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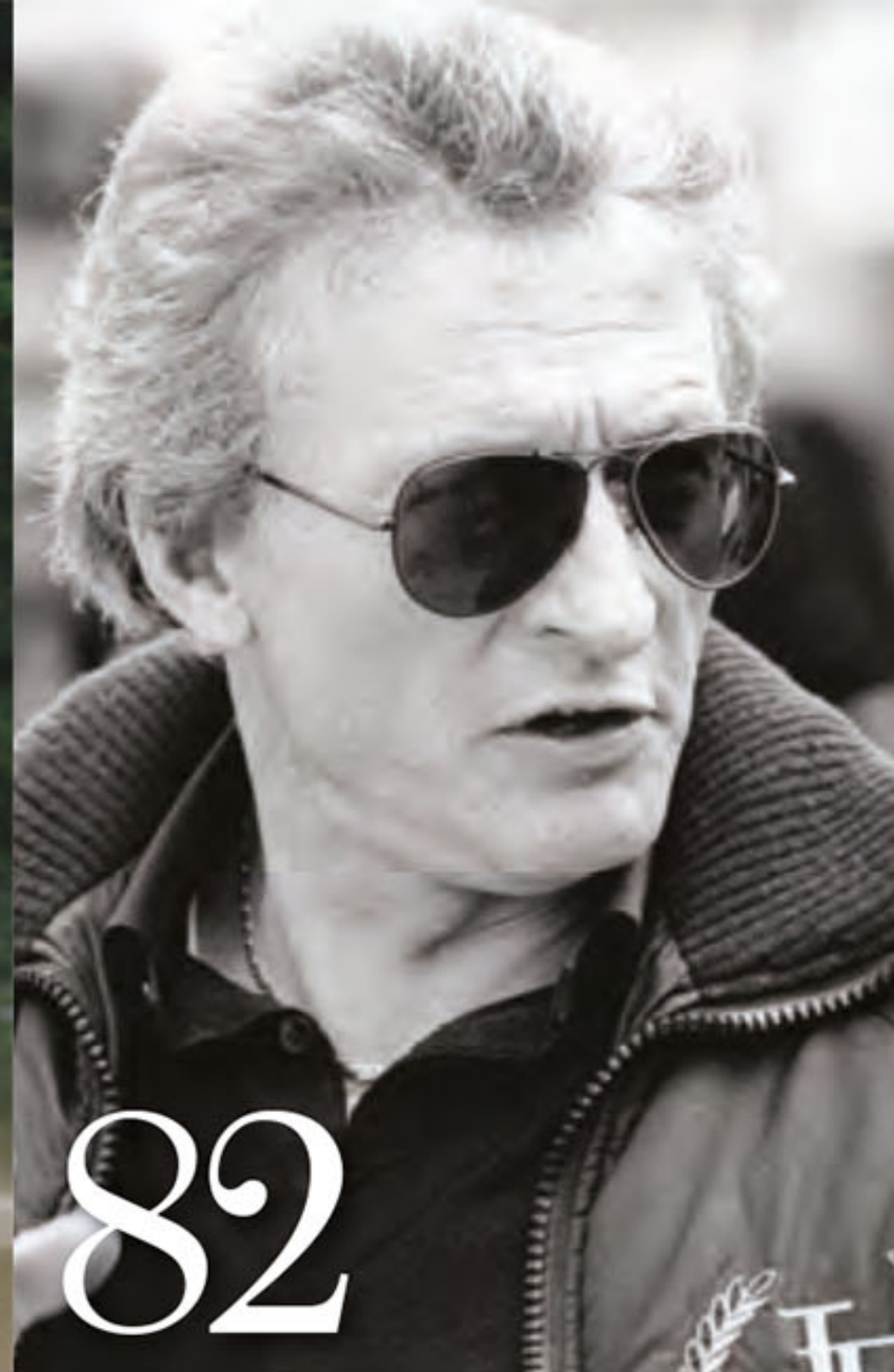
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JUST AFTER 5.30PM ON A Friday evening, the FIA confirmed what we'd long feared: for the first time since 1955, the Formula 1 World Championship will be without a German Grand Prix this year. Like the French before it, another of the races formerly considered a 'grandee' had bitten the dust.

Immediately the wringing of hands began on social media amid predictions that beloved Monza will be next. I too expressed my sadness, having always enjoyed the atmosphere during the Schumacher years when Hockenheim and the Nürburgring positively bounced to the rhythm of horn-blaring, flag-waving hordes. There was room on the calendar for both circuits back then, of course, the 'Ring carrying European (or Luxembourg) GP tags to capitalise on Germany's F1 boom.

How times change. Despite the efforts of Sebastian Vettel, Nico Rosberg and a dominant Mercedes-Benz, an underwhelming 50,000 filtered through Hockenheim's turnstiles last season. The writing had been on the wall for years after stories of financial woes at both venues, and then there was this.

In recent years, the tracks have taken it in turns to run the German GP so – as one observer wryly put it – they'd only lose money on it every other year. It was supposed to be the Nürburgring's turn this time, but the management elected to pass the 'honour' back to its rival. With only a few months to sell tickets, there's nothing to suggest the crowd at Hockenheim would have been any better this time around, had the race gone ahead.

Among the social media outcry, some pointed out that the GP's demise is down to public indifference, that if the F1 audience has been lost then tradition should not be enough to save it. Perhaps. Certainly neither Vettel nor Rosberg, perceived rightly or wrongly as 'silver spoon' racers, appeal to the German fanbase in any way like 'working class hero' Schumacher. But still, this is one of the foremost automotive nations in the world we're talking about – and it cannot sustain either an audience or a business to host a GP? The failing, once again, must surely fall at the feet of F1 and its brutally flawed business model rather than simply a disinterested public.

We've said it before, and make no



DAMIEN SMITH
EDITOR

Once a guaranteed sell-out, Hockenheim had plenty of empty seats during the 2014 German Grand Prix... and now the race has been dropped

apologies for the repetition: the precipice for the sport and its lemming-like stakeholders looms ever larger.



BEYOND THE CONFIRMATION OF the German GP's demise (and the helpful point that the Australian GP did indeed take place...), the statement of decisions taken by the FIA's World Motor Sport Council on March 20 included much that will change the shape of things away from the F1 limelight.

The headlines included a plan to create an FIA GT World Cup to be held on the fabulous Macau street circuit on November 19-22. Such a concept has worked before, most notably in the Super Touring era when end-of-season World Cups were run at Monza, Donington Park and Paul Ricard between 1993 and '95. The booming GT3 class more than merits such an event and the Macau Grand Prix, which already hosts a GT race on its schedule, will be a perfect setting. This idea sounds promising.

The same cannot be said of the statement that: "A single engine will be

designated with the goal to universalise the 2017 LMP2 category". This just sounds alarming.

The second division of sports-prototype endurance racing is a modern success story, offering fantastic competition, from the European Le Mans Series to the World Endurance Championship, and also the United Sportsscar Championship in the States. It has become the hottest destination for young racers hoping to build a career when single-seater dreams turn sour, with the likes of Mike Conway and Harry Tincknell living proof that it's a direct stepping stone to a factory drive in the top LMP1 class.

Most significantly of all, it is an open formula that encourages competition between chassis constructors, engines builders and tyre suppliers. At least, it has until now.

Strict cost controls have been key to LMP2's success and it's precisely this which has allowed the division to avoid the dull ethos of one-make racing. A 'universal' engine is a retrograde step for a perfectly sound category – and is also a direct contradiction to the spirit of Le Mans. Strange decision.



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DRIVE THE CHANGE





THE COUNCIL ALSO CONFIRMED its next step in the FIA's offensive to wrest back control of the fractured junior single-seater hierarchy in Europe. It has approved "the creation of a new FIA F2 Championship, aimed at bridging the gap between F3 and F1 and completing the single-seater ladder. As a consequence, a detailed project will be submitted to the WMSC in July and a call of interest is planned to be launched with regard to the promotion of this championship as soon as possible".

No mention of GP2 or GP3 here, the F1-supporting series that are controlled by Bernie Ecclestone. That's hardly unintentional. The launch of Formula 4 around the continent and the renewed focus on F3 were part of FIA president Jean Todt's strategy to get a grip on single-seater racing – and out of the clutches of his old mate Bernie. A new F2, wiping out what exists already, would complete his vision of a clearly defined path to F1 – just like it used to be.

The addition of another attempt to revive the old F2 label hardly seemed the answer when first I considered it. But while watching the 1960s F3 'screamers' at the Goodwood Members' Meeting, it occurred that the words 'single-make' do not appear in the statement. It's also undeniable that GP2 is hardly doing the job for which it is intended. Yes, the racing is deeply competitive and the cars are fast, but it's eye-wateringly expensive and is hardly rocketing young talent into F1 race seats. A new approach certainly wouldn't hurt.

Ideally, at this point collusion with GP2 would be sensible to blend strategies into one strong series. This being motor racing, self-interest and the ever-present power struggle that defines the Ecclestone-Todt relationship will

probably rule out such logic. Direct competition between GP2 and a new F2 might be painful in the short term, but perhaps that conflict needs to play out to clear the decks and resolve the ladder problem once and for all.

The lovely F3 Marches, Lotuses, Brabhams and Tecnos then inspired another thought, connected to the disappointment of the 'universal' LMP2 announcement. Why not make the new F2 an open formula, just like it used to be? In his column on page 26, Mark Hughes explains his alternative to an engine freeze in F1: that manufacturers should be free to develop engines as they see fit, but are capped on how much they can charge to sell them on to teams. Such an idea is self-policing because tuners will only spend so much on development if they know revenue from sales will always be limited.

The same could apply to junior single-seaters. Chassis builders and engine tuners should be free to compete, to build the best products they can to a defined rulebook – as long as they can't pass on excessive costs to their customers. Why can't the cost-controlled LMP2 philosophy carry over into single-seaters, too?

The FIA is abandoning the perfectly sensible principles by which LMP2 has thrived, so no one at the governing body is likely to agree. Indeed, there is already talk of a 'spec' Alfa Romeo-badged V6 to power the cars. But is this really the answer? Lest we forget, the previous F2 devised by Max Mosley was single-make and quickly ran aground.

They say repeating the same mistake is a sign of insanity, but Todt is resolutely his own man. He has already championed something different in Formula E and another shot of inspiration is required for the new F2.

What does he have up his sleeve?



IN NEXT MONTH'S ISSUE

Why Le Mans is poised to be one of this season's most enticing races

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Incorporating Speed and The Brooklands Gazette
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38 Chelsea Wharf, 15 Lots Road,
London SW10 0QJ, UK
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UK & Overseas subscriptions +44 (0) 20 7349 8472
Motor Sport Magazine Limited, Unit 38 Chelsea Wharf,
15 Lots Road, London, SW10 0QJ, UK. Motor Sport
subscriptions: Unit 38 Chelsea Wharf, 15 Lots Road, London,
SW10 0QJ, UK. Subscription rates (12 issues): UK £49.99;
USA \$85; rest of world £64. Postage is included. Motor
Sport (ISSN No: 0027-2019, USPS No: 021-661) is published
monthly by Motor Sport Magazine GBR and distributed in
the USA by Asendia USA, 17B S Middlesex Ave, Monroe NJ
08831. Periodicals postage paid New Brunswick, NJ and
additional mailing offices. POSTMASTER: send address
changes to Motor Sport, 701C Ashland Ave, Folcroft PA
19032. UK and rest of world address changes should be sent
to Unit 38 Chelsea Wharf, 15 Lots Road, London, SW10 0QJ,
UK, or by e-mail to subscriptions@motorsportmagazine.
co.uk. Subscription enquiries: subscriptions@
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motorsportmagazine.com. Distribution: Marketforce, Blue
Fin Building, 110 Southwark Street, London SE1 0SU. Colour
origination: All Points Media. Printing: Precision Colour
Printing, Telford, Shropshire, UK.

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Motor Sport magazine is printed in England.

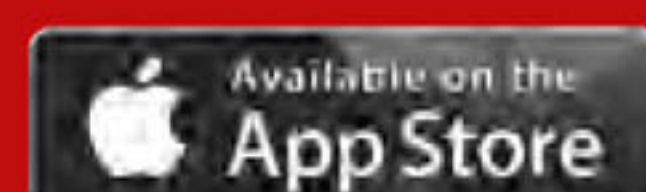


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THE MOTOR SPORT MONTH **IN PICTURES**

MARCH 21, 2015

Sebring 12 Hours

SEBRING, FLORIDA, USA

After taking the lead in the second hour, there was rarely much doubt that Sébastien Bourdais, Christian Fittipaldi and João Barbosa would go on to win the Florida endurance event in their Action Express Coyote-Chevrolet Corvette. They finished with a lap in hand over the Dallara-Chevrolet Corvette of brothers Ricky/Jordan Taylor and Max Angelelli.

LT



AMELIA ISLAND

MARCH 14, 2015

Amelia Island Concours

AMELIA ISLAND, FLORIDA

A black-tie gala dinner honouring Sir Stirling Moss was a highlight of the glittering concours weekend. Sixty years after his famous Mille Miglia victory, Mr Motor Racing posed with the winning 300SLR and other cars from his great career.



MICHELIN

MARCH 14, 2015

Formula E, Round 5

MIAMI, FLORIDA, USA

Despite a late surge by Scott Speed, it was Nicolas Prost who won the Miami ePrix for e.dams, and with it took the series lead. Daniel Abt handed his brief lead to Prost as his power faded, while Speed could not quite catch the Frenchman.



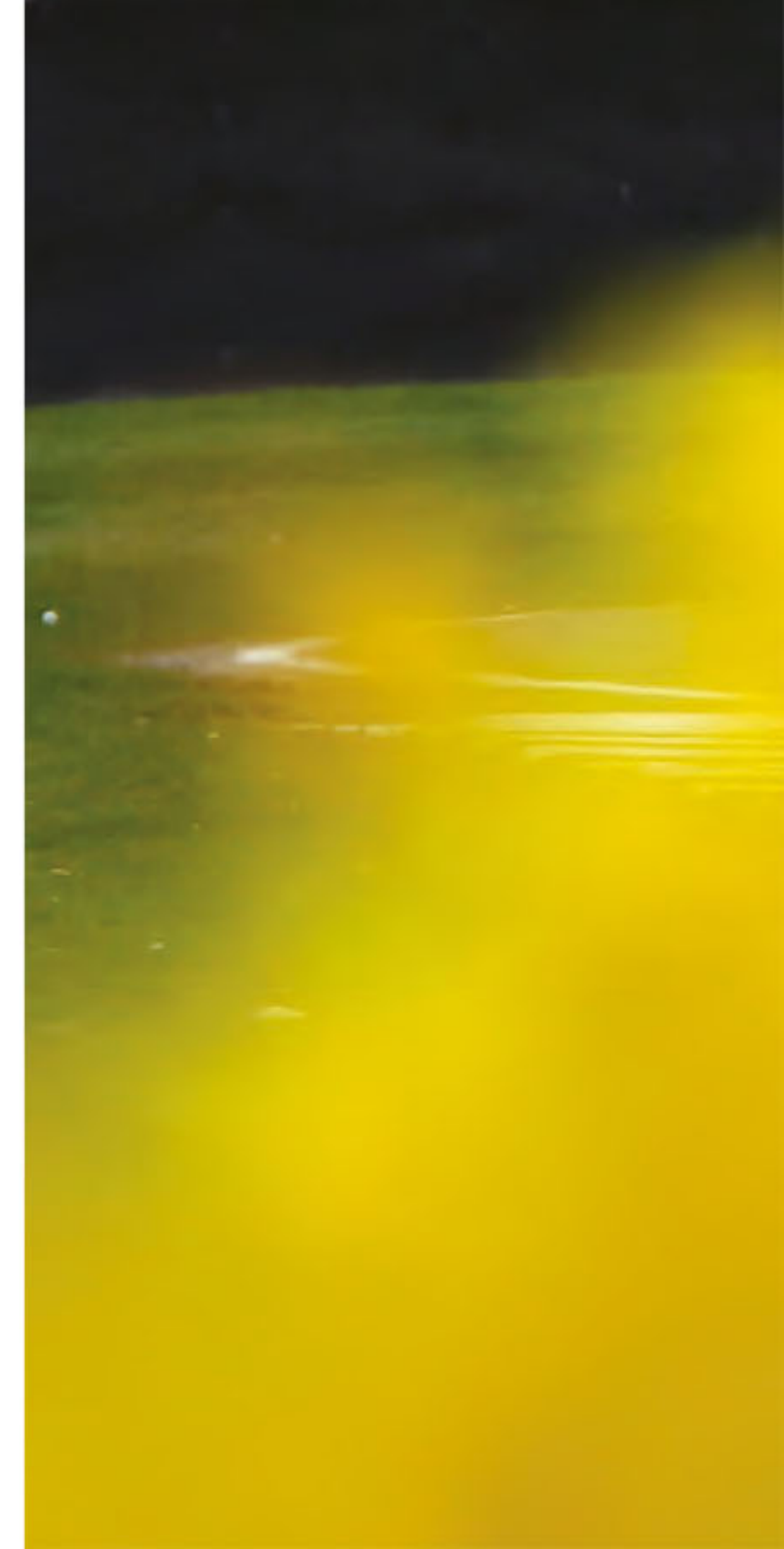
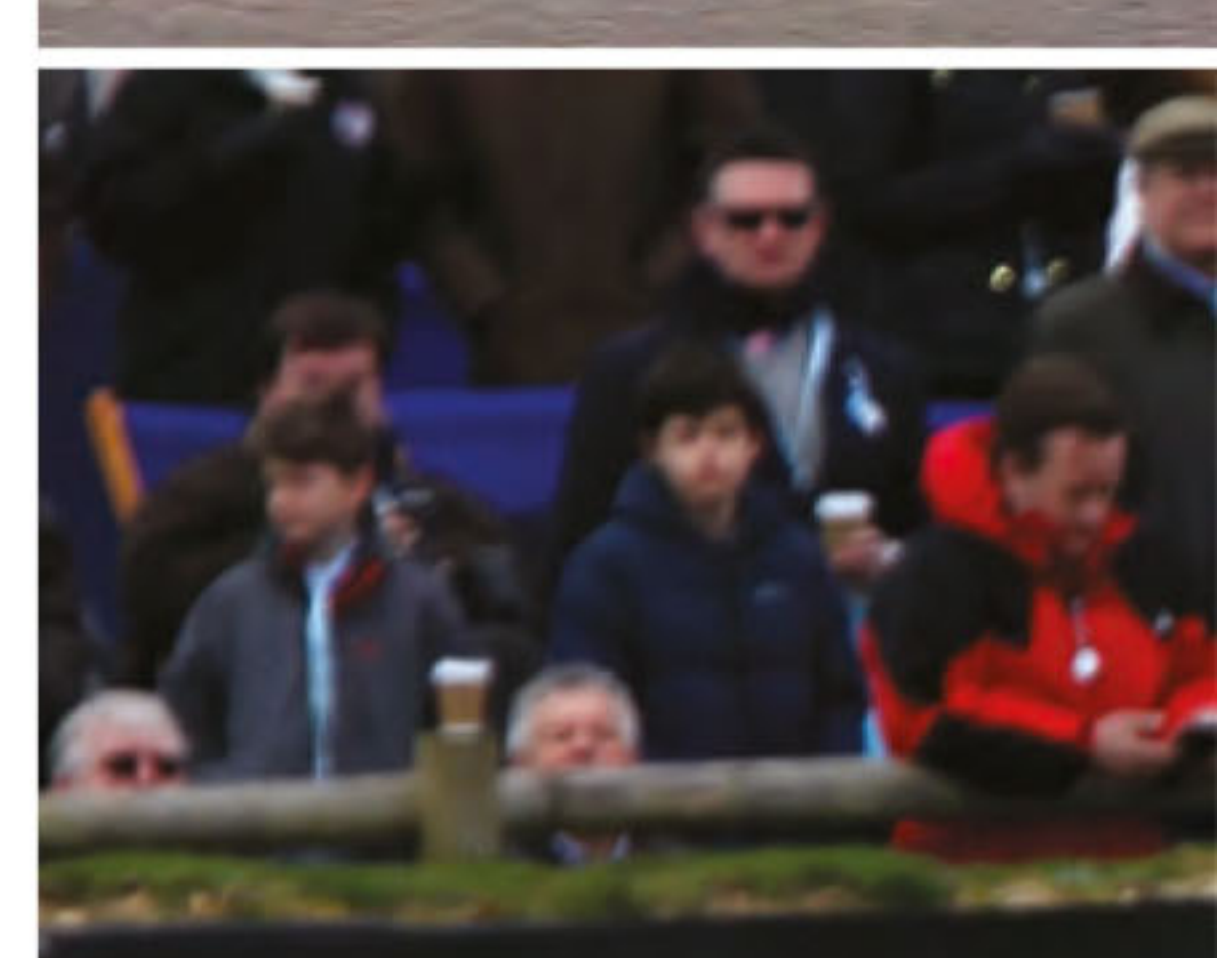
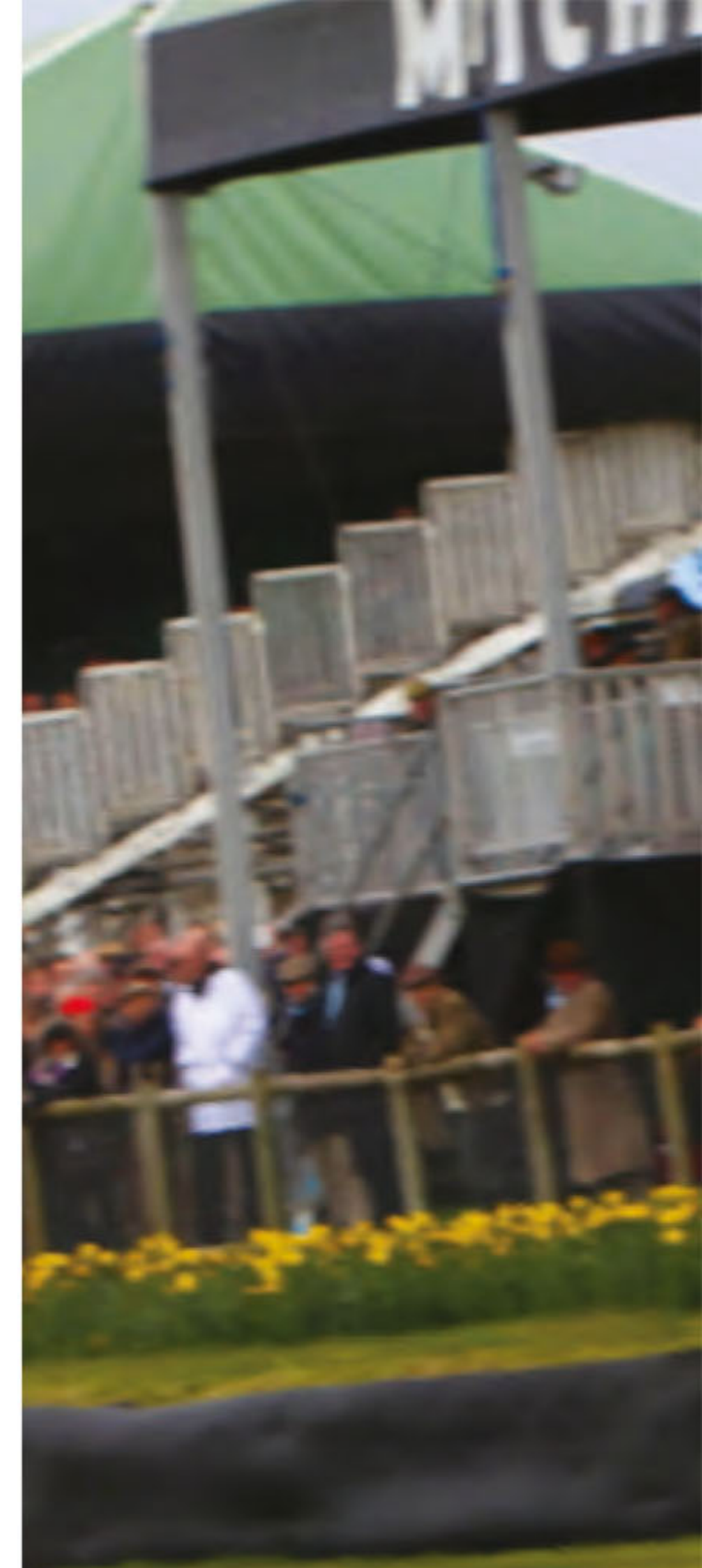
BMW

MARCH 12, 2015

BMW honours CSL victory

SEBRING, FLORIDA, USA

Forty years after a BMW 3.0 CSL's first win at the Florida track, the firm paid tribute by clothing one RLL team Z4 GTLM in matching livery. Winning '75 drivers Redman, Stuck and Posey reunited with the car beforehand at Amelia Island.





THE MOTOR SPORT MONTH IN PICTURES



MARCH 21/22, 2015

Members' Meeting

GOODWOOD, SUSSEX

Anthony Davidson drove Lewis Hamilton's 2013 Mercedes-AMG W04 during the 73rd Members' Meeting, the first time a modern F1 car had lapped Goodwood in 25 years. In a three-way handicap, the W04 eclipsed Jochen Mass's 300 SEL and Karl Wendlinger's AMG GT. Left, Goodwood regular Emanuele Pirro demonstrated Niki Lauda's 1974 Ferrari 312 B3.

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Nigel Roebuck



PURE SILVER... AND GOLD

Lewis Hamilton leads the field away at the start of the 2015 Formula 1 season in Melbourne. The defending champion stayed in front to the end, with team-mate Nico Rosberg second. Sebastian Vettel was best non-Mercedes driver, more than half a minute adrift on his Ferrari debut.

REFLECTIONS

with

Nigel Roebuck



MEMORY FROM THE DAYTONA 24 Hours in 2012. It was around midnight, and Juan Pablo Montoya was in the lead, scything through the traffic in his usual style, reminding me again of what a loss he was to Formula 1.

On his tail, though, was another Daytona prototype, and for lap after lap its driver tracked JPM, matching his every incisive move. This was Felipe Nasr, then 19 years old, new to Daytona and racing a sports car for the first time. I was impressed, and told him so. Nasr

reacted shyly, as if surprised that anyone had noticed.

Three years on he is where he always wanted to be, and in his first Grand Prix, at Melbourne, finished fifth for Sauber after a remarkably accomplished drive from lights to flag.

Felipe's weekend, moreover, had not got away to the greatest start, he and team-mate Marcus Ericsson sitting out the Friday morning session following the legal action taken against Sauber by Giedo van der Garde, who had a deal for 2015, then found himself usurped by apparently better-financed rivals.

Not a pretty story, nor one that reflects well on a team long regarded as the most honourable in the paddock. But if I don't seek to excuse Sauber's behaviour, nor am I much surprised by it: survival is the most basic of instincts, and this is one of several teams driven to the brink by the shameful financial arrangements which appertain in Formula 1 these days, courtesy of CVC Capital Partners' greed and the equally naked self-interest of the F1 Strategy Group.

Not surprisingly Monisha Kaltenborn presented a beleaguered face to the world for several days, but – following the intervention of Bernie Ecclestone, doubtless fearful, with Manor out of the picture, of losing two more cars from the Australian Grand Prix – eventually a fiscal accommodation was reached with van der Garde, and by Sunday afternoon Kaltenborn's world was looking rather brighter.

Having scored not a point last season, Sauber came out of the first race of 2015 with 14 of them, and Monisha rightly ascribed much of the team's improved form to straightforward horsepower: "Ferrari has made a *really* big step. It just shows what a disadvantage we – and they – were at last year..."

No arguments there. At the first pre-season test in Jerez, Sebastian Vettel and Kimi Räikkönen were quick out of the box, and although they were less to the fore in the Barcelona sessions it was clear that Ferrari had found a *lot* more power since last season. Add in that it was housed in the first red car conceived in the James Allison era, and it was no surprise that Vettel and Räikkönen were pleased with what they had been given to drive.

Even before leaving for Oz, though, they knew they were competing for the bronze, for while history shows it is never wise to set too much store by testing times, the widespread conviction was that Mercedes was on quite another level, perhaps even more so than in 2014.

So it proved. Just as, on TV and in the mainstream press, 'Vettel' was the only word one heard a couple of years ago, now the entire focus is

on 'Hamilton'. Lewis was utterly in command at Melbourne, with team-mate Rosberg at hand but unable to challenge, and for their rivals perhaps the most dispiriting remark of the weekend came from Nico on Saturday afternoon.

Having uncharacteristically messed up his first run in Q3, he spoke of the need for 'a banker' on his final one – in other words, a safe lap guaranteed to be quicker than all save Hamilton. Rosberg wasn't using the word for throwaway effect; it was merely indicative of how a Mercedes driver thinks these days. The situation may change as the season wears on (although one doubts it), but for now Nico and Lewis again have only one rival apiece, and that seems to have pitched half the world into Bunyan's Slough of Despond.

Formula 1 never lacks for folk wishing to stick the boot into it at any opportunity, and God knows I can be as critical as anyone if I perceive something ill within it. But while there may have been eras of Grand Prix racing I have relished more than others – and I concede that in many ways it's in a toxic state at the moment – my love of people trying to beat each other in cars remains inviolable, for all the efforts of certain malign influences within the business.

Tell me that science has squeezed most of the romance from Formula

1, and you'll have no argument from me. Suggest that 'showbiz' plays far too great a role, and I won't take issue. But while I may despise those who merely use it for their own self-serving purposes, and although I accept Frank Williams's observation that, "Nowadays F1 is just commerce most of the time", so also I share FW's fundamental belief that, "On Sunday afternoons, between two and four, it's still a sport."

Yes, of course it's disappointing that we appear to be facing another season of domination by one team, but we've had a fair few of those over time, and quite often they have come at the hand of Mercedes. Back in 1939, for example, the vaunted

'Silver Arrows' lost only twice (to Auto Union), and one driver – Hermann Lang – was nigh unbeatable.

Post-war it was the same story. Mercedes returned to Grand Prix racing at Reims in 1954, with Juan Fangio and Karl Kling finishing first and second, the rest lapped. Fangio went on to win the world championship, and the following year, with Stirling Moss now in the team, the pattern was repeated. Untypical mechanical woes accounted for them at Monaco, but it was the only race Mercedes was to lose in 1955, and invariably the cars were 1-2: at Aintree, where Moss won, four cars were entered, and the first non-Merc – Luigi Musso's Maserati – finished fifth.

Talk to Stirling about those days, and he will tell you that what most impressed him about Mercedes was the sheer efficiency, both of the car and the whole operation. "The W196 was never as nice a car to drive as, say, the Maserati 250F – it didn't have anything wrong with it, other than the back-to-front gearbox, but you couldn't have the love affair with it you could with the 250F. Having said that, although I didn't *enjoy* the Merc as much as the Maser, undoubtedly it was a greater car – for one thing, it would never break, and for another, it was streets faster than anything else..."

There you have it, and when has the aim of any team in motor racing been other than to come up with a car 'streets faster than anything



else? Colin Chapman was rather good at it, but I don't recall endless moaning when race after race surrendered to Jim Clark in the opening seconds. We'd go to a Grand Prix in those days in the surety that, unless his car broke, Jimmy would win it, and I never saw anything wrong with that. It wasn't a matter of being *resigned* to another Clark victory: given that he was the best driver, and Lotus built the fastest cars, it was in the natural scheme of things. What was it Jochen Rindt said, after stepping from his victorious 72 at Hockenheim in 1970? "In my car a monkey could have won..."

Did the fans' enthusiasm for Formula 1 evaporate at that time, any more than it had in '61, when Ferrari's power advantage left Phil Hill and Wolfgang von Trips to fight for the championship between themselves or, six years later, when Cosworth's new DFV was way more powerful than anything else? Was there rumbling discontent in 1988, when McLaren's sublime MP4-4, driven by Ayrton Senna and Alain Prost, won all but one of the season's 16 races? Did aficionados get



Few complained when McLaren or Williams dominated past seasons, such as 1988 or, right, 1992

the lack of decibels from the new hybrid power units. Ron Walker, for countless years Bernie Ecclestone's Antipodean mouthpiece, was very hot on that, and there was also much grumbling about the new Formula 1 in the round from such as Luca di Montezemolo, whose engineers had come up with yet another uncompetitive Ferrari, and Dietrich Mateschitz, whose Red Bulls had failed to win for the first time in 10 races.

Now the emphasis is on Mercedes superiority, and what may be done about it. The traditional answer – and still the obvious one – would seem to lie in the building of a faster car, but as that seems beyond their rivals' capabilities some of them are actually suggesting that the rules be tweaked to 'equalise' the engines. All in the interests of 'The Show', you understand – nothing to do with being blown away week after week.

Quite apart from anything else, as of now it is not easy to see quite what you would have to do to a Renault engine – let alone a Honda – to make it 'equal' to a Mercedes. Many people already spend their every waking hour trying to achieve that, so the corollary for some is that



restive in '92, when the 'active' Williams-Renault FW14B allowed Nigel Mansell and Riccardo Patrese to canter to first and second in the championship?

Thought not. So why is much of the racing public now apparently unable to tolerate the thought of a two-hander for the title between Hamilton and Rosberg? Yes, it's a repeat of last year, but so it was with Prost and Senna, who were also free to race each other. This is not like the Todt era at Ferrari, when team orders were writ large, and only Michael Schumacher was allowed to win.

From some quarters now, though, come suggestions that Formula 1 should follow the time-honoured NASCAR practice of 'adjusting competitiveness' in the interests of 'The Show'. This is risible. Simply, Mercedes is doing an extraordinary job in this 'hybrid' era, and the rest are not.

Part of the problem seems to stem from the fact that they patently have more horsepower than their opposition. Again that is surely the aspiration of any company building racing engines, but in today's F1 there appears to exist a curious intimation that it is somehow not quite cricket. One thing to specialise in the black art of grey areas, to place a liberal interpretation on this or that aerodynamic rule so as to get your driver through a corner faster than the rest, but to design a better engine, making him quicker in a straight line... well, it's not on, is it?

This time last year Mercedes was only just embarking on its period of domination, and the post-Melbourne moaning was focused mainly on

**"THIS IS NOT LIKE THE
TODT ERA AT FERRARI,
WHEN TEAM
ORDERS WERE
WRIT LARGE"**

Mercedes needs to be slowed down.

In the recent past there have been many daft ideas, like the awarding of double points at the last race, but this latest suggestion is on another level. Imagine a pitch, if you will, to a manufacturer not yet involved.

"So you want us to build engines for Formula 1?"

"Yes."

"And it's going to cost us hundreds of millions of dollars?"

"Yes."

"But... let me get this straight... we're not allowed to build an engine better than anyone else's?"

"No."

"Thank you for your interest..."

The engine rules are clearly defined, and it's hardly the fault of Mercedes that others are unable to make them work satisfactorily. No company, after all, pushed for the move to hybrids more trenchantly than Renault, who threatened withdrawal from F1 if they were not introduced. It's unfortunate for Red Bull that the French engine is lacking in power – and, new for 2015, driveability – but that's how the cards fall sometimes, and for now it is Hamilton and Rosberg who find themselves in the pound seats, just as for some little time it was Vettel.

Again, though, Mateschitz is apparently threatening to take his bat and ball home, just as he did a year ago, and it's all getting rather tiresome. That said, as the owner of 20 per cent of the current F1 field – and a circuit which, rare in Europe these days, can afford the fee

REFLECTIONS with Nigel Roebuck

for a Grand Prix – he does of course have considerable clout with Bernie Ecclestone, who predictably has been expressing sympathy for his views.

Red Bull, though, is represented in the over-powerful F1 Strategy Group, and the teams therein have their place because they committed to remain in F1 until at least 2020, so Mateschitz can't simply abandon F1 when the mood takes him. Can he, Bernie?

All the talk is of another fundamental change in the technical regulations in the not too distant future, and as and when that happens Renault, Ferrari, Honda *et al* will have a fresh opportunity to get on terms with Mercedes. Until it does, though, they must make the best of the current rules, and stop bitching because they're getting thrashed. If some teams want to embrace 'performance equalisation', let them race elsewhere.

As we know, the worldwide fan base is in continuing decline, with gimmicky ideas failing to attract a new audience, while at the same time alienating purists, of whom there remain infinitely more than the powers-that-be appear to understand. Time was when the Hockenheim grandstands were packed tight every July, but for all the success of Mercedes, of Vettel and Rosberg, Germany has lost interest, and now – like France – its Grand Prix. For God's sake, Formula 1, wise up while there's still time.



JUST AS, AT THE END OF 1976, ERMANNO CUOGHI WENT with Niki Lauda from Ferrari to Brabham, so Andrea Stella, Fernando Alonso's race engineer for five years, has followed his driver from Maranello to Woking. And as he sat on the McLaren pit wall in Melbourne, he could have been forgiven if occasionally he wondered what the hell he had done.

Over the Australian Grand Prix weekend Stella was working with Kevin Magnussen, who was subbing for an Alonso concentrating on his fitness, preparatory, all being well, to a return to racing at Sepang. Even before he turned a wheel in competition in 2015, though, Fernando was down one of his four Honda engines for the season, for it blew apart on Magnussen's warm-up lap.

At McLaren they are striving to remain optimistic about the future, but in dark moments must be wondering, as are we all, what on earth is Honda *playing at*?

If it were no great surprise that the first McLaren-Honda test, at Abu Dhabi last November, was problematic, it was rather more of one that, at the pre-season sessions at Jerez and Barcelona, little progress – in terms of reliable running – appeared to have been made. In his time with Ferrari, Alonso may have got used to cars off the pace, but at least they were invariably reliable.

It may have been encouraging that, so far as they could tell with the horsepower they were permitted to use, both Fernando and Jenson Button said they felt the MP4-30 was inherently well born, but so minimal – and fragmented – were the laps they got in that it was impossible to give much thought to set-up.

Then of course came the riddle of Alonso's accident, for which a full explanation still awaits. It occurred in the middle of a relatively slow lap, and amid all the conspiracy theories and scare stories that so proliferate in this world of social media, it is clear that, whatever else, Fernando was *not* already unconscious when his car hit the barrier: right to the moment of impact he was downshifting and hard on the brakes, and you don't do that when you're out cold.

Alonso was, though, briefly unconscious before being released from the car. What the McLaren had hit was not a tyre barrier, but a concrete

wall, and the fact that it was essentially a sideways impact didn't help, either, for, as Romain Grosjean pointed out, in that event you have no deformable structure working for you: "Wishbones and so on are not designed to break in that way: being carbon they will either break or stay in one piece – and if they stay in one piece the energy has to go somewhere, and that's into the driver..."

Nor, in a sideways accident, is the HANS device of any use to you. The angle of impact was similar to that experienced by Karl Wendlinger at Monaco in 1994, and although the now compulsory padded cockpit sides will have protected Alonso from the sort of life-threatening injury suffered by Wendlinger, it is nevertheless unsurprising that he was seriously concussed.

As I write, how and why the accident *began* in the first place is still a mystery, and although the FIA is conducting its own investigation, with McLaren's complete cooperation, it may forever remain so. As the driver of an identical car, Button naturally needed reassurance that it had not been triggered by a mechanical – or electrical – fault, and after going through every strand of available data expressed confidence that such was not the case.

When first I heard about the circumstances of Alonso's shunt, I remembered Dale Earnhardt's curious happening at Darlington in 1997. Immediately after the start of the Southern 500 Earnhardt unaccountably hit the wall at Turn 1, then did the same – much harder – at Turn 2. After a couple of slow laps, he brought his Chevy Monte Carlo into the pits, where he was lifted from the car, taken to the track medical centre, and thence to hospital, where he underwent a raft of tests, including CAT scans, an ECG – and even a check for carbon monoxide poisoning.

