCVR (LTR)	EXC.VAT	INC.VAT	
SEV11C*	9	2	100	£369.99	£443.98	
SE16C100*	14	3	100	£399.00	£478.80	
SE16C150+14	3	150	▲	£429.00	£514.80	
SE16C200+14	3	200	▲	£499.00	£598.80	
SE18*	18	4	200	▲	£549.00	£668.80
SE21*	23	5.5	200	▲	£679.00	£814.80
SE29+†	28	2x3	270	£969.00	£1162.80	
SE36+*	30	7.5	270	£979.00	£1174.80	
SE37+†	36	2x4	270	£1099.00	£1318.80	
SE46**	40	10	270	£1499.00	£1738.80	

\*230V Supply +Run From 30 Amp Supply †Run From 40 Amp Supply \*\*400V 3 Phase +Supplied With Direct On-Line Starter (Supplied With Sequential Direct On-Line Starter †V-Twin #Supplied With Pre-Wired Star Delta Starter

\*was £526.80 inc.VAT †was £622.80 inc.VAT \*\*was £682.80 inc.VAT †was £826.80 inc.VAT

### Clarke JETSTAR PRESSURE WASHERS

• JET8000 & 9000 include hose reel • Detergent applicator for extra cleaning power

FROM ONLY **£54.99** EX.VAT **£65.99** INC.VAT

MODEL	MOTOR	MAX. PRESSURE	EXC.VAT	INC.VAT
J51750	1600w	152psi	£54.99	£65.99
J51900	2000w	195psi	£79.99	£95.99
J61000	2400w	260psi	£139.99	£167.99
J61500	2800w	290psi	£159.99	£191.99

### Clarke AXLE STANDS

• Ratchet action for quick height adjustment • Sold in pairs

FROM ONLY **£19.99** EX.VAT **£23.99** INC.VAT

**3 TON & 6 TON MODELS**

MODEL	TONS	MIN/MAX HEIGHT	EXC.VAT	INC.VAT
CAX-3TBC	3	300-430mm	£19.99	£23.99
CAX-6TBC	6	400-615mm	£29.99	£35.99

### Clarke CAR RAMPS

• Lift cars safely and quickly • Tough angled steel construction

FROM ONLY **£26.99** EX.VAT **£32.39** INC.VAT PER PAIR

MODEL	CAPACITY	EXC.VAT	INC.VAT
CR2	2000KG	£26.99	£32.39
CRW25	2500KG	£36.99	£44.39

**UK MADE**

### Clarke HIGH FREQUENCY BATTERY CHARGERS

HFBC12/24

• Energy efficient inverter, protects battery from high current damage  
• Microprocessor provides appropriate charging rate  
• Variable current output for quick, medium or trickle charge

FROM ONLY **£39.99** EX.VAT **£47.99** INC.VAT

MODEL	CHARGE	BATTERY	EXC.VAT	INC.VAT
HFBC12	6 Amps	100Ah	£39.99	£47.99
HFBC12/24	20 Amps	200Ah	£69.99	£83.99

### Clarke 3HP V TWIN AIR COMPRESSORS

FROM ONLY **£219.99** EX.VAT **£263.99** INC.VAT

**TIGER 16/510**

MODEL	AIR RECEIVER	AIR DISPLACEMENT	EXC.VAT	INC.VAT
Tiger 16/510	50 litre	14.5 cfm	£219.99	£263.98
Tiger 16/1010	100 litre	14.5 cfm	£269.99	£323.98

• Suitable for powering all common air tools & spray equipment

### Clarke HYDRAULIC PRESSES

PROFESSIONAL QUALITY

Built for tough daily use in automotive/industrial workshops

• All models include gauge

MODEL	EXC.VAT	INC.VAT
4 ton bench†	£129.99	£156.99
10 ton bench*	£189.99	£227.99
12 ton floor*	£239.99	£287.99
20 ton floor*	£399.00	£478.80
50 ton floor#	£1598.00	£1917.60

# was £1978.80 inc.VAT

\* Available with/without 7 pce pin, bracket & pressing plate †Without kit

FROM ONLY **£129.99** EX.VAT **£155.99** INC.VAT

### Clarke AUTOMOTIVE WHEEL DOLLY SET

AWD1

**BIG 3" CASTORS**

FROM ONLY **£44.99** EX.VAT **£53.99** INC.VAT PER PAIR

• Four swivel castors for easy movement in confined spaces • Heavy duty steel construction - load rating 500kg per dolly

### Clarke HYDRAULIC BOTTLE JACKS

• Oil resistant vinyl covered padded backs & headrests • Swivel castors for easy manoeuvrability

FROM ONLY **£9.99** EX.VAT **£11.99** INC.VAT

MODEL	EXC.VAT	INC.VAT
2 tonne	£7.99	£9.59
4 tonne	£11.99	£14.39
5 tonne†	£49.98	£59.98
6 tonne	£14.99	£17.99
8 tonne	£17.99	£21.59
10 tonne†	£69.98	£83.98
12 tonne	£24.99	£29.99
20 tonne	£34.99	£41.99

### Clarke BATTERY CHARGERS/ENGINE STARTERS

BC520N

• Ammeter  
• Multi-position charge regulator  
• Overload protection on charging cycle

FROM ONLY **£47.99** EX.VAT **£57.99** INC.VAT

MODEL	MAX CHARGE/BOOST	MAX AMPS	EXC.VAT	INC.VAT
BC100N	15/100	247.99	£47.99	£57.99
BC130C	15/120	£61.99	£74.39	
BC190	38/180	£89.99	£107.98	
BC210C	15/120	£94.99	£113.99	
BC410E*	35/400	£119.99	£143.99	
BC205N	30/200	£169.99	£203.98	
BC520N	50/510	£179.99	£215.98	
BC430N	60/400	£369.00	£442.80	

\*was £155.98 inc.VAT †was £227.98 inc.VAT

### Clarke 3HP V TWIN AIR COMPRESSORS

FROM ONLY **£219.99** EX.VAT **£263.99** INC.VAT

**TIGER 16/510**

MODEL	AIR RECEIVER	AIR DISPLACEMENT	EXC.VAT	INC.VAT
Tiger 16/510	50 litre	14.5 cfm	£219.99	£263.98
Tiger 16/1010	100 litre	14.5 cfm	£269.99	£323.98

• Suitable for powering all common air tools & spray equipment

### Clarke X-PRO AIR CAT131

CAT127

**HUGE CHOICE IN-STORE/ONLINE**

FROM ONLY **£19.99** EX.VAT **£23.99** INC.VAT

MODEL	DESCRIPTION	EXC.VAT	INC.VAT
CAT127	3" Cut off tool	£22.99	£27.59
CAT128	1/4" Die Grinder	£19.99	£23.98
CAT131	1/2" Impact Wrench	£59.99	£71.98
CAT132	13Pc 1/2" Impact Wrench Kit	£74.99	£89.99
CAT133	3" Cut Off Tool & 1/4" Die Grinder	£47.99	£57.59
CAT134	1/2" Reversible Ratchet	£34.99	£41.99
CAT136	6" Dual Action Sander	£34.99	£41.99
CAT137	3/8" Keyless Reversible Drill	£34.99	£41.99
CAT139	150mm Air Hammer inc 4 Chisels	£19.98	£23.98

### Clarke ARC ACTIVATED HEADSHIELDS

CWH6

FROM ONLY **£39.99** EX.VAT **£47.99** INC.VAT

CWH7

FROM ONLY **£44.99** EX.VAT **£53.99** INC.VAT

CWH8

FROM ONLY **£44.99** EX.VAT **£53.99** INC.VAT

• Activates instantly when Arc is struck  
• Protects to EN379 • Suitable for arc, MIG, TIG & gas welding

### Clarke NO GAS/GAS MIG WELDERS

• Professional type torch with on/off control • Thermal overload protection • Turbo fan cooled  
• Easy conversion to gas with optional accessories

FROM ONLY **£109.99** EX.VAT **£131.99** INC.VAT

**MIG145**

no gas only †was £203.98 inc.VAT

MODEL	MIN/MAX AMPS	EXC.VAT	INC.VAT
MIG 102NG*	35/90	£109.99	£131.98
MIG 145	35/135	£149.99	£179.98
MIG 152†	40/140	£164.99	£197.98
MIG 180	40/160	£179.99	£215.98
MIG 196	40/180	£199.98	£239.98

### Clarke PRO 7" SANDER/POLISHER

CP185

• Pro sander polisher, includes hook & loop backing pad and hook & loop wool polishing bonnet. • 1200w motor

FROM ONLY **£69.99** EX.VAT **£83.99** INC.VAT

### Clarke DIGITAL VERNIER CALIPERS

• Dual scale calibration in 0.01mm & 0.0005" units • Locking screw feature for batch measurements • Supplied in a case

Also in-stock CM265 300mm Digital Calliper only **£36.99** EX.VAT **£44.39** INC.VAT

FROM ONLY **£16.99** EX.VAT **£20.39** INC.VAT

**CM145**

### Clarke 3-IN-1 SHEET METAL MACHINES

• Bend, Roll & Shear metal up to 1mm thick • Min. Rolling Diameter 39mm • Bending angle 0-90°

MODEL	BED WIDTH	EXC.VAT	INC.VAT
SBR305	305mm	£179.99	£215.98
SBR610	610mm	£359.00	£430.80

### Clarke NO GAS/GAS MIG WELDERS

• Uses flux cored steel wire, which creates own gas shield as it burns

FROM ONLY **£169.99** EX.VAT **£203.99** INC.VAT

MODEL	AMPS	EXC.VAT	INC.VAT
90EN	24-90	£169.99	£203.98
105EN	30-100	£184.99	£221.99
151EN	30-150	£209.99	£251.98
160EN	30-150	£259.99	£311.98

### Clarke ARC WELDERS

For home user, automotive and industrial applications.

FROM ONLY **£49.99** EX.VAT **£59.99** INC.VAT

**EA200†**

no gas only †was £107.98 inc.VAT

MODEL	AMPS	EXC.VAT	INC.VAT
EA110	40-100	£49.99	£59.98
EA165	65-160	£64.99	£77.99
T115N	30-110	£64.99	£77.99
EA200†	60-200	£87.99	£105.99
160N	40-150	£67.99	£81.59
190N	50-185	£94.99	£113.99
190TEN†	35-180	£139.99	£167.98
235TEN†	40-210	£149.99	£179.98

### Clarke ANTI FATIGUE FOAM FLOORING

• 6 interlocking foam tiles protect flooring & provide comfort when standing or kneeling  
• Each tile is 610x610mm & includes detachable, yellow borders

FROM ONLY **£19.99** EX.VAT **£23.99** INC.VAT FOR 6 TILES

### Clarke LOAD LEVELLER

• Max load capacity - 500Kg  
• Fine screw adjustment for precise leveling

FROM ONLY **£29.99** EX.VAT **£35.99** INC.VAT

**CLL500**

INCLUDES CHAINS AND HOOKS

### Clarke 6 SPEED METAL LATHE WITH 12 SPEED MILL DRILL - CL500M

FROM ONLY **£849.99** EX.VAT **£1018.80** INC.VAT

• 430mm between centres • Compound slide with 4 way tool post • Power fed screw cutting facility • Forward/reverse lathe operation • Clutch for independent mill/drill operation

ALSO AVAILABLE: CL430 - exc.vat but without the Mill/Drill head **£699.00** EX.VAT **£838.80** INC.VAT

### Clarke MIG WELDERS

Quality machines from Britain's leading supplier

See online for included accessories

FROM ONLY **£179.99** EX.VAT **£215.99** INC.VAT

MODEL	MIN-MAX AMPS	EXC.VAT	INC.VAT
PR090	24-90	£179.99	£215.98
110E	30-100	£214.99	£257.99
135TE Turbo	30-130	£239.99	£287.98
151TE Turbo	30-150	£269.99	£323.98
165TE Turbo	30-155	£339.00	£406.80
175TECM Turbo	30-170	£399.00	£478.80
205TE Turbo*	30-185	£429.00	£514.80

\* was £490.80 inc.VAT # was £539.99 inc.VAT

### Clarke 24V CORDLESS IMPACT WRENCH

• Inc. 17, 19, 21 & 23mm chrome vanadium sockets  
• 2x 24V Ni-Cd Batteries & 1 hour fast charger

FROM ONLY **£89.99** EX.VAT **£107.99** INC.VAT

**CH220 ONLY**

**HEAVY DUTY**

**CIR220**

OTHER MODELS

MODEL	MAX TORQUE	EXC.VAT	INC.VAT
Corded CEW1000	450Nm	£56.99	£68.39
Cordless CIR450C	450Nm	£119.99	£143.98

### Clarke ENGINE CRANES

FROM ONLY **£149.99** EX.VAT **£179.99** INC.VAT

MODEL	DESC.	EXC.VAT	INC.VAT
CFC500F	1/2 ton folding	£149.99	£179.98
CFC100	1 ton folding	£154.99	£185.99
CFC100LR	1 ton long reach	£199.99	£239.98

Folding and fixed frames available

Robust, rugged construction

• Overload safety valve

**CFC100**

### Clarke TOOL CHEST AND TOOLS

SAVE OVER £61 OFF OUR NORMAL PRICE

ALL THIS ONLY **£259.99** EX.VAT **£311.99** INC.VAT

**329 HAND TOOLS**

• This great value set includes CT900B 9 drawer chest & CT500B 5 drawer cabinet  
• Includes the most popular sockets, spanners, pliers, drivers, wrenches etc.

**CHT624**

### Clarke FULL RANGE OF ACCESSORIES IN STOCK

• 430mm between centres • Compound slide with 4 way tool post • Power fed screw cutting facility • Forward/reverse lathe operation • Clutch for independent mill/drill operation

ALSO AVAILABLE: CL430 - exc.vat but without the Mill/Drill head **£699.00** EX.VAT **£838.80** INC.VAT



### Clarke JUMP STARTS

Provides essential home, garage and roadside assistance

- Integral work light
- 910 includes air compressor
- Long life battery

**FROM ONLY £52.99 EX.VAT**  
**£63 INC.VAT**

MODEL	START BOOST	PEAK AMPS	EXC.VAT	INC.VAT
900	400A	900A	£52.99	£63.99
910	400A	900A	£59.99	£71.99
4000	700A	1500A	£114.99	£137.99
12/24	1000A@12v	2000A@24v	£129.99	£155.99

**EXTRA LONG 1m LEADS**

**HEAVY DUTY 17KG**

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### Clarke HEAVY DUTY INSTANT GARAGES/WORKSHOPS

• Ideal for use as a garage/workshop • Extra tough triple layer weatherproof fabric • Heavy duty powder coated steel tubing

- Ratchet tight tensioning

**FROM ONLY £219.99 EX.VAT**  
**£262 INC.VAT**

**ZIP CLOSE DOOR**

MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CIG1015	4.6 x 3 x 2.4M	£219.00	£262.80
CIG1216	4.9 x 3.7 x 2.6M	£259.00	£310.80
CIG1200	6.1 x 3 x 2.4M	£269.00	£328.80
CIG1220	6.1 x 3.7 x 2.5M	£299.00	£358.80
CIG1224	7.3 x 3.7 x 2.5M	£379.00	£454.80

**10' RANGE NARROWER WIDTH GREAT WHERE SPACE IS TIGHT**

**LENGTH UP TO 24'**

### Clarke SPRAY GUNS

**HUGE CHOICE IN-STORE/ONLINE**

**FROM ONLY £19.99 EX.VAT**  
**£23 INC.VAT**

MODEL	DESC	EXC.VAT	INC.VAT
PRO12C	1.2mm, 14C/18C	£19.98	£23.98
PG14	Pro Gravity	£24.99	£29.99
SP14/18C	1.4mm/1.8mm	£27.99	£33.99
HVLP	£15.22mm	£27.99	£33.99

**£2.99 was £32.39 inc.VAT**

### Clarke TAP & DIE SETS

**FROM ONLY £14.99 EX.VAT**  
**£17.99 INC.VAT**

• High quality tungsten steel

• Supplied in metal storage case (except 16pcp)

TYPE	EXC.VAT	INC.VAT
16pcp Metric	£14.99	£17.99
24pcp UNC/UNF/NPT	£19.98	£23.98
28pcp# Metric	£23.99	£28.79
33pcp# Metric/UNF/BSP	£31.99	£38.39
32pcp Metric	£41.99	£50.39

**#28pcp Best Budget Buy, 33pcp Recommended.**

### Clarke HEAVY DUTY PETROL POWER WASHERS

PLS195 **FROM ONLY £199.99 EX.VAT**  
**£238 INC.VAT**

**GREAT FOR REMOTE LOCATIONS CALL DRAW OWN WATER**

Honda & Diesel engine models available

MODEL	PRESSURE BAR/PSI	ENGINE HP	EXC.VAT	INC.VAT
Tiger1800	110/1695	2.6	£199.00	£238.80
Tiger2600	170/2465	4	£259.99	£311.98
Tiger3000	200/2900	6.5	£329.98	£395.98
PLS195	186/2698	6.5	£399.00	£478.80
PLS265	260/3770	13	£599.00	£718.80

### Clarke PARTS WASHERS

**FROM ONLY £39.99 EX.VAT**  
**£47.98 INC.VAT**

**PARTS WASHER FLUID FROM £4.99 EX.VAT**  
**£5.99 INC.VAT**

MODEL	TANK CAP.	BENCH TYPE	EXC.VAT	INC.VAT
CW2D	10Ltrs	10	£39.98	£47.98
CW1D	45Ltrs	Floor	£99.98	£119.98
CW20	22.5Ltrs	Floor	£144.99	£173.99
CW40	75Ltrs	Floor	£159.98	£191.98

### Clarke ENGINE DIAGNOSTICS

**FROM ONLY £39.98 EX.VAT**  
**£47.98 INC.VAT**

MODEL	EXC.VAT	INC.VAT
E0BD Fault Code Reader	£39.98	£47.98
Engine E0BD/0BD2 Fault code reader	£54.99	£65.99
Engine Diagnostic & E0BD/0BD 2 Fault Code Reader	£99.98	£119.98

### Clarke INVERTER GENERATORS

**FROM ONLY £229.98 EX.VAT**  
**£275.98 INC.VAT**

IG1000 **£389.98 EX.VAT**  
**£467 INC.VAT**

IG2200 **£467 EX.VAT**  
**£575.98 INC.VAT**

Produces pure sine wave & stable power, essential for computers & sensitive equipment

- Max output: IG1000, 1000W Max output: IG2200, 2200W • 4 stroke engine • Super quiet running (only 64dBa at 7M 1/4 load) • Low oil shut down

### Clarke DRILL PRESSES

**FROM ONLY £19.98 EX.VAT**  
**£23.98 INC.VAT**

CDS3 **ONLY £19.98 EX.VAT**  
**£23.98 INC.VAT**

CDP5EB **ONLY £59.98 EX.VAT**  
**£71.98 INC.VAT**

Drill not included

### Clarke MECHANICS MOBILE SEAT

**FROM ONLY £15.99 EX.VAT**  
**£19.98 INC.VAT**

CMS1 **£15.99 EX.VAT**  
**£19.98 INC.VAT**

- Strong steel frame
- 4 strong rubber wheeled castors with easy swivel ball bearings • Oil resistant padded vinyl seat
- Integral storage tray

### Clarke PRESSURISED SANDBLASTERS

• Heavy duty steel construction sandblasters for the quick removal of surface rust, paint, dirt/grease etc.

**FROM ONLY £139.98 EX.VAT**  
**£167 INC.VAT**

**INCLUDES SANDBLASTING GUN, DELIVERY HOSE, 4 CERAMIC NOZZLES AND SAFETY HOOD**

MODEL	TANK VOLUME	TANK FLOW	EXC.VAT	INC.VAT
CPSB100	32 litre	6-19 cfm	£139.98	£167.98
CPSB200	63 litre	12-20 cfm	£169.98	£203.98

### Clarke GARAGE MATTING

**FROM ONLY £24.99 EX.VAT**  
**£29.99 INC.VAT**

• Premium hard wearing poly vinyl - reduces impact and vibration damage • Simply rolls out onto floor

- Chequer plate design
- Easy clean
- Dims (WxH): 2400 x1200mm (8'x4')

CSDPGM-S

### Clarke BENCH GRINDERS & STANDS

• Complete come complete with bolt mountings and feet anchor holes

**FROM ONLY £29.98 EX.VAT**  
**£35 INC.VAT**

6" & 8" AVAILABLE WITH LIGHT

STAND AVAILABLE FROM ONLY £39.98 EX.VAT  
**£47.98 INC.VAT**

### Clarke DRILL STANDS

**FROM ONLY £19.98 EX.VAT**  
**£23.98 INC.VAT**

ONLY **£59.98 EX.VAT**  
**£71.98 INC.VAT**

### Clarke GENERATORS

Honda engine models available **FROM ONLY £89.98 EX.VAT**  
**£107 INC.VAT**

**CHECK FRAME TYPE WHEN ORDERING**

MODEL	KVA	HP	EXC.VAT	INC.VAT
G720	0.7	-	£89.98	£107.98
G1200	1.1	-	£149.98	£179.98
FG2500	2.4	6.5	£189.98	£227.98
FG3005	2.8	7	£239.98	£287.98
FG3050	3	8	£369.00	£442.80
FG4050ES	4.5	11	£479.00	£574.80
FG5100ES	5.5	13	£569.00	£682.80