Although, as with Alonso, all the tests came back negative, Earnhardt was kept in overnight. Much has been made of the fact that Alonso remained in hospital for three days, and that whereas Dale duly raced the next weekend, at Richmond, Fernando was instructed by his doctors not only to take no further part in pre-season testing, but also to pass up the opening Grand Prix of the season.

The difference in consequence between their accidents is that Earnhardt never lost consciousness even momentarily, and – crucially – suffered no concussion. Had he done so, no medic would have sanctioned his racing again the following weekend.

At the Richmond NASCAR race a neurosurgeon from the hospital gave a press conference. "We believe," he said, "that this was a temporary dysfunction of the brain – a migraine-like episode where a blood vessel feeding the base of the brain temporarily went into spasm, and restricted some of the blood flow to the brain stem, causing this temporary dysfunction. This is actually fairly common, but it's not a condition that can be treated – or even identified once it has gone away."

I offer this only as an explanation for Earnhardt's accident long ago, and do not suggest that Alonso suffered the same problem in Barcelona. In both cases the circumstances were mystifying, and in neither could the driver contribute any information himself, for Dale had no memory of the accident, and neither does Fernando.

When it was announced that Alonso would not be participating in the Australian Grand Prix, the internet conspiracy theorists went – with dreary predictability – straight to full boost, some darkly muttering that Fernando's state of health was far less good than we were being told, while others suggested he was merely seeking an excuse to get out of driving his recalcitrant car in Melbourne. Truly moronic, this last: if we know anything about Alonso it is that, as Jacques Villeneuve put it, "Formula 1 is something he *needs* – he's a racing animal..."



Alonso was due to begin his season in Malaysia. Right, Honda's most recent F1 venture flopped

That said, the Melbourne weekend cannot have made easy viewing for Fernando. Not only were the McLaren-Hondas patently the slowest cars on show, but Ferrari, so lamentable in 2014, vaulted up the order, with a considerable hike in horsepower and a chassis mannerly enough for Räikkönen to look like a racing driver again. As we know, squeezing a meaningful quote from Kimi is about as easy as opening an M&S sandwich, but he said enough to get across that he felt newly optimistic about life at Ferrari.

If perhaps, when Sergio Marchionne began his Augean clear-out at Maranello last year, Maurizio Arrivabene had been appointed as Stefano Domenicali's successor, Alonso might have felt inclined to give Ferrari one last shot. As it was, unfathomably chosen was a high-powered salesman, Marco Mattiacci, who knew a lot about flogging road cars to rich Americans, but damn all about running a Formula 1 team.

The assumption that success in one field is a guarantee of more in another is a mistake commonly made in the business world, and patently the glacial Mattiacci was ill at ease in an environment of which he had no knowledge or experience. In the circumstances Alonso thought his arrogance misplaced, and as time went by their relationship evolved from cool into icy: this was emphatically not the man, Fernando felt, to turn Ferrari around.

As it turned out, Marchionne reached a similar conclusion, so that at season's end Mattiacci was pitched, not only from Ferrari's racing activities but from the company as a whole. This, though, came too late for Alonso, who had by now been won over by McLaren entreaties begun a year earlier by Martin Whitmarsh, then continued by Eric Boullier.

There were those, myself included, who were surprised that Fernando made the move when he did – he had always had faith in James Allison, after all, and it was not as if he were going to Mercedes. Many believed his best option, having endured five years of frustration, would be to stay put: if the first 'Allison era' Ferrari were a success, fine; if not, the door to McLaren would assuredly have remained open for 2016, by which time others would have borne the inevitable growing pains of an engine new to Formula 1. As well as that, who knew which other options might exist a year hence?



As it was, Alonso visited Honda, and was impressed to the point that he signed a McLaren contract long before it was announced to the world.

My belief, for what it's worth, is that ultimately it will all come right, but whether or not I'm subconsciously basing that on times past, on the countless McLaren-Honda victories I saw in the Prost-Senna era, I can't be sure.

Certainly, during Honda's last spell in F1, there were suggestions that the ethos of the company had changed since those days, that its traditional focus on engineering had been subsumed by marketing. Whether or not that be true I cannot tell you, but there's no escaping the fact that the years with BAR, then buying the company and racing under the company's own name, were singularly unsuccessful, as Button knows only too well.

That said, I remember a conversation with Ross Brawn, who came in to run the Honda operation in 2008, then continued the following year, now as Brawn GP, and using Mercedes engines in the wake of Honda's precipitate withdrawal from F1 after the worldwide financial meltdown.

Aided by Brawn's double diffuser, the Merc V8 duly propelled Button to the world championship in '09, and Ross was full of praise for it. "I tell you what, though," he said, "I'd felt very confident of what Honda was due to give us that year – it was going to be *much* better than what we'd had before..."

Perhaps, therefore, the old magic remains fundamentally intact, and merely needs to be prodded into life. We may be fairly sure, I think, that Dennis and Boullier will have been impressing upon Honda the urgent need for significant progress, and in such matters Alonso, too, has never been reticent.

Of all the drivers, after all, he has that right, given his unequalled commitment every time he gets in a car.

"What did Kimi say was his big problem with the Ferrari this year?" Martin Brundle asked me over lunch in December.

"He said he had no confidence in it on turn-in..."

"Right. And what was the overtaking move of the season?"

"Alonso passing Vettel on the outside going into Copse..."

"Right." ☑

REFLECTIONS with Nigel Roebuck

They never did clearly establish the cause of Earnhardt's problem in Darlington, and it never occurred again. In the same way, given that McLaren could find no evidence of a failure in their car, and all the tests on Alonso's state of health revealed nothing untoward, we may never know exactly what happened in Barcelona.

As will have become apparent to Andrea Stella in Melbourne, however, Fernando now faces a challenge tougher than any he has previously encountered in Formula 1. If logic suggests that a combination of McLaren, Honda and Alonso eventually has to succeed, who can tell how long it might take?

In Australia Button somewhat surprisingly made the finish, but he had started from the back of the grid, and – if his engine had lasted long enough – Magnussen would have been alongside him. Alonso has known nothing like that since 2001, when he was a 19-year-old rookie with Minardi.



FIFTY YEARS AGO IT WAS A BIT OF A SCHLEP from Lancashire to Kent, particularly if one's mode of transport was a friend's Hillman Imp, but that was of no account to me, for at the end of the journey was Brands Hatch where, on Saturday, March 13 1965, I watched the *Daily Mail* Race of Champions.

This was not, in fact, the first Formula 1 race of the new season, for already – on New Year's Day, no less – there had been the South African Grand Prix in East London, won readily by Jim Clark's Lotus 33. Now, a couple of months on, the clans convened at Brands for the inaugural Race of Champions, and while it was a non-championship race the entry was of Grand Prix calibre.

At the last minute Ferrari scratched its new flat-12 car, destined for Lorenzo Bandini, but did send a V8 over for John Surtees, and the reigning world champion was joined by Jim Clark, Graham Hill, Dan Gurney, Jack Brabham, Bruce McLaren *et al* – anyone of consequence, in other words. As well as that, British fans were also to get their first look at a couple of promising F1 rookies, a Mister Karl Jochen Rindt and a Mister John Young Stewart. They were to turn out rather well.

Thinking back to the days of the Race of Champions, one tends to remember frigid weather – it was, after all, something of an act of faith to put on a major British race meeting in March – but that first year we had a perfect spring afternoon for a race of Grand Prix length, albeit split into two 40-lap heats.

In the first of them Clark immediately took the lead, followed by team-mate Mike Spence, and there he stayed, but the focus of the race was on Gurney, whose Brabham had been troubled in practice and started 12th, but blitzed through the pack to second, splitting the Lotuses.

Given that the results were decided on aggregate, to be assured of overall victory Clark needed only to finish heat two within 20 seconds

of Gurney, but of course Jimmy wasn't like that. Again he led away, but Daniel Sexton was right with him, and if it was all a very long time ago I have a vivid memory of the pair of them side by side through Paddock: yet to enter the vocabulary of Formula 1 in 1965, of course, were words like 'aero' and 'downforce'.

This was the start of lap 12 – and, as it turned out, also the end of a mesmeric battle, for at the exit of Bottom Bend Clark made a rare mistake, running wide on to the grass, then hitting an earth bank *hard*. The Lotus flew into the air, mercifully without going over, and next time round Gurney was relieved to see his friend limping away from the wreckage. So were we all.

Given his usual luck, Dan himself retired – engine failure – after only a couple of laps in the lead, and the other Brabham, driven by the proprietor, took over at the front until it, too, expired, leaving the always underrated Spence to score what would be his only F1 victory, with Stewart's BRM overall runner-up despite finishing only seventh in the first heat and fourth in the second.

Attrition rates were high back then: if you thought there were a lot of retirements in Melbourne the other weekend you don't know the half of it, which is why 'career statistics', comparing drivers from different eras, have always been essentially meaningless: victories and points stack up rather more readily, after all, if your car almost never breaks.

Looking back to that time, though, and comparing

it with the Formula 1 of 2015, I suppose the overriding thought is just how simple and *clean* everything was. Yes, then as now some cars – and drivers – were better than others, but the emphasis was squarely on *sport*, the paddock still a place where teams lent each other spares, as needed.

Rose-tinted glasses some will say, and maybe so, but they come in very handy half a century on, when all is discord in Formula 1, when 'power unit tokens' are a source of constant angry debate and most of the world doesn't even know – or care – what the hell they are.

By the by, did I mention that, after winning the first F1 heat,

Clark hopped into a works Lotus Cortina for the touring car race, offering first prize money of £50? For this I was at Clearways, revelling in the sight of Jimmy three-wheeling through, sideways to a degree incomprehensible to the young fan of today: he seemed to be setting up the Cortina even as he came under the bridge...

Again Clark swiftly left the rest behind, but eventually shed a wheel at Dingle Dell, at which point we went off to get a drink. Then he got back in the 33 for the anticipated battle with Gurney. Even if they were world champions, that was how they did things in those days.

A month later Jim and Dan were on parade again, at Goodwood, but both had to miss the International Trophy at Silverstone in mid-May: while JYS scored his first F1 victory, they were otherwise occupied, qualifying for the Indianapolis 500. 📺



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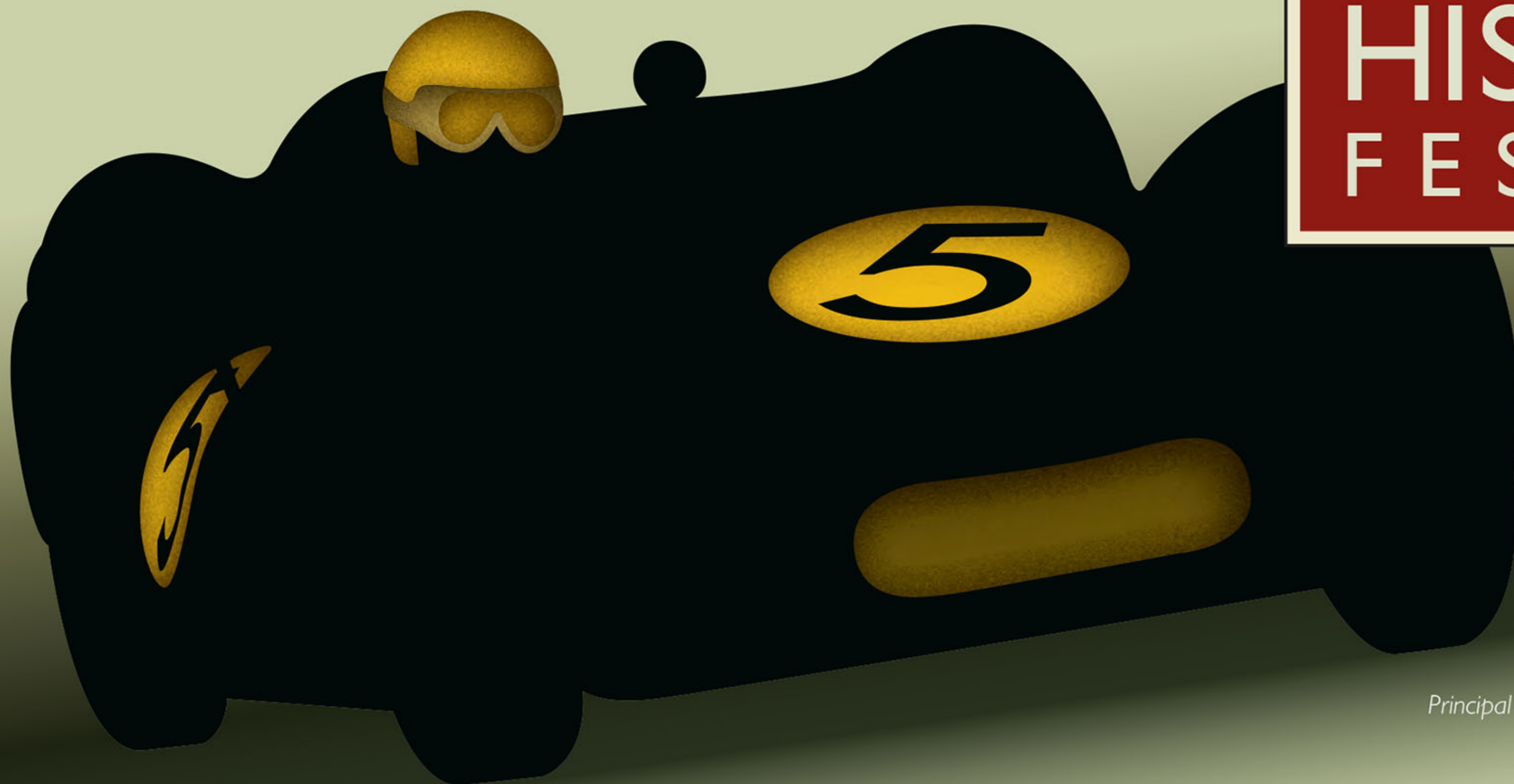
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Mark Hughes

THE TERMINATOR, TOO

"I thought you'd be taller, man!" said Formula 1's current 'human-looking indestructible cyborg' when he met Arnold Schwarzenegger on the Albert Park podium. Lewis Hamilton's cheeky put-down was a rare highlight during a difficult opening weekend for F1 in 2015.



F1 FRONTLINE
with
Mark Hughes



Christian Horner's call to hobble Mercedes discounts the years during which Red Bull dominated

NO, NO, NO, NO. WERE THE FIA to heed Christian Horner's call to put a brake on Mercedes for having done a better job than the other engine manufacturers, Renault especially, it would be a total betrayal – of the terms under which everyone entered and of the sport itself.

Another year of total dominance by the Silver Arrows will not be good for business – but this business is at least partly predicated on F1 being a sport. Sport is supposed to be a meritocracy. Penalising a participant for having achieved too much excellence?

Horner points out that when Red Bull was dominating there were frequent 'clarifications' and even mid-season regulation changes apparently aimed at reducing Red Bull's advantage. It is true that there is a history of the authorities seemingly trying to manipulate the championship – stretching back to at least 1994, maybe even 1976 – and that's not a good thing. But what Horner is suggesting – just bluntly equalising the horsepower between engine manufacturers – is a step beyond that. Changes to exhaust layouts, body flexibility testing and engine mapping – which apparently attacked key advantages Red Bull enjoyed from 2009-13 – were at least attempting to undermine only the source of an advantage. The equivalent of what he is now suggesting would have been to reduce the Red Bull's downforce to the level of the others back when they were dominating.

STRAIGHT talk

Undermining
competition is no
way to manipulate
a sport



Read more
from Mark about
Formula 1
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Part of the fascination of the sport is in someone deriving a technological advantage and then watching how the others respond – and how long it takes to catch up. They always do eventually. If that's bad for TV figures, then the lesson is not to be so enslaved to TV figures.

It all illustrates again what a folly it was trying to combine a change of engine formula with an engine freeze. A far better idea would have been to stipulate the maximum price for which the engine could be sold to customers. That way a manufacturer would be free to spend as much money as it liked on development, but beyond a certain point would only be increasing its financial losses. That way any manufacturer that had plain got it wrong – like Renault this year – could develop its way out of that embarrassment without having to worry about, or bother the fan with, engine tokens.

The token system – and the engine freeze before it, in the V8 era – attacked the symptoms of an illness rather than the illness itself. Still the nettle of costs is not being grasped and the signs from the opening race in Melbourne were that the chickens are now coming home to roost as a result. The problem has been ignored, denied or brushed off for years, but it's now undeniable. The cracks are there for all to see. What would make it worse – much worse – would be a blatant removal of competitive merit. Then it would cease to mean very much at all.

Suggesting a tweak to the engine regulations from 2017 in the hope of helping mix up the competitive order is one thing. But applying a lowest common denominator to engine competition would send F1 down the road of wrestling. At its heart, this is still the most magnificent sport that mankind has ever devised. It's majestic in its ambition and the multi-dimensional nature of its challenge. Let's not make a joke of it. 📺



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INTO THE SECOND YEAR OF THE HYBRID V6 formula and its associated aerodynamic restrictions, Formula 1 car development leaps on apace. The big gains in performance typical of the early part of a new learning curve are very apparent from lap times, with the cars up to 2sec faster in off-season testing compared with 2014.

Last year Mercedes came up with several key innovations that contributed to the works team's dominance, but it was in judging the optimum trade-off between aerodynamic and power unit efficiencies that it found its most telling advantage.

That has informed the 2015 developments of the other engine manufacturers and teams. The fundamental design choice is between how much aero performance should be sacrificed to gain engine performance – and with fuel flow-limited turbocharged engines that are hugely more power-sensitive to cooling capacities, this is a far trickier equation to solve than with the old normally aspirated V8s. Obviously teams are still chasing gains in both aero *and* power, but there is now much more of a compromise to be made between them.

POWER UNITS

Mercedes attacked this conflict from first principles. Precisely because this type of engine is sensitive to the temperature of the incoming charge, Mercedes prioritised reducing that sensitivity at the concept stage. The Mercedes W05, with its compact water-air intercooler, last year typically ran an incoming charge temperature 20deg C higher than that of the Renault-engined Red Bull. It was able to do this – and gain the resulting aerodynamic benefits of the smaller intercooler – by prioritising the engine's knock sensitivity. It does not require such a cool inlet charge to prevent knock (spontaneous and uncontrolled ignition) as its rival engines and hence needs less aerodynamically disruptive intercooling. There will still be a power penalty for feeding the engine with a warmer mixture, but a relatively small one.

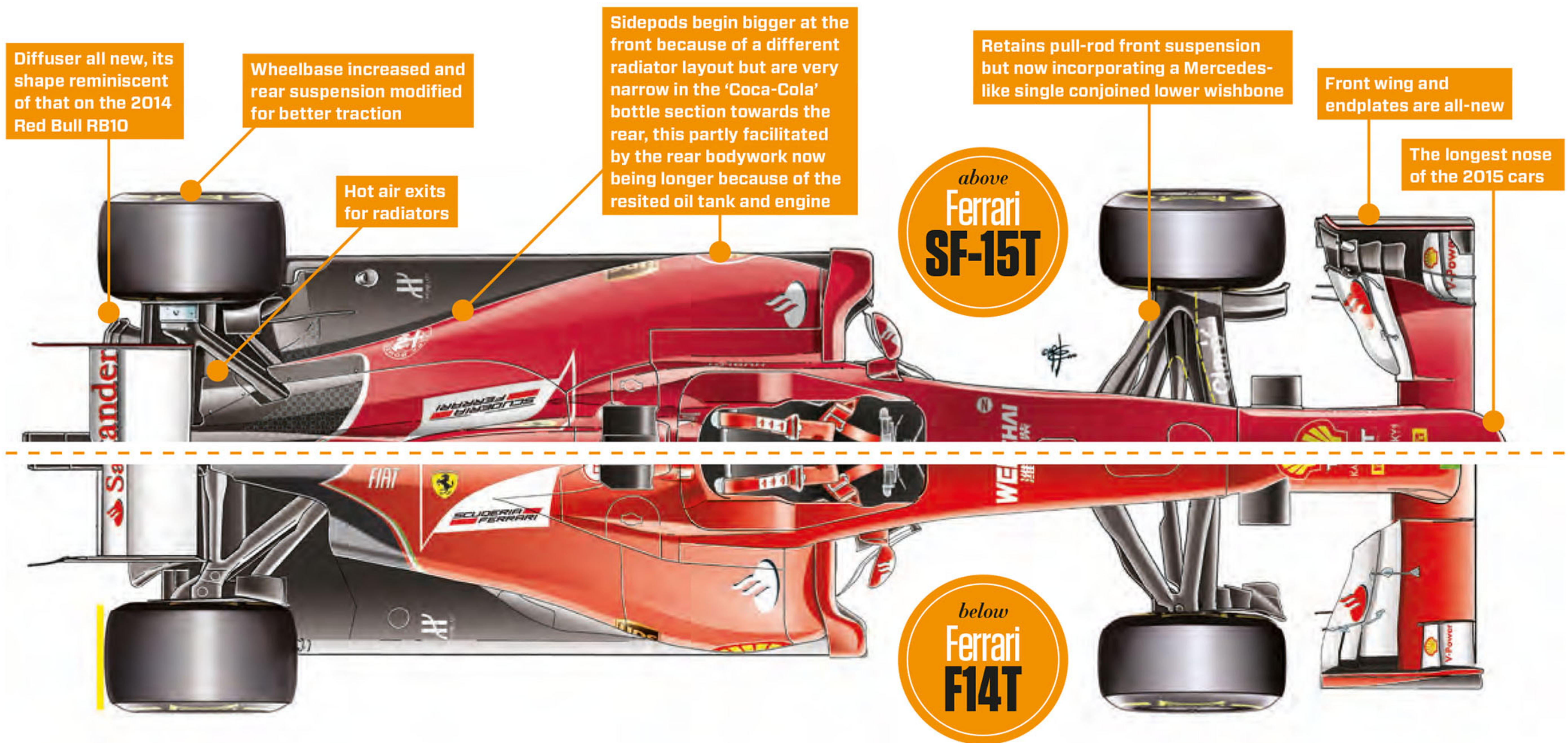
Fuel composition, combustion chamber and ignition software were designed simultaneously, almost as a single project, to achieve fantastically high resistance to knock. The rest of the engine was then conceived around those three triangulation points. Greater knock resistance will enable a higher compression ratio, and it's the combination of compression ratio and compressor size that will be so crucial in determining energy efficiency. With a bigger compressor than the others (because it was mounted up front, just behind the cockpit, out of aerodynamic harm's way) and higher compression ratio, the Merc's mechanical engine was more potent at both low and high revs. This is at the heart of the advantage – because the recovered energy is only captured from the internal combustion engine, not created independently. The more potent the engine, the more energy can be recovered (or the quicker the same amount of energy can be recovered).

The 2014 Mercedes PU106A V6 set the gold standard for F1 engine design in much the same way as the Cosworth DFV did in 1967, its margin of superiority over everything else similarly vast. But today we have three engine manufacturers – Ferrari, Renault and Honda – reacting to what Mercedes made evident in 2014. Renault and Total have together chased big gains in knock resistance, with changes both

Catch Merc if you can

Clawing back Mercedes' 2014 performance advantage was the daunting task facing rival teams and engine manufacturers this winter. We present their differing approaches to the challenge

illustrator GIORGIO PIOLA



Diffuser all new, its shape reminiscent of that on the 2014 Red Bull RB10

Wheelbase increased and rear suspension modified for better traction

Hot air exits for radiators

Sidepods begin bigger at the front because of a different radiator layout but are very narrow in the 'Coca-Cola' bottle section towards the rear, this partly facilitated by the rear bodywork now being longer because of the resited oil tank and engine

Retains pull-rod front suspension but now incorporating a Mercedes-like single conjoined lower wishbone

Front wing and endplates are all-new

The longest nose of the 2015 cars

above
Ferrari SF-15T

below
Ferrari F14T

By moving the oil tank from within the gearbox casing (where it was in the F14T) to the conventional position between the cockpit and engine (where it is located in the SF-15T), Ferrari has fundamentally changed the plan view shape of the entire rear body section, which now extends farther back. The wheelbase is also slightly longer as a result of the change (the difference shown in yellow behind the F14T's rear tyre).

The engine now has to be mounted further rearwards to create space for the oil tank. Although this will have reduced the venturi area of the diffuser (increasing it led Ferrari to locate the tank in the gearbox in the old car), it was found that the theoretical advantages of the greater area could not be realised, as adequate flow could not be provided. The effects on the weight distribution of moving the engine back slightly are

countered by that of moving the oil tank and its contents much farther forwards. This and further rearranging of components and ballast has allowed the weight distribution to remain much as before. The smaller angle of the SF15-T's upper wishbones from the wheels to their attachment points on the gearbox is another visual indicator of the engine/gearbox having been relocated rearwards.

to the fuel and combustion chamber shape. However, the fully realised 2015 Renault engine is not expected until mid-season, with a Mario Illien-led upgrade. The revised way in which the engine homologation rules now work has given Renault time for a more considered change. Whether this includes a move to the Mercedes-style front compressor layout remains to be seen. This was a key part of the Merc engine's advantage last year – bringing packaging, power and aero gains – but it's an immense engineering challenge to make a small-diameter shaft stretching the full length of the engine run without catastrophic flex at up to 125,000rpm.

Ferrari and Honda have shied away from such a layout too, at least with the engines with which they begin the season. Honda has gone as far as splitting the turbine and compressor, fitting the ersH between, but the compressor resides in the vee of the engine rather than up front. Ferrari has found about 80bhp over its 2014 power unit, partly through being less extreme in favouring aerodynamics over cooling capacity.

Unfortunately for the others, Mercedes has not stood still. A reputed extra 50bhp has been found with the PU106B, partly through now being able to run to the full 500-bar of fuel pressure allowed by the

regulations, something that wasn't feasible last year. This allows greater atomisation of the fuel, significantly improving combustion efficiency.

All the engines, regardless of the improvements made in the energy recovery systems, will be getting more help from them this year. Variable inlet trumpets are allowed back for the first time in F1 since the V10 era, smoothing out natural holes in the torque curves – thereby asking less of the stored energy, which can thus be deployed elsewhere.

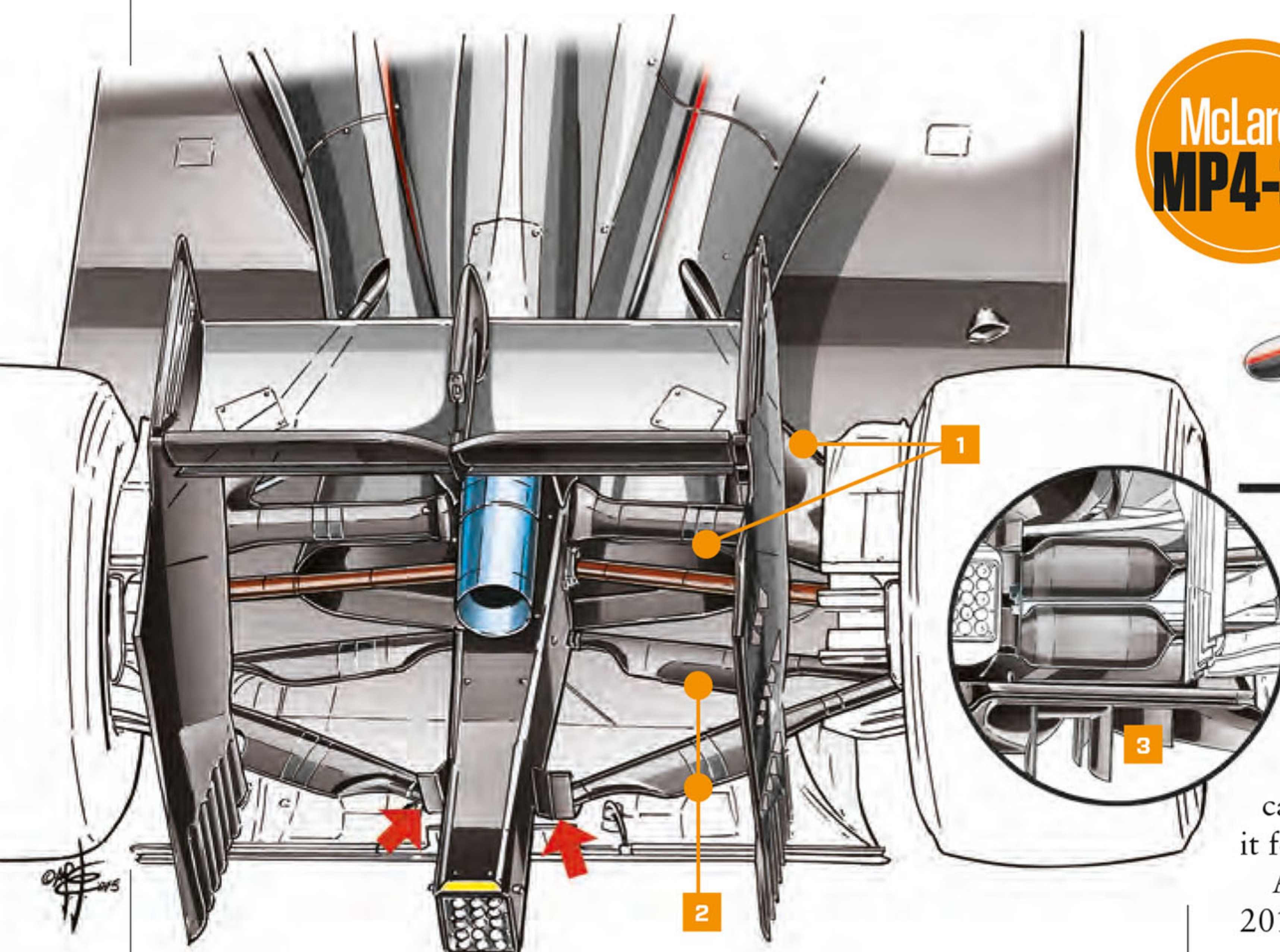
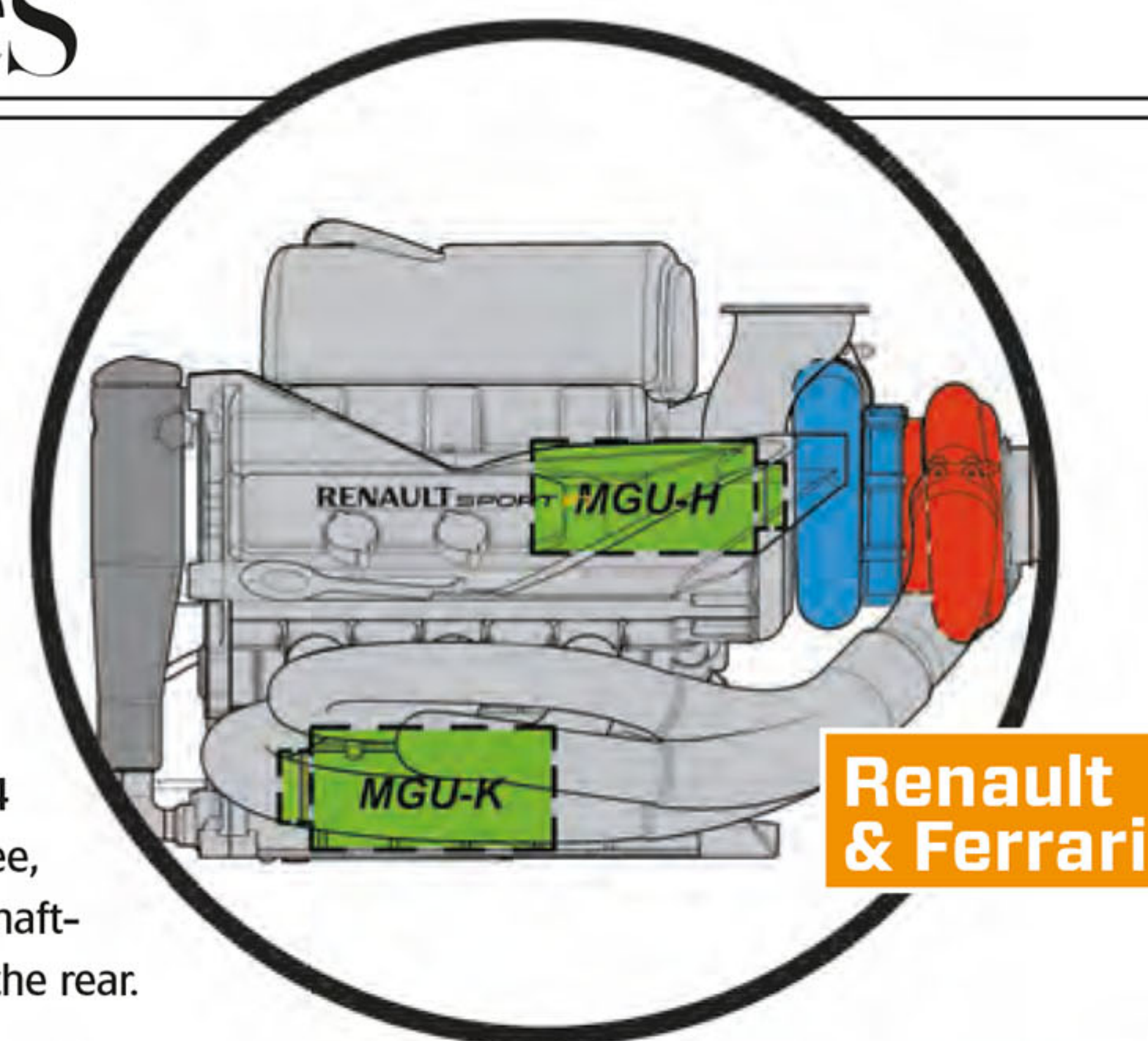
AERO DEVELOPMENTS

Although the Mercedes W06 looks very similar to its predecessor – and its general layout and aerodynamic philosophy is much the same – beneath the skin it is totally reconfigured. The new nose regulations, introduced this year to combat the ugly nose solution of 2014, have totally altered the flow field in the wake of the nose. One of the key aerodynamic endeavours for the front part of the car is in creating vortices (circular currents of swirling air) in the appropriate places – specifically between the front wheels and the sidepods. Generating

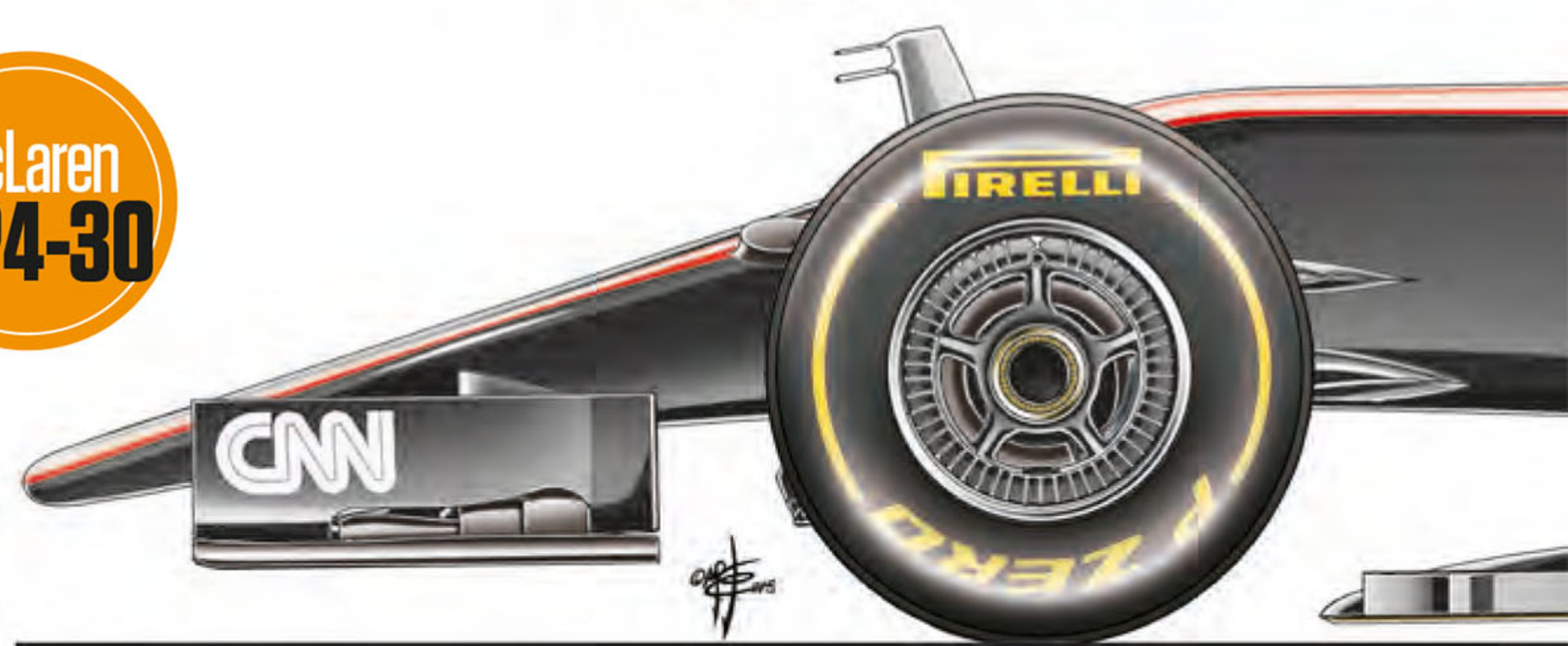
F1 FRONTLINE

with
Mark Hughes

Honda has not, as originally believed, copied Mercedes' front-mounted compressor layout. However, the Japanese manufacturer has split the turbine from the compressor, which resides in the vee about half way along the length of the engine, with the ersH device between it and the turbine. Uniquely, it has mounted the intercooler (blue block in this drawing) above the engine. In the Mercedes it is forward of the engine, integrated into the chassis. In the Red Bull it is in the sidepods. In the Ferrari it resides between the vee of the engine. The Mercedes turbine-compressor layout (the middle of the three circled drawings) remains as in 2014 with the compressor (in blue) up front and only the turbo (red) at the rear, linked by a long shaft through the vee, with a triangulation cage (yellow) to prevent catastrophic flex for both the shaft and the bearings of the shaft-mounted ersH. Renault and Ferrari (left) share a conventional layout of a single unit turbine-compressor at the rear.



**McLaren
MP4-30**



The McLaren MP4-30's rear suspension is quite radical. The top wishbones (1) are in a conventional position, but the lower wishbones (2) are mounted behind the axle line – a unique feature. At the inboard end, the lower wishbones have small vanes (red arrows) that are designed to speed up airflow extraction from the diffuser. Both lower wishbones attach to the crash structure rather than the gearbox, which lies too far forwards, emphasising the compact nature of Honda's V6. Last year's rear suspension 'blockers' (3) could still feature, as the wishbones are laid out to make this possible. These very effectively mimic the banned beam wing in joining up the various flows from the rear brake ducts, diffuser exit and rear wing, creating a joint flow pulling on all of them and increasing downforce. The penalty is extra drag. The system's value will be decided from race to race. Lap time comparison will be only one aspect of this. There is also the difference it makes to rear tyre degradation and the affect it has on front to rear handling balance.

counter-rotating vortices here draws the airflow through the gap between them at an accelerated rate, in turn pulling the airflow over the front wing harder and thereby increasing downforce. The changes to the nose shape have necessitated front suspension layout alterations in order to keep the vortices forming in the appropriate places. The steering arm is now sited behind the lower front wishbone rather than the upper one. To give a clearer path for the airflow, the lower 'wishbone' is again

a single piece with just a forked end to provide two attachment points. Because these are more narrowly spaced than on a conventional two-piece wishbone they need to be significantly heavier to give the same load-bearing strength. It's a challenging piece of engineering, but the team claims it's a crucial part of the car's entire aerodynamic concept. The fact that only Ferrari has copied it for 2015 is probably to do with the engineering resource required.

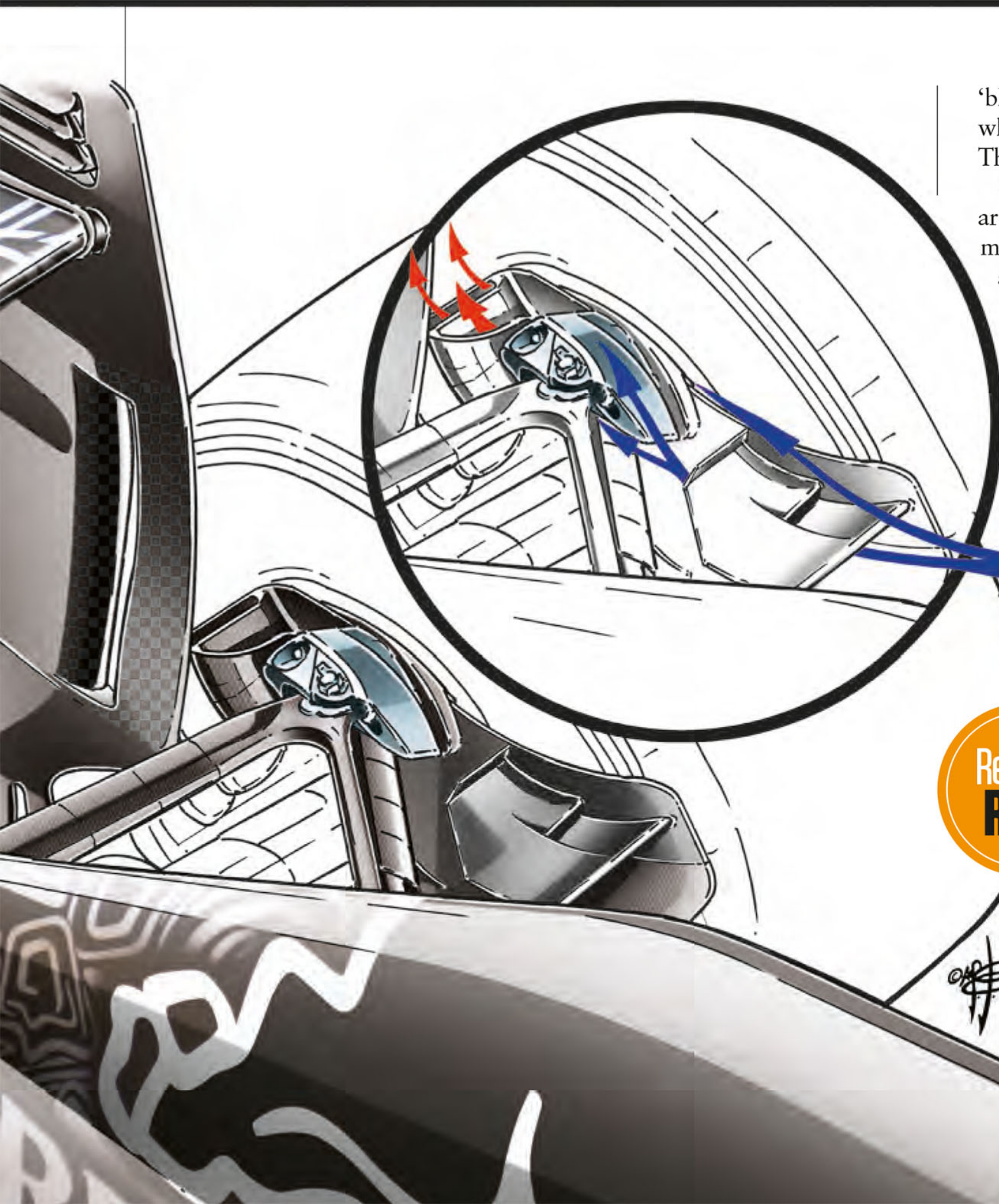
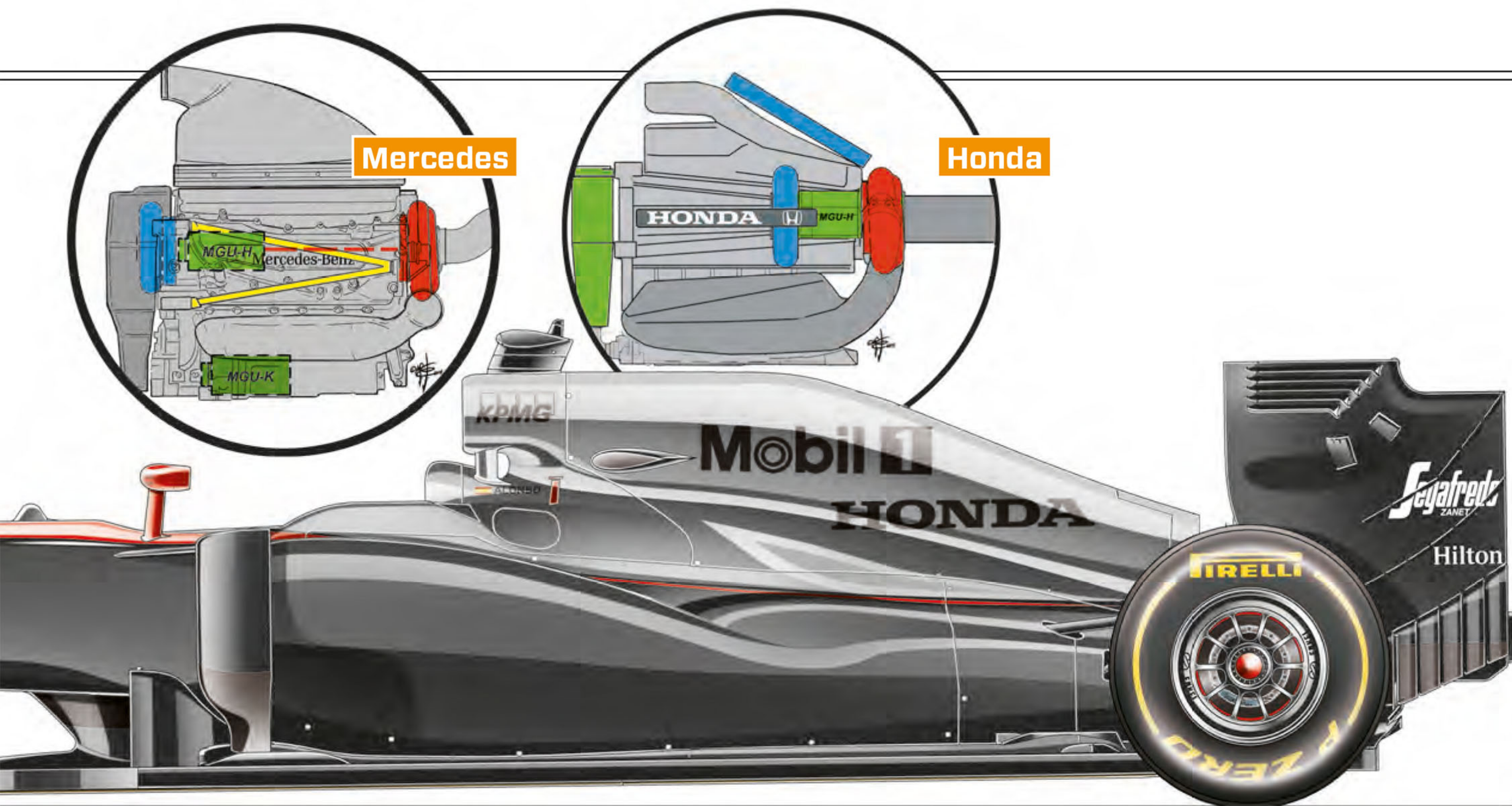
A completely new cooling layout brings further efficiencies over the 2014 W05, while at the rear the log-style exhaust has given way to a more conventional 'spaghetti' layout. With the improved combustion of the new engine, more heat is generated for the ersH to use, making it no longer advantageous to have the more heat-retaining log style.

Contained within the McLaren MP4-30's Red Bull-like contours is a remarkably compact Honda power unit, so small that the gearbox is out of reach of the rear suspension wishbones that are instead mounted to the crash structure. Williams, with its FW37, has also focused on changing the location of its rear suspension arms and it's all to do with getting the airflow between the diffuser exit and wing endplates linked up.

The Red Bull RB11 is even more aggressively packaged than its predecessor and probably leads the way in integrating every detail part with the overall aerodynamic concept. Even the plate joining the top rear wishbone to the wheel upright is contoured to work the adjacent brake ducts aerodynamically harder.

The Ferrari SF-15T is more conventionally packaged than its predecessor and apparently blessed with a much better aerodynamic balance. Uniquely retaining pull-rod front suspension, in combination with its Mercedes-like single lower wishbone arm this has given the aerodynamicists scope to work those vortices. With Sebastian Vettel and Kimi Räikkönen on board – two drivers who absolutely need to be able to lean on the outer front tyre to do their best stuff – it's important for the team's prospects that the SF-15T has the front end that Ferraris of the last few years have lacked.

Ferrari is one of several teams pushing on with development of



'blown front axles' whereby air is routed through the centre of the wheel purely for aerodynamic effect in controlling front wheel wake. The concept isn't new, but teams have struggled to perfect it.

Lotus has built a much more aerodynamically conventional car around its new Mercedes V6 than last year's Renault-powered twin tusk machine. But there is very clever detailing in the E23's multiple inlet airbox. This has been shaped to work in conjunction with the driver's helmet to induce low pressure just ahead of the main engine inlet, increasing the incoming flow. Off to the side are three smaller inlets feeding the oil cooler and electrical components.

Like the other Mercedes-engined cars, the Lotus features a short, wide nose. Because of the dimensional requirements in the rules, the longer the nose – because of the way it has to droop – the further it blocks the airflow to the underside and thence the rear. So the challenge has been to minimise the nose's length but still get it through the crash test. Ferrari had the longest nose at the time of writing, but was expected to shorten it. **M**



Without the beam wing (banned since last year) to join up the various airflows off the back of the cars, the rear corners are now much more aerodynamically sensitive, hence the proliferation of slots in wing endplates and ahead of the rear tyres. There is a lot of performance to be found in the aerodynamic interplay between the diffuser, rear wing endplates, rear wheels and rear brake ducts. Because of this, the attachments between rear suspension arms and wheel uprights are becoming integral to the aerodynamic packaging. In the Red Bull RB11, the plate fixing the wishbone to the upright is wider and shaped to work in aerodynamic conjunction with the brake ducts to extract air around the rear tyres. The red arrows in the inset circle indicate extraction of hot air from the brakes to inboard of the tyres, keeping it from creating drag.

GRAND PRIX NOTEBOOK

AUSTRALIA



Rd 1 ALBERT PARK, MARCH 15 2015

1	LEWIS HAMILTON	Mercedes W06	1hr 31min 54.067sec
2	NICO ROSBERG	Mercedes W06	1hr 31min 55.427sec
3	SEBASTIAN VETTEL	Ferrari SF15-T	1hr 32min 28.590sec

FASTEST LAP LEWIS HAMILTON Mercedes W06 1min 30.945sec

RACE DISTANCE 58 laps, 191.117 miles

POLE POSITION LEWIS HAMILTON Mercedes W06 1min 27.867sec



Mercedes' domination of the opening round of the championship – Lewis Hamilton and Nico Rosberg cantering to a 1-2, half-a-minute ahead of Sebastian Vettel's Ferrari – was not exactly helpful to the sport's mass appeal. Just like non-starting Manors (which came all the way to Melbourne to sit lifeless in their garages all weekend) and repeated hearings in a Melbourne court to decide which of Sauber's pay drivers would race its car, it transmitted a message of a sport in crisis.

Coming into the weekend, one of the great imponderables was how the new McLaren-Honda partnership might fare. With Mercedes having found an extra 50bhp from its power unit over the winter, leaving Renault and – to a lesser degree – Ferrari as far behind as ever, the re-uniting of one of the sport's all-time great partnerships represented hope. Which was why the spotlight was so firmly upon it. Because its winter test programme had been so savagely truncated by unreliability, the car was an almost completely unknown quantity to the outside world. But the team that arrived in Melbourne knew the reality: it was about to endure a horrifically uncompetitive weekend, when Honda's woeful state of unreadiness would be revealed.

Fernando Alonso's mysterious testing accident remained the hot topic of speculation in the lead-in to Melbourne. But after Jenson Button and Alonso's stand-in Kevin Magnussen qualified on the back row, more than 3sec off the pace, the Spaniard's situation was all but forgotten. Now that spotlight burned.

"It's tough," said Button about the prospect of climbing into an uncompetitive car in the 16th year of his F1 career. "If it wasn't the start of what I believe is going to be something special, it would really hurt."

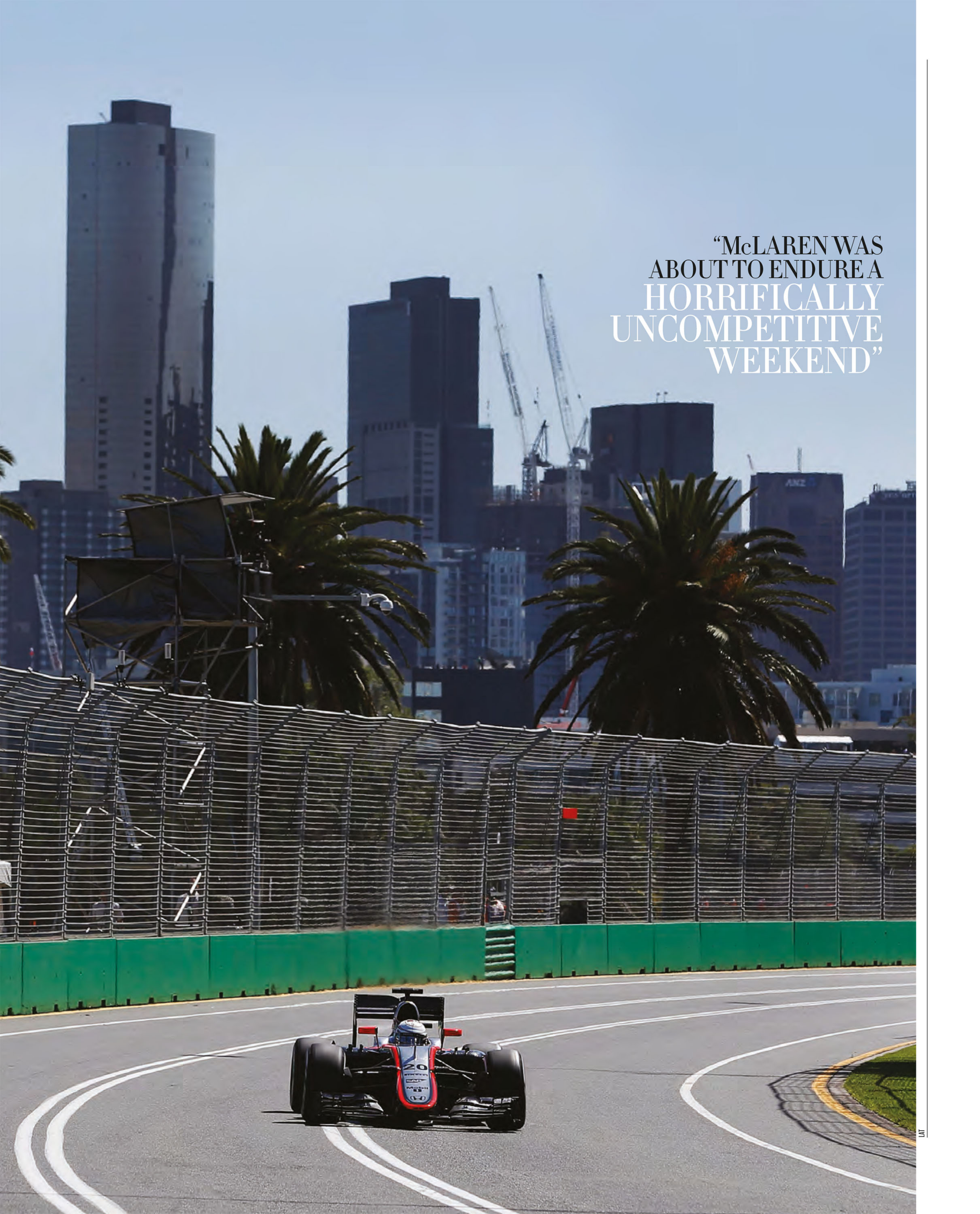
He'd spent part of winter contemplating the possible end of his F1 career. A world championship and 15 Grand Prix victories counted for

little as Alonso fever had taken hold at the second Ron Dennis-era McLaren. The whole 'is it Button or Magnussen?' question left Jenson bewildered. "I'm still surprised I even had to contemplate not being around in F1," he said. "It should have been a natural progression that I continued." But the whole issue was tied up in corporate politics and finance. Dennis is trying to buy back a controlling shareholding in the team from Mansour Ojeh and the Bahraini group. Had he succeeded in bringing on board the Danish investors that were interested on account of Magnussen, he might have been able to pull off his financial coup. Ojeh and Dennis are at loggerheads: someone mischievously informed Ojeh of Dennis's Danish trips, and what they might be for, and suddenly Ojeh and the other shareholders made plain their preference for Button, thereby nixing Dennis's plans. As a brilliant businessman and negotiator, Ron recognises which battles not to fight. Button it was.

As he spent most of winter testing sitting in the garage, Button might have had cause to contemplate further. It was clear Honda was *nowhere* near ready. The car completed about one-tenth of the mileage of Mercedes. "It was like playing a pop-up game," said Honda's motor sport chief Yasuhisa Arai, "with new problems coming to surprise you. You fix one and then the next one comes." Broken MGU-k seals were just one of an array of car-stopping problems for the tiny, incredibly tightly packaged new power unit.

"Let's be realistic," said racing director Éric Boullier. "The other manufacturers spent more than three years on the projects before they needed to test. Honda had spent less than 18 months by the time the car took to the track – half the time. If you'd asked Mercedes mid-2012 to run a car it would have been a bit messy. Give Honda 18 months and judge them then." Once the units were in the cars, those ☑

“McLAREN WAS
ABOUT TO ENDURE A
HORRIFICALLY
UNCOMPETITIVE
WEEKEND”



F1 FRONTLINE with Mark Hughes

Despite McLaren-Honda's power gap, Button has faith in chassis and aero concept. Below, Magnussen sidelined by blow-up



manufacturers also benefited from the simultaneous data acquisition of several teams, rather than just the single McLaren of Honda.

That lack of running data meant Honda arrived in Melbourne with only the most basic of known parameters. “We had no data on how the ers would behave with continued use for a long time during a race,” said Arai. “Because we had not even been able to do a race distance in testing, we could not confirm what happens with the internal combustion engine when the air intake temperature was higher. So because we have only four engines for each car for the season, we used very conservative settings for here. The map and the control systems are not yet very sophisticated – again because of the lack of running – so this makes us even more conservative.”

The engine itself was not under-cooled, despite its tiny dimensions and super-tight packaging. But two vital sensors were being taken far beyond their operating parameters if the energy regeneration system was used to anything like its full potential. If these sensors got too hot and fed the wrong information to the engine management, the potential for mechanical carnage was very real. So for Melbourne, the ers was operating at just 35 per cent of its full potential – ie it was contributing about 70bhp rather than 200. Furthermore the engine itself, for the reasons outlined by Arai, was turned down. They desperately needed the mileage. The works Mercedes is delivering about 900bhp. Taking an assumed 700 engine + 200 ers combination for the Merc, the detuned Honda was running at Melbourne with circa 600 + 70 respectively. The lap time calculation for the difference of 900bhp versus 670bhp is around 2.3sec. Button as the faster of the two McLarens qualified 3sec slower than Hamilton's Merc in the equivalent session. These are all just order of magnitude numbers, but it implies that the car itself is presently around 0.7sec adrift – and the rest is engine.

Button really likes the car. “It actually feels nicer to drive than any McLaren I've ever driven,” he said. “It has a completely different feel and that reflects the fact it has a completely different aerodynamic philosophy – a totally new one for McLaren.” It's configured like a Red Bull, McLaren having finally given up on the difficult-to-

maintain high peak downforce/very narrow ride height window philosophy of the previous few years. Peter Prodromou has delivered a clean, aerodynamically flexible and progressive car – the secret of Red Bull's past success.

“When you've maximised one philosophy as far as it can go and then switch to a new one it's not unusual that you might take a step back on peak load on the car,” Button said, “and that's where we're at with it right now – it doesn't yet have enough downforce to compete at the front.

But I believe the traits of the car mean it's going to be relatively easy to add downforce as we develop it – because it's clean downforce. It feels like if you added downforce it would all go in the right direction. It's got a great front end. You turn in, then as you add steering lock you get more front end, which is always great. That's what you're trying to get at every debrief you do. Previously, a McLaren on Pirellis, even the quick ones, would have a lot of front end on initial turn-in, a bit of rear movement – and then understeer at the apex.

This one doesn't have that understeer, it just feels very sweet. You feel confident you can brake hard and that it will be stable all through the corner – and then the traction's not bad either.”

It isn't only in aerodynamics that McLaren's philosophy is changing. It runs throughout the team. Boullier is making McLaren a leaner, faster-reacting outfit more suited to the constraints of modern F1.

McLaren was the ultimate team of the unlimited resource/unlimited testing era. But it was way too fat and over-staffed for how F1 has been for the past few years. It had approximately three people for every key role, creating competitive tensions internally, slowing everything down as rivalries took hold. Its wind tunnel throughput time was way off the pace, as was its data collection speed from each run – vital drawbacks in an era where tunnel time is now limited by regulation, but typical of the way a well-funded team had developed when resource was not restricted in any way. The company's famed matrix system was a very powerful tool, but now the demands are less about organisational power than they are about quick reactions, flexibility and efficiency. The team is going through a culture change.



Read Mark's
definitive race report

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magazine.com](http://www.motorsportmagazine.com)

But that's all many steps removed from where Button was sitting on the back of the grid. He was supposed to have his team-mate there for company, but Magnussen's car blew its engine on the way. Jenson's was the slowest car in the race. He dived for a time with Sergio Pérez's Force India and did well to stay ahead of it for several laps, but it was always coming past eventually. On the 29th lap Button was lapped by Hamilton's Mercedes. Doesn't that knee-jerk, Dennis-triggered move of Hamilton's from McLaren at the end of 2012 look smart now?


At this stage Lewis was 2.8sec ahead of team-mate Rosberg, Nico was keeping the pressure on, but using more fuel in the process. They were already a quarter of a minute clear of Sebastian Vettel's Ferrari, which had prevailed over Felipe Massa's Williams-Mercedes, jumping ahead at the stops through greater pace (illustrating the strides Ferrari has made, especially with its power unit). That same power unit was also pushing

Felipe Nasr's Sauber along very nicely. What is essentially last year's Sauber was at Melbourne faster than the best Red Bull. Renault had made a serious mis-step with what was supposed to be an upgrade of the unit used in testing. The extra 50bhp wasn't there and the driveability was awful. Fuel consumption was way heavier than the Ferrari's – and the Sauber, which had qualified a few places behind Ricciardo's Red Bull, was quicker in the race.

By the time Button was lapped for the second time, on lap 52, with six to go, Hamilton had seen off Rosberg's challenge and Vettel was now half a minute behind, with Massa hanging on in fourth. Kimi Räikkönen's Ferrari had been retired as the rear wheel couldn't be properly tightened because of wheel peg debris in the stub axle, courtesy of a mix-up at its first pitstop. Kimi had been compromised seconds into the race

by the actions of his team-mate – getting out of Vettel's way caused him to be hit by Nasr, taking a chunk out of the Ferrari's floor. But he'd been quick regardless – comparably quick to Vettel. Räikkönen's retirement paved the way for Nasr to score fifth on his debut, ahead of the lapped Ricciardo. Seventeen-year-old Max Verstappen's Toro Rosso might have been pushing Ricciardo, had it not stopped with a dead engine right after its pitstop. In the sister car the delayed Carlos Sainz Jr scored ninth-place points on his debut. Button was the only finisher not to score points – but in completing the race he'd managed more miles than the car had done throughout the winter tests. There is masses of valuable data within those 56 competitively painful laps – and Button still believes.

“Honda could have made a bulkier unit that would have been much easier to manage and we'd have been much faster here,” he said. “But that engine would not have been the one to challenge the Mercedes engine. This one could be.”

There's a long, rocky road ahead to that day – but it may well come regardless. The hybrid power units are incredibly complex pieces of kit. Any problems compound much more than they do on a conventional engine. It's still all very green and Honda is clearly racing before it's truly ready. But by the time it's sorted McLaren should be a yet leaner and faster organisation, the MP4-30 should have more downforce and hopefully still the same benign Button-pleasing balance. And Fernando Alonso might still be with the team. 



CLARK CHICANE, ALBERT PARK

Trackside VIEW

“ So the Albert Park breeze has gusted up on the first Friday morning of the season – as if to part the off-season clouds to reveal the real picture. Sebastian Vettel and Kimi Räikkönen are first on track, Ferrari apparently bursting to prove its off-season form was not a mirage. It wasn't; the car looks good.

Up at the Clark chicane, turns 9-10, it's the first Ferrari in years that has a visibly strong front end, adhesion building progressively the moment the wheel is turned rather than gripping up too suddenly a moment after initial unresponsiveness. The latest hue of scarlet looks fabulous in the intense southern hemisphere light, glinting as Seb and Kimi get busy and creative in working out how best to use the car's agility. Vettel is more acrobatic here than his team-mate, hustling the car harder. Up at the sixth gear left-right blast of 11-12, however, Räikkönen's more flowing approach carries greater momentum, his car on

Valium, Seb's more fidgety and twitchy on crystal meth. But both look driveable and quick.

Back down to the chicane and Valtteri Bottas exhibits an aggressive amount of speed as he turns, the Williams in a spectacular shallow oversteer between turn-in and the first kerb, this setting him up on a perfect exit line to avoid – just – the serrated section of the second kerb. He does this every lap.

But hang on, a shark is on the prowl; Nico Rosberg's Mercedes. On his single full attack lap he is disdainful of the kerb that Bottas was working so hard to avoid, the Merc simply smothering it. Nico's confidence that it would do so has allowed him to simply dismiss the whole sequence as little more than a minor inconvenience. Downforce and compliance have combined to effectively increase the track's width for the Merc. At more than one second faster than the opposition at his first serious attempt, that lap lays down Mercedes' marker for the season ahead, Nico's contempt for that chicane kerb a visible manifestation of dominance.





With two no-shows slated, Le Mans will be first outing for Nissan's radical car

NISSAN

Race delay for Nissan

Crash test problem postpones debut until Le Mans | BY GARY WATKINS

NISSAN HAS WITHDRAWN ITS radical new GT-R LM NISMO World Endurance Championship contender from the opening two rounds at Silverstone and Spa.

The front-wheel-drive LMP1 entry has failed its mandatory crash test and therefore could not be homologated within the required 30 days of the opening race at Silverstone on April 12. Nissan then decided to scratch from the Spa round at the start of May in order to focus on the Le Mans 24 Hours, which it has always insisted was its primary focus in its first year back in the top flight of sports car racing after a 14-year absence.

Nissan global motor sport boss Darren Cox said: "Our main aim for this year was always Le Mans and we have decided to re-focus on that race. It's no secret that with such a different car we have faced a number of challenges, so right now we would rather be testing in April and May rather than racing."

Cox said that the WEC and the FIA



"It's no secret that with such a different car we have faced a number of challenges, so right now we would rather be testing in April and May rather than racing."
Darren Cox

were "very supportive" of Nissan's decision to miss the opening rounds.

The Nissan is understood to have failed its crash test on a relatively minor point concerning the front roll structure and was due to be re-tested at the end of March. But its withdrawal follows a disappointing test at Sebring at the start of the month when it completed only limited laps over the course of two days before a problem with the engine mounting that hasn't been fully explained curtailed its running.

The GT-R LM has so far undertaken two tests at the Circuit of the Americas in Austin, totalling nine days either side of Christmas, and has also run at Nissan's Arizona test facility, West Palm Beach and undertaken straightline testing. It was due to resume testing in the US in the week of the official WEC prologue test at Paul Ricard on March 27/28 from which it also withdrew.

The car had yet to run in its full hybrid form at press time. The concept calls for energy regeneration at the front axle and deployment via the narrow

nine-inch rear tyres at the rear, but Nissan has so far returned the retrieved power to the track via the front axle and the car is likely to be homologated in that form.

Ex-Marussia Formula 1 driver Max Chilton has landed the final spot in Nissan's full-season driver line-up. The 23-year-old will share the no23 car with Marc Gené and Jann Mardenborough, while no22 will be raced by Olivier Pla and Harry Tincknell and, at Le Mans, by Michael Krumm.

Briton Alex Buncombe, a stalwart of Nissan's GT programmes in Europe, has been given the final seat in the third, Le Mans-only entry and will share with Lucas Ordóñez and Tsugio Matsuda.

Audi ups the voltage

AUDI HAS REVEALED THAT ITS 2015 WEC challenger is essentially an all-new car built around the monocoque of its predecessor.

The only carbon fibre components the latest R18 e-tron quattro retains from the 2014 car are the tub and the gearbox casing. The single front-axle kinetic energy-retrieval system has been upgraded to allow Audi to move up from the two megajoule hybrid sub-class to the 4MJ division.

"Every bit of carbon except for the monocoque and the gearbox casing is new," said Audi Sport LMP1 technical project leader Christopher Reinke. "The structural spine of the car is the same, so it is an evolutionary step that builds on the potential that we saw last year."

The hybrid system is a development of the existing concept, which has resulted in a power figure for the single electric motor/generator unit rated at "more than 200kW".

"It was the more efficient way to upgrade the existing system to 4MJ rather than introducing a second system," continued Reinke.

Reinke believes that the latest R18 can be competitive on all kinds of circuit, even though its predecessor was outgunned in terms of hybrid power by the Toyota TS040 and the Porsche 919 over the second half of last year's WEC.

"I honestly believe — and it is more than a hope — that we have addressed thoroughly the weaknesses of the car and therefore we will be much stronger generally," he said.

Sponsor secures Formula E

THE FUTURE OF THE FIA FORMULA E Championship has been secured with a major investment from two allied corporations controlled by US media magnate John Malone.

Series founder Alejandro Agag admitted that the combined investment by Liberty Global and Discovery Communications made them the biggest shareholder in Hong Kong-registered Formula E Holdings. He refused to put a figure on the injection of funds, but said it was very big and secured the future of the series for “multi-seasons”.

“When you are discussing with car manufacturers and big sponsors, they



want to know that the championship is going to be here in two years, five years or 10 years,” said Agag. “Two weeks ago, the answer to that question was, ‘we really hope so’; now the answer is ‘yes’.”

Formula E has laid out a road map to end the practice of swapping cars mid-race in season five of the championship in 2019/20, which will also certainly mean the category can no longer be a one-make formula.

“I believe we will be able to retain a single chassis for four seasons, but I don’t think that will be possible if we are to stop needing to have two cars for each race,” explained Agag. “Teams will go for quite radical technologies, which means they will need their own chassis.”

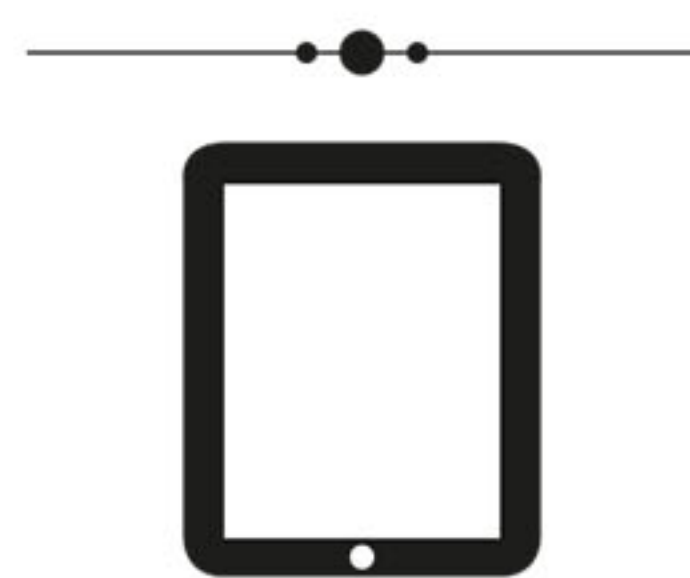
Formula E teams will be able to develop their own powertrains for season two and then batteries for season three in 2016/17, while retaining the existing Spark-Renault SRT_01E chassis. Eight so-called ‘manufacturers’ have registered for the right to be able to develop new powertrains, which includes seven of the teams and Renault, which backs the championship-leading e.dams team.

■ GP2 driver Mitch Evans will make his Le Mans 24 Hours debut this year. The New Zealander will drive for Jota Sport in the Spa and Le Mans WEC rounds aboard its Gibson-Nissan O15S LMP2.

— OBITUARY —

Leo Geoghegan

Australian GT and single-seater champion Leo Geoghegan has died aged 78. Racing from 1956 on, he took an extensive range of titles including the 1960 Australian GT Championship, the 1963 Australian FJ Championship, the 1970 Australian Drivers Championship and two F2 titles. He also shared second in the 1967 Gallaher 500 with his brother Ian. He capped his career with victory in the ‘69 international Japan GP, driving a Lotus 39-Repco. Geoghegan and Lotus enjoyed a close association, and his team was renowned for superb presentation.



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GORDON KIRBY

FRESH LOOK FOR DAYTONA SPEEDWAY

NEXT YEAR’S ROLEX 24 HOURS AND Daytona 500 will herald the formal opening of a total renovation of the Daytona International Speedway. Called ‘Daytona Rising: Re-imagining an American Icon’, the project will cost \$400m and take more than two years of work.

The new grandstand complex will feature three different concourse levels and five expanded entrances, called ‘injectors’, which will lead fans to escalators and elevators so they can reach their seats with a minimum of walking or stair-climbing. Seats will be reduced in number to 101,000 but they will be wider and more comfortable with easy access to more restrooms and concession stands.

The entire place will also have wi-fi. The completed project will include 1600 miles of data cable, 4200 miles of fibre-optic cable and 9200 data network connections. There will also be 60 luxury suites for corporate entertaining. In the rebuild the back-stretch grandstands will be demolished this summer and removed entirely. Daytona’s president Joie Chitwood recently discussed the project.

“‘Big’ Bill France wanted to set a new standard for racing and that’s what he achieved when he opened the Speedway in 1959,” Chitwood said. “Today, more than 50 years on, it’s time to make another move into a new era. We asked what today’s fans really wanted when they came to an event, and we decided not just to renovate the place but to rebuild completely.

“It’s a huge job: the grandstand is nine-tenths of a mile long. There are 60m tons of concrete and 40m pounds of steel in the new structure. It’s a daunting challenge, but we have an opportunity to do something that nobody’s done. Nobody has done a motor sports stadium like this. It’s going to be awesome.”

Chitwood explained the thinking that went into the project. “We asked our current fans

what they wanted to see and they told us: vertical transportation. They said we had to get them up and down the grandstands better and more efficiently. Many of them told us they were tired of walking up and down so many long stairways and, when you think about it, any new fan is already used to a much better experience at so many of the new football and baseball fields that have been built across the country in recent years.

“We’re catering to fans who’ve been coming here for 30 or 40 years, but we’re also catering to the young fans who expect much better treatment when they come.”

Chitwood emphasised the roles that wi-fi and social media play in the new-look Speedway. “Making an environment that’s totally friendly to today’s social media world was of prime importance,” he said. “Ten years ago we wouldn’t even have thought of social media but today you’ve got to balance that activity with the sporting activity. The social media aspect is a key element in the new facility.”

Chitwood refuted criticism over the new Speedway losing some 50,000 seats. “I’ve yet to hear anybody say a \$400m investment is downsizing,” he said. “It’s the biggest investment in our company’s history. All 101,000 seats will be wider and more comfortable with all the technology they need. This is the plan for the future, making sure we can survive and continue to excel.

“I think every sports property is fighting the same battle. We want to provide an environment where everyone goes away happy and ready to come back next year. This is about the next decade and more, and what we need to do to attract fans.”

It will be intriguing to see how everyone reacts to the new-look Daytona Speedway and how successful Chitwood’s vision will prove.



Sebring punishes man and machine, which made it a good place to test the latest R18 e-tron quattro

OLIVER JARVIS

WHY SPORTS CAR RACING IS NOW A YOUNG MAN'S GAME...

IT'S OFTEN UNDERESTIMATED HOW MUCH work goes in to building an LMP1 car. The design process starts months, and in some cases years, before the first laps are eventually turned. This is what makes pre-season testing so important and, at the same time, so exciting. It's then that team and driver get the first impression of the car and ultimately how competitive their season could be. While a good first impression is a great start, it is no guarantee of success, as no amount of analysis can effectively predict the improvements your competitors have made.

I race at Silverstone this month, in the opening round of this year's FIA World Endurance Championship, but the journey for our optimised 2015 Audi R18 e-tron quattro has already been long. Already this year we've clocked up testing miles at Aragón, Sebring and Paul Ricard – and Sebring is one of the most demanding circuits in the world for a car. It was my first time back at the Florida track since I won the 12 Hours with Benoît Tréluyer and Marcel Fässler in 2013. The bumpy nature of the surface is incredibly tough, and ultimately it's this that makes it perfect to test and develop a car for



endurance racing. At Sebring you encounter potential problems that might not show at other tracks, such as ultra-smooth Silverstone.

Looking around the paddock at Paul Ricard for the recent WEC Prologue event, it hit me just how many ex-single seater drivers there are in sports car racing. The perception of sports cars has changed so significantly in the past few years. It has been incredible to see the influx of younger drivers forsaking the traditional single-seater route and instead making the step across to sports cars at a much earlier age. With current GP2 budgets being around the €2m mark for a competitive team, it is no surprise to see drivers looking at GTs and sports cars as viable alternatives. It's been great to see Audi and Porsche promote their respective GT drivers into LMP1 seats. As well as this, Nissan and Toyota have promoted the top LMP2 drivers in recent years, showing future generations that single-seaters might no longer be the best route if you want to become a professional racing driver.

My career path was slightly different, as I had the fantastic opportunity to continue my single-seater career in Japanese F3. At the time I didn't even give it a second thought, it

was the easiest decision I've ever had to make. I was going to be paid to drive for one of the best teams in the world, at a time when it was unlikely I would have been able to progress further in Europe due to a lack of funding.

For me it is no surprise that four of Audi Sport's six full-time WEC drivers also learnt their trade in Japan – not forgetting the recently retired 'Mr Le Mans' Tom Kristensen, who raced there from 1992-95. Japan is not only a fantastic place to develop as a driver and a person, but it's also possible to have a long-term career there.

As a foreign driver in Japan you are expected to perform immediately, but for this reason you are treated as a professional – even in F3. You soon learn how to communicate and this has been very useful as I have progressed. The majority of overseas drivers spend time together away from the track and there is a real sense of community.