### Clarke STRUT SPRING COMPRESSOR

• Foot operated hydraulic powered

- Adjustable for springs up to 350mm dia. & 254mm in length
- Yoke travel: 340mm
- Weight 31.5kg

**FROM ONLY £99.98 EX.VAT**  
**£119.98 INC.VAT**

SSC1000

### Clarke TURBO FAN GAS HEATERS

Offering low cost, efficient heating

**FROM ONLY £64.99 EX.VAT**  
**£77.99 INC.VAT**

**PROPRANE GAS FIRED**

Little Devil II **£64.99 EX.VAT**  
**£77.99 INC.VAT**

Little Devil SSII\* **£79.98 EX.VAT**  
**£95.98 INC.VAT**

Devil 650 **£74.99 EX.VAT**  
**£91.99 INC.VAT**

Devil 660 SS\* **£110.98 EX.VAT**  
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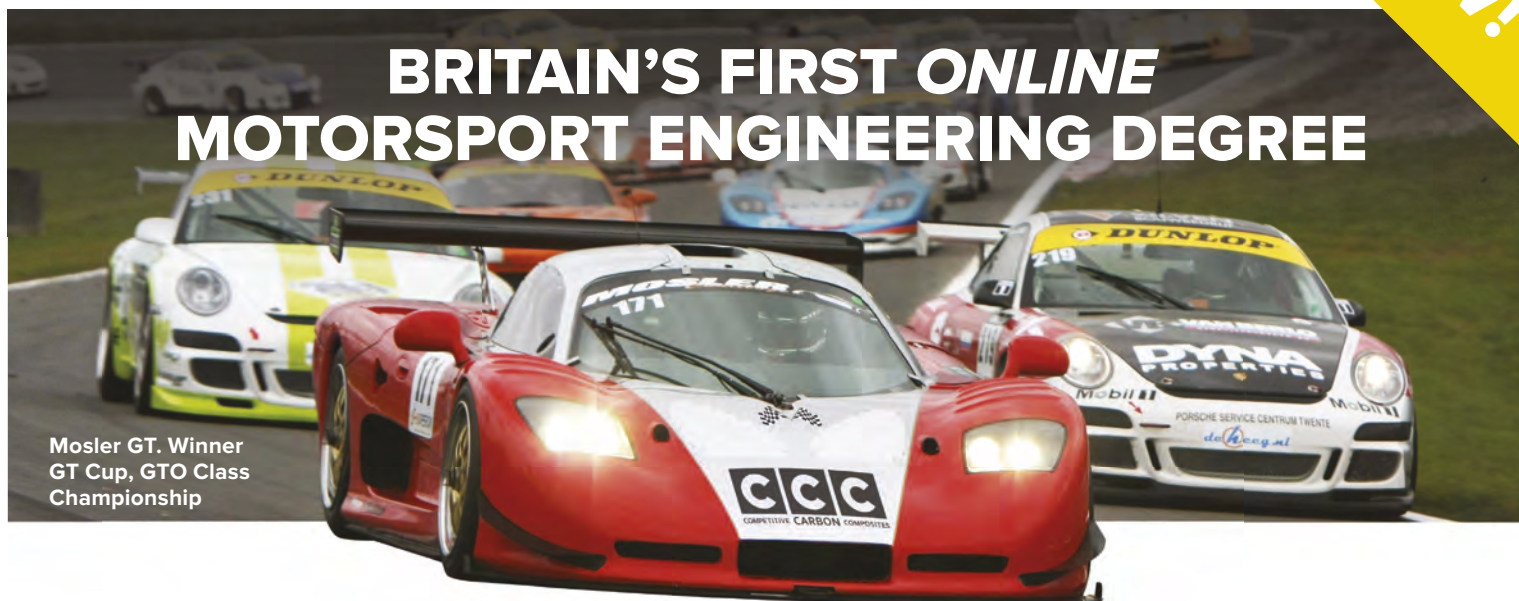
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# EVENTS OF THE MONTH

## GOODWOOD REVIVAL




LAT GOODWOOD

Demo highlights included all six Shelby Daytona Coupés running together for the first time and, right, potent V8 'Gassers'

Goodwood  
Revival

W

HAT WAS YOUR BEST BIT? As ever, it was hard to choose as Goodwood hosted its 18th Revival meeting. The sight and sound of a dozen Spitfires marking the 75th anniversary of the Battle of Britain was hard to beat. But then there was the moving Bruce McLaren on-track tribute, which included members of his family. And what about Jackie Stewart and Dario Franchitti, slipping into the role of his hero Jim Clark, circulating in BRM P261 and Lotus 25 respectively? What a way to recall Clark and Stewart's shared F1 lap record, set in

the original Glover Trophy 50 years ago. Seeing all six Shelby Daytona Coupés in one place at one time was a bit special, particularly in the setting of a Sebring-esque garage scene, and the 'Gassers' drag racers blew away the cobwebs first thing each day. The world's best celebration of motor sport offers so much – and don't get us started on the racing... 



# EVENTS OF THE MONTH

## SATURDAY

It was about 6.40am when the first complete stranger wandered over and began chatting enthusiastically about the day ahead. The Revival Meeting has that effect, transforming a nation of introverts into the best of friends.

Officially the 2015 event attracted a record crowd of 149,000, although such was the congestion that it felt like more. As ever, though, a stroll beyond Madgwick opened the door to both breathing space and the sweeping views that are now a biannual racing treat.

Competition began with Friday evening's 90-minute Freddie March Memorial Trophy, which Chris Ward/Derek Hood (Cooper T33-Jaguar) won by a lap, and got properly into its stride on Saturday morning. Nick Topliss (ERA R4A) was first to emerge through the traditional tyre haze of a Goodwood Trophy start, although serial victor Mark Gillies (R3A) picked his way through from fifth on the grid to win comfortably from pole-sitter Calum Lockie (Maserati 6CM) and Topliss.

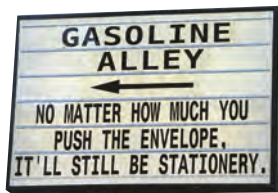
Fastest qualifier John Young (Jaguar XK120) recovered from a middling start to usurp Chris Harris (Porsche 356) and win the Fordwater Trophy, while one-time 500cc world champion Kevin Schwantz had to sit

and watch from among the corn stooks after bike trouble ruled him out of the first Barry Sheene Memorial Race. Duncan Fitchett/Jeremy McWilliams (Manx Norton) triumphed after the MV Agusta of Paul Curran/Glen Richards lost power.

James Cottingham (500 TRC) won the all-Ferrari Lavant Cup, after rival Carlos Monteverde (750 Monza) spun when the pair touched at Woodcote, and the Brooklands and Whitsun Trophies were claimed respectively by Neil Twyman (Alfa Romeo 8C) and Nick Padmore (Lola-Chevron T70).

Best race of the day was the opening leg of the St Mary's Trophy. Tom Kristensen managed only 400 metres in qualifying before fuel-flow problems brought his Ford Fairlane to a halt. From 28th on the grid, however, he was up to 12th within a lap (use of the grass helped) and steadily rumbled his way towards a stirring lead battle between Frank Stippler (Alfa GTA), Gordon Shedden and Andrew Jordan (Lotus Cortinas). They took longer to dislodge,

but the Dane eventually slithered his way to the front to finish ahead of Shedden and Stippler – not bad for a bloke who insists he has “definitely retired”. *Simon Arron*



Clockwise from above left: Young vs Harris; no joy for Schwantz; Padmore won Whitsun Trophy; McLaren parade variety



Cottingham and Monteverde lead rivals away in all-Ferrari Lavant Trophy

Kristensen's Fairlane became the focal point during epic saloon tussle







Clockwise: Ward & Shedden won TT; Fitchett & McWilliams celebrate; real elephant unavailable for Land Rover parade; Haydon brushes the chicane



## SUNDAY

The left hand reached out to give his rival a cheeky tap as he squirted past. As ever with the bikers, it was all in good fun as James Haydon and Jeremy McWilliams offered a duel to relish on Revival Sunday in the Barry Sheene Memorial Trophy. Haydon's daring pass at Woodcote on the last lap would decide it, but McWilliams made us gasp as he almost drew alongside through the narrow chicane. Haydon clung on, as McWilliams and riding partner Duncan Fitchett claimed an easy aggregate win.

Part two of the St Mary's Trophy was always unlikely to match Saturday's thriller, although Henry Mann had a bit of work to do early on to repeat Tom Kristensen's victory in the thumping Ford Fairlane.

Driver of the meeting Chris Ward scored the second of his weekend victories in the RAC TT Celebration, sharing JD Classic's hot E-type with Gordon Shedden. Gearbox trouble would rob Ward of a hat-trick chance in the Sussex Trophy at the end of the afternoon, his Lister-Jaguar Costin trailing home behind Bobby Verdon-Roe's Ferrari 246S – but he'd made his point.

In Formula 1, Andy Middlehurst scored yet another Glover Trophy win in his Lotus 25, while Revival veteran Rod Jolley claimed the Richmond and Gordon Trophies in his Cooper. The

latter had his wits about him when Roger Wills allowed ambition to cloud his judgment into the chicane. The Lotus 16 speared into a backmarker ahead of them, leaving Jolley to pick his way around the mess.

The return of 500cc Formula 3 cars at Goodwood was most welcome, particularly as a large grid full of obscurities turned out. But two accidents could so easily have turned the whole weekend sour. Pat Barford's ill-advised decision to keep his foot in on the grass out of the chicane led him to tip Paul Hewes on his head. There was much relief when Hewes – aged 84, no less – was helped away from the scene.

At the front George Shackleton fought with 17-year-old Peter de la Roche for the win. There were shades of Moss in the teenager's terrific outside pass at Woodcote on the final lap, but Shackleton

refused to give up. His trip on to that bumpy grass exiting the chicane left him sawing for control, until his Cooper slammed nose-first (and almost head-first for the driver) into the pitwall. The little car was launched across the track, and nearly into the path of its sister driven by David Woodhouse. Shackleton's injuries were minor, unlike the apparent miracle that had saved him. *Damien Smith* 📧



From top: 500 F3 lead duel; Richmond & Gordon winner Rod Jolley; Alex Furlani vs Nick Swift





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ON THE ROAD WITH

# SIMON ARRON



Possibly the only man with both F1 and Mallory Park media passes. Next stop..?