I loved my time in Japan and was delighted when I had the opportunity to return there last year in GT500, which I felt would benefit me as a driver. You'll not be surprised to learn that, along with racing at Silverstone this year, I'm also really looking forward to the WEC event at Fuji in October. 📍

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Jem Marsh

MARCOS FOUNDER Jeremy George Weston 'Jem' Marsh died on March 2. He was 84. The Westcountryman first ventured trackside in 1954 in an Austin Seven special, having only recently left the Royal Navy. He joined Dante Engineering a year later before leaving to set up rival tuning firm Speedex.

A chance meeting with Frank Costin led to what became the first Marcos. In early 1959, the duo conjured a lightweight Clubmans car; one that featured a plywood monocoque. The first car was sold in May 1960 to Bill Moss, the former ERA man winning nine races from 10 starts in it. Costin left early in 1961, however, following disagreements over the marque's future direction.

Marcos moved further away from racing during that decade, the 1800 model relaunching the marque as a manufacturer of aspirational GTs. Several models followed, not least the Mini Marcos.

Following the demise of Marcos in 1971, Marsh continued to offer spares. He relaunched the marque in 1981 and it returned to Le Mans the following decade with the LM600. Factory driver Chris Hodgetts also savoured success in the '95 BRDC GT Championship aboard the Team Marcos GT2 entry. Marsh, meanwhile, was a regular historic racer from 1971 to the early '90s and claimed three HSCC titles aboard the ex-Jackie Stewart 'Ugly Duckling' Marcos GT.

Richard Heseltine

Details 1965-1969, Legendary sports cars up close

Wilfried Müller

There has been a rich seam of McKlein releases of late. Rarely a fortnight passes without one, but the company can publish as often as it likes as far as I'm concerned.

Its books share a number of hallmark features. The photographic quality is exquisite, hardly a surprise given the firm's provenance, but even though you're expecting it the standard still takes your breath away.

This contains fewer landscapes than usual, because – as the title suggests – the accent is on technical nuances.

It covers only a short period, but what a period, from the Ferrari 250LM (and the Prancing Horse's most recent outright Le Mans success) to the emergence of Porsche's 917.

Bilingual text (German and English) supports the images, as ever. The pick? Mine is a spread showing the inner workings of Ferrari's Le Mans workshop in 1966, with a phalanx of stripped-down P3s being primed for action. All you really need to know, though, is that there isn't a single dud among the book's 400 pages. **SA**

ISBN: 978-3-927458-76-5, £79.99



Auto Racing Comes of Age

Robert Dick

On the surface this looks like not very much book for a significant chunk of money – a return flight from London to Oslo would set you back about £10 less – but there's an awful lot packed within.

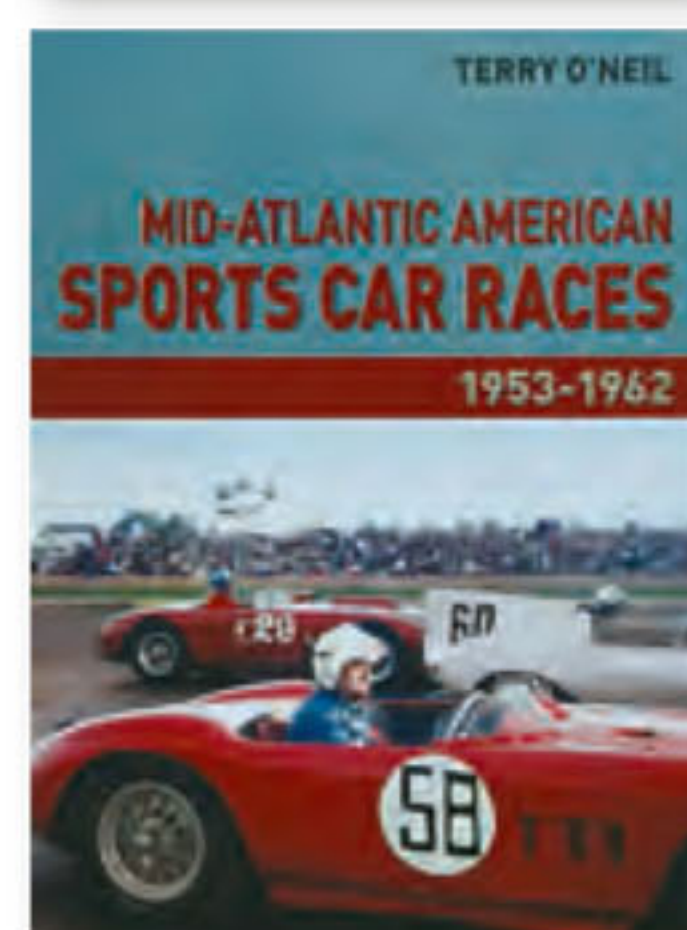
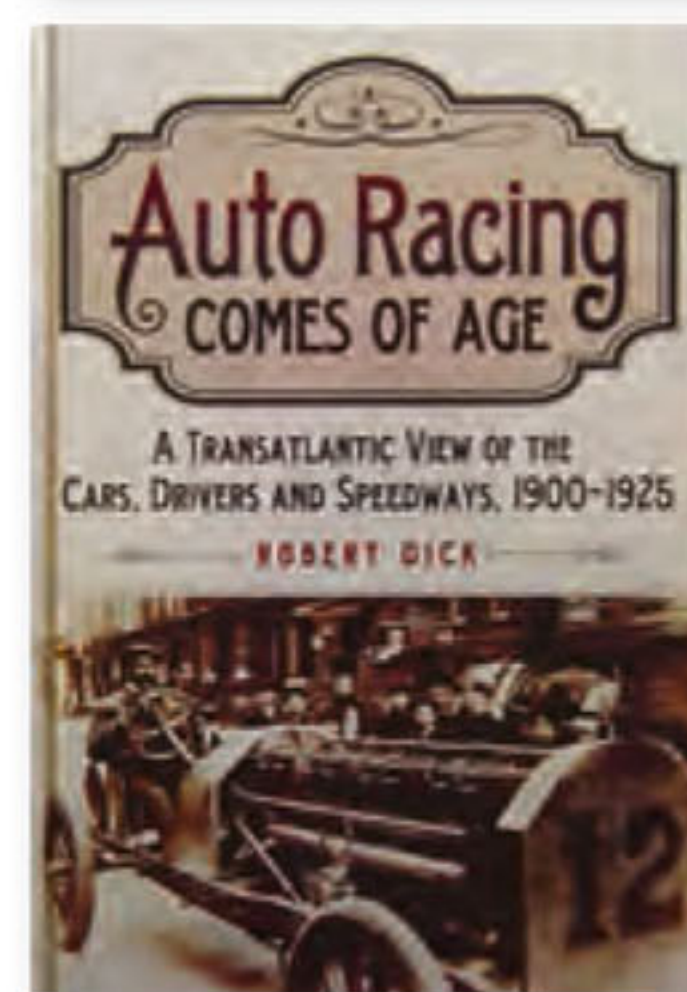
Nicely written and absolutely rammed with minutiae from a significant time in our sport's evolution (including snippets of information about Hughie Hughes, the overlooked British racer who features in this issue), it is divided into thematic chapters that focus on marques, personalities, technology and individual circuits. If you need to cram up on Sheepshead Bay racetrack, look no further.

It isn't the work of a moment to illustrate a work such as this, given that digital SLR cameras were still about a century away from becoming everyday items, but the accompanying photos are for the most part remarkably crisp and absolutely dripping with atmosphere. Look at the shot of Petro Bordino tackling the Lyon Esses in 1924 and I guarantee that you'll wish you'd been there.

Costly, then, but also worthwhile. **SA**

Published by McFarland

ISBN: 978-0-7864-6670-2, £55.50



Mid-Atlantic American Sports Car Races 1953-1962

Terry O'Neill

The author of this heavyweight niche work within a niche subject was born in Hertfordshire and works in Stourbridge. Surprising? Certainly. But perhaps no more than the proliferation of European sports racer exotica that were to be found competing in unlikely corners of the US during the 1950s and early '60s.

O'Neill's research digs out results and a wide array of photographs from obscure airfield circuits, mainly in the states of Maryland and Virginia. Cumberland Municipal Airport in West Virginia and Marlboro Motor Raceway offer some of the best backdrops, the latter also featuring a recurring character in the form of flamboyant race starter and finisher 'Tex' Hopkins. Better known as the eccentric flag man at Watkins Glen Grands Prix, Tex was always hard to miss in his lavender suit, with cigar clamped firmly in his jaw. His explanation of how he'd keep drivers guessing on the grid before leaping to drop the flag beats a sequence of extinguishing red lights every time. **DS**

Published by Dalton Watson

ISBN: 978-1-85443-263-6, £95

Sports Car Racing in the South, Texas to Florida 1961-1962

Willem Oosthoek

More from the deepest corners of American sports car racing as Willem Oosthoek completes his trilogy on a golden era at the airfield tracks of the southern states.

The peppering of images from the lens of Pulitzer Prize-winning photojournalist Bob Jackson once again lifts this work beyond the status of expensive scrapbook, although there are other treats among the evocative pictures of youthful Roger Penske, Jim Hall and their ilk. The shot of sometime GP racer and constructor Brian Naylor deploying the chute on Art Arfons' turbine streamliner at Daytona's tri-oval captures one's attention. A spooked Arfons had uncharacteristically ducked out of an attempt to hit 180mph in a car built for the salt-flats of Bonneville, and invited Naylor to have a go. How charitable. The Englishman reached 134mph, only for a split water hose to leave him with first- and second-degree burns on his hands and back. **Brave. DS**

Published by Dalton Watson

ISBN: 978-1-85443-272-8, £95

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Marc Márquez's plastic elbow sliders used to last only a few laps. Not all that hard to see why...

HONDA

MAT OXLEY

TOES, KNEES, ELBOWS... HEAD!

AT LAST YEAR'S SEASON-ENDING VALENCIA GP, Scott Redding completed a circle started half a century ago: he leaned so far through a corner that his helmet kissed the road. The young Briton reached this mind-boggling landmark in practice for the sheer hell of it (sadly, no one caught it on camera), but his little joke is surely the end of a long-running game between bike racers: who can get what on the ground, without crashing.

Mike Hailwood may not have been the first rider to scrape his boots on Tarmac, but he was the first to draw blood from his toes when he wore right through the leather. This was the 1960s, when lean angles reached 45 degrees.

Next it was knees. 'King' Kenny Roberts first got his knees down in the 1970s after watching Finnish maestro Jarno Saarinen, who understood that shifting his body to the inside made the bike turn more quickly and allowed him to corner faster without riding off the tyres' edge. Roberts' new trick didn't amuse everyone, especially well-known maniac Art Baumann, as Roberts recalls. "Baumann came into the pits and said you're going to kill yourself – you're the craziest sonofabitch I ever seen in my life and you're gonna die!"

Roberts didn't die. What he did was apply layers of duct tape to his leathers so he could skate through corners, using his knees as out-riggers. He went on to win three world titles. At about the same time fellow American Mike Baldwin won the nickname 'Bloody Boots Baldwin' from riders who'd had their visors

spattered in blood while giving chase. Baldwin was slow to realise he could save his skin by shifting his feet back onto the footpegs.

Baumann wasn't alone in his contempt for these wild new antics. Legends of the 1950s and 1960s such as Geoff Duke and John Surtees criticised this aggressive new riding style for its lack of grace. But time and tyre development wait for no man: you either adapt or you get left behind.

Purpose-made knee-sliders first appeared in 1981 – early examples used football studs, then leather came into vogue, then plastic. At first a good set of sliders would last a whole season; now they get ground to dust in minutes.

"I use a new pair of knee-sliders every practice, every warm-up, every race," says Valentino Rossi, "I think we use the knee 30 per cent more than we did 15 years ago. We even use double-thick sliders because one slider won't last a race."

Three-time world superbike champion Troy Bayliss took knee sliders to the next level – he fitted titanium inserts as a weapon of distraction. Anyone who got too close to the hard-riding Australian was showered in sparks. "That bugged the s**t out of me," says Bayliss's great WSB rival Colin Edwards. "You just thought he's gonna crash every other corner when he had those sparks coming off." Not surprisingly, titanium sliders were banned.

In the early 1990s, Mick Doohan, the predecessor to Rossi's crown, started dragging his entire lower leg on the road, requiring boot

manufacturers to attach replaceable sliders to the calf area, as well as to the toes.

Although reigning MotoGP king Marc Márquez was the first to use magnesium elbow sliders a couple of years ago, the first racer regularly to drag his elbows was 1980s French star Jean-Philippe Ruggia, who hunched over the front of his bike, extending his elbows towards the road. He was fast but accident-prone, so his technique never caught on.

Only in the past few years has tyre technology reached the point where all the top riders can scrape their elbows, with their shoulders often kissing the kerb at the same time. Márquez started out using plastic elbow sliders, but these soon proved inadequate because they wore out in half a dozen laps. This is a greater concern than a worn-out knee-slider, because catching elbow leather on the road at 63 degrees of lean would spell disaster. Instead, Márquez uses his metal elbow sliders as an extra set of out-riggers.

There comes an irony with ever-increasing lean angles: riders use so much lean angle now that there's very little room between bike and road, so they must tuck in their knees, rather like their forebears did in the 1960s. That might be one reason why MotoGP tyre supplier Bridgestone believes lean angles will not go much farther.



WHAT IS IT ABOUT THE BRITISH GP? AFTER years of Formula 1 agony, it is now the turn of the UK's motorcycle GP to be dogged by chaos. Last year Silverstone lost the event to the Circuit of Wales, which had signed a 10-year contract with rights-holder Dorna, despite the fact that work hadn't even started on the site outside Ebbw Vale.

CoW's plan was to run its 2015 event at Donington Park while work went ahead, but the two parties fell out over the cost of resurfacing, which had been demanded by Dorna as a requirement for homologation. That left CoW with only one place to go – back to Silverstone, the only British circuit currently homologated for MotoGP.

The Northants track, which inherited Britain's round of the world championship in 1976, after the Isle of Man TT was deemed too dangerous, hosted the race until 1986 and again from 2010. Now it is expected to hold it for at least the next two years.

Most riders are delighted the British GP is returning to Silverstone because the track is challenging; indeed it's MotoGP's second-fastest venue after Phillip Island in Australia.

And the CoW? People behind the project insist it will go ahead, but the latest ructions surely raise doubts about its future.



"That bugged the s**t out of me, you just thought he's gonna crash every other corner when he had those sparks coming off."
Colin Edwards

DUCATI

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New VSCC series will tempt original pre-war racers like ERA and Maserati back to the track

VSCC's pre-war initiative

Club takes action to lure cars back to racing | BY PAUL LAWRENCE

THE VINTAGE SPORTS-CAR CLUB has unveiled a new proposal to attract original pre-war racing cars back to its meetings. Premier Cru Racing is the name for a three-race mini-series to run at Silverstone (April 18), Oulton Park (July 18) and Snetterton (September 27).

The idea is to create a series that caters exclusively for original pre-war racing cars from celebrated marques such as ERA, Bugatti, Maserati and Alfa Romeo.

Several stand-alone races, supported by Maserati experts Sean and Laura Danaher, have been run in recent times and now the club is working to develop the idea into a headline championship.

"The feedback to date has been really encouraging," said James Taylor of the VSCC. "We want to encourage these cars to race with the VSCC once again, and this is an addition to our existing racing calendar."

The races will be for original pre-war cars, with no specials or sports cars. There will be awards for vintage, post-vintage and two-seater racing cars. Competitors will have use of the pit garages at each of the three meetings.

The VSCC's racing season opens with the annual Spring Start meeting at Silverstone, which reverts to a one-day

format on Saturday April 18. As well as a full programme of VSCC races, the schedule includes a 1950s sports-racing event and the Abecassis Trophy for sports and GT cars of the 1950s.

Young's work to continue

THE ENDURANCE RALLY Association will continue its extensive programme of classic rallies and marathon events as planned, despite the tragic death of founder and driving force Philip Young.

Young died following a motorcycle

■ The Williams FW15C raced by Damon Hill in 1993 is up for sale direct from the Williams Collection. Hill drove chassis 02 in 13 races, winning three. Never offered for sale before, it comes with a complete history and is described as fully operational by the agent, Cars International.



accident during the Road to Mandalay event in late February. He pioneered the growth of historic rallying and organised more than 70 events.

ERA vice-president Fred Gallagher said: "Philip's passion for historic motor sport extends throughout the team and the organisation will continue to create the best rallies in his memory, a fitting legacy to an inspirational man. Such was Philip's foresight and drive, our current programme of events takes us through to 2018."

The next ERA event will be the seventh Flying Scotsman Rally for pre-war cars, which covers 750 miles in a route from Leeds to Gleneagles on April 17-19.

Gordon Cruickshank's tribute, p121

Ingliston celebrates 50th

THE 50TH ANNIVERSARY OF THE former Ingliston racetrack near Edinburgh will be celebrated with the Ingliston Revival on September 11-13.

The new event has been made possible following investment to reinstate most of the original mile-long track, which closed in 1994 when racing was no longer financially viable.

The revival event will feature parades and demonstrations along with a range of off-track activity. The track was built within the Royal Highland Showground and opened for racing in 1965.

Meanwhile, in another boost for Scottish motor sport heritage, Scottish Borders Council has pledged half a million pounds towards expanding the Jim Clark Room in Duns.

The £1.2 million project will allow cars raced by Clark to be displayed, along with a wide range of trophies and other memorabilia to celebrate the life and career of the 1963 and '65 world champion.

External funding will be required to complete the scheme, which should open in 2018 to mark the 50th anniversary of Clark's death.

ERAs turn out in force

THE ENTRY FOR THE RETURN OF the Chateau Impney hillclimb will feature eight ERAs, while a ninth car, R8C, will be on static display at the July 11/12 event.

"We're delighted to have attracted nine of the remaining ERAs," said

promoter Rod Spollon. "It's a great coup for the event in its first year." Motor sport is returning to the Worcestershire venue on a new 1000-yard hill after a gap of 47 years.

Notable cars will be R4D in the hands of Mac Hulbert, R10B, R11B and the ex-Bob Gerard R14B to be driven by Donald Day, who has owned the car since the late 1950s.

Marathon heritage show

THE HERITAGE OF MARATHON rallies will be marked in a new event called the Historic Marathon Rally Show, to be held at the Heritage Motor Centre, Warwickshire, on Sunday May 31.

The show will recall famous marathon rallies including the 1968 London to Sydney, the 1970 London to Mexico World Cup Rally and the 1974 London-Sahara-Munich World Cup Rally.

The day will feature crews and cars from these events, competitor interviews, Q&A sessions and previously unseen films. Doors open at 10am and admission is free.

First new Lister ready

THE FIRST CONTINUATION LISTER Knobbly, built by Lister Cars in Cambridge, has been finished and is due to be delivered to its new owner. The run of 10 replicas of the original 1958 racer has been sold out for some time and all cars will be suitable for racing use, with a 3.8-litre Jaguar engine. Lister is now considering building three additional one-off 'final editions'.



JEFF BLOKHAM

■ Racer and preparer Steve Farthing will make his Formula 5000 debut this summer, three decades after being a rising star in Formula Ford 2000. Through his Wren Classics business in Dorset, Farthing has rebuilt a 1974 Lola T332 that once served time as a Can-Am car in the USA. Farthing said his first ambition was a Formula 1 car, but current values made that impossible.

■ An impressive 20-race line-up has been organised for this year's Donington Historic Festival (May 2-4). There will be races on each of the three days, including HGPCA, Super Touring, Historic Formula 2 and the Stirling Moss Trophy. Racing runs into the evening on both Saturday and Sunday as the event celebrates the 80th anniversary of the first Donington Grand Prix.



Continuation run of new Knobbly Listers is sold out, but three more are possible



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1955 Jaguar D-type
Sold for \$3,675,000

RM Sotheby's

@ AMELIA ISLAND MARCH 14

1972 Ferrari 365GTB/4 Daytona Spider
Sold for \$3,300,000

1971 Lamborghini Miura SV
Sold for \$2,310,000

1938 Bugatti Type 57C Aravis Cabriolet
Sold for \$2,337,500

1988 Jaguar XJR-9
Sold for \$2,145,000



1935 Mercedes-Benz 500/540 K Cabriolet
Sold for \$3,025,000

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@ AMELIA ISLAND MARCH 13

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1967 Ferrari 275GTB/4
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1974 Porsche 911 Carrera 3.0 RSR
Sold for \$1,237,500

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Sold for \$1,275,000

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Langhorne Speedway
pennant, circa 1955
Sold for \$750

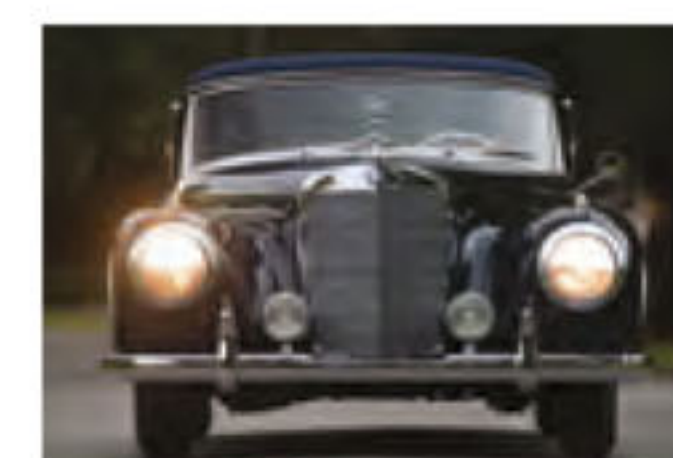
1967 Shelby 427 Cobra
Sold for \$2,117,500

1930 Duesenberg Model J
Sold for £1,155,000

1955 Austin-Healey 100S
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1931 Alfa Romeo 6C 1750 Gran Sport Spider
Sold for \$2,420,000



1956 Mercedes-Benz 300 SC Cabriolet
Sold for \$1,100,000

1953 Ferrari 212 Europa Coupé
Sold for \$1,550,000



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1982 Audi Quattro A1
Ex-Hannu Mikkola. Sold for £247,900

1968 Bentley T-series 'Coupé Speciale'
Sold for £250,140



1947 HRG Le Mans
Sold for £163,900



1962 Aston Martin DB4 Series IV 'project'
Sold for £256,860



1966 Aston Martin DB6 Vantage 'project'
Sold for £194,140

1985 Audi Quattro Sport SWB coupé
Sold for £287,100



1953 Jaguar C-type recreation
Sold for £259,100

1959 Jaguar XK150S
Sold for £225,500



1961 Jaguar E-type
Sold for £158,300

AUCTION CALENDAR

APRIL

9-12 MECUM
Houston, USA

17-19 BARRETT-JACKSON
Palm Beach, USA

18 COYS
Essen, Germany

20 BARONS
Esher, UK

21 CLASSIC CAR AUCTIONS
Silverstone, UK

22 H&H
Duxford, UK

23-25 MECUM
Kansas City, USA

25 OLDTIMER GALERIE
Toffen, Switzerland

25 WORLDWIDE AUCTIONEERS
Houston, USA

MAY

2 RM SOTHEBY'S
Fort Worth, USA

4 SHANNONS
Cheltenham, Australia

7-9 AUCTIONS AMERICA
Auburn, USA

9 BONHAMS
Newport Pagnell, UK

12-17 MECUM
Indianapolis, USA

16 COYS
Ascot, UK

18 SHANNONS
St Leonards, Australia

23 BONHAMS
Brussels, Belgium

23 SILVERSTONE AUCTIONS
Silverstone, UK

31 BONHAMS
Greenwich, UK

JUNE

2 CCA
Silverstone, UK

5-7 RUSSO & STEELE
Newport Beach, USA

6 HISTORICS AT BROOKLANDS
Weybridge, UK

13 COYS
Athens, Greece

13 OLDTIMER GALERIE
Zürich, Switzerland

15 BARONS
Esher, UK

20 BONHAMS
Oxford, UK

20 H&H
Stamford, UK

22 ARTCURIAL
Paris, France



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DREAM GARAGE

PORSCHE 356A

THERE COULD HARDLY BE A LESS promising starting point for a sports car than a Volkswagen Beetle with its rear-slung motor and weird swing-axle suspension, and yet today's 911 is one of the world's great cars. But its predecessor, so much closer to the original, also proved itself a hugely capable machine and the 356 remains a very desirable collectors' car. Grooviest of all is the Speedster, with its cut-down windscreen, removable for racing, and clean, minimal appearance – all the things customisers would later be so fond of doing. But this was a factory effort, introduced as a spartan cut-price offering to boost sales in the USA – ironic given that Speedsters now command a premium over standard cars.

This 1957 example, says Anthony Pozner of Hendon Way Motors, came from a private collection and has been restored by a respected Californian Porsche specialist to possibly better than factory condition, with concours wins under its

belt. Avoiding the upgrade temptation it remains in original spec, with the correct 60hp 1600cc engine and drum brakes and painted the original metallic blue.

"Although it's not as powerful as the brilliant four-cam," says Pozner, "these are

light cars so their power to weight ratio is high. They can outperform more powerful cars especially on hills. We do Tour Auto a lot, normally in a 911, but if a 356 gets in your mirrors on a hillclimb it usually stays there!"

A new owner might want to pamper this one for more concours entries, given its faultless condition, but it's equally ready for fun in action.

"It's a delight to drive," says Pozner. "They're so huggy on the road that you barely have to slow for corners, and when you do the light weight means they're easy to stop."

With a hood so low it's like wearing a full-width hat a Speedster is technically equipped for the weather – but it's probably best reserved for those days when you're sure of sunshine...

FACTFILE

YEAR 1957

ENGINE
flat four, OHV, 1600cc, 60bhp

GEARBOX
four-speed manual

TORQUE
81lb ft@2800rpm

SUSPENSION
front: twin trailing arms, torsion bars.
rear: swing axles, torsion bars

TOP SPEED 99mph

NUMBER BUILT 3122

PRICE £245,000





Aston's take on an 'SUV' - a two-door coupé with no pistons, just batteries

Aston's show surprise

All-electric DBX causes a shock in Geneva | BY ANDREW FRANKEL

FOR ONCE I WAS RIGHT. THIS time last month I predicted the Geneva Motor Show would be home to 'the most exciting, astonishing and for almost everyone entirely irrelevant assembly of metal ever gathered together under one roof', and, boy, did it deliver. One of the best sights of the show was not any individual car, but clumps of dazed hacks gathered together all going 'There's never been a show like this.' And, indeed, there had not.

Yet despite the Aston Vantage GT3 and Vulcan, the McLaren 675LT and P1 GTR, the Porsche Cayman GT4 and 911 GT3 RS, the Ferrari 488 GTB and Lamborghini Aventador SV all being known to us before Geneva, there were at least three more about whose existence there was little or no warning.

I guess the biggest shock was the Aston Martin DBX. Rumours that Aston was to unveil an SUV started circulating only the night before the show, but I am sure even then few would have anticipated that the car, while as high as an SUV,

would have just two doors and be powered entirely by electricity.

Of course the car is a concept and unlikely to make production in any form similar to that seen in Geneva, but it shows quite clearly the direction in which Aston Martin is thinking in its brave new world under new boss Andy Palmer.

It accepts it needs a large, high and luxurious car you or I might call an SUV, but refutes conventional wisdom that says such cars should be traditional



in their proportions and execution. Aston wants to test not only public interest in such a car, but also its reaction to so radical a change in design language that has served the company well for many years, but is now in danger of seeming tame and predictable.

With Bentley's SUV heading into production this year, Maserati's not far behind and Rolls-Royce's now confirmed, an Aston SUV almost certainly on Mercedes underpinnings now seems inevitable. The only questions remain how long it will take to produce and how close in appearance to the DBX it will really be.

Bentley's striking concept

BENTLEY IS NOT YET READY TO show its fully finished SUV to the world, but that didn't mean it was going to leave it to Aston Martin to mop up all the headlines for the big British brands. Instead it unveiled its own concept, called the EXP 10 Speed 6 (right) which, unlike the Aston, looked suspiciously real.

The car is one both Bentley customers and prospects have been asking for ever since VW bought the company at the end of the last century. It sits not above or below the existing Continental GT range, but beside it at a similar price point and with far more sporting positioning. To that end its wheelbase is 100-150mm shorter than the Continental's and is a strictly two-seat design. To provide even greater differentiation, the next generation Continentals will grow if not in absolute length, then certainly in interior space so that even the two-door coupé will be a full four-seater, in a similar vein to the Ferrari FF.

Each car is possible only because of VW's next generation MSB platform from which both will be wrought, as will the next Porsche Panamera. Using aluminium-intensive construction and saving steel for where it really matters, such as the A-pillars, the platform alone is approximately 150kg lighter than the VW Phaeton-derived architecture upon which the Continental GT sits.

I'm told by Bentley engineering boss Rolf Frech that the result is a Bentley that weighs less than two tonnes, and I'm afraid I don't know how long it's been since the last; many decades, I would imagine. Power will come from a V8 engine, presumably the still fresh

4-litre twin turbo unit already used by the Continentals, and the platform permits either rear- or all-wheel drive with ease. Significantly Frech also suggests he sees no reason why the car could not sell with a V6 engine, if an appropriate motor could be found. Which you know as well as I means he's already found one. A plug-in hybrid is a certainty too, as is in time it taking over the mantle of company GT3 racer from the Continental GT.

But I should qualify that. All these things are a certainty if the car gets built, and Frech says the decision has yet to be made. His hands are very full getting the new Bentayga SUV up and running (which uses the new platform of the Audi Q7 and next Porsche Cayenne) and he will not be drawn on when the project will get the green light or not. Even so I have every confidence it will be built, and for many reasons. Frech reckons its sales could match those of the Continental GT and there is capacity on site at Crewe to build it. It would take the company in a direction many



are calling for and also act as a useful balance for the SUV at the other end of the size and weight scale.

Supercar targets Le Mans

YOU PROBABLY HAVEN'T HEARD of Jim Glickenhaus. I thought I hadn't until I discovered he'd once directed a film called *The Exterminator* that a 15-year-old me went to see for a bet resulting in images therefrom that live on in my mind to this day. I cannot recommend it lowly enough. But there he was in Geneva with a new supercar which I'd normally have dismissed as just another of many such cars I've seen from people with more money than sense and which are destined never to be seen again – but for a couple of things.

First, the car (top) was there in road and racing form and I knew last year's Sebring 12 Hours winner Marino Franchitti had already signed to race it in the Nürburgring 24 Hours. Second, as I walked onto the stand, Gordon Murray was walking off it, so before I spoke to Glickenhaus I asked Gordon what he thought. And he loved it.

Now before you get as excited by it as Gordon, bear in mind that the race version of the SCG 003 costs £1.5 million, the road car £1.65 million before VAT, so I'm imagining that for most of us what follows is of academic interest. But interesting it remains.




■ McLaren's new Sports Series will be the third model after MP4-12C/G50S and P1 built around McLaren's carbon monocoque. The two-seat supercar uses a detuned 3.8-litre turbo V8 for a price below £150,000. It should still have a massive power to weight advantage over the rival 911 Turbo S, but not offer the 911's vestigial rear seats and 4WD. At least three versions of the Sports Series will be produced, the coupé that will be launched first, a convertible and a lightweight road and track 'GT3' iteration.

It has two key USPs: first it's a car that looks like a Le Mans prototype but which is actually built to comply with GT3 regulations, though the need to produce 1000 units means it will never be homologated as such. Instead its competition prospects will rely on organisers choosing to have it at their events, probably in an experimental category such as that in which it will run at the Nürburgring, before it can race at Sebring, Daytona or Spa. Needless to say, Glickenhaus is confident. "The reason it's able to look like no other GT3 car is that it wasn't designed to be a road car first. Everyone else has a cockpit area big enough to carry two large gentlemen in comfort. We don't need that," he explains. He also says the car has been fully tested and passed every FIA certification test.

Second, and unlike other GT3 cars, it is a road-racing car in the truest, most traditional sense. According to Glickenhaus, "You can drive off the highway into the paddock, change the wing, the splitter and diffuser, and go racing." Which is precisely what he and Marino plan to do in Germany in May.

The car is powered by a 3.5-litre V6 twin-turbo Honda HPD engine, giving 520bhp with race restrictors and around 650bhp in road use, which in a car weighing 1150kg should be plenty. In addition Glickenhaus estimates the car should have better than double the downforce of any current hypercar, including the McLaren P1. If so, it should be a formidable competitor.

But Glickenhaus has his sights set higher still. "There is no way we'll be able to run at Le Mans as a GT car, but the ACO wants us there and have told me to re-engineer the car for LMP1, and while they won't let us win, they will let us have the power and the fuel tank to be competitive. And that is the dream: if I can sell 15 of these cars, we will be on the grid for Le Mans in 2017." 





PORSCHE CAYMAN GT4

Its maker denied this car would ever exist. Was it worth the wait? | BY ANDREW FRANKEL

THIS IS A CAR PORSCHE could and, you might reasonably argue, should have made a very long time ago. The Cayman has now been with us for 10 years, 10 years in which people like me have asked Porsche when they were going to build a GT version every time the subject of their mid-engined coupé came up. They must have got very bored answering it, not least because the answer was always the same: GT cars are made by the Motorsport department by the same people who make our racing cars. And our racing cars are 911s.

So why the change of heart? Why did I spend a couple of days flinging a Cayman created by the wizards of Weissach around the Algarve and the epic Portimão racetrack? Porsche now says the issue was more to do with timing, with finding enough space in the

schedule and people on the ground to do it. I'm not sure I've been told the whole truth and I'm not sure I care: the Porsche Cayman GT4 is here.

In fact it should make a better pure sports car than a 911, not just because it's smaller, lighter and has its engine in the right place, but also because that very fact provides the Cayman with a longer and therefore theoretically more stable wheelbase. The most obvious change compared to the hitherto top-of-the-range Cayman GTS is the replacement of its 3.4-litre motor with a 3.8 sourced from the 911 Carrera S, flipped through 180 degrees and modified only for installation purposes. Its more convoluted exhaust paths means it generates 380bhp instead of the 394bhp it manages in the 911, though this is still a useful 45bhp over the Cayman GTS.

Interestingly the car is available only with manual gears while the GT3 911s are strictly paddle-shift. Porsche says it's

FACTFILE

£64,451

ENGINE
3.8 litres, 6 cylinders

POWER
380bhp@7400rpm

TORQUE
310lb ft@4750rpm

TRANSMISSION
six-speed manual,
rear-wheel drive

0-62MPH 4.4sec

TOP SPEED 183mph

ECONOMY 27.4mpg
CO₂ 238g/km

like this because it wanted to give customers a choice, though given their wildly different price points that's unlikely to be a determining factor. Choice would be to offer two- and three-pedal options in both. Some have suggested there's actually not the space to package Porsche's PDK transmission with the larger engine in the Cayman's restricted bay, but Porsche denies it.

The firm has cut no corners in the suspension or braking departments. The front struts come direct from the 911 GT3, while the multi-link rear suspension is a brand-new design. As with all Porsche Motorsport product the roll bars and toe/camber settings of the suspension are owner-adjustable. The brakes come from the GT3, too, so are massively over-engineered for the task even before you consider the carbon-ceramic option.

As for the body, that deep front air dam doesn't just satisfy the increased

cooling requirements of the larger motor, it works with the rear wing to create the first Cayman actually to generate positive downforce instead of merely reduced lift. And that's in its default setting. You can take some tools, rake the wing more steeply and balance the effect at the front by pulling out some inserts in the venturi to gain more downforce, too.

So the question is how much over the price of the Cayman GTS would you expect to pay for that body, the big engine and GT3 suspension and brakes, not to mention its ultra-high performance Michelin Sport Cup 2 tyres? If you care about such matters, the GT4 will lap the Nürburgring in 7min 40sec, almost exactly halfway between the times of the Cayman GTS and the current 911 GT3. But is its price similarly positioned? It is not. While the GT3 costs a little more than £100,000, the GT4 retails for just £64,451 or, put another way, less than a Cayman GTS with sat-nav, ceramic



Aero add-ons mean GT4 develops real downforce; superb steering makes for a rewarding drive

brakes and PDK gears.

If you do not grasp this point, it is possible the Cayman GT4 might be a mild disappointment on first acquaintance. It is the first Porsche GT to use an off-the-peg engine and it shows. A GT3 will manage better than 9000rpm with the clearest, sharpest howl; the GT4 is all done before 8000rpm and only sounds louder than a

expectations. Oh, and before you dismiss it as a kind of GT-lite, find a really difficult track on which to test it.

For the money, the car is a phenomenon. Like all Porsche's best sporting cars, the least impressive aspect is its bald performance. I am required to tell you it will do 0-62mph in 4.4sec and reaches 183mph, but I am inclined to tell you that these figures reveal little of the real-world pace and pleasure that comes from driving this car fast.

Would you, for instance, be surprised to learn it has better steering even than the GT3, because numerous software updates now mean Porsche electric steering is as near as makes very little difference as good as the old Porsche hydraulic steering? And while GT3s are more pyrotechnically impressive in their pure speed and penchant for oversteer, the Cayman's body control over Portimão's many blind and angled crests was simply sublime. It's a far, far easier car to drive fast than a GT3, but only a little less rewarding. Those who enjoy changing gear themselves might even find it preferable.

I'm not one of them. I far prefer three pedals to two, but you must not believe those who'll tell you that the mid-engined, manual Cayman GT4 is in engineering terms a purer car than a GT3, and thus technically better and more exciting. It isn't.

But it's close – and closer than the vast difference in their price points suggests. Most importantly for those on the other side of the argument, who consider that only a 911 could possibly ever merit GT badges, the Cayman GT4 is as deserving a member of the Porsche Motorsport stable as any other.

Even so, it is very much the entry point to a range that in time will include the new GT3 RS and even another GT2 RS, and that is the way it feels. No question, one of the reasons it costs so much less than a GT3 is that Porsche wanted space created between the two. If it should decide to make a quicker, more hard-core Cayman GT4 to slot neatly in the middle, there would be the room for them to do that. Porsche currently says it's not making a Cayman GT4 RS and has no plans so to do. But this is the same company that told me time and again it was not going to make a Cayman GT4.

I expect we'll see that RS in a couple of years. ☑



normal 911 because Porsche has pulled out much of the sound deadening. On the road its ride quality is suspiciously good, suggesting it might be a little too soft for serious track work.

But you must remember that this is a new kind of Porsche GT and that a 911 GT3 costs more than half as much again. In short you have to manage your



JAGUAR F-TYPE AWD

Two new versions of the stylish Cat, but only one meets customary marque standards

IN ORDER TO LET THE PRESS sample its new four-wheel-drive and manual F-types, Jaguar took us to Estoril – one of my favourite European tracks. And when we arrived we were told we'd be driving the all-wheel-drive car only on the track and the manual version only on the road. To me this seemed a nonsense. The four-wheel-drive system has been included at the cost of an 80kg weight rise because there are important regions on earth – the US snow states in particular – where a rear-drive F-type is simply not viable. It is a device designed to add safety and practicality. But the manual, well how better to show that off than to let us scream around the same track on which Ayrton Senna scored his maiden Grand Prix win in 1985? But Jaguar insisted.

To be fair, the all-wheel-drive system (available on the V6S and V8 R models, but not the basic V6) is clever enough to know when it's not wanted, which is most of the time. The F-type therefore remains resolutely rear-drive until it detects any degree of longitudinal or lateral slip, at which point a theoretically limitless percentage of torque can be channelled to the front wheels.

The still better news is that if you can feel the additional 80kg or any degradation in handling, thanks to the engine needing to be raised to fit the new hardware underneath, then it is

you rather than I who should be doing this job.