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Robert Wainwright (31), Callum Grant, Simon Toyne and James Hadfield duel for FF1600 honours



ALL IMAGES SIMON ARRON

## NORTHERN LIGHTS

Croft, August 8-9: wall-to-wall bygones... and chips washed down with curry sauce. The very definition of an idyll

IT FELT RIGHT FROM THE moment you peeled past the security gate and into the car park. It was a fair trek to the media hut, but there was plenty to see *en route* and the paddock seemed to stretch most of the way to Wensleydale. Despite appearances, however, one or two entries were a little thin on the ground and you had to wonder why drivers seem averse to one of the land's most challenging venues. Croft might be a long way from the populous south, but in reality it's only Oulton Park-and-a-bit, and the HSCC traditionally draws a healthy number of cars to Cheshire.

The Croft Nostalgia Festival is now firmly established as an annual gathering of classic cars, aircraft and general militaria, an event that might draw a decent audience even without the racing. Some bits, though, seemed mildly surreal: during pauses between track activities, North Yorkshire's natural tranquillity was frequently disturbed by the shrill sound of a George Formby tribute act.

Elsewhere, the busy paddock catering vans offered modern-day classics such as chips with curry sauce, although those with a palate for traditional northern delicacies could also order a smothering of gravy. ☐





Tim Davies chases Warren Briggs. Below, terrestrial and airborne classics. Bottom, a pleasing £4 cocktail - chips with curry sauce



This being only my second visit to Croft, I determined to explore parts that were previously unseen – particularly the section at the back, immediately adjacent to sprawling farmland. This involved being attacked by the world's most hostile midge collective, possibly attracted by a bright yellow media tabard, and negotiating a thistly copse (not a great idea when wearing shorts). The local marshals seemed amused by my route and pointed out their preferred choice: a nice, clear path around the back. It was worth a few scratches, mind, to observe the body language of Ford Mustangs and Hillman Imps as they skittered through the quick right-hander at Barcroft.

On Sunday afternoon, the race control tower was swamped by photographers – not because there was a sudden demand for images of the top three finishers in the '70s Road Sports race, whose gongs were just then being awarded, but it seemed to be a good

spot from which to capture Vulcan XH558 as it continued its farewell tour of the country.

This provided an elegant contrast to some of the frenetic racing below. The Formula Ford contests were particularly good, although the second had to be stopped after an accident that left the increasingly competitive James Hadfield with a broken leg. And the saloon car encounters had a bit of everything. Having been given a 10-place grid penalty prior to part one, for exceeding track limits, Tim Davies

(Lotus Cortina) fought his way through to third and was then free to challenge winner Warren Briggs (Mustang) in race two. The pair engaged in a fierce, clean tussle that was settled in the Welshman's favour after his rival missed second gear – a fleeting lapse, but enough to allow Davies to pounce. "I know I won yesterday," Briggs said, "but this was a much better race."

Absolutely the correct attitude, that.



Alan Wheelwright's unusual Corsair GT. Below, one-litre F3 cars fail to impress local swans



## PERFECT LONG WEEKEND?

Oulton Park, August 29-31: where else would you find a couple of giant-killers plus a Ford Corsair with numbers on its flanks?

IT'S A TOUCH ALARMING THAT THIS should be my sixth decade of attendance, especially as my brain seems fairly certain that I'm about 27, but I can't recall ever previously having spent three consecutive days at Oulton Park. The correct term for this is probably 'idiot'.

I mentioned 12 months ago that the HSCC's Gold Cup meeting might benefit from a fresh showpiece for which the Gold Cup could justly be awarded – historic F1, perhaps, or a round of the HSCC's excellent European F2 series – but the absence of such a thing seems not to deter the public. The track was almost as busy as the spectator banks, too, with 30-car saloon and Formula Junior grids, 35 Formula Fords and similar density in other disciplines.

Full fields are no guarantee of close racing, of course, but in this instance there was plenty.

Highlights included Mini driver Jon Milicevic beating the Cortinas and Mustangs in the first saloon race (held in the wet on Monday morning) and serial giant-killer Mark Charteris (Mallock U2) slaying his Derek Bell Trophy opposition in similar conditions. Charteris has a habit of hassling F2 and F5000 cars in the dry, so it was little surprise that he should





trounce them all in the damp. Ray Mallock initially led the second DBT race in his own eponymous Clubmans car, but Charteris was catching and swept into the lead when Mallock pitted with a misfire.

Mark Dwyer (March 742) won the first race, which was stopped when veteran Ian Ashley flipped his Lola on the approach to Cascades – happily without injury. That was the only downside in an event featuring a 25-car infusion of F5000, F2, Formula Atlantic, Clubmans and F3 machinery. Earlier this year the BARC announced plans to create a new Formule Libre series, although a) it catered only for F3, Formula Renault and FBMW cars, so was really Formula Recent Cast-off and b) it didn't actually come to pass. The DBT illustrates how things should be done.

Named in honour of long-time competitor Bob Trotter, who died in April, the '70s Road Sports race proved to be a perfect tribute, with Charles Barter (Datsun 240Z) beating Jim Dean (Lotus Europa) by all of 0.089sec.

And finally, a note of appreciation for Alan Wheelwright. On a planet featuring more Lotus Cortinas than most of us remember racing in period, he has built a lovely Ford Corsair GT, a species I believe I'd previously seen only at banger stadia. Diversity is king.

# KING EDWARDIANS

Mallory Park, August 22: the VSCC returns to one of its most appropriate theatres

LET'S DEAL WITH THE IMPORTANT stuff first: the catering staff might have changed, but Mallory Park's paddock breakfasts have not lost their zest. When I asked about current arrangements, I was told I could have one of everything for a fiver. I declined bacon and tomatoes in favour of secondary alternative portions and promptly had a pound deducted, even though I had just as much food as everybody else. Four quid for a fry-up and a cuppa, then: the café's pricing policy has ever been a mystery, but there's no faulting its produce.

That has long been a Mallory tradition – and I seem to be making a habit of frequenting the medical centre, too. On my previous visit it was triggered by a haemorrhaged left eye (which has since recovered): this time I simply stumbled after jumping from the barriers to cross the track between practice sessions. Figuring that Savlon and plasters are cheaper than photographic repairs, I held my cameras aloft and left significant chunks of knee on the apex at Devils Elbow. Marshals and medics were equal parts attentive, efficient and

friendly, so I was soon back on duty (although tender kneecaps deterred me from attempting a Sunday trip to the Belgian GP, which I had hitherto been considering).

Between haute cuisine and mishaps, there was some wonderful action as the VSCC visited Mallory for the first time under the circuit's new management. The Dick Baddiley & Edwardian Trophies event was a particular highlight, a 20-strong field of Edwardian racers rattling and thundering their way around the 1.3 miles. Tony Lees (1913 Vauxhall) posted fastest lap, at 71.22mph, but there's much more to a spectacle than pure speed. 📷



VSCC highlights included a decent crowd, lots of close racing, customary tyre smoke and, very obviously, a Mallory breakfast





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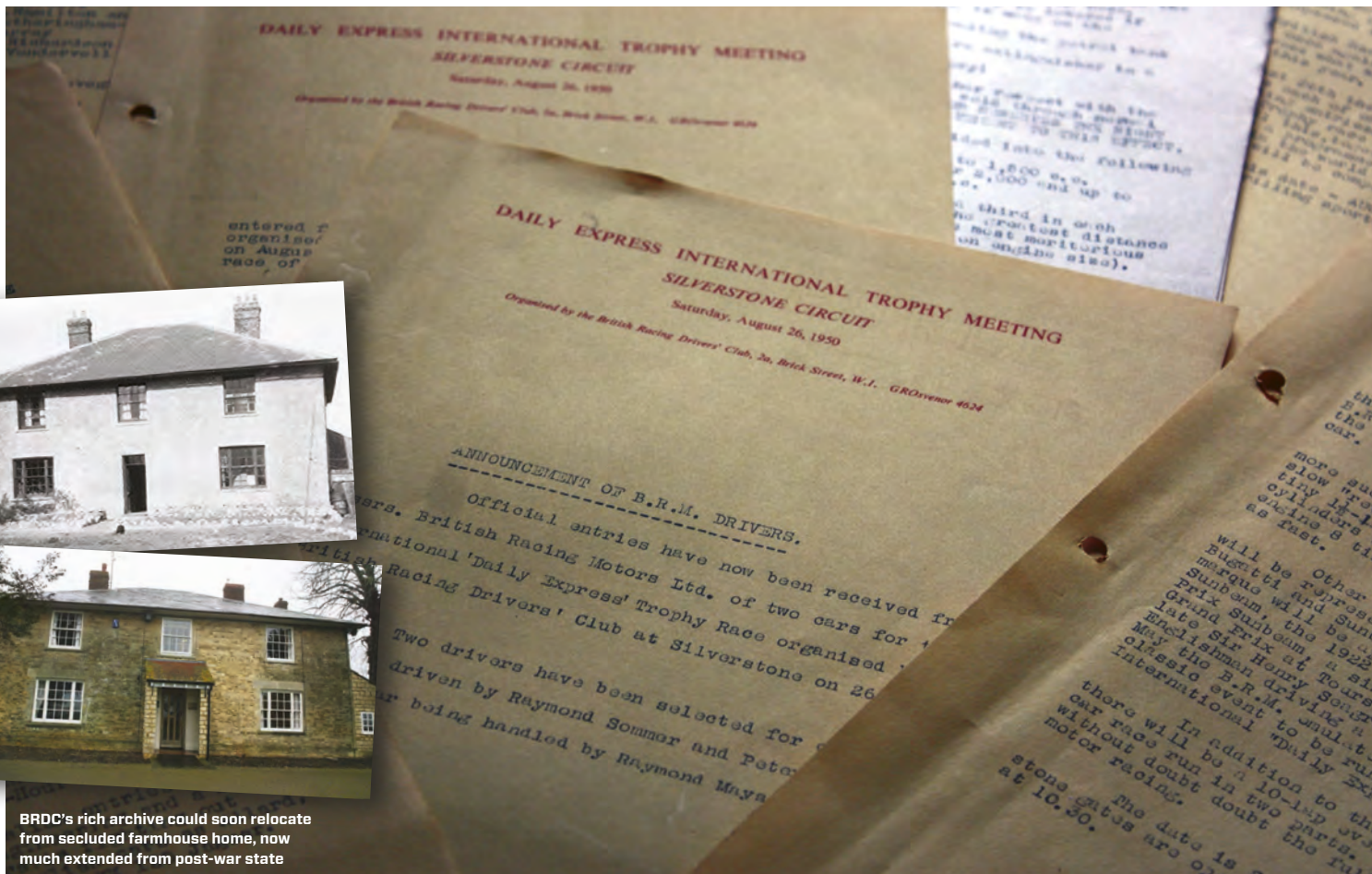
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One wheel in the past: searching out what's new in the old car world

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BRDC's rich archive could soon relocate from secluded farmhouse home, now much extended from post-war state

## HIDDEN SIDE OF SILVERSTONE

For all its modern façade, the British GP's home retains a few precious links to its military past

IT'S A BIG PLACE, SILVERSTONE, and it seems to change every time I go. But there are a couple of buildings that predate its racing days – and yet I had never seen them. I knew there was a house with the farm that was concreted over to help fight Hitler, but somehow I had never penetrated that far into the circuit interior. So on my last visit BRDC secretary Gillian Carr took me over to see the Club's secluded hideaway, and learn about the major development project the Club hopes will showcase the circuit's story.