But the best bit is that the F-type doesn't feel like it has four-wheel drive in any way, until you reach the stage where you're actually rather glad it does. When you first turn into a corner, instead of understeer greeting you before the apex the F-type will either go exactly where asked or, if you're really trying, break loose at the back. But when you reapply the power it neither increases the angle of yaw nor blunders back into understeer. Instead the car adopts that delicious power-on neutrality I think most of us would choose our sports cars to exhibit. So full marks to Jaguar for that.

But it's six out of 10 for the manual, which is the last thing I expected. In this case the six-speed transmission is available only on the V6 models (it's not rated to handle V8 torque) and there is sadly little of the pleasure you might expect from its operation. It's as if Jaguar concluded it was enough to provide an F-type that was manual, and wasn't that bothered about ensuring it had a shift quality to match the dynamic standards of the rest of the car. The change is a little slow, a touch inclined to baulk and in every other way entirely unremarkable. Were this a new small saloon I'd be less bothered, but in such an expensive sporting Jaguar I'd hoped for and expected more. 📺

FACTFILE

£91,650

ENGINE
5.0 litres, 8 cylinders,
supercharged

POWER
502lb ft@3500rpm

TORQUE
383lb ft@3500rpm

TRANSMISSION
eight-speed auto,
four-wheel drive

0-62MPH 3.0sec

TOP SPEED 186mph

ECONOMY 25.0mpg

CO₂ 269g/km





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MERCEDES-BENZ CLS 350 BLUETEC AMG LINE

Forget three-speed column changes: nine ratios will doubtless one day become the norm

IT'S A SIGN OF EVER-shrinking product cycles. You've just become used to a new car being around when its manufacturer issues a facelift to signal it has already reached the middle part of its life. I can't quite believe the current Mercedes CLS is now heading into its autumn years, but the car before you insists that it is.

Visually not much has changed and we should not be too surprised by this. For a start the CLS was already the best-looking car of its kind, but really the point of any facelift is to spend as little money as possible while still being able to say with some credibility that the car has been refreshed. Which is why you will see hardly any bare metal changes that involve expensive associated homologation and tooling costs – and there are certainly none of those here. Instead there's a new front bumper and grille and, inside, a larger information screen and a fresh steering wheel. So what?

More interesting, however, is what you can't see, unless you look very closely. Drive the CLS and keep toggling through the gears and you'll notice it'll keep going right past the usual and hardly deficient seven ratios and on into an eighth and even a ninth gear. Nine

gears! Who could possibly need those?

You, as it happens, or at least anyone looking to pay tax on a car as a personal or company user. The extra gears and the higher overall ratio improve the claimed consumption of the 3-litre diesel from 46.3 to 52.3mpg. Now that could all be cycle-dodging smoke and mirrors and might actually lead to a merely fractional reduced costs at the pumps, but the saving in benefit-in-kind assessment is significant, ditto the price of a now virtual tax disc as CO₂ output drops from 160 to 142g/km.

Perhaps more importantly, Mercedes' insistence on designing its own gearboxes has meant that for years its shift quality has lagged behind that of BMW, Audi, Jaguar and others, all of



FACTFILE

£49,950

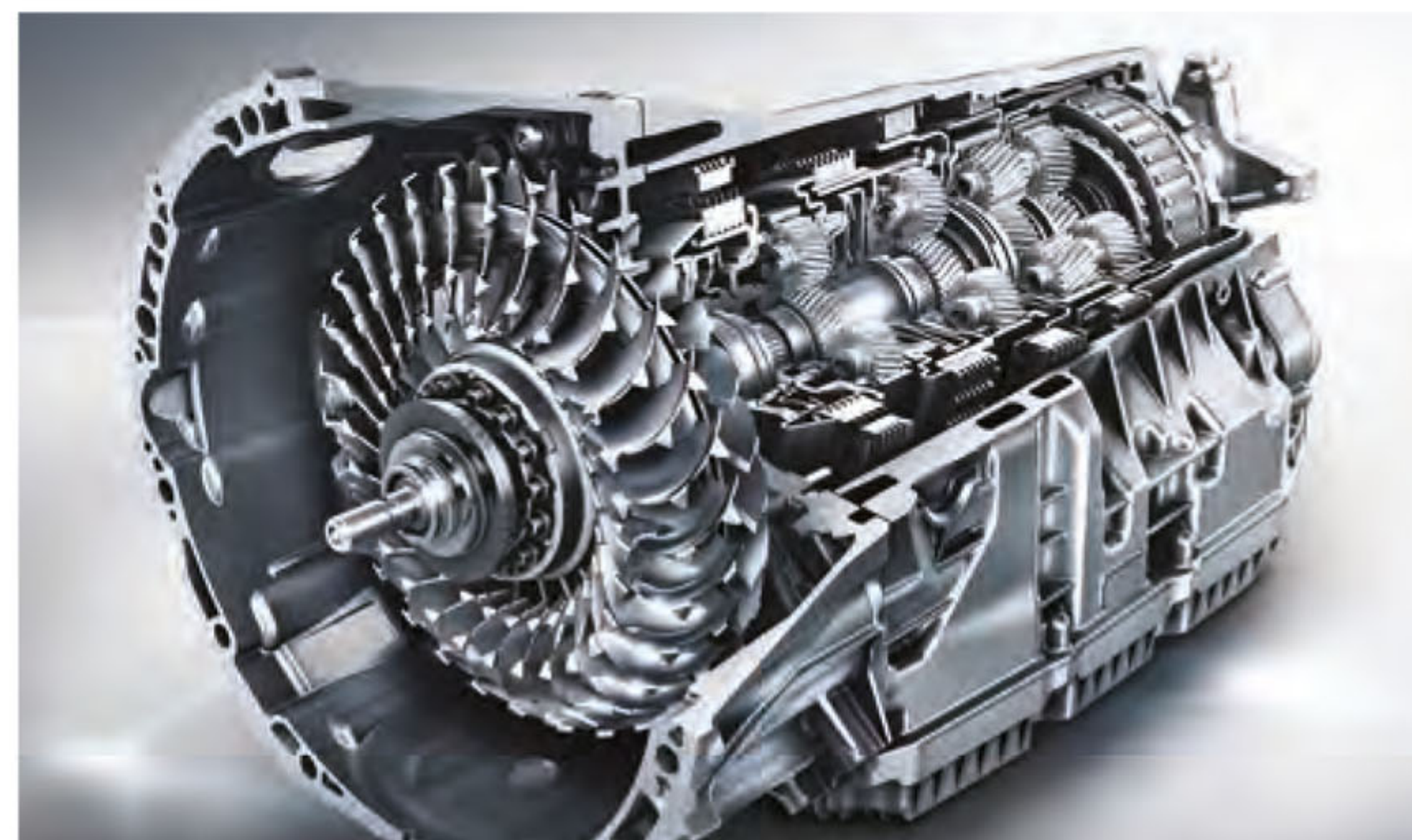
ENGINE
3.0 litres, 6 cylinders,
turbocharged

POWER
254bhp@3600rpm

TORQUE
457lb ft@1600rpm

TRANSMISSION
nine-speed automatic,
rear-wheel drive


0-62MPH 6.5sec
TOP SPEED 155mph
ECONOMY 52.3mpg
CO₂ 142 g/km



whom use eight-speed transmissions supplied by ZF. The nine-speeder (which is still Merc's own box, below) doesn't leapfrog the rest, but it is at least on a par for smoothness and responsiveness.

Of further interest, believe it or not, are the new LED headlights, each comprising 24 diodes, which can angle up, down, left or right in some hundreds of different strategies according to information received by the on-board computer from both the radar system in the nose and the sat-nav, too. It can maintain full beam simply by recognising other road users and instantly directing light away from them. Other cars I've tried will do the same, but not with this degree of success. Although the lights can be dipped manually as usual, not once did I feel the need in a week with the car.

So the CLS sails into later life in full fitness and, for once, benefiting from a minor but effective upgrade. It's well equipped, too: if I spent money on anything extra, it would be the full air suspension that provides a limousine ride without any detriment to the still excellent handling.

Mercedes will now be hard at work at its all-new replacement, due perhaps as little as two years from now. Now and as ever, they have a tough act to follow. 



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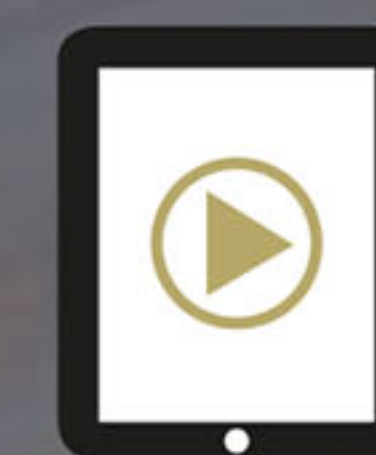


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RADICAL RXC500

Race-bred roadster destined for a tilt at another Nürburgring lap record



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FOR SOME YEARS RADICAL has been making some of the most highly regarded racing cars, but its record in the road arena is far more patchy. Its first such car, the SL3 was no more than an SR3 racer converted for road use, and it showed. It was quick, but it was also frenetic and badly behaved. Its second, the RXC coupé, possessed all the hallmarks of being an extraordinary device, but Radical failed to provide it with an engine to do justice to its downforce-generating bodywork and wondrous chassis.

This, then, should be the car to address such matters: it's the same RXC, but with a new Ford Ecoboost 3.5-litre engine breathing through a pair of fat Garrett turbos. Compared to the atmospheric car I drove a couple of years back, its output has risen from 350bhp to 530bhp with a better than commensurate increase in torque.

If the idea of that much power in a car as small and grippy as this sounds like fun, the reality is better still. It now has the power not only to keep you occupied on the straight, but finally to bring the chassis to life, too.

I drove it only at Silverstone in full track configuration, so cannot vouch for the quality of its ride on the road, but on the track it is an immensely

FACTFILE

£143,500

ENGINE
3.5 litres, 6 cylinders, turbocharged

POWER
530bhp@6100rpm

TORQUE
481lb ft@5000rpm

TRANSMISSION
seven-speed sequential, rear-wheel drive

0-62MPH 2.6sec
TOP SPEED 185mph
ECONOMY n/a mpg
CO₂ n/a g/km

comfortable car offering such refinements as air-conditioning and five different levels of power steering assistance. For this, all those who are not Popeye will be grateful in such a downforce-heavy car.

The RXC500 is immensely quick – Radical claims a 0-60mph time of 2.6sec – yet the real purpose of the new motor is to get you up to speeds that suit its still more phenomenal cornering power. Radical estimates 900kg of downforce at 185mph, which might be unprecedented for a road car, because manufacturers measure them at different speeds. What I can tell you is that through Copse and the Becketts complex it feels far closer to a proper slicks-and-

wings racing car than anything primarily intended for road use.

Ultimately, and thanks to the car's very early stage of development, it understeers a little too much. You can trim the car's attitude in fast corners by reducing the rake of the rear wing a touch, but through the complex you need to be very patient and wait until you can unwind some lock before reopening the floodgates.

The Radical RXC500 is very expensive for a car using a simple spaceframe chassis and composite bodywork, but it is also finished to a high standard and feels unbustably strong. But that's not what justifies the £143,500 list price. What you're actually paying for is a car that does things other cars cannot do. Shortly this very car will head to the Nürburgring to try to put Radical's extant lap record for a road car even further out of reach. If it does, it will make the RXC500 quicker even than a Porsche 918 over a lap. And like the 918 but unlike the SR8 that set the record back in 2009, the RXC has full European type approval and will drive there and back under its own power. If successful it will become the fastest road car in the world and, in the context of those million pound hypercars, perhaps not such bad value after all. 📺



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Too much, too young?

“Is Max Verstappen too young to be an F1 driver?” asked Johnny Herbert in the April issue. While I acknowledge the response “If you’re quick enough, you’re old enough”, I do question how attractive increasingly young drivers are to the F1 audience. I don’t doubt Max Verstappen’s potential, but it’s not just about the performance on track. The individual out of the car has always been equally fascinating to many F1 fans.

While I love the technical side of F1, I have always been interested in the human aspect, specifically the personality, character and dare I say character flaws of individuals. What does a 17-year-old who’s been “racing professionally since he was four” have to say about life beyond what his PR manager tells him he is permitted to say?

I started to follow F1 seriously and attend Grands Prix from 1977, when I was a year younger than Mr Verstappen. What I wanted – and got – was more mature Grand Prix drivers with distinct personalities who were not afraid or restricted by then non-existent PRs to say what they thought about F1 and life in general – James Hunt, John Watson, Clay Regazzoni, Mario Andretti, Riccardo Patrese, John Watson, Guy Edwards, Vittorio Brambilla, Gilles Villeneuve, David Purley, Niki Lauda *et al.* Drivers were much more mature than I was and had something to say beyond today’s bland press interviews.

I thank Eddie Irvine, Kimi Räikkönen, Mark Webber and Niki Lauda (God bless him) for being more outspoken in recent years.

I hope that I am wrong and that the likes of Max Verstappen and Carlos Sainz Jr will attract a younger audience to Formula 1 – something the Grand Prix community, apart from Bernie of course, is concerned about. In the meantime I need to go and check out the sublime driving skills of talented 17-year-olds – so I’m off to my local supermarket car park on Saturday night.

Peter Phillipson, Bonsall, Derbyshire

Keep up at the back

I can’t be the only one who did not find the Australian Grand Prix boring. Mercedes has worked long and hard to get to this point and I love watching Lewis’s driving skills. It reminds me of

Jim Clark’s style much more than Senna’s; the other teams want to stop moaning and catch up.

Andre Wells, Plumpton Green, East Sussex

Peak performance

Andrew Frankel made a serious omission in his Jaguar racing story in March. There was not a mention of arguably the greatest race win for the TWR XJ-S – the 1985 James Hardie 1000 at Mount Panorama, Bathurst, NSW.

Armin Hahne and local John Goss brought the TWR XJ-S, sponsored by Australian Jaguar importer JRA, home just 47sec ahead of a BMW 635 CSi after 163 laps of the very demanding and spectacular Mount Panorama circuit. Tom Walkinshaw and Win Percy were third in their XJ-S. The local Mount Panorama favourites, Holden and Ford who had dominated the race



for years, were blown into the weeds by the pace of the Europeans. The Hahne/Goss win was even more remarkable as, for the second half of the race, the drivers had to contend with a broken driving seat, repaired after a heavy shunt at Silverstone earlier in the year. The repair came apart on the twisting Bathurst track and the drivers had no back support for more than 80 laps.

John Shingleton, Terrigal, NSW, Australia

Ducking and diving

Your recent article on Pedro Rodriguez and his great drive in the 1970 BOAC 1000 brought back some wonderful memories. I will never forget the sight of that hairy, great 917 fishtailing around Clearways and squirrelling down past the pits in the pelting rain.

Another event served to make the day truly unforgettable. I had managed to get press passes for the weekend, so my

wife and I had stayed with friends living near the circuit to maximise our usage of these precious items. Come the start and we were in position, sitting in front of the press box where we could see Barrie Smith’s Lola, on its totally inappropriate tyres, coming straight for us – fast and completely out of control!

Along with the rest of our damp fellow spectators we hit the deck, only for the huge earth bank to bring the errant vehicle to a safe halt. Picking ourselves up, rather sheepishly, thinking we had perhaps overreacted, we were met by the sight of many famous and experienced journalists also picking themselves up from behind their desks.

The only casualty was a friend who received a painful blow from a flying wooden sign that proclaimed ‘Motor racing is dangerous’.

John Millard, St Clair, France

Come and see my etching

I read with interest the story on Ralph Broad’s Jaguar XJ12 racer – especially his comments on the its rigidity.

I’d better explain that I had an electro-plating works, and apart from plating I also did acid-etching to lighten metal parts. You might be surprised if you knew some of my customers’ names, for most were regarded as ‘goody two-shoes’. It wasn’t illegal so long as you were not under the minimum weight limit, so Ralph wanted me to dip the XJ to take off weight. I told him that no one had a tank big enough to accommodate an XJ saloon; we’d have to etch individual panels, doors, bonnet, boot and roof etc. “Right Brodie boy, I’ll see to it.”

One morning Ralph called to tell me Leyland would later be delivering the XJ panels. Two 40ft trucks arrived and, opening the tailgate, I couldn’t believe my eyes – both trucks were loaded to the roof with four complete sets of loose XJ12 chassis panels, including spares. We worked 24-hour days etching these panels, with Ralph’s van coming and going three times a day.

All this happened 40 years ago and, although Ralph must have strengthened those XJ chassis with roll-cage fixings at every conceivable point to get the rigidity, I really can’t believe those XJ chassis haven’t rusted away, given the savage, 20 per cent weight reduction we carried out. There was no possible way to get

John Goss at the top of the Mountain in the 1985 Bathurst 1000. He and Hahne took an upset win in TWR XJ-S

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those panels clean and dry enough without rust forming prior to Leyland's night shift assembling and priming them – as many of my race and rally clients found out within a few years when the cars were out of service.

But then, of course, the redoubtable and lovely Ralph Broad was a clever man – especially when possessed, as frankly he was throughout his life!

David Brodie, by e-mail

Prince of toys

Gordon Cruickshank's column mentioned the episode when Bira's wife Ceril heard Chula shouting at Bira for cheating (April issue). They had been racing toy cars and Bira had stuffed his Dinky toy with chewing gum to improve its chances. But it wasn't chewing gum, it was Plasticine and I know that because I am looking at those very Dinky toys as I write, with the Plasticine lump still in place inside. Eight years ago I bought three pre-war Dinky racing cars that came from Prince Chula's estate at Tredethy, through his estate manager, Colonel Potts. They came with a letter of provenance.

The three toys are Dinky 23a, based on George Eyston's MG 'Magic Mulette' EX135. One definitely dates from 1935, which coincides with Chula and Bira's purchase of their full-size K3 Mulette. They have been overpainted in yellow and green with racing numbers 1, 2 and 3, probably by Bira himself. Perhaps the paint has gone through some chemical change as the letter describes them as yellow and blue.

Bira's passion for toys and racing games shows in his book *Bits and Pieces* when he talks about his frequent visits to toy shops and the suitcase of toys that travelled with him. Tania Gaubert's memoirs, available online, describe a wartime visit to Chula and Bira in Cornwall: "On entering the hall, I found Prince Chula, his brother Prince Bira, his cousin and the two wives on all fours, playing races with miniature cars on the floor."

Bira's wife Ceril mentions the toy obsession several times in her book *The Prince & I* in terms that make it sound quite unhealthy: at Christmas in



Two of Prince Bira's toy cars, showing the secret modification that so upset his cousin Chula

1938, she says, Bira dragged everyone out of bed at dawn to rush to the Christmas tree where it took two hours to unwrap 120 presents. Later, filling in time during the war, Bira made excellent wooden toys that Hamleys sold for him.

James Long, Clifton, Bristol

Remembering Noel Pasteau

Many of your readers will have visited that famous motor racing institution the Hotel de France, in connection with the Le Mans 24 Hours.

The patriarch of the family that owned the Hotel for more than 100 years was Noel Pasteau, who died in March. Born in 1927, he was sent to catering college by his parents, then running the hotel, returning in 1952 as head chef. Under his direction the hotel restaurant gained a Michelin star.

His return coincided with the motor racing connection that made the hotel so well known. John Wyer billeted his troops there until he retired, after which teams and race personnel have continued to use the hotel to this day. Many of us became close friends with the family.

Through his hotel, Noel Pasteau contributed significantly to four overall victories, those of Aston Martin (1959), Gulf Ford GT40 (1968, 1969) and Gulf Mirage Ford (1975).

Noel was a loyal friend with a quiet charm and sense of humour, much loved by family and friends as witnessed by the enormous turn-out for his funeral. There were flowers from many drivers and team personnel who had stayed at the hotel over the years, a fitting tribute to a man who had such a passion for the 24 Hours. Jacky Ickx visited Noel every year since 1966, Derek Bell and his

family have been regulars, too.

A morning spent with Noel last year, reminiscing about the drivers, teams, and celebrities who had visited, was a history lesson. The cast included royalty, heads of state, politicians, actors and artists. I think his fondest personal feelings were for Ickx, Bell, Mike Hailwood, Jo Siffert, Peter Collins and Lucien Bianchi among the drivers, and Pierre Sallinger and Steve McQueen from all the others.

On a personal note I knew Noel for almost 50 years, during which time he gave me and my family friendship, affection, help and sound advice. To his sons Thierry and Francis I offer sincere condolences on behalf of us all.

Maitland Cook, London

Putting names to faces

I write in regard to a photograph that appeared in your Hotel de France story in the February issue. The photo is of the works TVR team and, as I was present at that 1962 Le Mans race and stayed at the hotel, I thought you might be interested in the identification of those in the photograph (see caption).

On the right is my father Henry Moulds, who was one of the earlier backers of TVR and also managing director. He worked tirelessly for TVR, alas for no financial success. His contribution to the firm has been grossly underrated in the many articles published on the early days of the company.

Back to Le Mans. Father and I travelled to France by Air Ferry in my TVR, reg number 184PTB. Contrary to some opinions, there were only two cars entered and taken to Le Mans in 1962, namely the ones shown in the photo.

Peter H Moulds, Knutsford, Cheshire 📧



TVR team at the Hotel de France, 1962. From left: drivers Rob Slotemaker and Ted Lund; John Woolfe (who died at Le Mans in a Porsche 917 in 1969); in sunglasses, team manager Ken Richardson; and with camera, Henry Moulds



A new Schumacher Michael's son steps up to F4

Michael Schumacher's son Mick will compete in ADAC Formula 4 this season. The 15-year-old has signed with the Dutch van Amersfoort team – which gave Max Verstappen his chance in F3 last season – alongside Adrian Newey's son Harrison. In 2014 the younger Schumacher finished second in the World, European and German karting championships.



"In the last couple of years it has become a tradition for us that we offer the runner-up from the German junior karting championship a test session in our simulator," said team owner Fritz van Amersfoort. "That is how we first got in touch with Mick Schumacher last autumn.

"He spent a full day in the simulator at our headquarters in the Netherlands, then we witnessed him during a test session at Valencia and eventually we reached an agreement to compete together in this year's ADAC Formula 4 series."

To hide his parentage, Schumacher has raced as both Mick Betsch (his mother's maiden name) and more recently Mick Junior. Now that he is moving into cars, however, he will use his real name.

Log on to:
www.motorsportmagazine.com/halloffame
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TOM NELSON

We recently focused on Europe's greatest circuits – and Portland, Oregon resident Tom Nelson attended two in quick succession during the summer of '62. Left, Tom's army mates pose with his new VW Camper at Le Mans. Above, the accessibility of period F1: the 156s of Phil Hill and Willy Mairesse at rest in the Ferrari pit at Monaco.



1
2



3



4

GEORGE MAKIN

Jaguar-loving Aussie George is a life-long racing fan who spent the whole of 1967 travelling Europe. His time there seems to have been particularly well spent...

1 Lotus guru Colin Chapman with Jim Clark and Graham Hill in the Zandvoort paddock, before the Lotus 49-DFV's debut **2&3** Ford wreckage at Le Mans in 1967 – the GT40s of Andretti/Bianchi (3) and Gardner/McCluskey (5) **4** DSJ – "a lovely man" – examines a Lotus 49 model at Silverstone

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HEUER

CARRERA CHRONOGRAPH

Jack Heuer is one of the true legends of the watchmaking business. He took over the family firm in 1962 and the following year launched a chronograph that enjoyed huge success for two decades. He took the name from the Carrera Panamericana, the fabled road race across Mexico that had bitten the dust because of its high casualty rate. Its demise only strengthened the epic race's legend. The Carrera was a proper, no-nonsense tool watch, designed to be as accurate as possible under the most testing of conditions. The model's enduring appeal was underlined when it was relaunched in 1996, and it continues to be made in various iterations. Nevertheless, original Carreras – like this one sold by Bonhams – are still relatively affordable compared with the contemporary Rolex Daytona, which shared the same Valjoux movement.

www.bonhams.com
www.tagheuer.co.uk



STAINLESS STEEL HEUER CARRERA CHRONOGRAPH
circa 1965, sold for £6250 at Bonhams in London

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

by Richard Holt

MONTBLANC

'Smart' watches have been causing a lot of excited chatter for years. But all of this breathless when/how/what/why has been largely ignored by people who prefer their watches to have a mechanical heart.

It is not that watch people are not interested in progress – far from it. For all the love of tradition, watchmakers are always finding ways to make their machines run more efficiently and ingeniously, but they know that microchips don't really spin people's wheels. The watch industry survived a battery-powered assault in the '70s and '80s, and is now proudly clockwork.

But Montblanc has come up with a brilliant idea: a way of getting a watch to become smart without losing the appeal of its cogs and springs. It has taken a handsome, mechanical watch in rugged carbon-coated stainless steel and fitted it with an "e-Strap".

This has a small metal-encased device that is connected to your smartphone via Bluetooth. It vibrates to alert you to incoming calls and messages, which you can then read on the small screen. It also acts as a fitness monitor that tracks your progress through a phone app – you can even set it to give you subtle vibrating reminders when you are spending too much time sitting still. It can be used to stop and start music playing on your phone, and also to operate the phone camera remotely for long-distance selfies. There is even a Find-Me function, which allows you to track down your misplaced phone at a distance of up to 30 metres.

This e-Strap is the first of its kind and a big surprise, particularly given that Montblanc has come up with the technology in-house rather than farming it out to someone more silicon-minded. Perhaps that shouldn't be a shock, given the company's reputation for fancy footwork – not long ago it was well-known for posh pens but not timepieces, whereas now it is justifiably taken very seriously as a watchmaker.

There will be some people for whom watch and smartphone should be kept separate, but Montblanc has found a way of making them work together. And by putting a little bit of tech on your wrist, you spend less time glancing at your phone to see if it has anything new to tell you.

www.montblanc.com



MONTBLANC TIMEWALKER URBAN SPEED CHRONOGRAPH E-STRAP in stainless steel with black DLC coating, £3660

PARMIGIANI

Parmigiani Fleurier is treated with the sort of respect normally reserved for the grand old brands, even though it only started making watches in 1996. This owes a lot to the fact that the founder, Michel Parmigiani, was a man who brought a lot of history with him. Twenty years earlier he had founded a watch and clock restoration business in Fleurier, Switzerland, quickly gaining a formidable reputation and being asked to take care of the most important collections of antique timepieces in the country.

Following encouragement and financial support from a deep-pocketed client, Parmigiani began making his own products, informed by his knowledge of the past and enabled by his incomparable skills as a watchmaker. The company continues to restore antique pieces, and also makes watch movements and components for other high-end brands. The painstakingly hand-built watches are made in small numbers to exacting standards. New for this year is a skeleton version of the Tonda 1950 dress watch with a beautifully pared-down automatic movement. It is available in white or rose gold with a Hermès alligator leather strap.

www.parmigiani.ch



PARMIGIANI FLEURIER TONDA 1950 SQUELETTE in white gold, £30,000. Also available in rose gold

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Two FW18s undergoing a rebuild in the Williams Heritage lair, with Dickie Stanford (left) and Jonathan Williams



Guardians *of* honour

Williams has an ever-growing catalogue of illustrious Grand Prix cars. Now these two men must dovetail this sumptuous history with the high-flying Formula 1 team of today

writer SIMON ARRON

photographer MATTHEW HOWELL

THE NORTHERN END OF the A338 is something of a throwback, a reminder that Britain can still be a nice place to drive as it cuts between open countryside, the landscape speckled with pheasants and sheep. Close to Grove, Oxon, a small roundabout interrupts the flow and filters into a smart engineering complex, set back discreetly from the main road. There are no ceremonial placards to tell the wider world what goes on here, nor what has been achieved, but a sign by the roadside reads, very simply, 'Williams F1'.

The Grand Prix team is based here, of course, as are Williams Advanced Engineering and, between them, the Williams Conference Centre, which does what it says on the tin and also houses the family museum – the Williams Collection. For the past year or so, this has been the platform for another new business, Williams Heritage, whose mission is to preserve, showcase, run, sell and service cars from the team's back catalogue. It is overseen by Jonathan Williams, Sir Frank's son, and Dickie Stanford, who first joined the company 30 years ago and has since served as chief mechanic and F1 team manager, among other things.

The main exhibition hall is notable for its striking ambience, darkness prevailing but subtle spotlights picking out many a purposeful line. At the time of our visit, only one car stood apart from the F1 silhouettes, an ex-Alain Menu Renault Laguna that Williams Touring Car Engineering once ran in the BTCC. There is much more to this, however, than the display area.

"The museum houses what we call our 'prime' cars," Williams says. "There are 123 chassis on the books at present – we sold about 10 last year – and the company owns 120. We are custodians of the other three, although one of those [not on view] is an Earth Dreams Honda F1 car from 2008..."

Stanford elaborates: "It belongs to Rubens Barrichello, but he has yet to pick it up. He asked us to collect it from the Honda/Brawn factory and store it for him, which we did, but now he needs to pay for it to be freighted to Brazil. We're still waiting..."



ALTHOUGH THE WILLIAMS F1 TALE began with Frank Williams Racing Cars, in 1969, there is nothing here that pre-dates 1978, when Patrick Head's first Williams Grand Prix Engineering chassis, the FW06, was launched.

"I recall Bobby Rahal sending my dad a note," Williams says, "telling him that an ex-Piers Courage Brabham BT26 was coming on the market and wondering whether he'd be interested. But he said, 'For this museum, it's the Patrick Head cars onwards. The earlier stuff is part of

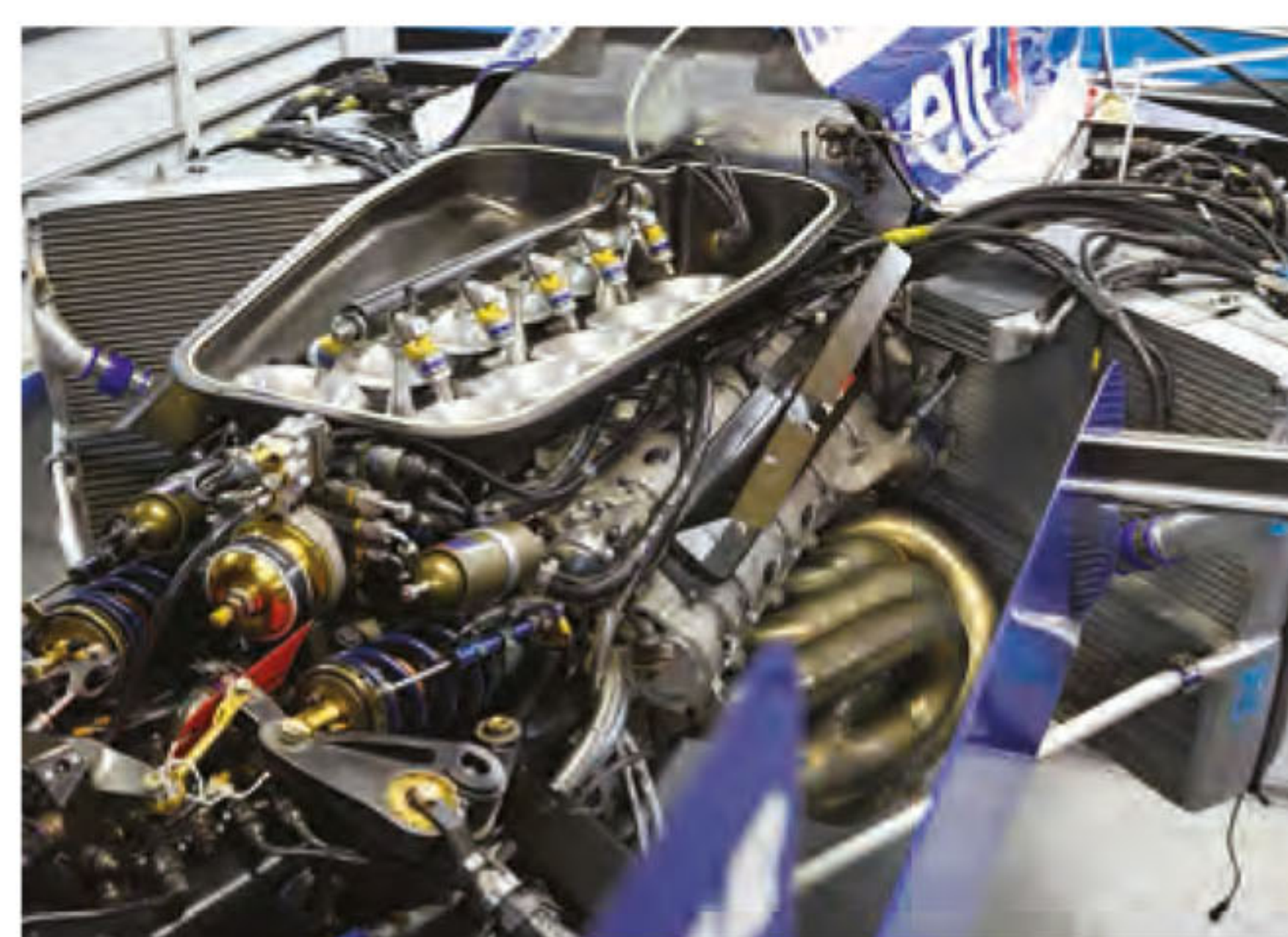
my history, but I don't want it in a museum that should represent where Patrick and I started'. He has been very consistent on that.

"At Goodwood in 2009, though, there were two 40th anniversary celebrations – one for my father's time in F1 and the other for the Porsche 917. It had never occurred to me that the two things coincided! The Goodwood team sourced a few older cars with Williams associations and there was a De Tomaso 505 among them. Dad was being wheeled around, stopped by the



WILLIAMS

"WE HAVE AT LEAST ONE OF EVERYTHING FROM THE FW06 TO THE FW36"



De Tomaso and said, 'Wow, that's so pretty. I haven't seen one of those since the early 1970s'. I thought it would be a difficult car for him, because of its association with Piers' fatal accident at Zandvoort, but it really caught his attention and he even mentioned that he'd quite like to own it, which threw me, although the idea was never pursued."

In relatively recent times, the only obvious interloper in the collection was an ex-Alain Prost 641, from 1990. "In its own way,"

Williams says, "even that was part of our history. We'd signed a contract to run Jean Alesi in 1991, then Ferrari made a fairly late bid for him because Nigel Mansell had unexpectedly announced his retirement at Silverstone.

"Dad did once say that he'd like to dedicate a small corner of the museum to our competitors' cars – a Piquet Brabham BT49, a McLaren MP4/2 and so on. That was his thinking at the time, so the 641 was part of our settlement with Ferrari. I think we got some money, but we also got the car. We had it for 12 years. It was fully operational – and even went back to Italy for a complimentary service – but we eventually sold it on. It was becoming too much of a star attraction in what was supposed to be a Williams museum, simply because it was so distinctive."



WITH A SET AMOUNT OF SPACE AND AN inventory that will but grow in future years, the museum is likely to become thematic, with a rotating cast and areas set aside for the company's non-F1 projects, such as the aforementioned Laguna, the Le Mans-winning BMW V12 LMR of 1999 and the MG Metro 6R4. In F1 terms, though, the post-Head collection is complete.

"We have at least one of everything from the FW06 to the FW36," Williams says, "and hopefully in a year or so we'll get a very good FW37. We even have cars that didn't race, most notably the FW08B six-wheeler and also the FW15D, a passive version of the C that was used for testing early in 1994, prior to the arrival of the FW16. That was a Senna test car, although it was quite well used by the time he arrived in January 1994. It had been fettled around Prost and Hill, but Senna used a bigger steering wheel and his hands began rubbing on the cockpit sides. During testing, the factory gave permission for a travelling composites technician to make a small adjustment to the cockpit surround."

Stanford adds: "The modification was tiny and we were all wondering whether it was actually worth it, but it did the trick."

Not only are the cars present and correct, then, but most of them are still operational – despite obvious hurdles such as software obsolescence. Readers with long memories might recall a *Motor Sport* feature from five years ago, when Damon Hill's Williams FW18 cut out during the F1 world championship's 60th anniversary celebration in Bahrain. At the time, Stanford and his team were unable to interrogate the chassis because their MS-DOS laptop was on the blink and nobody at the circuit knew how to fix it.

"Happily," Stanford says, "there is now a company that can take a modern laptop and convert it to run older software such as MS-DOS. In that particular incident with

FW33 BUILD

Williams Heritage doesn't have endless supplies of every part made since 1978, but is very well stocked nevertheless

FW14B FW18

Fuel Flushing Kit

FW33 BUILD

FW33 BUILD

Rothmans RACING

GOODYEAR

SANYO Rothmans

RENAULT
Black Tower
MAGNET MARELLI
KOMATSU

WILLIAMS



Although cars are rebuilt to a very high standard, Williams doesn't intend them to race again. Left, sumptuous history and a sense of real purpose

Damon and the FW18, we pulled the fuel tank to bits that night and then realised the problem had in fact been a consequence of running too high a gear at too few revs, which the Renault alternator didn't like. After we put it all back together, we told him to use low gears with high revs and the problem went away..."

Williams: "It was pretty much what happened to Nigel Mansell at Montréal on the final lap in 1991. He was trundling around a first-gear hairpin in third, waving to the crowd, and the Renault alternator couldn't keep up. The car fired up perfectly in the garage after being towed back, which made it all the more painful."

Some cars are likely to remain ever static – there aren't enough parts to run the Honda-powered FW09 or FW10, for instance, but Williams Heritage retains two Honda engines and can operate an FW11. "The FW14B's active systems still work, too," Stanford says. "In fact we got it up and running not so long ago."

Williams: "Yes, up, running and stalling – although it was an engine problem rather than anything to do with the active ride."

Stanford: "It turned out that we had a Ligier-spec engine, which we didn't know at the time. Their V10s were the same as ours, but once up and running the engine was looking for Ligier electronics that we didn't have. Sorting that out is a future project."

Williams: "It was just one of those things. We were due three engines from Renault and obviously nobody noticed that one was originally from a Ligier – we didn't find that out until 2012! We were attempting some straight-line running and the same thing happened twice, once with Valtteri Bottas and once with Karun Chandhok. It would be fine in first gear, then they'd select second and you'd hear brr-brr-brr followed by silence as it coasted to a halt. It wasn't so much powered by Renault back then as by a Land Rover

Discovery, which we kept using to tow it back."

Rest assured, though, that the car will run again. The intention is to operate the fleet at as many suitable events as possible – the Goodwood Festival of Speed is an obvious destination – albeit purely on a demonstration basis.

"These cars were designed to run at a very high limit," Williams says, "but when you run at the kind of level heritage operations require, they are actually relatively simple. If you bring them back from the threshold of trying to hustle around Silverstone in 1min 20sec, or whatever, and say 'Let's try to get around Silverstone in 1min 50sec', they become quite user-friendly."

There are sound reasons for not wanting to

see the cars returning to full competitive mode.

"We've just turned down a trip to Suzuka with the FW18," Stanford says, "because from the information we'd seen it was clear the event was likely to turn into some kind of race – and obviously we don't want to risk

"MY FAVOURITE WILLIAMS..."



Jonathan Williams

"It's hard to name just one, because fortunately there have been so many. Aesthetically there's something that leads me very specifically to the FW07C in late-season specification, featuring the elegant, tailored front wing – the car with which Alan Jones won at Caesars Palace in 1981. It is just such a pretty version of the FW07, which is a hugely important car for us. It was aided by a wonderful livery and Alan Jones is the original – and therefore the best – Williams Grand Prix Engineering driver. It's a combination of those factors. I could say a lot about cars that are personal to me for various reasons, such as the FW19 and FW25, and everybody cites the FW14B, but if I could take one home it would probably be the FW07C. Sadly, we don't own that one"



Dickie Stanford

"For me it has to be the FW14. It just looks right; from front or rear everything seems to be in proportion. It was the first car Adrian Newey designed for Williams. It wasn't a championship winner, because we had lots of problems at the start of the year, but it came good in mid-season and once it began winning it rarely stopped. I was chief mechanic at the time and it was difficult at first, because we didn't have enough spares and a few things needed modifying, but once it came on song... There's an old adage about a car being right if it looks right and the FW14 did, from every angle."



damage to Damon's title-winning car.