On the way we passed the WWII control tower. You didn't know it had survived? Nor did I. Now serving as the BRDC's driver changing and shower block and smartly clad in vertical green timbers, it looks more like an escapee from *Grand Designs* than a wartime relic which once watched over the comings and goings of a Bomber Command training unit.

Further on, tucked away behind trees near the old Bridge corner, the farmhouse has a plain symmetrical stone façade, but many extensions make it a bit of a Tardis inside, and more comfortable than anything else



# GORDON CRUICKSHANK

farmer's wife enjoyed. In the kitchen a date stone says 1779, and rumour claims it includes stone robbed from the Benedictine Luffield Abbey that gave both farm and corner their names. (Its outline occasionally shows in crop markings near Stowe corner.)

The house contains bedrooms for BRDC directors, admin offices, the Club's extensive archives and a library, nicely furnished with sofas where people can come by appointment to research racing history. When I dropped in a couple of visitors were making use of the Club's extensive book collection, which is reference only. Though not as glamorous as the BRDC's glossy, glassy Clubhouse overlooking the Brooklands complex, it feels like a little haven from the noisy stuff going on outside.

"You can't see the circuit from here, though," Gillian points out. "I've got the best seat in the house – my office is the old Press Office in the Jimmy Brown Centre, overlooking the track."

We've explored the Club archive before in *Motor Sport* – an extensive spread of programmes, photos, badges, papers, bulletins, posters, trophies and memorabilia going right back to its origins as a dining club organised by Bentley Boy Dr J D Benjafield. It's a rich collection, but it's currently stored in cramped racks of uninspiring cardboard boxes. Cataloguing this vast hoard is the job of Archivist Steph Sykes-Dugmore, who says they're "maybe 70 per cent of the way through". With scores of thousands of items going back to 1928, it's a major job, luckily aided by several volunteers, but eventually the catalogue will be accessible online.



Farmhouse contains comfortable library but cramped archive storage

The far bigger task, though, is digitising the archive contents, from photos to cartoon menu cards from those carefree dinners where Benjy, Barnato and Birkin threw bread rolls around. This ties in with Silverstone and the BRDC's ambitious visitor centre project, an £18m undertaking to build a combined circuit and club history and interpretation centre, plus a more suitable home for the archive. With



£9.1m promised by the Lottery Fund, Silverstone has to match that by 2016 to clinch the deal and start work. Completion date should be 2018, says project director Sally Reynolds, tasked with gathering donations and sponsorship as well as planning. The target date marks the 70th anniversary of Silverstone's first Grand Prix.

If you look left while your entrance tickets are being checked before crossing the bridge to the infield you'll see a very large building. Despite its modern skin that's the only remaining WWII hangar, and refurbished and extended it will house the visitor centre, including interactive displays, simulators, immersive 4D cinema, lecture theatre and education centre. Great names such as Sir Stirling Moss and Sir Jackie Stewart will record first-hand memories of driving the circuit, and the natural history of the extensive site also features. Maybe it will explain where all the once-notorious Silverstone hares have gone...

Reynolds tells me it's not just about Silverstone – it will outline the history of British motor sport, and Silverstone and the Club's part in it. "And it won't just be about Formula 1," she continues.



Proposed interpretation centre would utilise remaining WWII hangar, with new extension for BRDC archive

"Club racing, 500cc racers, bikes are all just as important to the story."

At this stage attractions have still to be firmed up, but Sally says it won't feature history in glass cases. Visitors will walk around a circuit layout via various interactive exhibits.

"We're looking at the latest technologies to attract visitors. And it won't be a car or a WWII museum either. It's about the track and the UK's central place in motor sport today, including illustrating current race technologies and advances in medical care, but it will also explain the origins of the site, back to Saxon days.

"We might recreate one of the burial mounds found here, for instance. And





Latest hi-tech attractions would guide visitors through story of Silverstone, with track viewing gallery

## LOST IN TRANSLATION

A common tongue doesn't mean perfect communication

**S**PEAK BITS OF SEVERAL LANGUAGES to various degrees, but one thing I don't speak well is cubic inches, which led me to mis-describe something in my piece on Scarabs last month. I said that Julian Bronson's Scarab had a '220' engine, thinking in my ignorance of things US that this was an engine type designation. Actually that would be the capacity in cu in, equating to more than three litres, whereas Julian went to a lot of effort to develop a reliable and correct 2½-litre version of the Offenhauser engine as run in GP races in period, which has brought him much success in historic racing. Julian is fast enough anyway without needing extra cubes, so my apologies if it read that way.

we've found plans of the bomber training simulator they used, so we're working on an interactive scheme based on that."


A simulator simulator, then. Silverstone wasn't an action station, but there were many casualties among the thousands who had low-level bombing training here – 124 deaths in its first year alone. There is a memorial to these men outside Luffield corner and another near the current visitor centre, something I'd never realised. There's a little WWII archaeology left, too, aside from the runways – concrete footings, a dispersal hut, a couple of dispersal bays where Wellingtons and Ansons were parked away from fuel and ammunition. (Did you see an airworthy Anson was for sale at Goodwood for only the price of a good E-type? Something wrong here, surely.) You'd have to be a war buff to search these remains out, but visitors to the new centre – working title Silverstone Motor Sport World but it might change; just don't say 'heritage' or 'museum' – will be able to take self-guided tours around the circuit, including the 'retired' section through Bridge, just below the new facility. (I got this far without using that word.)

"Our research shows that people want to explore the circuit as well as see racing," Sally says. "They'll leave the new exhibition feeling they've experienced a lap of the track, and then they'll be able to stand on the actual Tarmac where Hill and Mansell, Senna and Schumacher went through at 160mph." I know myself that's more than just sales talk; when I've taken people there I've watched them stand silently on the kerb with a faraway look in their eyes...

Just as with Bloodhound SSC, an educational component features large, not only for visitors but also online, bolstering Government strategy to encourage more pupils into engineering. As Britain is a world leader in motor racing, it's a good portal.

Reynolds says projections indicate visitor figures of 400,000 annually "though I think that's conservative", and suggest a wider base than merely racing fans. Whether you could fit a trip through the 'experience' into a day's race viewing I'm not sure – but maybe it will tempt people to stay an extra day, boosting tourism revenues. Motor racing benefits the country in many different ways.



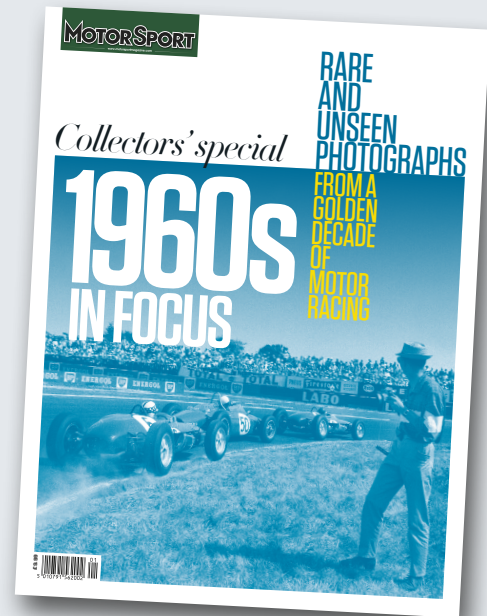
**E**VERY YEAR JAGUAR HISTORIAN Andrew Whyte is remembered with a major lecture. This year's event is on Sunday November 22 at 2pm in the Jaguar Factory Theatre, Castle Bromwich, when key speakers will be our own Simon Taylor, Jaguar legend Norman Dewis and representatives from the design team on the new F-Pace. Tickets at £20 benefit charities including the Surtees Foundation. Contact Bob Beecham on 07976 152550. 



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FROM THE ARCHIVES WITH

# DOUG NYE



Our eminent historian dips into the past to uncover the fascinating, quirky and curious



Plumstead's highly modified TVR 'Mongoose' was so named "because it can eat Cobras" LM

## CHAPTER AVERSE

Bygone British club racing has anecdotes enough to fill several books, but will anybody ever write one?

**T**OO MANY CAR BOOKS are just a waste of trees. Many subjects have just about been done to death. But others have been overlooked – some of them, admittedly, with good reason. One once-leading magazine entered a steep decline when a new editor advertised “Special inside – 16-page shock absorber feature.” With the readership it went over like a concrete Kookaburra. So have many minority-interest books – including several on motor racing subjects.

I have always felt there is a super

history to be compiled of British club racing, especially through the 1950s and '60s – but apart from those who participated or spectated, who would possibly buy it?

As an enthusiastic, kind-hearted, philanthropic used-car dealer friend of mine would say, “No profit – no point.” But British club racing has been absolutely studded with interesting projects, and interesting people. It has certainly thrown up many minor stars... the best of whom went on to achieve global stature.

This can't be said of one club-racing cadre with which I became involved ☑



– to a tiny degree – through 1964-65. I was just finding my feet working on the monthly *Motor Racing* magazine. We were based in a Portakabin in the canteen car park at Brands Hatch and my editors, Alan Brinton and John Blunsden, gave me a freelance – fiver a time – job to report the monthly racing activities of David Plumstead Racing.

I can't for the life of me recall the hows or whys. In fact until Michael Whitaker – current owner of Plumstead's contemporary TVR Mongoose – sent me a copy of what I wrote 50 years ago, I hardly recalled it at all.

In mid-season 1965 the Purley-based TVR dealer and his friends Graham Capel and Bobby Bell – who ran under his team banner – had made some changes. As I reported then: “Capel has sold his rapid Lotus 11 GT in favour of the even more rapid ex-Dizzy Addicott Lotus-Buick sports-racer; and DP's own car, the V8 TVR, has been modified beyond all recognition.

“This car is now far more Plumstead than TVR and, as such, has been renamed the ‘DP Mongoose Special’. Just in case you're wondering, the ‘Mongoose’ tag was added because (says Plum) the car can – and will – eat Cobras.”