"All the cars in our collection are special and we don't want to have to repair a monocoque. They are as they were at the end of their racing careers, although they have been cleaned and rebuilt."

That brings us to FW19/4, individually the most successful of all the team's chassis. "Jacques Villeneuve used it from the second race of 1997 all the way through to the seasonal finale at Jerez," Williams says. "He used the same car to take all but one of his poles, all his wins and every point that counted towards that title. It's also the car with which Michael Schumacher got physical in Jerez. You can still see the dents the Ferrari's wheel left. There was a rumour that we'd left the tyre mark on it and that a diligent cleaner removed it two years later, but..."

Stanford: "There was a tyre mark, but it had already been cleaned off when the car left the track. The period scuff around the air intake is still there, though."



THE IDEA FOR WILLIAMS HERITAGE came about because cars in the collection weren't really doing a great deal. "From time to time a car would be packed off to Goodwood or wherever," Stanford says, "then we thought, 'Hang on. We've got all these assets, with engines, so why don't we get them out there?'"

Williams acknowledges the input of the firm's CEO Mike O'Driscoll and says, "Mike has been here two years and has a very good grasp of heritage. He saw value in the team's past endeavours and that gave us quite a strong platform, because it's not as though we've been in the championship for a decade and have enjoyed a couple of good seasons. We've been around for 40-odd years, with 16 championship titles, 114 wins as I speak and, as of 2014, we were a top-three team once again. We felt there was something to pursue. The budgets for such things are a bit chicken and egg: you can't throw money at it from the start but have to build up as you go along."

Stanford: "We have to prove that we can make it a profitable business before we evolve."

For now, that means borrowing spare mechanics from the factory on the far side of the car park – those who work on the current F1 chassis but don't travel to Grands Prix – but in time Williams Heritage hopes to employ its own. That doesn't mean, though, that new 'old' Williams models will suddenly enter the market – it's simply part of the process to service what already exists.

"The only exception," Williams says, "is an ex-Carlos Reutemann FW07C tub we still have, where feasibly we could make up a new car around an original chassis. I can't see us building anything else."

Stanford adds, "We have drawings and it

would be quite easy to take a mould from an old set of FW07 bodywork, because unlike modern cars they are not difficult shapes. We'd have to go to a fibreglass specialist, though, because we no longer have any of those at the factory!"

The entry-level to Williams ownership? It's probably an ex-show car, one that has been stripped down at the end of its racing life and lightened as much as possible to save freight costs during a worldwide tour of shopping malls. "You might find such a car that was driven by somebody like Juan Pablo Montoya," Williams says. "It will have a podium finish under its belt: it won't have an engine or gearbox, and the pedals might be missing, but it is the real thing."

The Williams store rooms are, predictably, a frequent source of intrigue.

"We come across lots of things that make you think, 'That caused us aggro' or, 'Those were good – we stuck them on and they stayed'," Stanford says. "I was looking for some BMW hydraulics recently and came across two complete valve blocks for the FW23, still in their protective wrapping. They'd been machined, put in the stores and then never touched. The amount of work that had gone into making them..."

Such things come as more of a surprise to folk from beyond the factory gates than they do to those within. "We had some clients here not long ago," Williams says, "and one had worked on the design side with two now-defunct F1 teams. He was very impressed with our physical inventory. Where he'd worked, everything simply used to get binned."

"We have a good recollection of procedures and also still have technicians who were very important to our programme in the 1990s. They remain so now. We don't have the means or resources to run an FW15C in the same way that we did in 1993, perhaps, but with our expertise and operational hardware we can operate it in a way that doesn't compromise its integrity."

"Do we have every part from every drawing that has been drafted since WGPE was formed in 1977? No we don't, but I reckon we have about 95 per cent..."

The Williams Collection is open to the public on a number of days per annum. For details, visit www.williamsf1.com/Conference-Centre

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{ LUNCH WITH }

SIR FRANK WILLIAMS

Given his place in F1's hall of fame,
it's hard to believe he once ran his Grand
Prix team from a phone box...

writer SIMON TAYLOR | photographer JAMES MITCHELL




ALMOST UNBELIEVABLY, this year marks the 47th consecutive season that Frank Williams has fielded a Formula 1 team. The first Grand Prix with a Williams entry on the grid was in Barcelona on May 4 1969.

Ferrari and McLaren, as marques, can claim a longer history: but no single man has run his own F1 outfit for so long. Along the way his cars have racked up seven world championships for drivers and nine for constructors. Having received the CBE in 1987, Frank was knighted in 1999, made a member of the *Motor Sport* Hall of Fame in 2011 and is also a member of the French *Légion d'Honneur*.

For any man, this would add up to an extraordinarily full and successful life. But in Frank's case it is something far greater. It has been achieved despite a cataclysmic road accident in 1986 that left him almost totally paralysed, and confined him to a wheelchair for the rest of his life. In the ensuing 29 years he has continued to run his team, continued to win Grands Prix, continued to earn world

championships. He will say this is because he has been fortunate to have around him a superbly talented and highly motivated team: but none of it could have happened without his inspiring leadership. In fact, if you spend any time with Frank Williams, *inspiring* is the word that leaps to mind. He is an inspiration, not just within the self-obsessed, inward-looking world of F1, but to all of us in a wider world.

I got to know Frank even before his first impoverished steps into F1, during his early ramshackle days as a Formula 3 privateer. By 1968 he was running a Formula 2 Brabham for his friend Piers Courage, and the two of them were always good for a gossip in the paddock: Piers elegant, laid-back, already brilliantly quick in the cockpit; Frank razor-sharp, always on the look-out for a deal, always wanting to pick a journalist's brains to learn who was doing what and to whom. Both of them were hugely entertaining, their schoolboy humour and sense of fun barely below the surface even when things weren't going well. Yet both were serious, professional racers, and both possessed an indomitable will to win. And, strapped for cash though they were, that BT23C was 

invariably the most immaculately turned-out car on the grid.

It was run out of a lock-up that also had to house the second-hand racing car parts that Frank was buying and selling to keep body and soul together. Even his powerful ambition could surely not have foreseen that the lock-up would become the massive sprawling complex of buildings that makes up the Grove headquarters of Williams Grand Prix Engineering, housing a staff of more than 650 people. This is where I'm seeing Frank today and, although much has changed in the 50 years since we first met, his sense of humour has not. His voice is weaker now: sometimes speaking for long periods is an effort. But his eyes twinkle and his enthusiasm for racing bubbles out, as it always has. Soon we are laughing over his memories of F1 then, and his take on F1 now.



FRANK'S FIRST STEPS IN MOTOR SPORT have been oft documented. Aged 20 he was racing an Austin A35, which he destroyed comprehensively at Gerard's Bend at Mallory Park. A couple of laps earlier the unrelated Jonathan Williams had done the same in his Mini. "I crawled out of the rear window of the wreck and heard a voice above me say, 'I thought I'd meet you sooner or later'. That was my first meeting with Jonathan. He gave me a hand up onto the bank and we watched the rest of the race." Back in the paddock Jonathan introduced Frank to a tall Old Etonian friend who'd come along to give him a hand: his name was Piers Courage.

The A35's running gear was built into an A40 bodyshell, and Jonathan also bought an A40, so they raced against each other during 1962. Meanwhile Piers built up a Lotus 7 out of a kit and went racing in that. In 1963 Jonathan decided to move up to single-seaters with a Formula Junior Merlyn, and Frank threw in his job as a Yorkshire rep for Campbell's Soup to become his acting unpaid mechanic, living a gypsy existence around the lesser European circuits. Somehow, by 1965, Frank had scraped together the funds to borrow an old F3 Brabham and race it himself. He slept on a sofa in that notorious flat in Pinner Road, Harrow, whose shifting population included fellow racers Charlie Crichton-Stuart, Charles Lucas, Piers, Jonathan, 'Bubbles' Horsley and, on occasion, Innes Ireland. A long book could be filled with stories about the itinerant friends struggling from race to race across Europe with increasingly battered F3 cars: at one stage, desperate to get to the next race for the starting money, Piers stood the bent chassis frame of his badly shunted Brabham against a wall and reversed his tow-car into it to get it a bit straighter.

But Frank had higher ambitions. He managed



SIR FRANK WILLIAMS CAREER IN BRIEF

Born: 16/04/1942, South Shields, England
1962 Began racing in an Austin A35 **1963** Formula Junior mechanic for Piers Courage **1966** Established Frank Williams Racing Cars **1969** Team makes F1 debut **1976** Leaves his own team, after selling controlling stake to Walter Wolf **1977** Williams GP Engineering formed, with Patrick Head **1979** First GP win (Clay Regazzoni, Silverstone) **1980** First F1 title (Alan Jones) **2015** 114 GP wins, 16 world titles, and counting...

to buy a second-hand Cooper of his own, and then a new Brabham, funding it by buying and selling bits and pieces among his fellow F3 racers. Then he graduated into dealing in single-seaters, calling himself Frank Williams (Racing Cars) Ltd. Piers had developed into by far the most talented driver of their crowd, and Frank decided to set aside his own efforts as a racing driver to go halves with Piers on a new F2 Brabham for 1968. Their budget was tight and there were retirements and accidents, but Piers invariably showed great speed. Then Frank found enough sponsors to buy one of the ex-works Brabham F1 cars and a couple of 2.5-litre Cosworth engines to do the Tasman Series. Against works Lotuses and Ferraris, Piers won the Teretonga International in New Zealand, and finished third in the series behind Chris Amon and Jochen Rindt.

Now Frank was determined to go Grand Prix racing, somehow. "I wanted a current Brabham BT26 chassis, the same as the works cars. Ron Tauranac wouldn't sell me one, of course, but I found he'd flogged one to a British club racer called David Bridges, on the understanding that it would be converted to F5000. I got myself up

to Lancashire and persuaded him to sell it to me. Ron was absolutely livid, because I now had a chassis that was the same as the works cars." Despite a desperate lack of funds BT26/1 was immaculately prepared, and Piers was immediately quick. In their second Grand Prix, Monaco, he finished runner-up to the Lotus of reigning world champion Graham Hill, only 17sec behind after 80 laps: an extraordinary performance from a little privateer team.

"Formula 1 was very different then, in those pre-Bernie days. Seven of us went to Monaco: me, three mechanics, the truckie, Piers and his wife Sally. Sally did the timekeeping. I was paid £900 to turn up with one car, and £900 didn't go very far in Monte Carlo, even then. I had to borrow money from Piers to pay the hotel bill." But that second place meant that the F1 establishment now had to take Frank and Piers seriously: even more so when Piers repeated it at Watkins Glen.

For the 1970 season Frank was approached by Alejandro de Tomaso, who wanted to move into F1 with a car designed by the talented Gian Paolo Dallara. De Tomaso provided three chassis, but Frank had to come up with funds to pay for the engines and the running of the team. Meanwhile Piers, having been one of the sensations of 1969, was offered a well-paid works drive by none other than Ferrari. Unhesitatingly Piers said, "Thanks, but no thanks." He wanted to stay with his good friend Frank. The first De Tomaso chassis was badly overweight, but the second chassis was lighter, and Piers worked intelligently with Dallara to improve the car.

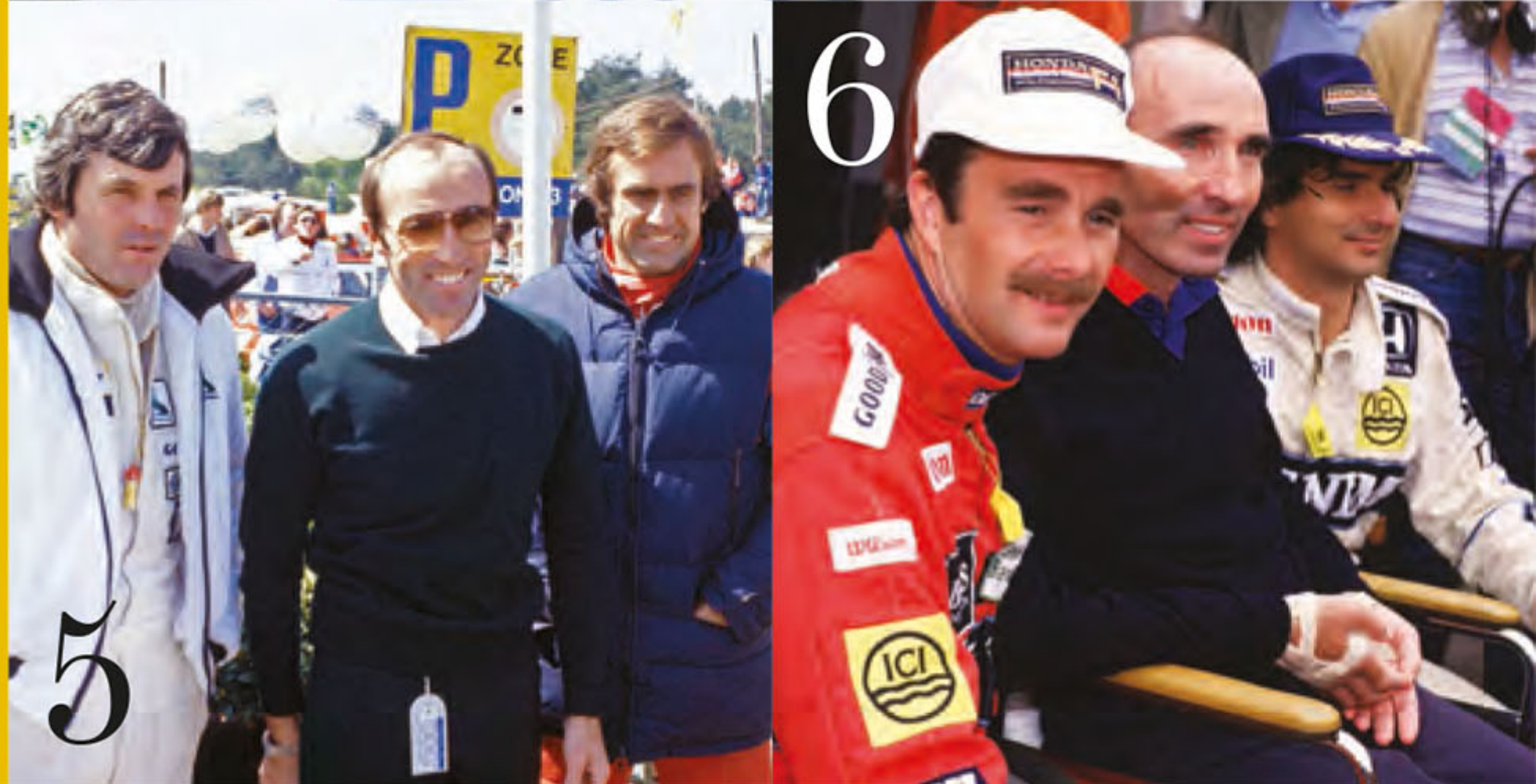
Typically Frank and Piers referred to the car (which was turned out in Italian racing red) as the Tomato, and Frank still does. "The Tomato could have been very good. Dallara was clever, and Alejandro was married to an American named Isabelle Haskell, who was related to the Ford family. He was trying to get Ford in Detroit interested in F1, and if that had happened a lot of money would have come our way to go into the programme."

In the Dutch Grand Prix at Zandvoort Piers was running strongly, and had worked up to seventh place by quarter-distance, when he got off-line in the 140mph sweeps at the back of the circuit. The Tomato hit the bank, overturned and at once became an inferno. The primitive fire facilities meant Piers couldn't be reached, but he was almost certainly killed instantly, for his crash helmet had been torn off during the accident.

"After that everything collapsed, and de Tomaso walked away. I adored Piers. We had a very close friendship, and when he died it was hurtful in many ways. I was 28 years old, and I wasn't used to something like that blowing up in my face. So to keep going after that was hard work. But it never occurred to me to stop. We missed the next Grand Prix out of respect, ☐



1 With engineer Gian Paolo Dallara and Piers Courage, 1970 2 Courage heads for second place in the 1969 Monaco Grand Prix 3 Chatting to world champion Alan Jones, Brazil 1981 4 Keeping an eye on rookie Nico Rosberg's FW28, 2006 5 Smiles weren't a constant with Jones and Reutemann in '81... 6 ...nor indeed with Mansell and Piquet in 1986-87 7 Celebrating Keke Rosberg's victory in Australia's first world championship GP, 1985 8 Being pincered by Felipe Massa and daughter Claire, deputy team principal at Williams



and then we plugged on with our remaining chassis. Brian Redman drove for us, and then Tim Schenken. It was a terrible year with Bruce [McLaren, killed in testing at Goodwood], and then Jochen [Rindt, killed at Monza]. I was very close to Jochen, ever since our F3 days. I first met him at Wunstorf, one of those airfield races with straw bales forming the layout. In practice I watched this guy in a year-old Cooper and I thought, 'I have never seen car control like that.' He was just spectacular. Then when he came to England to do F2 races we'd travel around together. I became his biggest fan."

The next few seasons were very tough for Frank, endlessly searching for supporters and sponsors to add a little to the pot in return for a sticker on the cars. In 1971 and '72 he ran Marches: in F1 for Carlos Pace and for Henri Pescarolo, who brought Motul money, and in F2 for Pescarolo, Derek Bell and others. He first became a constructor in his own right in 1973, with a car designed by Len Bailey and engineered by a freelancing Ron Tauranac. Sponsorship came first from Politoys and then from Marlboro and the Italian Iso Rivolta company, the cars now being called Iso-Marlboros. From 1974 the chassis were given type numbers FW01, FW02 and so on. Drivers included Howden Ganley, Nanni Galli, Arturo Merzario and Jacques Laffite.

Always financial disaster was kept barely at arm's length. A story that did the rounds at the time was that Frank had to carry on his business from a public call box, because the phone at the factory had been cut off. Frank ruefully admits that this was true for a while. But, ever inventive, he usually managed to find some way of robbing Peter to pay Paul and keep one step ahead of the bailiffs.

By early 1975 things were desperate. That was when Gian Paolo Dallara introduced Frank to the brash, ebullient oil millionaire Walter Wolf, who gradually fed money into the team. As Walter told me recently (*Lunch With Walter Wolf*, December): "I agreed to buy him an engine, and by the end of that season I had bought him 11 engines." He went on to buy 60 per cent of the team, in return for paying off all the debts, and he also took over the Hesketh assets, so that the Hesketh 308C became the FW05. "I was financially exhausted when Walter turned up. He was a tough businessman, but now there was enough for us to pay the bills as we went along."

But while Frank remains grateful to Walter, he did not enjoy being essentially an employee – especially when Peter Warr was hired as team manager. At the beginning of 1977 he decided he had to leave and start afresh. He sold his remaining shares in the team to Wolf, and on the proceeds Williams Grand Prix Engineering was born. And, in a move that was to prove the best deal of his life, he persuaded a young engineer he'd hired before the Wolf takeover to

come with him. That young engineer was Patrick Head.

"Now things began to be different. Before we'd just been bumbling from one technical crisis to the next, because I'd never managed to find a decent engineer. In those days there didn't seem to be many fully qualified university graduate youngsters around. Patrick was part of a new wave, and whatever he did was driven by engineering logic. We went on to benefit from that logic, and from his dedication and his design flair, time and time again."

Their partnership was to endure for 35 years, and a succession of seminal and winning F1 cars flowed from Patrick's drawing board. Even when he left Williams Grand Prix in 2012, it was to devote his energies to a subsidiary company, Williams Hybrid Power. Frank is quick to acknowledge Patrick's massive contribution to the team's success: "The two of us were complementary. We had separate tasks, and we got on well. He pushed himself very hard, but he was a bit bossy. I'm never bossy, I'll always give a bit. He is a strong character,

and he's a great bloke. I'm still full of admiration for him."

That 1977 season was a stop-gap year, with Frank running a March for Patrick Neve while Patrick designed the FW06. In another smart move Frank signed as his singleton driver the talented young Australian Alan Jones, who had already won the Austrian Grand Prix for Shadow.

"Alan was a tremendous asset to the team. They don't make them like that any more, sadly. He and Patrick understood each other, they needed each other to get the best out of themselves. There was a lot of mutual respect there." Now there was decent sponsorship from Saudia Airlines, and the neat, light FW06 was strong straight out of the box, invariably qualifying well. In 1978 niggling problems meant there was only one podium, second at Watkins Glen, but for 1979 Clay Regazzoni joined to bring Williams up to a full two-car team, and the FW07 was supremely competitive. "Thanks to Patrick we found ourselves with a very superior car, and we

"WE WENT ON TO BENEFIT FROM PATRICK'S LOGIC, DEDICATION AND DESIGN FLAIR, TIME AND TIME AGAIN"



Watch highlights of the 1969 Monaco GP, when Piers Courage finished second for Frank Williams

@ THE MOTOR SPORT DIGITAL EDITION

pretty much blitzed everybody.” Jones won four out of the last six Grands Prix of 1979, with Regazzoni taking the first victory at Silverstone after Jones was stopped by water pump failure, and the team was second to Ferrari in the constructors championship. In 1980 Jones won five rounds, Regazzoni’s replacement Carlos Reutemann won one. Jones was world champion, Williams was champion constructor. And it was barely five years since Frank had been running his team from a public phone box, with the bailiffs hammering on the door.



THE SEASON-BY-SEASON STORY OF Williams Grand Prix from then on is familiar, and in my conversation with Frank his memories are of people rather than individual races. “We won the constructors championship again in 1981, although Nelson Piquet, who was at Brabham then, beat Carlos to the title by one point. In 1982 Keke Rosberg won the title for us. Keke always had massive self-confidence, he came at you with a swagger, a bit pompous. But what Patrick and I liked about him was that he told it to you straight, even if that sometimes meant a bit of aggro. And he was very quick.”

Bernie Ecclestone, then owner of the Brabham team, had formed the Formula One Constructors’ Association in 1974 with Colin Chapman of Lotus, Teddy Mayer of McLaren, Max Mosley of March, Ken Tyrrell and Frank. Eventually he sold Brabham to concentrate on his FOCA role. Frank has nothing but good to say about Bernie. “Until he arrived, F1 was just another European motoring activity, but he was the one who realised that it was seriously under-developed commercially. He saw the opportunity. The team bosses never thought Bernie was getting too big for his boots, because his brilliant negotiating powers were able to secure very good deals for us for each and every Grand Prix. He is hugely clever, which everybody knows, but people on the outside don’t realise that he also has a fantastic sense of humour. Bernie came down from heaven: you can quote me.

“By 1982 the turbos were turning up, and we had a time in the wilderness, but by the end of 1983 we had our first turbo from Honda. The relationship with Honda wasn’t always easy. It was their engine, and they seemed to think they were superior to us, it was as though they were stooping to help us. Patrick and I resented that. Later when we were with Renault it was very different, chalk and cheese. But the Honda V6 turbo was superb in its day. Honda was ferocious about winning, and loved Formula 1 as much as we did. So in a way we were fellow travellers.” The Williams-Honda wins did not start to come regularly until 1985, but for

1986, with the engine/chassis relationship fully sorted and Mansell and Nelson Piquet as drivers, it looked as though Williams was on its way back to the top.

On Saturday March 8 1986, after a quick flight down to the Paul Ricard circuit to watch the final pre-season test for the new Williams-Honda FW11, Frank was driving a Ford Sierra hire car back to the airport in Marseilles when he went off the road. His passenger Peter Windsor, an F1 journalist but at the time sponsorship manager for the team, was only slightly hurt, but Frank sustained dreadful spinal injuries. In the Marseilles hospital the doctors asked Frank’s wife Ginny to give her permission for the life support machine to be switched off. Of course she refused: knowing Frank as she did, she believed that if his brain was uninjured, and if he could still communicate, whatever his physical condition he could still run his racing team. She was right.

Frank was flown back to England, and in the ensuing weeks at the London Hospital, as his condition fluctuated, he came close to death on several occasions. Only his indomitable determination, and the fact that he had been ferociously fit and a seriously competitive daily runner, saved his life. Twelve weeks after the accident he went home, and six weeks after that Bernie arranged for Frank, with Ginny and a nurse, to be flown to Brands Hatch for the first day of practice for the British Grand Prix. When the crowd saw his wheelchair appear in the pits they gave him a standing ovation.

Sitting 29 years later in Frank’s office at Grove, his accident is not mentioned. Frank doesn’t think it’s a topic worthy of discussion: he lived the first 45 years of his life one way, and since then he has lived it another. And his accident did not compromise the success of the team: during that 1986 season Nigel and Nelson won nine Grands Prix between them. Williams was the dominating constructors champion once more, even if the rivalry between its two drivers split the points almost equally between them, allowing Alain Prost to win the drivers title for McLaren by two points from Nigel. In 1987 it was a similar story, nine victories again, but although six of them were Nigel’s, Nelson’s better reliability earned him the title. Of their in-fighting Frank merely says: “Of course there was rivalry between them. If you don’t like your team-mate, if you’re a bit tetchy with each other, a little bit of needle can be helpful, and spur you on to greater things. It’s when it affects things out of the cockpit that it can get out of hand.

“Nigel raced for us for six seasons, with a two-year gap in the middle when he went to Ferrari. In all he won 29 Grands Prix for us. He was runner-up in the drivers championship twice in the Honda period and once when we were with Renault, and then of course in 1992 he dominated everything.” Without that

dramatic tyre blow-out in the final round of the 1986 season in Adelaide, Mansell would surely have been champion that year also.

“Having Nigel in the team was hard work to an extent, because he complained quite a lot. But he was magic when he was in the cockpit. It all began to happen when he was in the car, and it was well worth the arguments when he was out it. He did a wonderful job for the team, and I have all the time in the world for him. In 1992 he’d already clinched the championship by August, but by then Carl Haas had been soft-soaping him, trying to nick him for Indycar for 1993. On the morning of the Italian Grand Prix he went into the press room and announced to all the journalists that he was walking away from F1. We’d been negotiating for a long time. In a weak moment I thought, I don’t need this aggro any more, and he was gone. But it was arguably a good move for him, because he earned a lot of fame and money for himself in America.



“SO FOR 1993 WE HAD ALAIN [PROST] and Damon [Hill], and we won both championships again. Out of 16 races, Alain won seven, Damon won three, and we were on pole 15 times. Alain was *very* gifted. I remember his season with us with great fondness, because politically he wasn’t any trouble. Nigel was much harder work. And Alain was so smooth. It was extraordinary. When you watched him in qualifying it didn’t look quick at all, and then: Bloody hell, look at those lap times.

“As for Damon, the thing about him was that he was shy. As the son of a very strong character and a world champion, Damon had to make his own way, and look how well he did it.” Hill spent four years with Williams, and as Prost’s team-mate in his first proper F1 season he won three Grands Prix on the trot and beat Prost to pole twice. In the dreadfully tragic 1994 season, during which his new team leader Ayrton Senna died at Imola, he rose brilliantly to the occasion. His fight with Michael Schumacher for the next three years was enthralling, culminating in his world championship title in 1996.

In 1990 Patrick Head had noticed that the little Leyton House F1 team was achieving much better results than could reasonably be expected, so he hired its technical director Adrian Newey. Newey’s genius was to play a major role in Williams’ success over the next six seasons until he left for McLaren in 1996. It was Williams’ most successful period, with more than 50 Grand Prix victories and seven championship titles. “Adrian is incredibly clever, but what is so charming about him is that with all the success he has had, with us ☐

and then with McLaren and Red Bull after us, he has remained entirely unaffected and unassuming. He's nice enough to be an angel, but he really, really burns to win. It doesn't show, but he does."

Ayrton Senna arrived for the 1994 season after six years and three championships with McLaren. It was only his third race for Williams when the team was hit by his tragic death at Imola on May 1 1994. "It's so sad that we never got a real chance to work together. Ayrton was happy to be in the team, he recognised in Patrick that here was a man that he could win with.

"When you were with Ayrton you began to realise that you were dealing with an extraordinary individual, a man of very remarkable mental capacity. When he was asking me a question I'd say to myself, 'Be careful, Frank, think before you answer.' I'd be telling him what I thought we should do about something, or what we'd done about it last time, and he'd be looking at me. You could see his mind racing all the time: 'Is Frank giving me the bullshit, does he know what he's talking about?' There was always a bit of wanting to protect his back, being wary of people around him: he was slightly paranoid. But that was his natural business. He was very, very clever, very astute. I've always thought that, given his name and fame, and his intelligence as well, he could easily have become President of Brazil if he'd so wished. Bernie gravitated towards him. People who are exceptionally gifted, or exceptionally good at what they do, tend to recognise those qualities in others."



WILLIAMS WON BACK-TO-BACK DRIVERS and constructors titles in 1996/7, because after Damon's title came Jacques Villeneuve's. "We got some good results out of Jacques – our seventh drivers title and our ninth constructors championship – but he was very definitely his own man. He always thought he knew best. He'd come into the pits and say, 'A bit too much oversteer, I need more grip at the back.' So Patrick would say, 'Right, let's try one softer on the springs, adjust the dampers accordingly.' And Jacques would say, 'No, that's not what I want.' He was a quick boy, and we certainly didn't waste our time having him in the team, but to say he had a different attitude to life is an understatement. He had interests outside F1: what appealed to him was different from the average racer."

Williams was strong during its 2000-04 BMW-engined period, and over five seasons it was twice second in the constructors championship and twice third, with six wins for Ralf Schumacher and four for Juan Pablo Montoya. Thereafter, with Toyota, Renault and

Cosworth engines, Williams suffered a long bleak period, apart from Pastor Maldonado's joyful win in Spain in 2012. But from 2014 there was a new seven-year engine relationship with Mercedes. With the FW36 proudly wearing Martini colours and with other significant changes within the team personnel, there was renewed optimism and focus. During that season Valtteri Bottas and Felipe Massa between them were on the podium nine times, and the whole team was enormously uplifted by their speed and consistency. Williams ended the season third in the constructors championship behind Mercedes and Red Bull.

“WITH AYRTON YOU WERE DEALING WITH A MAN OF REMARKABLE MENTAL CAPACITY”

Frank apportions a big slice of the responsibility for this turnaround to Pat Symonds, who brought more than 30 years of F1 experience with him when he joined Williams in the summer of 2013. "Pat is quiet, softly spoken, never raises his voice. He tries to pretend he's a background man, but in fact he's ubiquitous. On the technical side of the team he is across everything that is happening. He never shouts, but he's always there to help things get better. Everyone has a lot of respect for him. What has brought us back to the top, or much nearer the top than we have been for 10 years, is the Mercedes engine, and Pat. The other ingredients were already here: the facilities, the people, the ability to make good racing cars."

The other key player in the team's renaissance is Frank's daughter Claire Williams. Two years ago she was appointed deputy team principal, while retaining responsibility for the commercial and marketing sides of the business. "Claire does a brilliant job. She is extremely well organised – when I was doing what she does now I was all over the bloody place. She is very, very industrious, and very efficient. She is passionate about motor sport, and she loves what she does. We think the same way, we talk the same language. It's in the genes, I hope." To underline this, when the team finished third in the 2014 championship, Claire said: "Frank keeps saying, 'Why is everybody celebrating P3? We're here to win'. That's exactly how I feel."

"The CEO is Mike O'Driscoll. It's his job to oversee the structure here at Grove, see that the right people are in the right places, that they're

satisfied with their work and are appropriately paid." On the racing team under Pat, another key hiring has been former Ferrari engineer Rob Smedley, who was recruited as Head of Vehicle Performance. This is a role that Pat sees as focusing not on the race-by-race detail but on the cars' overall performance, on the actual bottom-line results.


Of his drivers, Frank's view is upbeat. "Valtteri [Bottas] is very popular here. He is very, very quick, and I hope he will be with us for a long time to come. He is quiet, but I reckon that's a Finnish characteristic: if you're from a country that is 35,000 square miles bigger than Great Britain, but with only 5.5 million people, I suppose it's difficult to find anyone to talk to – although Keke seemed to manage.

"Felipe [Massa] loves the team, and he's totally dedicated. At Ferrari Fernando Alonso generally got the better of him, but in qualifying Massa was sometimes quicker, and if he was slower it was only a matter of a tenth or two. If he's in the afternoon of his F1 career, it's certainly the very early afternoon. He's quick.



“THERE'S SO MUCH MORE TECHNOLOGY now than when I started out. The driver is still a crucial part of the mix: the driver can't work without a good car, the car can't work without a good driver. That's how it's always been. But nowadays which engine you have is so important. In the early days of Williams everyone except Ferrari was using the Cosworth DFV, and the racing was very open. To start with the average DFV horsepower was 450bhp; maybe it ended up with 510bhp or something. But even with less power the racing was just as good. Maybe there was more jockeying for position. In those days, before wings, before skirts, before active ride, people never tapped the chassis for performance. If we maybe changed the roll bar twice in a season, that was all.

"Everybody who has worked at Williams has played his or her part in making it successful. And we've all had a great party as we've gone along. It's all more professional now, but I still go to all the debriefs and I pay attention. Other team owners have got to a stage when they have decided to sell, and have put a lot of money in the bank. That has never occurred to me. It has never crossed my mind. I did sell out some of my shares, but I still own 50.1 per cent of the team, so I still have the controlling interest. I come to work every day. The team is my life – absolutely my life."

Yes, Sir Frank Williams is an inspiration. He may not dictate the race-by-race strategy at each Grand Prix as he used to, but he continues to inspire every single one of those 650-plus employees at Grove. The team still has his name over the door, and that's how it will stay. 

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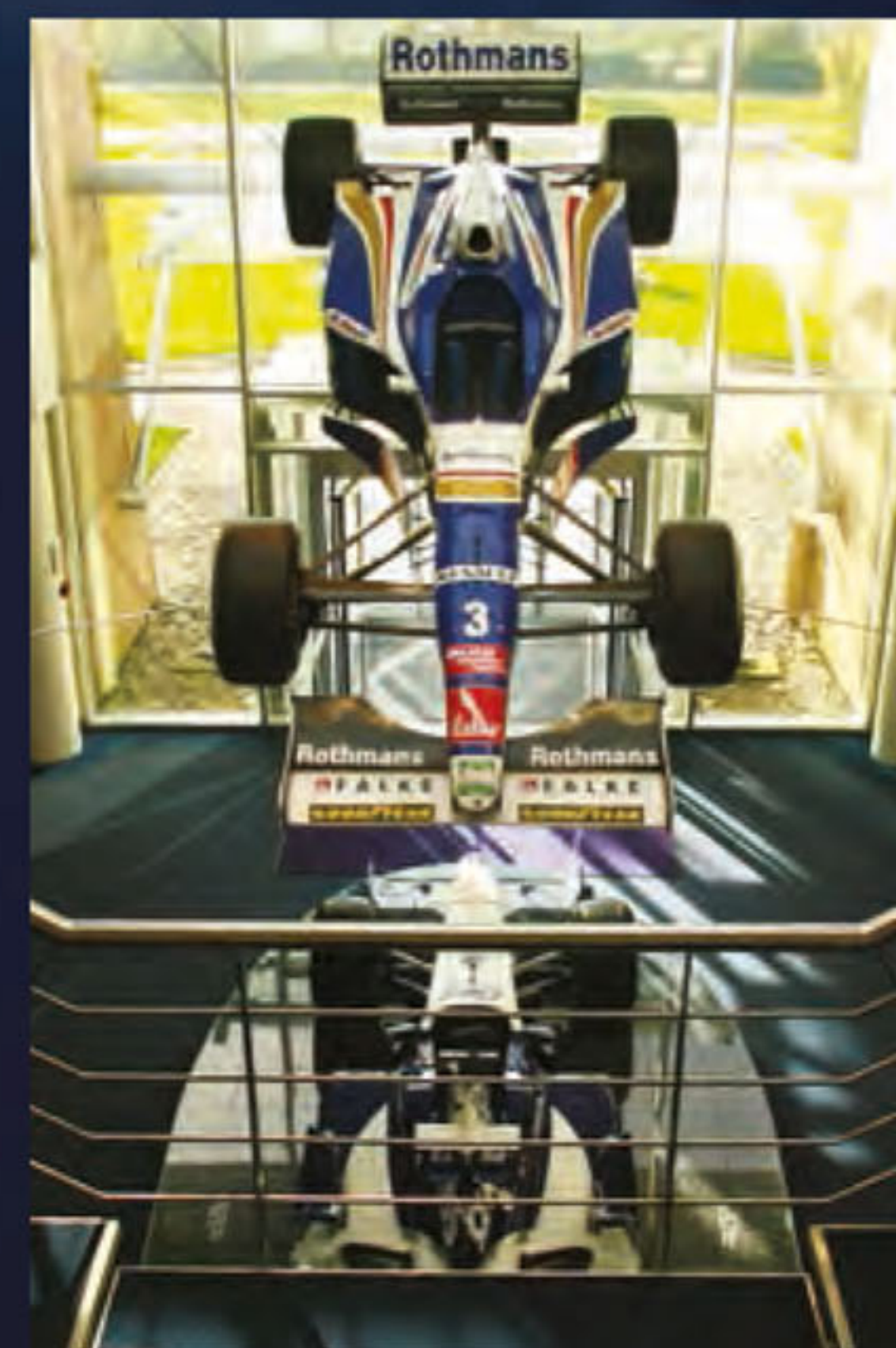
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Struan Moore

Drivers don't always follow the same career path.
Simon Arron meets a Japan-bound youngster

IT'S A ROAD WELL TRODDEN AND THE LIST of alumni remains illustrious. Geoff Lees, Johnny Herbert, Eddie Irvine, Marco Apicella, Anthony Reid, Ross Cheever and Andrew Gilbert-Scott are among the racers who were schooled in Europe, but spent a significant part of their careers in Japan. For some it opened the door to Formula 1, for others it was the foundation of a solid platform that enabled them to earn a living away from the sport's European heartland.

There has been less of an exodus recently, but a young British driver has just plumped for Japan as he seeks to forge a professional career. The alternative would have been to join the ever-growing queue of drivers hoping to land one of a dwindling number of F1 seats.

These are early days for Struan Moore, but he's already come a long way since he began karting in his native Jersey. "It started quite randomly," he says. "One morning my dad and I saw an advertisement for Jersey karting, went to have a look at a kart and bought it. We stuck a trailer on our Land Rover Defender and went to the local circuit at Sorel Point every couple of weeks. Dad was my mechanic and we'd get up at dawn, along with all the other racers, and prepare the track. It had only three corners!

"The step from that to racing in the UK was massive, and as a result my first year was really tough. I was there or thereabouts, but never really at the sharp end until I moved into cars in the Ginetta Junior series."

He competed in most Ginetta races in 2011, but constant commuting took its toll on time at school and he subsequently had a year away from the sport – other than popping back for a couple of BARC Formula Renault races.

"During that time," he says, "I started to feel that school

was becoming less of a need for the future. I was sure I'd soaked up everything I could – and it would always be possible to study again at a later date."


His first conscious career-minded step was to commit to BRDC F4, in which he became a regular podium finisher. In 2013 his team-mates included championship runner-up Seb Morris, and last year he was alongside title winner George Russell.

"I've been lucky to have strong team-mates," he says, "because they gave me a good benchmark. The further I've gone in the sport, the more comfortable I've felt. After that

difficult baptism in karting, cars have helped me build confidence. Following my first win at Snetterton in 2013, I scored a few podiums. That was my first proper full-time season, then in 2014 I managed six podiums in a row.

"For this year I considered F3, GP3 and even GP2, but then began to look at ways I could make myself stand out. Young drivers don't seem to have chosen the Japanese route in recent years, so it was either that or America. Japan really appealed because my father has a business out there, understands the culture and felt it would be a really good career step. [Fellow Jersey racer] James Walker has been helping: he spoke to the

KCMG team and things moved from there. KCMG people were watching in Bahrain at the end of last year, when I slipped from third on the grid to sixth in an MRF race and then recovered to win. That helped clinch the deal."

KCMG also has an LMP2 team in the World Endurance Championship and Moore hopes to participate in a sports car race or two before the year is out, but F3 is his primary focus. "I moved from Jersey to London at 17, after leaving school," he says. "That was a big transition, but I'm a bit older now and feel comfortable making the move to Japan. It's the start of my adult racing life." 



CAREER IN BRIEF

Born: 13/02/95, St Helier, Jersey
2008 Jersey Kart Championship **2009** Super One karting **2010** KF3 **2011** Ginetta Juniors **2013** BRDC F4, 9th (1 win) **2014** BRDC F4, 5th (1 win); won one of three MRF races contested in Bahrain **2015** All-Japan F3 Championship

1993 WILLIAMS FW15C

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Tribute *Gérard Ducarouge*

“Chapman

In many respects *Gérard Ducarouge*

demande

was the forerunner of the modern F1

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Ducarouge

died recently, is fondly remembered by

commande

all who worked with him

loyalty”

writer GARY WATKINS





GÉRARD DUCAROUGE, who has died aged 73, wasn't really the designer of the line of great Formula 1 cars, from the Ligier JS11 to the Lotus 99T, for which he is often credited. Rather, he was the driving force behind Ligier and Lotus, as well as Alfa Romeo for a short period, a man who led those teams with energy and charisma both in the workshop and at the circuit.

Bruno Giacomelli, who raced under the Frenchman at Alfa Romeo in 1981-82, "never saw him at a drawing board". He does, however, recall him injecting fresh ideas into the design process and a new dynamism into the race team. The Frenchman would probably have been called technical director if he had been working in F1 today, but in fact he undertook a much bigger role in a less structured era. Guy Ligier, who employed him from 1975 to 1981, probably sums it up best when he says, "Gérard was everywhere, doing everything."

That was certainly the case at Team Lotus, the team Ducarouge arguably saved – and in double-quick time – when he joined in the early summer of 1983. Team founder Colin Chapman had died six months previously, but lost his focus on the F1 team at least a couple of years before that. Ducarouge, recruited by team manager Peter Warr, came in and restored the organisation's focus by taking the role Chapman had filled when the squad was in its heyday.

"Gérard basically took over exactly what Colin did in his pomp," says long-time Lotus designer Martin Ogilvie. "And that's why Team Lotus became successful again. Tony Rudd was in charge at the time and, as good a bloke as he was, he wasn't going to turn an F1 team around. We needed someone to show us the way. Gérard came in, we all rallied around and it came good again."



DUCAROUGE DIDN'T HAVE AN engineering degree when he joined Matra's racing department from the aviation industry in the mid-1960s. He would remain with the French manufacturer for the best part of 10 years. He worked on its single-seater programmes, culminating in F1, and had risen to a position where he was running the sports car race team when it claimed a hat-trick of Le Mans 24 Hours victories in 1972-74.

Henri Pescarolo, part of the driver line-up in

each of those years with the MS670 3-litre prototype, remembers a "great leader".

"Gérard was in charge of building the cars, the development and then running them at the track," he says. "He was an excellent engineer, but he was fantastic at working with the mechanics at the track. Gérard was an important part of our successes with the 670."

Ducarouge moved over to Ligier when Matra's racing department closed its doors and handed over a supply of its V12 engines to the fledgling F1 team. There he was "the main



man", according to long-time Ligier employee Claude Galopin.

"Gérard understood motor racing totally," says Galopin. "He could look at a car and tell what was right with it and what was wrong with it. His job was to run the team, but he also had many ideas that went into the cars."

Galopin points out that the French squad had few successes after Ducarouge was sacked by team owner Guy Ligier in mid-1981: "The only real times that the team had good results was when Gérard was working there."

Ducarouge was quickly picked up by Alfa Romeo, and immediately made a difference. The in-house Autodelta squad had been

swapping back and forth between the 179C Giacomelli had put on pole for the previous season's US Grand Prix East at Watkins Glen and the 179D, a car built around a new tub with revised weight distribution while retaining its predecessor's aerodynamics. Ducarouge put the focus on the newer car.

"After Gérard came in, we did a lot of modifications to the 179D and had an excellent second half to the season, much better than our results showed," says Giacomelli, who reckons he might have won the season finale at Caesars Palace. "I had a spin early in the race and lost a lot of time. When I got going I could see the Williams of Alan Jones, who was leading, in my mirrors. At the finish, I was only 20 seconds behind in third. That was one of my best races."

Ducarouge remained with Alfa Romeo, which outsourced the running of its F1 operation to Paolo Pavanello's Euroracing organisation for 1982, until being unceremoniously sacked after Andrea de Cesaris lost his first qualifying time at the 1982 French GP (when the car was found to be underweight courtesy of an empty fire extinguisher). He wasn't out of work for long before the struggling Lotus team came knocking on his door. It set him on course for arguably the defining period of his career.



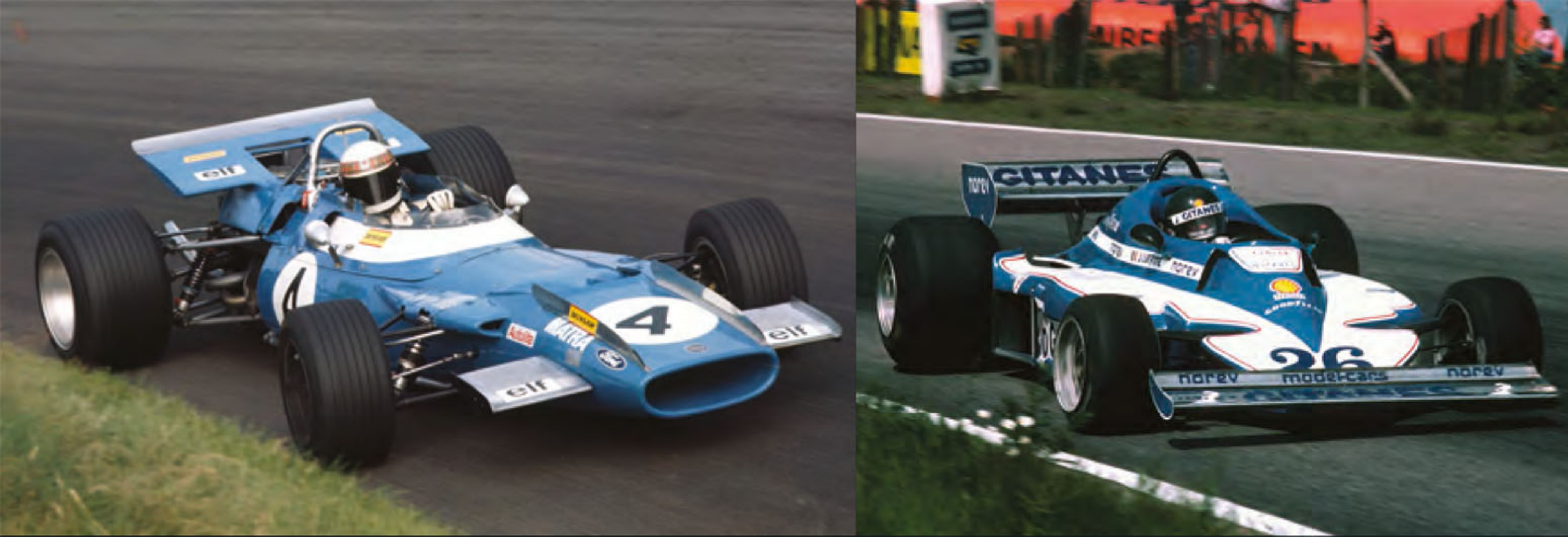
THE BRITISH TEAM WAS struggling with its first Renault-engined contender, the slab-sided 93T demanded by Chapman before his death, and Ducarouge instigated the rapid-fire development of a new car.

"Gérard looked at the 93T and decided that it was way too big and was never going to win races," recalls Ogilvie. "So he looked at the old 87/88 and decided that we could do something with those tubs. He drew some basic bodylines over the first weekend and gave us the guidelines to redesign it."

He also brought in the people where necessary to complete the five-week design and build schedule of the 94T, which came on stream for the British Grand Prix.

"Our pattern makers used solid wood and P38 [filler], and they were not going to be quick enough for Gérard, so he brought in a chap from France who did it in plaster," says Ogilvie. "It put a few noses out of joint at Lotus, but he got the job done even though the guy had to take the moulds off the plaster when it was still wet."

Less than six weeks after Ducarouge's arrival, two svelte Renault-engined 94Ts were on the grid at Silverstone. Elio de Angelis qualified fourth and Nigel Mansell came through to



Ducarouge was with Matra when Stewart (above left) won '69 F1 title. Ligier took first win with JS7 in Sweden '77 (above) and made flying start with JS11 (below) in '79



“THE JS11’S VENTURI TUNNELS WERE DEFORMING AS A RESULT OF MASSIVE GROUND-EFFECT FORCES”



Ducarouge had fruitful spells with Alfa (Andrea de Cesaris at Dijon '82, above left) and, particularly, Lotus. Ayrton Senna is pictured in 99T, above, and 98T, left

finish in that position from 18th on the grid, after a new wiring loom was installed overnight. What de Angelis might have achieved had he not inadvertently switched off his ignition on the second lap can never be known.

Ducarouge oversaw the final golden chapter in the history of Team Lotus with Ayrton Senna. He inspired the team in the same way as Chapman had before him, but with a difference.

“Chapman demanded loyalty,” says Ogilvie, “but Ducarouge commanded loyalty. Colin would say, ‘I think we ought to do this’ whereas Gérard would say, ‘I know we should do this’. He’d been at Matra, which as an aerospace company had done a lot of empirical testing. He brought in some golden rules about suspension geometry and camber and castor. I’m not sure he fully understood them, but he put a kind of best practice into place, and it worked.”



THE ATMOSPHERE UNDER DUCAROUGE was also very different from the one that Chapman fostered. There were no arguments or tantrums.

“Gérard was a really nice guy,” continues Ogilvie. “Every morning he would go around the factory saying good morning and shaking everyone by the hand. He was always calm and I don’t think I ever heard him raise his voice.”

Ducarouge left Lotus in 1989 and went to work for the Larrousse F1 team. He had a short spell back at Ligier and also at Matra, where he worked on a Renault Espace people carrier with F1 running gear.

Ducarouge was never in charge of a team that won the F1 title, but he did come close with Senna in 1986, a year the Brazilian took eight pole positions in the Lotus-Renault 98T. He also looked set to mastermind championship success after Ligier dominated the opening two rounds of the 1979 season at Buenos Aires and Interlagos with Jacques Laffite and the new Cosworth-engined JS11. The title challenge quickly went off the rails, and there’s a story that the team’s chances disappeared along with the cigarette packet – Gitanes presumably – on which the car’s set-up had been scribbled.

The truth was that the venturi tunnels of the JS11 were deforming as result of the massive ground-effect forces generated by the car. Galopin laughs at a story that was probably a bar-room invention of the British press. There’s only one word for it, he says: “Rubbish.”

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Taste for adventure

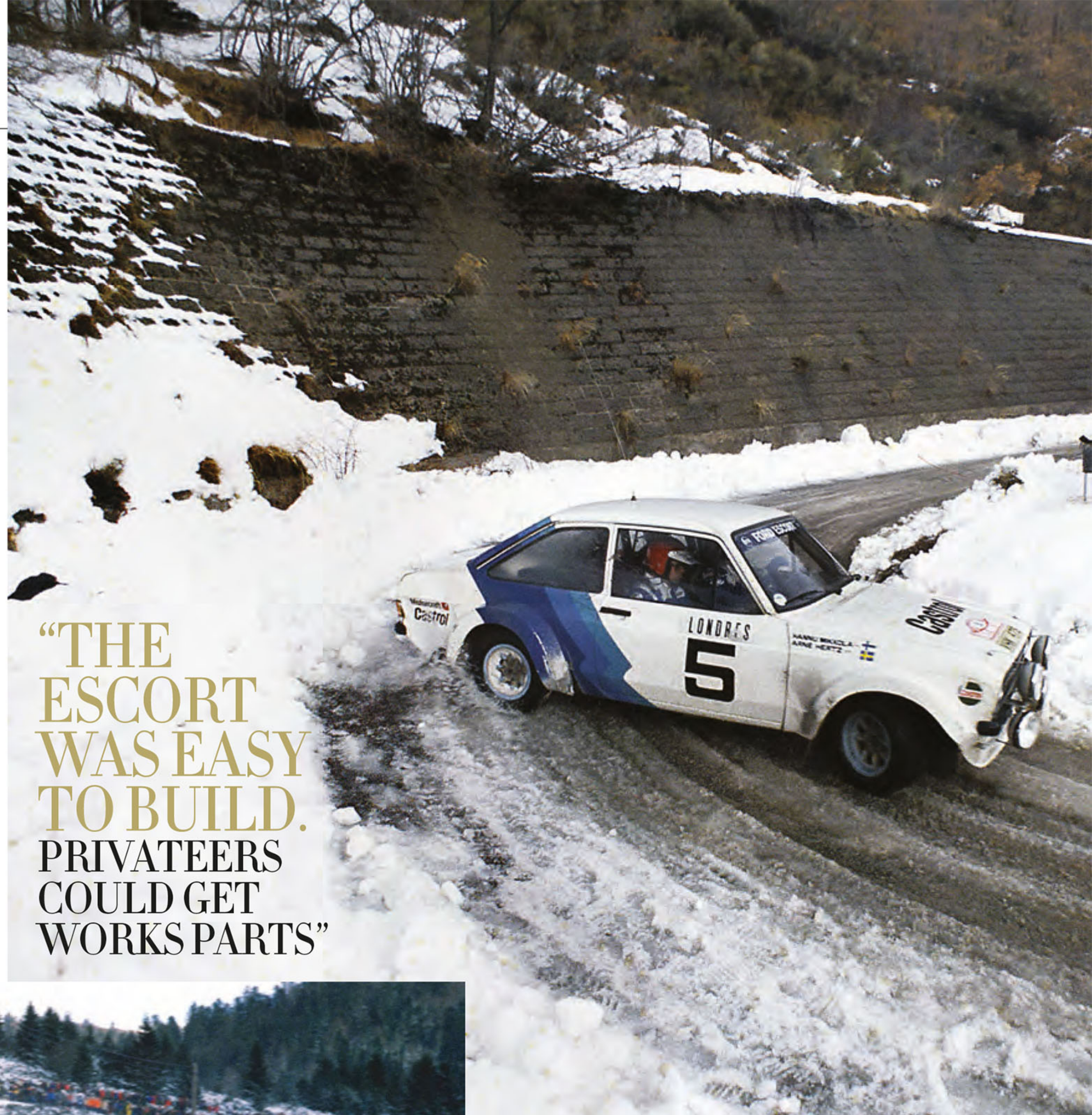
A serial winner for Ford and world champion with Audi, Hannu Mikkola was at the forefront of rallying's golden age, when car control counted for more than your sponsor's largesse

writer SIMON ARRON

THE ROAD WAS FAST AND flowing, with good sight lines, so 125mph felt perfectly safe. “At that kind of speed,” Hannu Mikkola explains, “a rally car’s suspension vibrates a lot and you don’t see very much, but visibility was good enough

to know where the road went. I came around one bend and saw a bridge... but as I got closer I sensed something was wrong. As we got closer I finally realised that the main part of the bridge was missing. I didn’t have much time to brake, but we were going fast enough that I felt we might just be able to clear the river. The front wheels just about made it across, but the rears didn’t. There was a bang, the car started to roll and went over quite a few times. This was a test, so I wasn’t wearing a helmet. The accident went on for quite a long time, but finally we came to rest the right way up. I was sitting there and [co-driver] Arne Hertz said, ‘See if it will start’. I said, ‘Maybe it will, but I don’t think we have any wheels’...”

You will forgive Mikkola for perceiving that



“THE ESCORT WAS EASY TO BUILD. PRIVATEERS COULD GET WORKS PARTS”



Mikkola finished third on the 1984 Monte Carlo Rally, behind Audi team-mates Röhrli and Blomqvist

rallying has lost a little of its essence since his day. This was the early 1980s, between Nairobi to Mombasa during a reconnaissance for the Safari Rally, and neither Mikkola nor Hertz was injured. The same, though, could not be said of their Audi Quattro. “Just afterwards,” Mikkola says, “a teacher came running from the local village and told us this was the best such accident he’d seen so far. Apparently three cars had gone off at the same place a few days beforehand. We were all using the previous year’s pace notes, but since then heavy rain had washed the bridge away.

“Modern drivers have no idea how things used to be. The Safari was less a rally than an adventure. To get through 6000 kilometres of rain, animals and everything... You needed stamina and real fighting spirit. You could lose 30 minutes somewhere but find yourself back in the lead two days later. That happened quite a lot and it was fantastic.”

Mikkola won the 1983 world rally title with Audi and nowadays, a fit 72, splits his time between his native Finland and America while still fulfilling an ambassadorial role for the German manufacturer.

BORN IN JOENSUU, CLOSE TO EASTERN Finland’s Russian border, Mikkola loved cars from an early age. “At six or seven I ran through the local forests and imagined I was driving,” he says. “That was always in my head, although I didn’t get behind the wheel until I was 10. I used to pinch my father’s car when he wasn’t around – it was some years before I confessed.

“One weekend, when I was 21, I drove off in my five-year-old Volvo PV444 and told my dad I was going to a summer house for the weekend, when in fact I was contesting my first rally. I came back with a few trophies and he wondered what the hell I’d been doing. I told him I’d been on a rally and he asked, ‘Where did you get the car?’ I just pointed at the Volvo. I’d borrowed some tyres, because I hadn’t enough money to buy my own, but finished fifth overall and realised straight away that I could be competitive.”

That was 1963, the dawn of a 30-year career that netted 18 WRC wins and one title, although he was of course competing long before there was a world championship to win. “I never really worked on my driving,” he says. “It just came from here [he points at his backside]. I was lucky with that. Why were



Finns so successful at rallying? I think we are generally quite good at individual sports – we haven't been so competitive at football, for instance. It's true, though, that we had a lot of suitable roads on which to practise. And there were lots of good drivers, so when I started the national standard was high. If you could win in Finland, then you could win anywhere in the world. And when you have lots of successful drivers, it inspires future generations.

"The negative side nowadays is the cost. In small countries like mine you can't really find money any more. In the 1970s the sport wasn't so expensive. In future I don't think there will be so many Finns at the top level, because there's no support to push them through."

Mikkola landed his first works drive in 1977, with Toyota – "More like a family than a works team, just Ove Andersson and a few mechanics from Sweden. There were about eight of us" – before moving on to Ford.

In 1979, the first season in which drivers had a world championship to chase (six years after the title for manufacturers was introduced), he missed the main prize by a point – not least because of a pledge he'd made to team-mate and close friend Björn Waldegård. "Björn and I were competing with both Ford and Mercedes," he says, "and at the beginning of the season we



Mikkola won in Portugal en route to the 1983 world title. Left, heading for fifth on the '79 Monte

agreed to do the same number of rallies. I was the unlucky one: I retired three times with technical problems. Ford called and said, 'Look, your engine has gone again, so we'll give you a chance on another rally'. I declined, though, because I'd promised Björn that I wouldn't do any extra events and wanted to keep my word."

Although he won his title with Audi, it is the Ford Escort – Mk1 and 2 – with which he is most closely associated... and he is unhesitating when nominating it as the car he most enjoyed, partly for dynamic reasons and partly because of the era it represents.

"The concept was good," he says. "The Escort was very simple and an easy car to build.

Privateers could get the same parts that I got from the works team in Boreham and put together an identical car. It wasn't just the factory

developing the car, because privateers were, too, so the competition was very strong.

"Nowadays the WRC service parks are a bit like F1, but in my day rallying was still an everyman's sport and spectators could come and talk to us. Everybody could follow it easily and it didn't cost anything to go and watch the stages. Huge numbers of people were interested and I think a part of that was being able to talk to us and see what we were doing. The cars we drove bore some relation to theirs, too. There were also night stages – and people still talk about that. They could hear us coming through the forest from five kilometres away, then the lights would appear and the brake discs would glow red-hot. That was all part of the excitement and you could never really predict the result. If you were leading by three minutes you might get a puncture, or hit a technical

problem. Contemporary cars rarely break down and teams replace all the parts every six stages or so. Often, nothing much changes during a modern rally and fans can't really get to see the drivers – you have to have the right pass, there's an admission charge to watch the stages and I think it's become too clinical."


Attitudes were already shifting during Mikkola's heyday. Some successful 1950s Grand Prix drivers were fairly corpulent, because car control was perceived to matter more than diet. By the 1970s, however, athleticism was starting to creep in and rally drivers seemed not to have noticed. Or at least, some hadn't. "I gave up smoking in 1969,"

Mikkola says, "and stopped drinking in 1976 – I'm teetotal to this day. You expected your career to last until you were about 35, so if I wanted to

continue I knew I had to improve my condition. I began to run, started to look after myself and tried to keep myself at the same level as the young drivers, because guys like Henri Toivonen had started to appear on the scene. They were all in very good physical condition, but my generation didn't care so much."



WAS IT A HUGE LEAP OF FAITH TO switch from a car that fitted like a glove to Audi's unproven Quattro?

"I knew nearly everything about rear-wheel drive," Mikkola says, "but Audi gave me a chance and I felt I'd kick myself if I didn't try something completely new. I didn't initially feel there was too much benefit from four-wheel drive, if I'm honest. The car was big and looked heavy, but I had a contract to test in 1980" 



Watch the 1983 1000 Lakes Rally, when Mikkola won after dropping to 143rd with mechanical problems.

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and promised to drive in 1981. Perhaps I just had a hunch it might work. Lots of people were talking as though they expected the car to look like a Land Rover or something, but luckily for me I took the chance.

“I’ll never forget the first stage I did in that car, on the Monte Carlo in 1981. Bernard Darniche set off one minute ahead of me in his Lancia Stratos. It was a 14km stage, with ice and snow covering the first part. After about six kilometres I passed him on a long straight. I was maybe 100kph faster than him when I overtook – I don’t think he knew what had hit him. Then people started saying the car would be good only on snow, but they soon had to admit it worked on gravel, too.”


Mikkola ended his factory career as it had started, with Toyota. In 1993 he and Hertz took their Celica to seventh on the 1000 Lakes, Mikkola’s 123rd and final WRC event. Appropriately he drew a line under his career at one of his favourite events: he cites the Safari, RAC and 1000 Lakes as the rallies he most

“LOTS OF PEOPLE EXPECTED THE AUDI QUATTRO TO LOOK LIKE A LAND ROVER..”

enjoyed, because they were longer, faster or more challenging than the rest.

“We didn’t have a chance to practise on the RAC,” he says, “which put more onus on the driver. The 1000 Lakes is very fast and requires precision, but I learned those 500 kilometres by heart. I knew virtually every bend.”

And if he could draft his own set of rules for the modern WRC?

“We need to cut costs and make factory-spec parts available to private teams at a fair cost,” he says. “We need to make it as open as it used to be. Unless you have a good sponsor there are very limited chances available. There used to be 10 or 12 drivers who could win on every event, but now there are just a couple...” 

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FRIENDS AND FOES

What Hannu Mikkola thinks about...

TIMO MÄKINEN

“A very nice guy. Everybody thought he didn’t mind how his car was set up, but he was very precise about how he wanted it to handle. He always liked to make out that it was easy, though.”

MARKKU ALÉN

“A very Italian Finn. He fitted in very well at Fiat, because he had a bit of a Latin temperament. He spoke the same way, with his arms, kicked the mechanics and all that kind of thing. He was a very good driver.”

HENRI TOIVONEN

“Henri was brilliant. He could have raced or rallied. I knew his father Pauli very well and one day we had a talk about Henri’s options. I felt he should focus on rallying, because I thought it was safer, but we all know what happened... That was incredibly sad. I’d known him since he was a small boy and he was very, very quick.”

ROGER CLARK

“He was a little bit before my time and had perhaps passed his peak when I arrived on the scene, but he was the best British driver of his day.”

PENTTI AIRIKKALA

“I knew him before he was a rally driver. He was very good, but always used to go his own way on set-up and wasn’t always right. He could have achieved better results than he did.”

ARI VATANEN

“When he was in the right mood he was incredibly quick, but you were never sure whether he’d finish the rally. I felt he always took too many chances.”

WALTER RÖHRL

“Absolutely brilliant – very quick on asphalt and a good racer, as well as a fine rally driver. He was a little bit strange, though. It was always hard to know what he really thought.”

BJÖRN WALDEGÅRD

“A great driver and a very good friend. We were in the same team together for three years and there were never any secrets. If we went testing, we’d phone each other with all the development news. We’d fight hard during the rallies, of course, but we were absolutely honest with each other and I really respected him.”

JUHA KANKKUNEN

“He was very naturally gifted and didn’t make many mistakes – wonderfully consistent.”

TONY POND

“He was very good on asphalt, but never really had a chance in a truly competitive car.”

SHEKHAR MEHTA

“He wasn’t the quickest, but he was ultra-consistent and perfectly suited to the longer-distance events, such as the Safari and the Bandama. He almost always drove at exactly the right speed for the car and conditions.”

MICHÈLE MOUTON

“She was brilliant – and I don’t mean she was ‘a brilliant woman driver’, I mean brilliant, full stop. She regarded herself as just one of us and learned incredibly quickly to drive a Quattro. In Portugal she sat with me during a recce and afterwards said, ‘I’ll never be able to match that speed’. By the time we got to Greece later that season, I was looking at her times and she was already pretty close.”



Celebrating victory in Sweden 1981. From left, co-driver Arne Hertz, Risto Virtanen, Mikkola, Ari Vatanen and Pentti Airikkala



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SHORT



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SHARP



Has any competition car stirred the senses in quite the same manner as a Lancia Stratos? We took a ride in a true original, lightly restored after 20 years of hibernation

**writer RICHARD HESELTINE
photographer LYNDON McNEIL**



Watch clips of the sensational
Lancia Stratos in period on rally
stages across the world

@ THE MOTOR SPORT DIGITAL EDITION

“THE CARNIVAL
IS IN TOWN –
AND WE
APPEAR TO
BE IT”

OUR ARRIVAL IS

trumpeted from a mile away; maybe even further depending on wind conditions. A pure-bred V6 on megaphone exhausts ensures as much. Choral doesn't come close to describing it, each incremental rise in revs ushering in more commotion. Heads swivel in unison as we thread our way through traffic, bystanders for the most part adopting looks of admiring disbelief before reaching for their camera phones. They are trying hard to make sense of what they're seeing, but there's little sense to be found. The carnival is in town – and we appear to be it.

A Lancia Stratos in full war paint – on full song – has this effect. As we carve our way through Milan's suburbs, giggling like loons, it's hard to reconcile the fact that this was once a rally titan. From inside the cabin feels tourniquet-tight, phobic even, a little elbow jousting with your passenger being the norm. And that's without crash hats eating into what might euphemistically be called 'headroom'. It's as though we are viewing the world through a giant helmet visor, a madrigal of percussive noises through the structure serenading our progress. You hear and feel *everything*.

But then the beauty of this car is that you have to accept the mad with the maddening. Even at a standstill, it hasn't lost the power to shock. It looks unlike any other car. But to drive... Well, that's something else entirely. To get the best out of one in period, you had to be good, if not great. And the great and the good either made or burnished their careers aboard the Stratos, a car which in so many ways foretold the Group B era.

The funny thing is, it was rooted in a car that was even more left-field; a show queen that was more kinetic sculpture than competition weapon. Stile Bertone's Stratos Zero concept car prompted jaws to slacken in unison when unveiled at the 1970 Turin Motor Show. Stylist Marcello Gandini

created a wedge-shaped device that had only the one door, which also doubled as the windscreen. What's more, it was fully functional, a Fulvia V4 engine lurking beneath the triangular deck lid. It looked for all the world as though a spaceship had crash-landed in Italy, and still appeared futuristic more than a decade later.

For the most part, however, the Stratos Zero wasn't taken seriously, its artful artifice being too much to stomach. *Road & Track's* correspondent, Cyril Posthumus, was among the doubters. "The Stratos is beautifully executed – many feel its designer should be likewise!" he sniffed. But there were some onlookers for whom the Stratos Zero wasn't just a grounded flight of fantasy, Lancia's competition department boss Cesare Fiorio among their number. Steeped in marque lore (his father Sandro was the firm's PR chief), this sometime Appia Zagato racer co-created HF Squadra in the early '60s, which morphed into the Turin firm's official competition division in 1965 (Lancia was in turn absorbed by Fiat four years later). Fiorio's equipe enjoyed some headline-grabbing wins with front-wheel-drive Fulvia coupés that decade, but his thoughts had already turned to devising a new contender; something bespoke and built for the purpose. Bertone's wild show-stopper provided the kernel of an idea, but several hurdles had to be vaulted before it could become a reality.



LANCIA WASN'T THE FIRST TO

investigate building a mid-engined car with rallying in mind. Ford, under Stuart Turner, beat it to the punch with the GT70, and by some margin. However, despite displaying some early promise, this Len Bailey design didn't do anything better than the Escort so was quietly dropped. For Fiorio, merely pitching the idea of a small-series homologation special wasn't without its headaches, but fortunately he found an ally in Lancia principal Pierugo Gobbato, who managed to sway a sceptical Fiat board. The difficult bit, they reasoned, would be prising an engine from the desired supplier. Ever since he had first assessed a Dino with a view to rallying one, Fiorio had been enamoured of its compact 65-degree V6 – and he reckoned it was just the ticket for the Stratos. But first there was the small matter of persuading Enzo Ferrari to release some. While his eponymous marque had by now joined Lancia as a Fiat-owned brand, the self-directed autocrat still ruled the roost. Much to Fiorio's surprise, *Il Commendatore* was receptive and a deal was struck.

Scroll forward to the 1971 Turin Motor Show and the Stratos as we know it was revealed on the Bertone stand although, strictly speaking, the prototype was little more than a mock up. Resplendent in an eye-watering

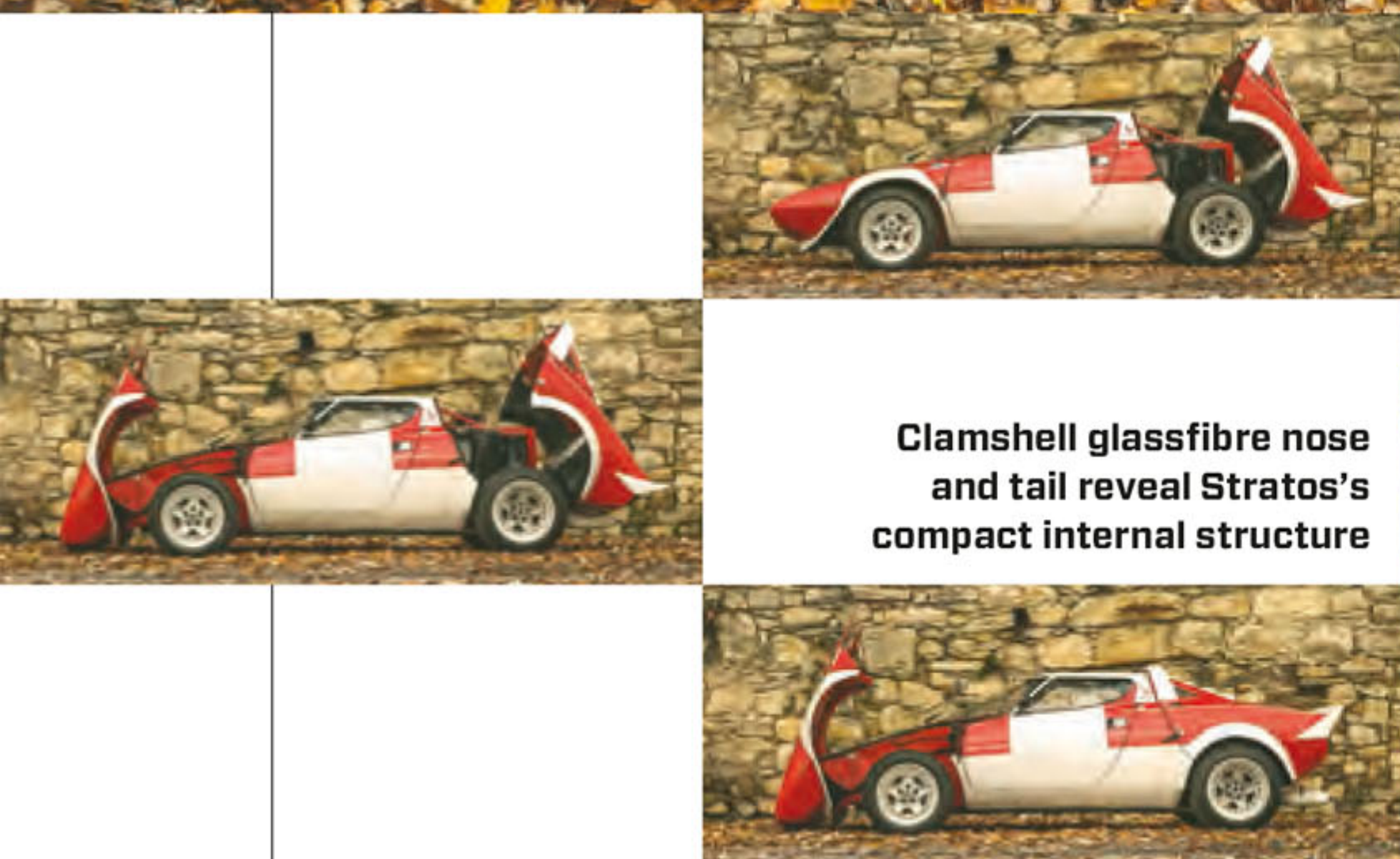


Stratos coped with everything from Tarmac to Safari floods, winning three WRC titles



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Clamshell glassfibre nose and tail reveal Stratos's compact internal structure

matt orange, it bore little resemblance to the Stratos Zero. With its tiny footprint and stubby proportions, not to mention a wraparound windscreen, it wasn't everyone's idea of a rally car, but that perception was about to change.



IN FEBRUARY 1972, A TEST MULE WAS put through its paces, with Gian Paolo Dallara contributing to its subsequent development. With so much at stake, not least for Fiorio and Gobbato who had petitioned for the car to be created, a good result first time out was vital. In November of that year, the Stratos was blooded, showing well in Sandro Munari's expert hands on the Tour de Corse while it held together. Lancia's brave new world was quick, but it was also fragile and broken rear suspension ended play. In April of the following year, the Stratos claimed its first victory on the Spanish Firestone Rally.


There was, however, the small matter of building the car in sufficient volume to homologate it. And, as is so often the case, a certain amount of smoke and mirrors was involved. Stratos production began in October '73 with frames and glassfibre bodies being produced at Bertone's factory in Grugliasco, Turin. They were then transported to Lancia's Chivasso facility for final assembly. In July '74, Fiorio informed the Italian sporting body, the CSAI, that 500 cars had been completed, the magic number to appease the rule makers. In reality only 150 or so had been finished.

Nevertheless, four months later the Stratos was given full Group 4 status by the FIA. By this time, former Ferrari man Mike Parkes had tweaked and honed the car further, his contribution often being underplayed.

Before the car was strictly legal for competition, the Stratos had already claimed six major scalps including the Targa Florio, which in '74 was no longer a round of the World Championship for Makes. The following season factory driver Munari sealed the first of three consecutive Monte Carlo Rally wins, the Stratos claiming further victories thanks to stars such as Bernard Darniche, Björn Waldegård and Markku Alén (although tellingly, none managed to win in UK forests). There were even one or two circuit forays, turbocharged variations on the theme participating in the Le Mans 24 Hours, albeit without much success.

Despite racking up umpteen wins and more than a few column inches, the Stratos's time on

the front line, if only as a works challenger, ebbed in the second half of the 1977 season. The marketing people at Fiat had been busy pushing for something production car-related – something Fiat-shaped – to be the weapon of choice, and they got what they wanted. The Lancia and Fiat competition departments were brought under one roof at Abarth's Turin facility and emphasis was now placed on the box-arched Fiat 131 Abarth. Production of the Stratos had officially ended in May '75, by which time 457 cars had been made (502 chassis were reputedly laid out), although the 'Stradale' version proved a hard sell: the last wouldn't find a home for a further three years.

Not that the Stratos was done in rallying just yet. Works entries were sporadic, due as much to homologation requirements that insisted on the use of 12- rather than 24-valve engines as to corporate interference. Alén took the final factory Stratos WRC victory on the Sanremo in October '78, Darniche's upset win on the following January's Monte Carlo classic aboard a privateer example proving it still had legs (although by then the model's Group 4 homologation had lapsed as in-house development faded). In October '79, 'Tony' Fassina drove his Jolly Club car to victory on the Sanremo Rally to claim the model's final WRC victory although, remarkably, it was still in with a shout as late as 1982 when Fabrizio Tabaton prevailed on the Elba Rally, which was a round of the European Rally Championship (the Strat' having won the series in 1977-78). 





Sandro Munari digs the dirt during the 1976 RAC Rally - one major event that a Stratos never won

The Stratos's legendary status was already assured. It would in time pave the way for the gorgeous 037 and Delta S4. The thing is, fabulous though those cars were, neither was blessed with such crowd-pleasing magnetism as the template-setting original. Even now, few cars have the power to stop you in your tracks quite like a Stratos.



A MAGAZINE COVER STAR IN PERIOD, the example pictured here racked up its fair share of wins in hillclimbing, but it began life as a road car. Built in 1976 and first registered a year later, the conversion for competition use occurred in '78 with the Bartolini tuning concern adding monstrous Weber 48 carbs, racing cams and a works-spec transmission. Owner Idealgo Branducci (although it was registered in his girlfriend's name) campaigned the car - in Jolly Club colours on occasion - but was unhappy with the way it performed. The Lancia subsequently gained a reworked cylinder head with uprated valves, while smaller Weber 44 carbs were substituted, parts being sourced from respected Piedmontese driver and tuner Claudio Maglioli. At this juncture the car produced about 240bhp, if documents from the time are to be believed.

The car found greater success, however, when ownership passed to Giovanni Gandolfi. The Parma man had form in continental hillclimbs, having previously accrued a considerable haul of silverware aboard Alpine A110s. In 1980-81, Gandolfi was the man to beat in the up to 2.5-litre class of the Italian Hillclimb Championship. In 1982, it was sold to Berardo Taraschi whose family, in addition to operating

several marque agencies, had hitherto constructed single-seaters and sports-racers. Not that it was driven much: the Stratos covered all of 200km during his ownership to 2011, when the car was acquired by former motocross ace Daniele Turrisi.

"It was found in an underground garage," he says. "It was one of 15 cars that were just sitting there collecting dust. After Taraschi died, I don't think his family knew what to do with them. The Stratos was wedged between a Dino and an ex-Arturo Merzario Ferrari 330GTC. It took three of us five hours just to manoeuvre the car into a position so that it could see daylight. Everything about it was exactly the same as it was when it had been put away almost 20 years earlier. It wasn't perfect; the petrol tank was leaking, and there were a few other little things that needed attention, but what I loved about it most was that it was so original. You don't see many like this that haven't had a new chassis - or a new body for that matter - at some point in their lives."