The story continued: “The team's workshop was thrown into a right old panic because David had had his entry in the V8 accepted for the sports car race at the British GP meeting. Work began immediately to modify the car, and the poor defenceless thing was given a real going-over.

“Borrani wire wheels were fitted all round, with 8¼-inch rims at the rear and 6½-inch at the front. A set of Dunlop R7 yellow-spot tyres were added, but then the wheels wouldn't go round so the body had to be cut about.

“This was done, and handsome flared ‘wings’ fitted to cover the wheels and tyres. The steering had to be altered slightly to accommodate the larger running gear, and a different radiator was added. Unfortunately all this hard work took just a little too long and, turning up at Silverstone just minutes late for practice, the Mongoose was refused a start.

“The boys admitted that nobody was to blame but themselves, and so Plum cast about for another venue for the car's debut. He finally managed to get a late entry for the Jaguar DC's Brands sprint, the day after the GP, and so on a wet Sunday morning the crew headed east. There the Mongoose went well first time out, and David notched up

second-FTD on a streaming wet track. Bobby Bell also had a go in the team's Lola and added a class second to his personal list of successes [which] includes two good races wins earlier this year.

“The next race meeting was at Brands Hatch on July 18, and there bad luck struck all three drivers... First to suffer was Bobby Bell. He had his brakes lock going into Druids, and the moment ended with a crumpled Lola and a disgruntled Mr Bell.

“Graham Capel was third-fastest in practice for the sports car race, and DP fourth fastest for the GT event – although the Mongoose was in a bad state, with only six good cylinders.

“Plum started from the third row of the grid and, coughing and smoking his way through the field, finished second to Peter Lumsden's Le Mans E-type. The patron was also hoping to run in the sports car race, and so some frantic work went on in the paddock as the mechanics tried to trace the trouble. Sadly, this was finally found to be broken piston rings, which can't be cured in half an hour, and the Mongoose staggered out to the grid with only a V6 under the bonnet, so the chequered flag fell with DP in second place again. One bright spot should be recorded for posterity. The Mongoose can lap Brands faster on its more or less standard and sick V8 than a professionally prepared TVR with full-blooded Cobra engine. Food for (chassis tuning) thought?”

For a race at Snetterton much midnight oil was then burned modifying the TVR until it would go round corners as well as along the straights: “Work was completed at 2am on the morning of the race, and the works snatched four hours of sleep before leaving for Snetterton. The V8 was unloaded from ‘Gladys’ (as the bus transporter had been named), and off burred DP on his first practice lap.

“The car slid through Riches, roared up the Straight, twitched round the Hairpin and overturned at Coram Curve. Next day the wreck was completely stripped, a standard TVR taken out of stock and work began on building another racer...”

Which, I guess, in retrospect tells us all we need to know about minor-league British racing in the 1960s. Where the obsessional hard work and often the disappointment and Fred Karno chaos of the process is concerned, to this day precious little about club racing has really changed. Regardless of the level addressed, racers are never humdrum.



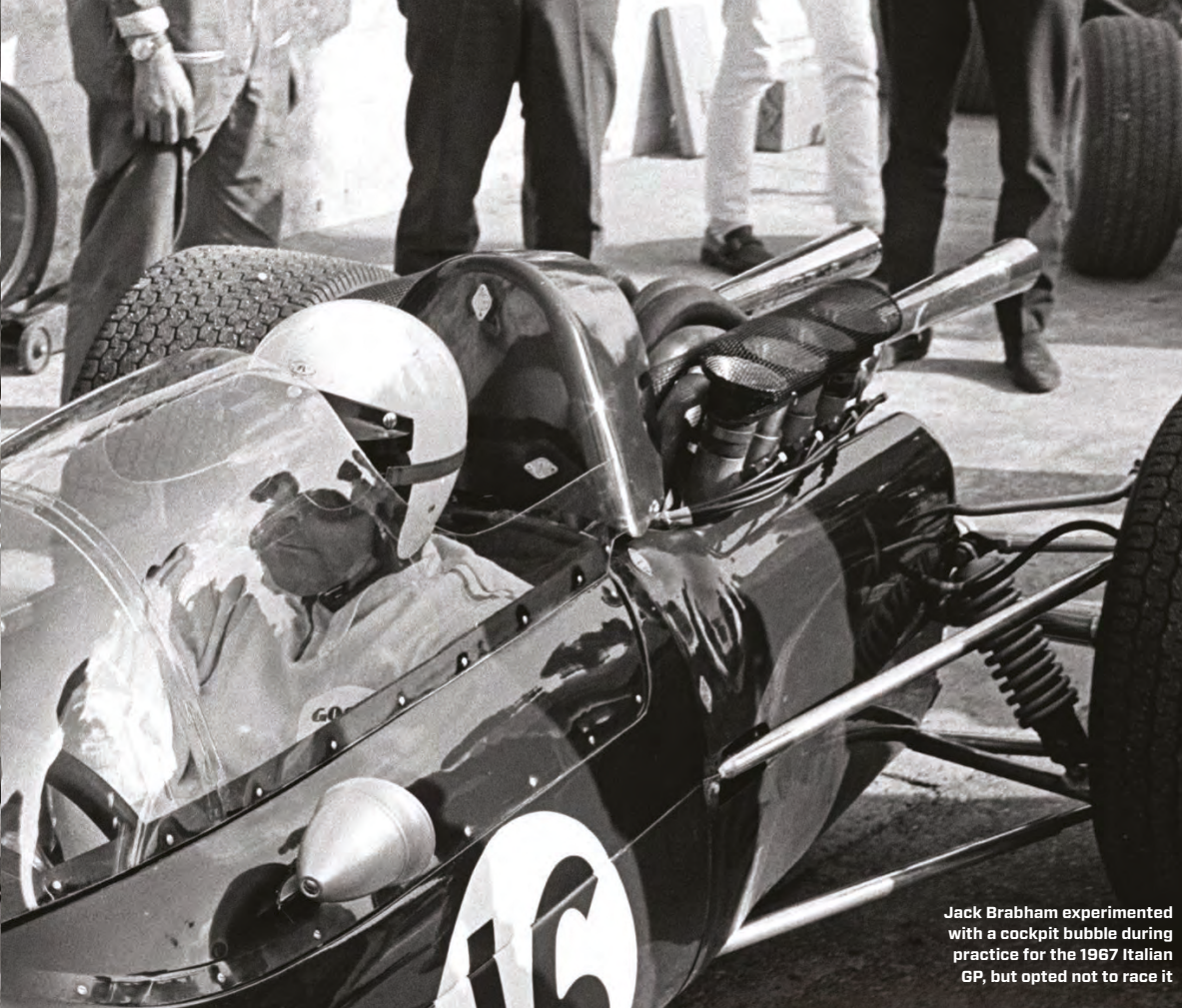
## AN OPEN AND SHUT CASE?

Single-seater cockpit protection is a hot racing topic at present, but canopies are nothing new

**C**LOSED COCKPITS FOR SINGLE-SEAT racing cars have been very much in the news. There is seldom, of course, anything new within the racing world, and 80 years ago (and more) closed coupé roofs were provided for Grand Prix cars by both Mercedes-Benz and Auto Union, though for different reasons from those presently being addressed.

The German engineers were then well aware of the aerodynamic drag their open-cockpit cars generated. First for straight-line record-breaking, and then for the





Jack Brabham experimented with a cockpit bubble during practice for the 1967 Italian GP, but opted not to race it

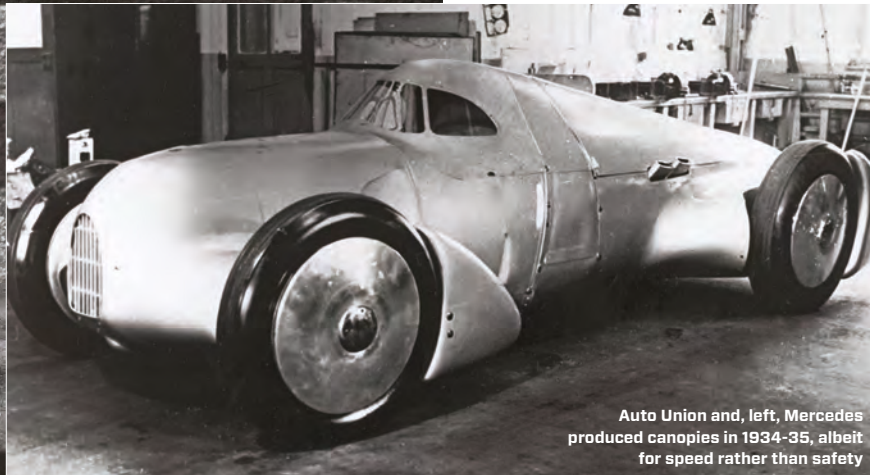
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him to escape and doused the blaze.

Berlin's AVUSRennen was run two weeks later, when Bernd Rosemeyer made his four-wheeler and Auto Union debut alongside Prinz zu Leiningen in the Chemnitz team's streamliners – the Prince crashing in his last A-U appearance while young Rosemeyer retired after a tyre shed its tread, damaging his car.

Geier in the Mercedes-Benz W25 coupé also had a tyre burst in heat one, but rejoined after a wheel change to finish fourth. He drove carefully in the final, only for carburettor trouble to force his car out. Geier – who became team manager Neubauer's assistant after a near-fatal practice crash during the Swiss GP at Bremgarten put him into hospital for four months – recalled: "The enclosed car was not, as you might imagine, very noisy, but it was rather worrying because it could only be opened from the outside." One sympathises.

Post-war, Chapman Root's streamlined Kurtis 'Sumar Special' tried a bubble canopy at Indianapolis in 1955, while Vanwall experimented with another at Monza in 1958. Ron Tauranac and Jack Brabham also tried an open-topped near-bubble on their Repco V8-engined BT24 at Monza in 1967 – but



Auto Union and, left, Mercedes produced canopies in 1934-35, albeit for speed rather than safety

AUTO



MERCEDES-BENZ

exceptionally high-speed environment of the Tripoli Grand Prix on the Mellaha desert course in Libya and the banked AVUS track in Berlin, coupé bodywork was developed for the Mercedes-Benz and Auto Union GP cars.

The teams developed light-alloy closed-cabin hardtops, which simply latched on to the open-wheeled *einsitzer* car bodies. Mercedes added a taller tail cowl, while Auto Union did a rather more sophisticated job with its rear-engined car, merging in a sloping engine cover and adding triangular fairings behind the front wheels and both fore and aft of the rear wheels.

Mercedes-Benz team leader Rudi Caracciola drove the closed-cockpit W25 in 1934 record attempts at Gyon in Hungary before cadet driver Hanns Geier drew the short straw to race the car at AVUS in 1935.

Hans Stuck drove one of the two 'Lucca' record Auto Union coupé cars in the 1935 Tripoli GP, which must have been quite an experience in the Libyan heat, even before the car's engine bay caught fire behind him... When smoke began to fill the cabin he tried desperately to stop, only to find the flames had already either burned through a brake pipe or a hydraulic leak was what had ignited in the first place; either way – no brakes. Fortunately, he managed to slow the car on the gearbox before driving into a trackside sand bank, where alert marshals helped

these devices were not raced. Visual distortion through the multi-curvature transparency was one major problem, while head-on into bright sunlight a 'hall of mirrors' effect was another.

Essentially, Formula 1 faces a terrible dilemma over cockpit protection to avert more tragedies of the Henry Surtees, Dan Wheldon, Justin Wilson kind. When a category trades so much upon star driver personality, and even in current cars drivers are rendered as anonymous as they are with only the top of their crash helmets visible, how attractive will totally enclosed invisibility prove to be? If even risk-avoidance proves commercially unacceptable, the only commercialised alternative would surely be not to race at all? Or perhaps what might be considered next would be the drone option? One does wonder... 🤖

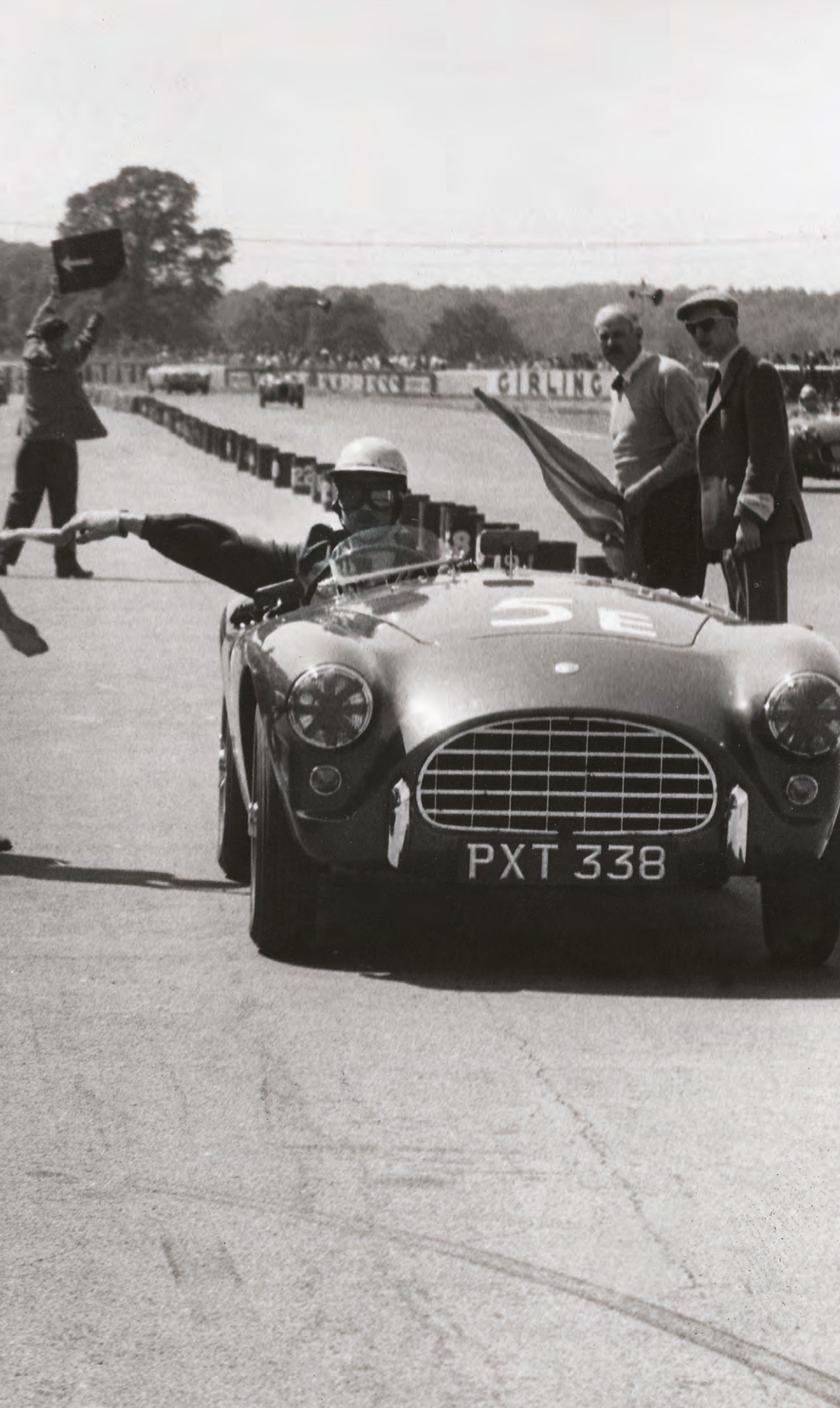






# PARTING SHOT

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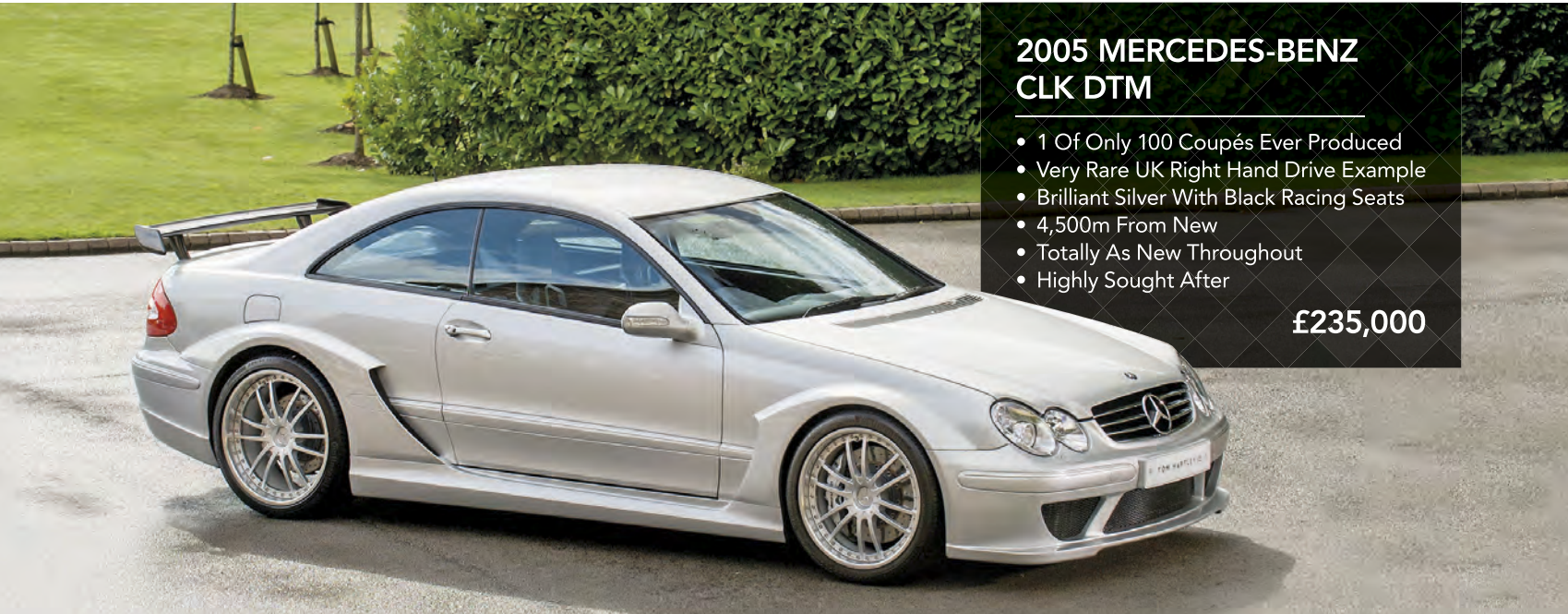
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11,000 miles, Rosso Corsa with Nero Leather Interior, 19" Alloy Wheels with Red Brake Callipers, HGTC Handling Package, Electronic Suspension and Security System with NavTrak ADR. Ferrari Classiche Certified.

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5,000 miles, 19" Alloy Wheels with Black Brake Callipers, Rosso Corsa with Nero Leather Interior, Electronic Suspension, Large Sport Seats and Security System. Ferrari Classiche Certified. 1 Owner From New.

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### Ferrari 512 TR – 1992/K

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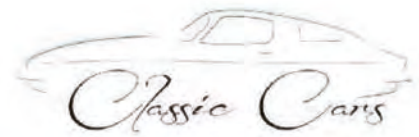
### Ferrari 16M Scuderia – 2009/09

17,700 miles, Bianco Avus with Nero Leather Interior, 19" Alloy Wheels with Yellow Brake Callipers, Carbon Fibre Exterior Package, Security System with NavTrak ADR and TriColour Racing Stripe. Ferrari Classiche Certified.

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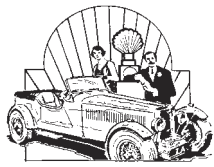
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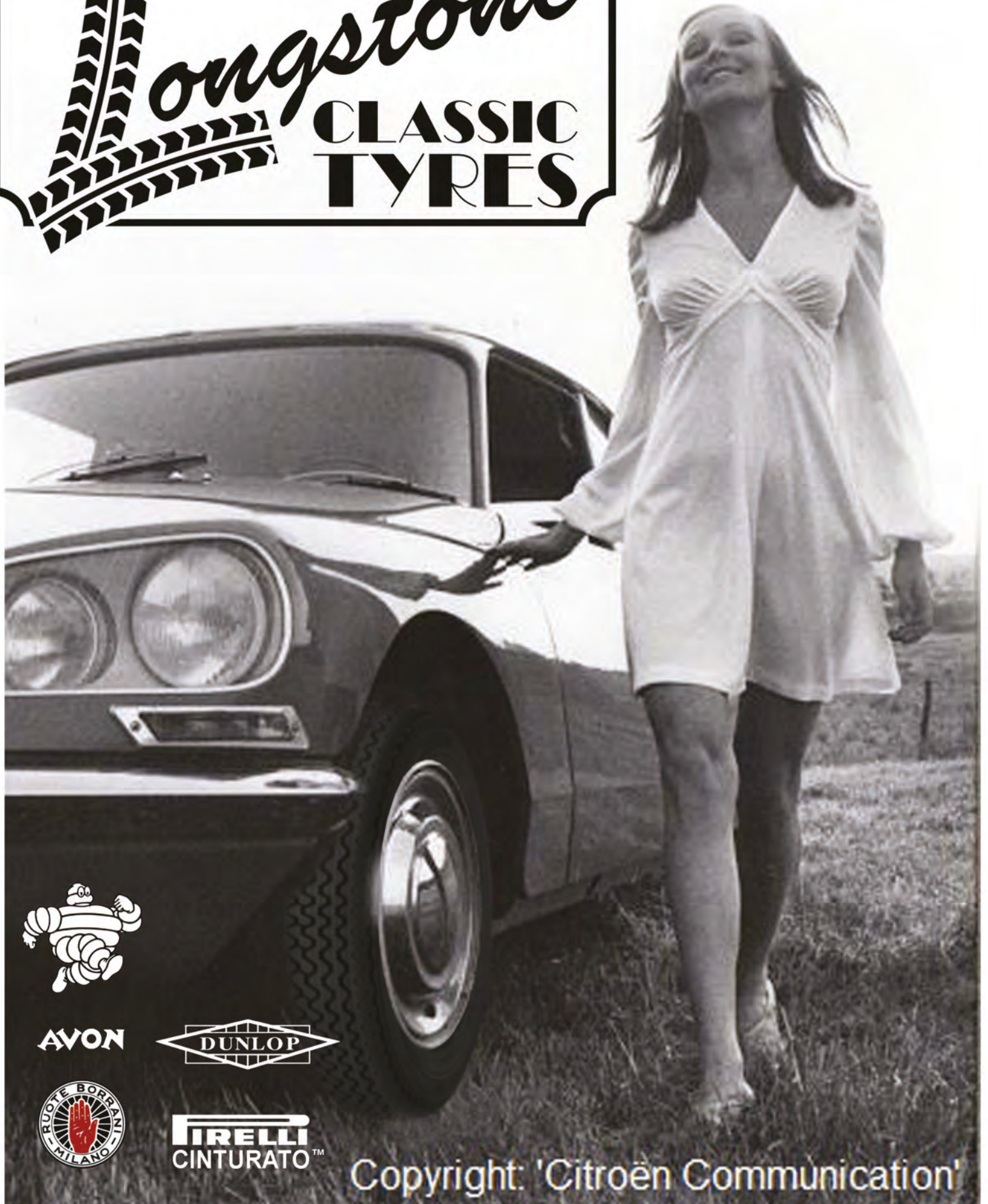
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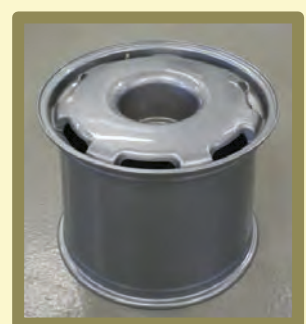


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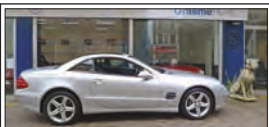


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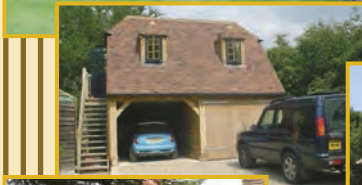
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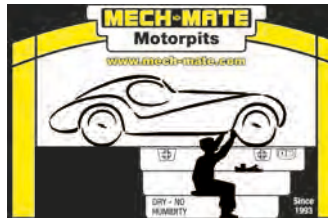
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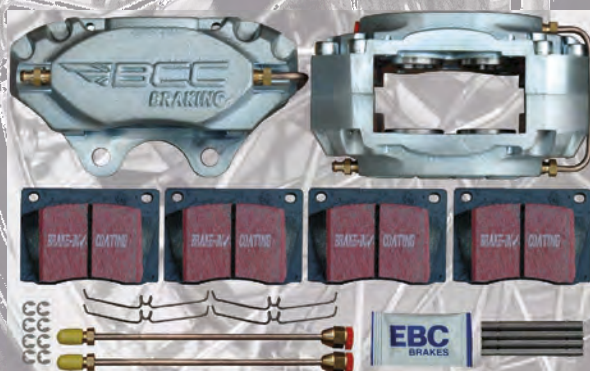
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1970 Aston Martin DB6 MkII finished in Silver Blue with contrasting Blue hide interior and Pale Grey Wilton carpet throughout. This is a stunning example with 5 speed manual transmission and chrome wire wheels that has covered a total of 90,000 miles from new. It has the added advantage of having had a complete recent new clutch less than 2 years ago with little use since. Only 246 of this model were produced making it a very rare Aston. Please enquire for more details.



1997 Aston Martin V8 Coupe with 5 speed manual transmission. Of the 101 cars that were built, none were supplied as a manual but this car was converted by Goldsmith and Young some time ago. Finished in Buckingham Green with contrasting pale grey hide interior and Wilton carpet throughout. It has covered just 51,000 miles and comes with a considerable service history. Currently undergoing a full service in readiness for the next owner. ..Sensibly priced at £49,950



2001 Aston Martin DB7 Vantage Coupe finished in Skye Silver with contrasting black hide interior. This is a beautiful 3 owner car that has covered only 53,000 miles and comes with a full and continuous service history. Fitted with Touchtronic transmission and sports exhausts together with most other available options, this is a superb example with perfect paintwork and ready to be enjoyed. ....£29,995



1966 Jaguar 3.8 MkII finished in opalescent dark blue with contrasting burgundy hide interior with red carpets. The specification includes manual transmission with overdrive, engine upgraded to Coombes specification with 2" carbs and stainless exhaust manifolds. Also fitted with cross latticed chrome wire wheels and Coombes style rear spats. It has just been the subject of a bare metal repaint and is in stunning condition throughout. ....£69,950



1966 Jaguar E type 4.2 Fixed Head Coupe finished in Opalescent Pale Blue with contrasting Navy blue hide interior and blue carpets. This is an Original UK supplied RHD example that was restored in the 90's by XK Engineering and comes with an extremely detailed history file with all recorded expenditure over at least the last 30 years. It has been with the same fastidious owner since 2008 and has received regular maintenance. This is an older restoration with a great patina and sensibly priced at .....£79,950. (Bound to continue to appreciate).



1965 Jaguar MkII finished in Jaguar Midnight blue with contrasting grey hide interior by Suffolk & Turley. Completely restored by Scott-Moncrief 20 years ago and little used since. Spec includes manual transmission with o/d, chrome wire wheels, Coombes spec engine and slimmer rear spats. This is a cracking car to drive and continues to appreciate .....£59,950



1981 Ferrari 308 GTSi (LHD) finished in black with contrasting burgundy hide interior. The car is in perfect condition having had just 3 owners from new, the last being the President of the Ferrari Owners Club of Houston. It has a warranted recorded mileage of just 16,107 which is backed up by the service history. With Ferrari prices currently still climbing, this car will make a very safe investment in the long term. ....Please enquire.



1991 Porsche 928 S4 finished in Graphite Grey with charcoal hide interior. Previously the property of Pink Floyd drummer and petrol head Nick Mason since 2004 and kept in beautiful condition throughout. Predicted by the motoring press to be a serious investment for the future, the front engine Porsches have already begun to significantly increase in value. This car has been regularly serviced with no expense spared and is a joy to drive. Very sensibly priced for one in this condition at £25,950



1963 Chevrolet Corvette Stingray finished in Deep Ocean Blue with contrasting red leather interior. This is a very quick example that has a high output fresh motor and has in recent times been used as a competition car in British and European events. With the car there is a useful spares package that includes a modern race competition race seat, a triangulated roll cage and a spare set of competition alloy wheels and tyres. ....More details on request



1959 Jensen 541 R finished in deep ocean blue with grey interior and fully prepared for Historic Racing or Rallies with FIA/HTP Papers. It has Goodwood racing History and is eligible for numerous other events. Whilst currently set up for racing it comes with its original interior trim and could be returned to road specification at no additional cost. It is offered at a fraction of the price of the equivalent Aston at only .....£79,750



1963 Jaguar 3.8 MkII LHD, automatic finished in Old English White with contrasting red hide interior. This is an original black plate California supplied car that was the subject of a full restoration some 10 years ago and has remained in very nice order. It is fitted with power steering and chrome wire wheels and is a delight to drive. ....Sensibly priced at £48,950



1956 Austin Healey BN2 100/4 finished in Opalescent silver blue with matching dark blue hide interior. One of only 1100 cars produced in this specification and built at Longbridge, this car has been the subject of a total ground up restoration some years ago and has been used only sparingly ever since. Real 50's sports car motoring and utterly reliable. ....£75,000



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1959 Jaguar XK150 3.8 FHC finished in Carmen red with black hide interior. An older restoration now offered for sale due to bereavement. The specification includes a 5 speed Getrag gearbox and chrome wire wheels and upgraded Coopercraft brakes. It is a joy to drive and is likely to continue to appreciate. ....Very sensibly priced at £69,950



1950 Allard J2 Sports finished in BRG with matching interior. Recently the subject of a complete overhaul following a long period of little use. It now has a completely rebuilt and correct Cadillac 331 engine producing 280BHP and most importantly qualifies for consideration as a Mille Miglia entry. These cars were fast and competitive in period and very exciting to drive £345,000



1957 Aston Martin DB MkII FHC (Notchback). One of only 37 cars built and well known within the AMOC. It has been the subject of a chassis up restoration and is now in stunning condition. ....£250,000



1975 Rolls Royce Silver Shadow finished in Nutmeg with contrasting sand beige hide and walnut dash and door cappings. This car is in very fine condition and comes with one of the most comprehensive service histories we have seen. If you are looking for a really well cared for example then look no further. ....A gift at £14,950



1958 Aston Martin DB MkIII finished in silver with contrasting burgundy hide interior and Wilton carpet throughout. It has just emerged from a full engine rebuild and engine bay refurbishment and sits on new chrome wire wheels with Avon Turbospeed radial tyres. It has the desirable overdrive gearbox which makes for comfortable high speed touring. ..An appreciating asset at £250,000

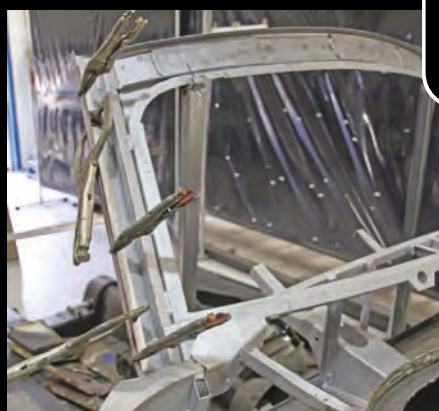
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