Turrisi and his team subsequently restored the car mechanically, but were at pains not to gild the lily. That said, a subsequent keeper decided to repaint the bottom half of the car, much to Turrisi's annoyance. Otherwise, the glassfibre body displays every chip, graze and starburst with pride and is all the better for it. Turrisi reacquired the car in 2014 and enjoys exercising it as and when the mood takes him.

Inside, it's an intriguing mix of road car and competition tool. It has a Stradale dashboard but there are also myriad extra gauges, kill switches and idiot lights. Those, and exposed screw heads. And lots of them. What's more, it's nowhere near as uncomfortable as you

might imagine, but somehow you suspect ergonomics were pretty low down on the list of priorities when the Stratos was in the throes of creation. Adopting the 'bum first, legs next' approach to entry, you then have no choice but to assume an arms outstretched, splayed legs stance. Ventilation, meanwhile, is in short supply, the Perspex side windows shuddering down in arcs. It's all very basic, but it works.




WITH THE FUEL PUMP PRIMED, AND following a couple of stabs at the throttle, the transverse V6 fires with the sort of fanfare that causes your pulse to quicken and pupils to dilate on turning the key. But then four chain-driven camshafts are spinning in their alloy heads just a few inches behind you. The dog-leg 'box snatches if you treat it gingerly, and the clutch is on the heavy side, but once up and running the action is smooth and defined so long as you remember to blip on both up and down changes. The sense of immediacy is spectacular.

The steering is light, but then there is little weight up front. It's ultra-precise, if perhaps a little edgy at even moderately enthusiastic speeds. Kart analogies are unavoidable. Then there are the disc brakes that don't have servo assistance. Get your gearchanges and braking done approaching a corner, pick your line and the rest is controlled via the throttle. You can then call upon the fantastic traction to slingshot you out of a bend before savouring the strung-out backbeat on the straight bits. The sound of a Stratos as it revs off its axis defies description as much as belief. It's giddy and utterly addictive.

As indeed is the sense of accomplishment felt when you get it right. Sitting so low, everything feels quicker than it actually is, the fact that you cannot see farther than the base of the windscreen heightening this sense of sainted lunacy all the more. The suspension is firm, and every zit in the asphalt is relayed through your contact points to the point that your kidneys rattle, but it isn't anywhere near as intimidating as legend would have you believe. But all too soon playtime is over and we're back to reality. That, and more traffic.

Stories of the Stratos being a white-knuckle ride due to an excess of power and paucity of wheelbase do it a disservice. It's relatively easy to drive so long as you focus. That said, while it isn't necessary for mere mortals to tiptoe, driving one at ten-tenths would require serious talent. That, and a lack of imagination.

There was nothing else like a Stratos in period and there has been nothing quite like it since. It's perfectly imperfect, which is why we love it still. 

Thanks to Daniele Turrisi for his help with this feature: <http://mondancars.jimdo.com/>

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FOUR OF THE LAST FIVE finishers at the 2014 Indianapolis 500 were British. The glory days of Dan Wheldon and Dario Franchitti suddenly seemed a long way off. However, it should be recalled that an Englishman, Hughie Hughes, took the final place at the inaugural 500 in 1911. Within a year he had become one of the favourites.

Others have been claimed as the first Englishman to participate in the Indianapolis 500, but the local newspapers in 1911 and 1912 made much of the fact that Hughes came from the UK. There were times when they almost overdid it. According to the



Hughes was last of the classified finishers in the 1911 Indy 500, when he took his Mercer to 12th place

Hughie Who?

Indianapolis Star, in a quote that sounds more as if it came from the pen of the journalist rather than the mouth of the driver, Hughes was going to “buy a manor house and farm in merry England” should he take home the winner’s \$50,000 prize. The *Indianapolis News* was among those that even referred to him as ‘Lord’ Hughie but, as the track’s England-born historian Donald Davidson quips, “Americans thought that most Englishmen were ‘lords’ then.” Hughes was also described as having “a foreign grin and carriage”.

Said the *Star* in 1912, “He is an Englishman and is one of the old-school drivers of which few are now racing.” The paper then describes the basis for this statement, claiming that he had driven a De Dietrich in the 1904 Gordon Bennett International Cup in France. There are two flaws in this. Set aside the perhaps understandable one about where the race was held (it took place in Germany that year). What is questionable is that Hughes could have driven a De Dietrich, for the Gordon Bennett regulations were very specific that driver and car should come from the same country. The *Indianapolis News* is another that refers to a 1904 Gordon Bennett appearance, at the same time as saying that Hughes was “only 25 years old” when he started the 1911




His name is seldom – if ever – mentioned when British drivers’ contribution to Indianapolis history is discussed, but Hughie Hughes was a Speedway pioneer

writer IAN WAGSTAFF

Indianapolis 500. (It was elsewhere stated that he was born on January 1, 1886.) Perhaps it is not surprising that the records for the 1904 Gordon Bennett contain no reference to Hughes.

Two years previously, the *Star* had written about time trials for the new Indianapolis speedway. Hughes is quoted as saying, “I am going to drive a quarter in seven seconds on that new brick course. There is no reason why I should not be able to do this on that track, which beyond all doubt has the Brooklands

surface beaten by far.” Another paper, the *San Francisco Call*, described him as being “fresh from his triumphs on the Brooklands track in England”. Yet, again, there are no records of Hughes in the archives at Brooklands, so make of this what you will.

What does seem certain is that Hughie (one paper describes him as ‘GH’) Hughes sailed to the USA during 1906, coming to prominence driving an Allen-Kingston in 24-hour races on Brighton Beach, New York, where, in 1909, he was badly burned when his clothes caught fire following an accident. His riding mechanic 

and another driver rolled him in the sand to extinguish the flames. The *Call* was referring to him as “the famous racing driver” even then. That same year, he is also reported as driving the Allen-Kingston in one of the year’s major racing events, the Massachusetts-based Lowell Trophy, crashing the New York-made car in the last third of the race after starting second.

The first reference to Hughes with regard to Indianapolis concerns the time trials that took place in December 1909, following the Speedway’s resurfacing with bricks. It was reported that Walter Christie, the first American to race in the French Grand Prix, was going to drive his “freak” front-wheel-drive car and had brought with him Hughes, “The veteran Allan-Kingston driver and one of the most experienced men on the track of this country.” Even though he had raced the ‘long-nosed’ car on Californian dirt tracks, Hughes, it appears, was mainly there “to look after the Christie car, tuning it up and getting it ready for the fray”. The plan was that he should drive the quarter mile, but it was Christie who set a new American record for this. By the following September, Hughes was the factory driver for Indianapolis-based Parry Auto Company (founder David Parry had previously been a partner with his brothers, in what was one of the world’s largest carriage factories). That month the track opened for the fourth, and last, in a series of short and handicap race meetings. He participated in three of the 20 events on the card, including two five-lap handicaps – one of them described as “wild and confusing” – and a two-lap scratch race, with a best finish of fifth.



THE FOLLOWING YEAR THE SPRINT races gave way to the first Indianapolis 500 and Hughes was among the 40 drivers on the grid. He was now a Mercer factory driver, his virtually stock 300 cubic inch Raceabout being typical of the period with its box-like bonnet, artillery wheels and racing number roundel standing proud above the fuel tank. It was nicknamed ‘The Monk’ by virtue of the fact that Hughes carried a toy monkey. That the Michelin-shod car was on the seventh row of the grid was no reflection of Hughes’s ability. That year the grid was decided by the order in which entries were received.

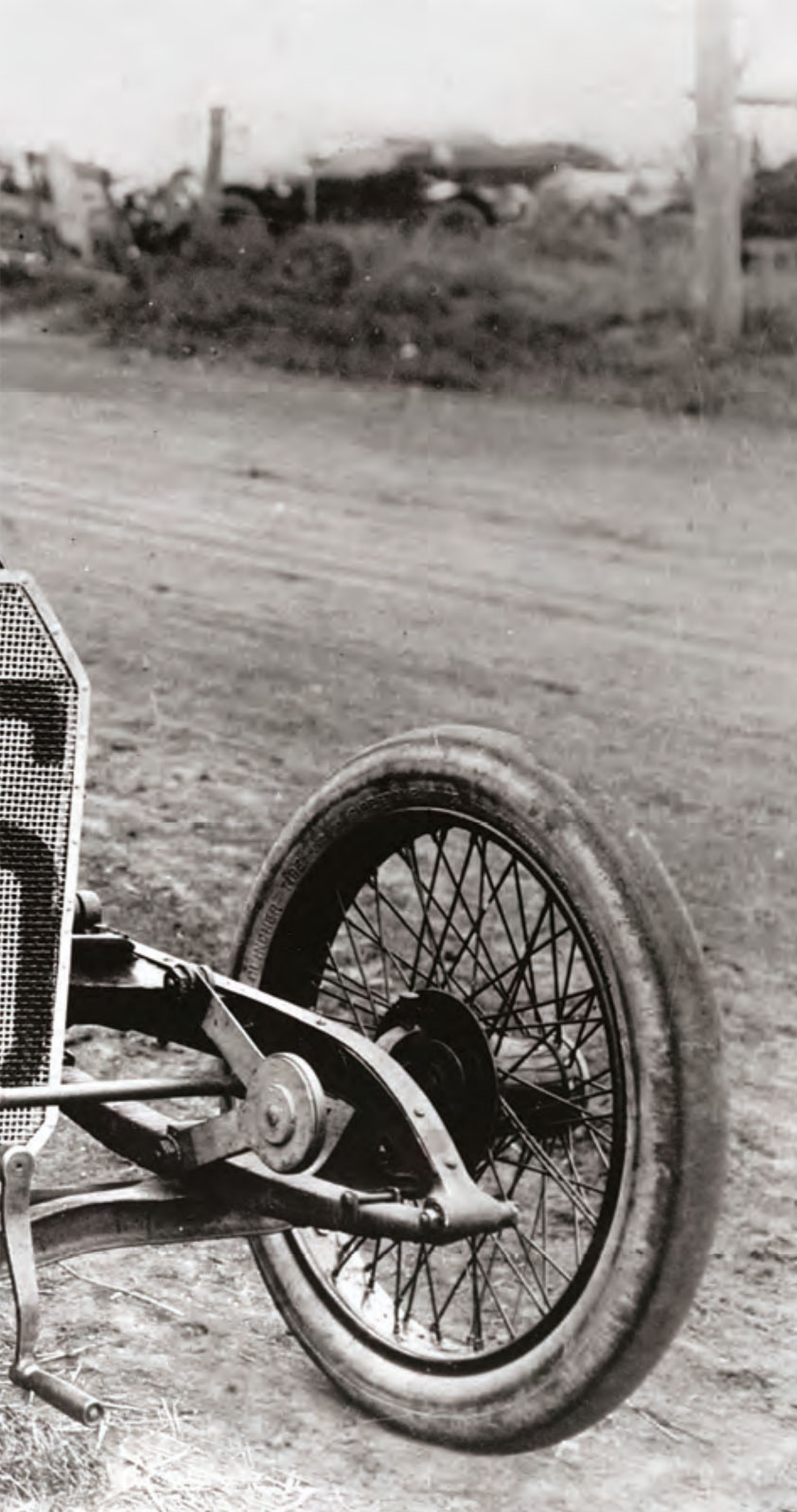
By the end of 10 laps, Hughes was up to 19th, just behind team-mate Charlie Bigelow. With 100 miles to go he was reported to be running well. The prize money that year was divided up between the first 12 finishers, each of whom had to complete the full 500 miles irrespective of how many times they had been lapped. Hughes was originally announced as coming 10th, but this was revised to 12th and last with an average speed of 67.73mph. As *The Automobile* reported, “The small end of the purse went to Hughes. The New Jersey car ran



Hughes, centre, with fellow racers Eddie O'Donnell (left) and Bob Burman. Above, his Mercer won the 1912 Aurora Trophy at Elgin



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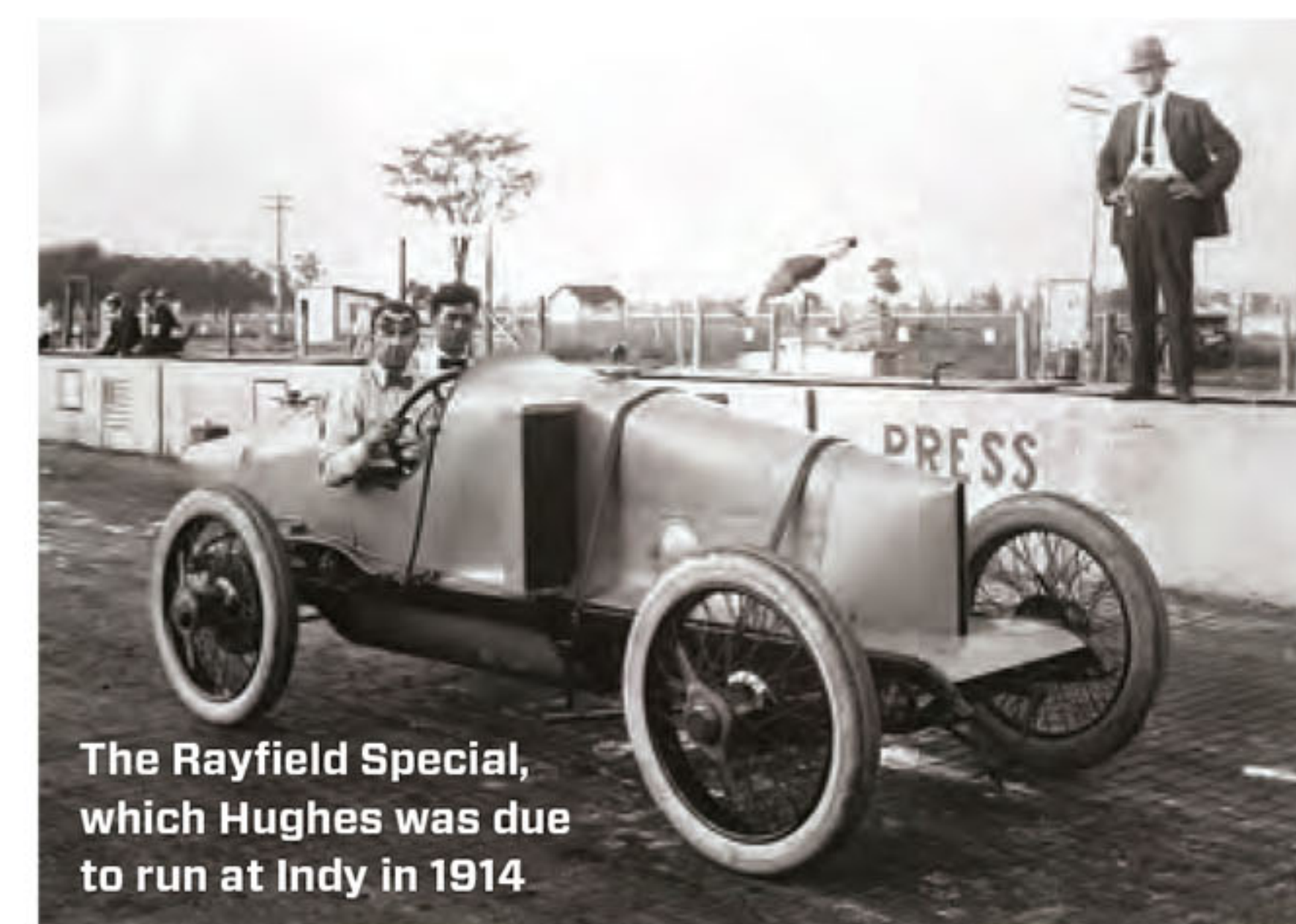
O'NEEFE COLLECTION

in the race, yet they withstood the battle of the heavier cars... Hughes drove his usual perfect race and sent his wire-wheeled machine around the course at a consistent speed." By the end of the first 100 miles he was running ninth, moving up to a steady fourth by half-distance.

Through a rather unfortunate oversight, the Mercer ran out of fuel on the back stretch, coming to a stop at the start of the home straight. That meant Hughes and his mechanic Eddie Pullen had to push the car three quarters of a mile to the pits. It was a costly error as he was to finish eventually just one minute 40 seconds behind runner-up Teddy Tetzlaff. He also had to make six stops due to tyre trouble. Averaging 76.13mph, however, he finished third behind Joe Dawson and Tetzlaff and was awarded a prize of \$5000. Then the Stutz team put in a protest. Their man Charlie Merz had come third, they reckoned. The AAA (American Automobile Association) officials retired to the Claypole Hotel to recheck the figures from the timing instruments. Late that night they

we'd better run over and see what our crazy driver had done". The car was withdrawn. A year later, Hughes tried again to qualify, this time in an FRP, but failed to make the grid.

As far as Indianapolis was concerned, there was to be one last hurrah, indeed perhaps his finest at the Speedway. In 1916, Hughes was entered in a Hoskins Special for all three races on the card of a unique event, the Harvest Auto Racing Classic. It was in the 50-mile race that



The Rayfield Special, which Hughes was due to run at Indy in 1914

IMS

“ON THE LAST LAP HUGHES TOOK THE ENTIRE TWO AND A HALF MILES WITH THE THROTTLE WIDE OPEN”

smartly from end to end but did not have quite the power to land higher in the list.”

Within 12 months Hughes had risen from last-placed finisher to one of the favourites. “Hughes is one of the most reliable drivers in the game and his big Mercer, a new creation built especially for this race, has made an impression on the rail birds and many predict that Hughes will be a winner. The Englishman has studied the track and believes his tire wear has been reduced to a minimum,” reported the *Indianapolis Star* four days before the race. There was also support from a significant quarter. A day later the same paper stated that 1911 winner Ray Harroun was “stuck on Hughie Hughes’ Mercer. Ray says that Hughes has the likeliest car in the race because it has a small engine and is shy on *avoirdupois*.” (Harroun obviously had a way with words – he could have just said it was light.)

Hughes’ new Mercer, the smallest engined entry but looking more like a racing machine than his 1911 car, posted a speed of 81.81mph in practice and Hughes found himself on the fourth row of the grid. His race is perhaps best seen through the contemporary words of *The Horseless Age*. “Of all the finishers probably the most praise is due to the work of Hughes in the Mercer and Merz and Zengel in the Stutz cars. They were the most diminutive machines

confirmed that an Englishman had, indeed, finished third in the 1912 Indianapolis 500.

It was to be Hughes’s last 500 start, although he had not yet done with the Speedway. Relief drivers were then allowed and the following year he took over Bob Burman’s Keeton for a while. He was back in 1915, assisting Bill Carlson. In fact it was Hughes who was at the wheel of Carlson’s Maxwell as the chequered flag fell, assisting him to ninth place. (Hughes, himself, was one of the few not to use a relief driver in 1911, a feat he repeated in 1912.)



IN 1914 HUGHES PUT IN A LATE ENTRY for the side-radiator Hughes-Rayfield Special, a collaboration between himself and carburettor manufacturer William Rayfield. Just 10 days before the 500, Hughes arrived at Indianapolis having driven the car from Illinois. He then proceeded to set practice times that would have been good enough to qualify him for the race. On the eve of qualification, however, he took the car downtown. It is now lost in the mists of time as to whether he was showing off to a girl or to the press, but what is certain is that he over-revved his six-cylinder engine, destroying a crankshaft bearing. Rayfield’s son George remembered how he and his father had been at breakfast when “someone came in, shouting

he really shone, briefly leading eventual winner Johnny Aitken. On the final lap the pair ran neck and neck. Said a breathless *Indianapolis Star*, “On the last lap Hughes took the entire two and a half miles with the throttle wide open and his car wracking itself at every revolution. He gave Aitken the race of his life down the final stretch.” The honour of being the first British driver to win a race at Indianapolis had already fallen earlier that year to Italy-born Dario Resta. At the end of the Harvest Classic 50-miler, Hughes was a scant 0.23sec away from being the second. A dramatic photograph shows Aitken and Hughes thundering under a makeshift bridge from which the chequered flag is being waved. Hughes was also runner-up to Aitken in the 100-mile encounter, albeit 19sec adrift. The size of Hughes’s purse was reflected in the length of the race, \$2000 for the 100-mile race, \$500 for the shorter event. He also finished fourth in the 20-mile encounter, winning \$100.

Away from Indianapolis, Hughes had achieved some significant victories, notably in the 1911 Savannah Trophy in Georgia for Mercer. The Vanderbilt Trophy was to be held on the same track a few days later and the *New York Times* asked Hughes for a prediction. Hughie wrongly suggested Victor Hémery. He was a regular contender in AAA National

Championship contests, winning four times (the Kane County Trophy, Elgin and Fairmont Park, Philadelphia in 1911, the Aurora Trophy, Elgin in 1912, all driving a Mercer, and the Golden Potlach Trophy in 1914, at the wheel of a Maxwell). In 1912 he competed in the American Grand Prize in Milwaukee, but suffered a broken fuel line.

Prior to a road race at Tacoma, the *New York Times* described “The Hughes-Mercer combination (as) one of the most feared in the entire contest... It should prove a dangerous contender.” The Mercer was put on display at the 1912 National Automobile Show in Madison Square Gardens, New York. The *Times* was again effusive: “Cups won by Hughie Hughes and other drivers are piled up on the yellow Mercer racer, which has such a sweeping career in the 300-cubic inch class events.”




TOWARDS THE END OF HIS LIFE HUGHES drove ‘Toodles V’, a 9-litre airship-engined Sunbeam that had made its way to the USA and was now owned by wealthy New Yorker Richard Adams. A fortnight before the 1916 Corona GP in California, he was permitted to make a dawn trial along the three-mile course. It was said that no one could remain asleep because of the sound of the Sunbeam’s V12

“VIRTUALLY THE WHOLE CITY WITNESSED HIS BEST LAP OF MORE THAN 100MPH”

engine and that virtually the whole city witnessed his run with a best lap of more than 100mph. He did not last the distance but reappeared with the car, now with a two-seater body, for a 150-mile race at the Ascot dirt track, where he finished down the field.

Later that year Hughes was entered at the Uniontown, Pennsylvania board track. It was reported as being a bright and sunny day and that the track was of superior construction to those built in previous years. “Hughie Hughes is one of the best automobile drivers the world has ever seen,” said the programme. At noon, Hughes was scheduled to make a one-mile and then a five-mile exhibition run in Toodles V. After the race he was expected to take a tilt at the world’s 10-mile record with the car. On the 64th lap of the race, however, engine trouble

forced his Hoskins into the guardrail. Hughes, who was now living in Los Angeles having recently married Peggy, got out and walked toward the press stand, where he began to engage car owner JCHoskins in conversation. Frank Galvin then lost control of his Premier and hit the structure. Hughes was reported to have seen the danger but had no chance to escape. He was killed instantly, his body being buried in the wreckage. A journalist, caught up in the demolished stand, escaped to find a telephone and file a report to the *Fayette County Daily News Standard*. The edition carrying his story had the highest circulation in that publication’s history. Another paper, the *Connellsville Daily Courier* reported Hughes as being aged 34 from London, England.

In the annals of British racing drivers, Hughie has been largely ignored, an expatriate who impressed inhabitants of a distant country in the days when trans-Atlantic communications were still primitive. Others were to follow, with Resta succeeded by George Robson, who in 1946 became the first UK-born driver to win the event, and then Jim Clark, the 50th anniversary of whose victory is celebrated this May. However, never let it be forgotten that Hughie Hughes was on the grid for the inaugural Indianapolis 500-miles Sweepstakes, the first Briton to compete at the Speedway. 



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Hughes aboard the Sunbeam racer ‘Toodles V’ at Ascot in 1916, a few months before he died

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ALBERTO ASCARI

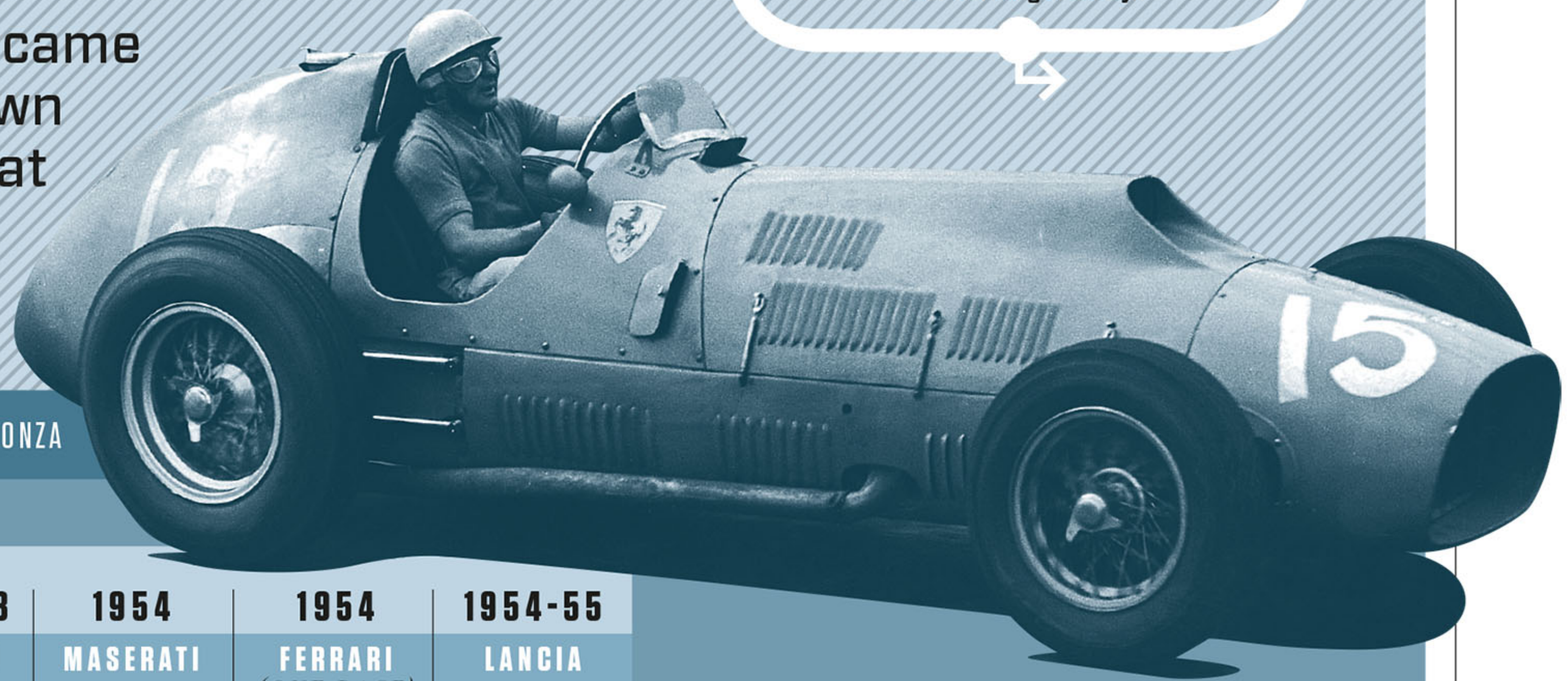
The son of a star who became a headline name in his own right and set a record that endured fully 60 years

writer PETER HIGHAM

BORN JULY 13 1918, MILAN. DIED MAY 26 1955, MONZA

INDIANAPOLIS

Ascari drove a Ferrari 375 in the 1952 Indianapolis 500. He qualified 19th and was up to eighth after 40 laps when he spun in Turn Four because his right rear wheel gave way.




GP TEAMS

1947-48	1948	1949-53	1954	1954	1954-55
SCUDERIA AMBROSIANA	ALFA ROMEO (ONE RACE)	FERRARI	MASERATI	FERRARI (ONE RACE)	LANCIA

THE SON OF 1920s ALFA ROMEO star Antonio Ascari, Alberto was seven years old when his father was killed while leading the 1925 French Grand Prix at Montlhéry. He decided upon a career as a racing driver nonetheless and made his own GP debut in the 1947 Italian GP at Milan, when driving a Scuderia Ambrosiana Maserati 4CLT. Victory in San Remo at the start of 1948 was rewarded with a one-off appearance for Alfa Romeo in that year's French GP, which he finished in third position.

It was when Ascari joined Ferrari in 1949 that his potential began fully to be realised. The team had overtaken Alfa Romeo as world championship pace-setter by the end of 1951, with Ascari and José Froilán González winning three of the last four qualifying rounds. The Italian totally dominated the championship during 1952 and 1953, winning another 11 GPs to become the sport's first back-to-back champion.

It was a surprise, therefore, when he joined newcomer Lancia in 1954, although the Vittorio Jano-designed D50 was ready only for the final GP of the year. Ascari led from pole position on the car's debut in Spain and that promise was confirmed by victories at Turin and Naples in '55. He was about to inherit the lead of the subsequent Monaco GP when he lost control entering the chicane. The Lancia shot through the straw bales and into the harbour below. He escaped with a cut nose, but suffered fatal injuries just four days later when he rolled a Ferrari 750 Monza at Monza's Curva Vialone.

Both Antonio and Alberto Ascari were 36 and in the prime of their careers when they lost their lives. 



1949
SWISS & ITALIAN GPs

1951
GERMAN & ITALIAN GPs

1952
BELGIAN, FRENCH,
BRITISH, GERMAN,
DUTCH & ITALIAN GPs

1953
ARGENTINE, DUTCH,
BELGIAN, BRITISH &
SWISS GPs

He took all 15 GP wins (inc pre-1950) while driving for Ferrari

WORLD CHAMPIONSHIP RESULTS

1st	13
2nd	4*
3rd	0
4th	2
5th	1
6th	1
7th	0
8th	1
Retired	10

32 RACES ENTERED

* including twice having taken over team-mate's car after retiring his own. Total races includes '52 Indy 500

DOMINATION

Ascari won nine Grands Prix in a row from the 1952 Belgian to 1953 French GPs. It was a record that was matched only by Sebastian Vettel in 2013 – how do their record nine GPs compare?

	ASCARI	VETTEL
Days unbeaten (inc close season)	377	200
Percentage of laps led	91.79%	87.40%
Races led from start to finish	6	5
Pole positions	7	6
Lowest grid position	2nd	2nd
World championships clinched	1	1



The legendary Graham Hill – original painting by Dexter Brown

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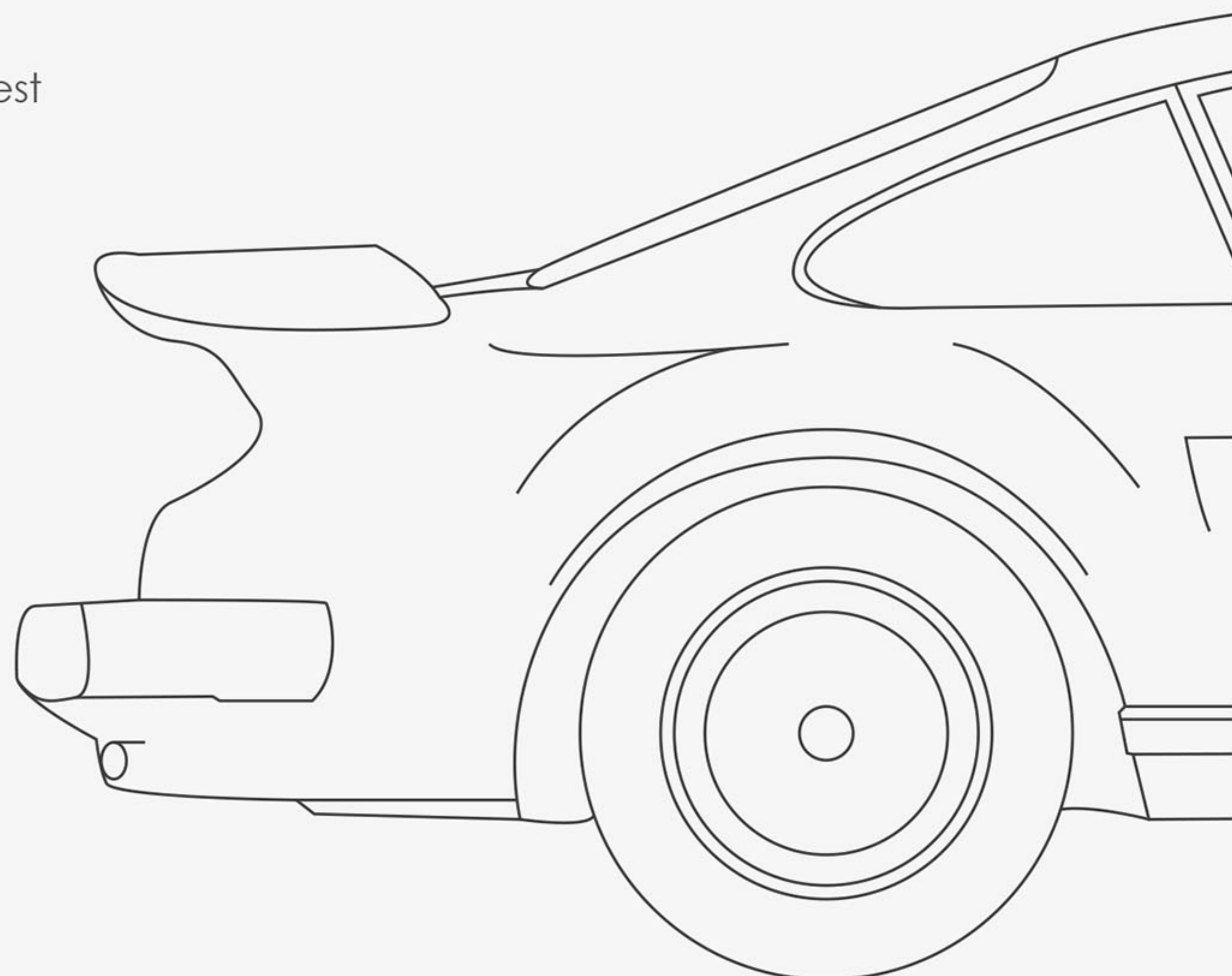
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EVEN T S

OF THE MONTH

73RD MEMBERS' MEETING ♦ PHILLIP ISLAND CLASSIC



“RIVETED ALUMINIUM
CREATED FAR MORE
INTERESTING SHAPES
THAN ANY WIND TUNNEL
HAS YET DEvised”

Clark gets the jump on Swift and Graham at the start of Sunday's Marshall Trophy

JACOB EBBEY

73rd
Members' Meeting
Goodwood

IS THE FORD CAPRI THE WORLD'S FINEST INVENTION? Discuss. It's unlikely ever to earn the halo status of a Ferrari 250 GTO, granted, but there's something oddly uplifting about watching a phalanx of them bucking through Madgwick, the swift right-hander that opens the door to a lap of Goodwood. It was certainly enough to make spectators rise from their picnic blankets. The Capris were engaging to behold rather than truly competitive during the Gerry Marshall Trophy, the Group 1 saloon race that headlined the second new-generation Goodwood Members' Meeting (and the 73rd in all) on March 21/22. Nigel Garrett (Chevrolet Camaro) comfortably won the qualifying race, ahead of a crowd-pleasing tussle between David Clark's Camaro and Nick Swift's Mini 1275GT, and Garrett/Stuart Graham looked to have the main race in the bag, too. Then the safety car was deployed just as Graham was about to hand

EVENTS

OF THE MONTH



McLaren F1 demo was lively. Right, from top: Gp C pack featured Toyota, Jaguars and much else; Shaun Rainford defies gravity; Freddie Hunt drove Hesketh 308C



over – a fate that likewise befell the second-placed Rover SD1 of Tiff Needell/Peter Mallett. With the pits out of bounds, the leaders had to stay out while the field closed up and all advantage was eroded. Clark/Matt Neal came through to win, from Chris Ward/Chris Harris (SD1), Swift/Andrew Jordan and Garrett/Graham. The best Capri? Fifth, in the hands of Nicolas Minassian and Paul Pochciol.

There were one or two mutterings about crowd numbers rising at what is supposed to be a restricted gathering – some of the well-established Revival Meeting's attractions, but without the crush – and indeed they had. Last year's trial event did not sell out, but this one did: there were 30,000 attendees over two days and that will remain the cap. It's true that the paddock area was busy, but if you wandered to Madgwick and beyond – towards the best viewing spots, far from the madding clamour – the audience soon thinned to almost grass-roots levels.

The racing was interspersed with high-speed demos, to which end the paddock was ripe with 1970s F1 cars, including Maki F101B (a static exhibit), Token RJ02, Trojan T103 and many other things to remind us that riveted aluminium created far more interesting



Sean Danaher (Maserati 8CM) leads Earl Howe Trophy field away. Below, Mark Bates heads antique 911 pack

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SIMON ARBON, JACOB EBBEY & LIT

shapes than any wind tunnel has yet devised. Recent F1 was represented on a smaller scale, with Anthony Davidson driving a 2013 Mercedes W04 against Jochen Mass (1971 300 SEL AMG) and Karl Wendlinger (2015 AMG GT S) in a two-lap handicap designed to provide a visible demonstration of F1's performance credentials. It was an opportunity to see a last-generation F1 V8 up close, but also raised another question: which looked better, the W04 of two seasons past or the Shadow DN5 that Tony Southgate crafted 40 years ago? Bit of a one-sided beauty contest, that.

Goodwood has long been accused of prioritising entertainment over period realism, but there's not much harm in that. Fifty years ago motor racing was an aesthetic treat, but not always terribly competitive. Goodwood meetings tend to be both.

Grant Beath (Shadow DN7) kicks up the oil dust. Right, Emanuele Pirro enjoyed a run in ex-Niki Lauda 312 B3



Other highlights included Andrew Wilkinson's Formula Junior victory (from 27th on the grid), James King (Chevron B17) beating Simon Armor (March 703) by 0.018sec in the 1.0-litre F3 race (after Armor's last-gasp error at the chicane), a fine Sopwith Trophy duel between victor Andy Wallace (Jaguar MkI) and Richard Meins (Austin A40) and Shaun Lynn/Emanuele Pirro winning the into-the-dark Graham Hill Trophy.

Oh, and one-make races might not be appropriate at Goodwood, but the John Aldington Trophy (won by Andrew Jordan) illustrated what Porsche should do if it wants to improve its F1-supporting Supercup: run it for 1960s 911s.

Ticket prices might be on the high side, but the same is undeniably true of the racing's quality. *Simon Arron*



George Nakas leads Peter Harburg in an all-Porsche 962 tussle. Right, Frank Cuttill gives chase in his SAS Special



Davidson (left) drove T332 with panache. Right, Woodbury's winning RX-2

Phillip Island Classic

MELBOURNE RACING GRANDEE LEX DAVISON won at the sensational Phillip Island circuit's inaugural meeting in December 1956. It was thus poetic that grandson Alex should celebrate the dynasty's relaunch of Lex's Ecurie Australie young driver initiative by winning four races at the Victorian Historic Racing Register's 25th Anniversary Classic event on March 6-8.

Having experienced father Richard's ex-Guy Edwards/Alan Jones Formula 5000 Lola-Chevrolet T332 HU34 for the first time on its eve, Alex, 35 – who shares an Erebus Motorsport Mercedes-Benz AMG with brother Will in the International V8 Supercar championship's enduros – only lost out in the opener to Paul Stubber in his ex-Vern Schuppan March 81C Indycar. Fourteen years



after he last raced a single-seater (in the 1999 Formula Ford Zetec Festival at Brands Hatch), Davidson looked as if he'd been born to the Theodore Racing-liveried Lola in which his uncle Jon competed from 1977-80 and cousin James has raced in recent years.

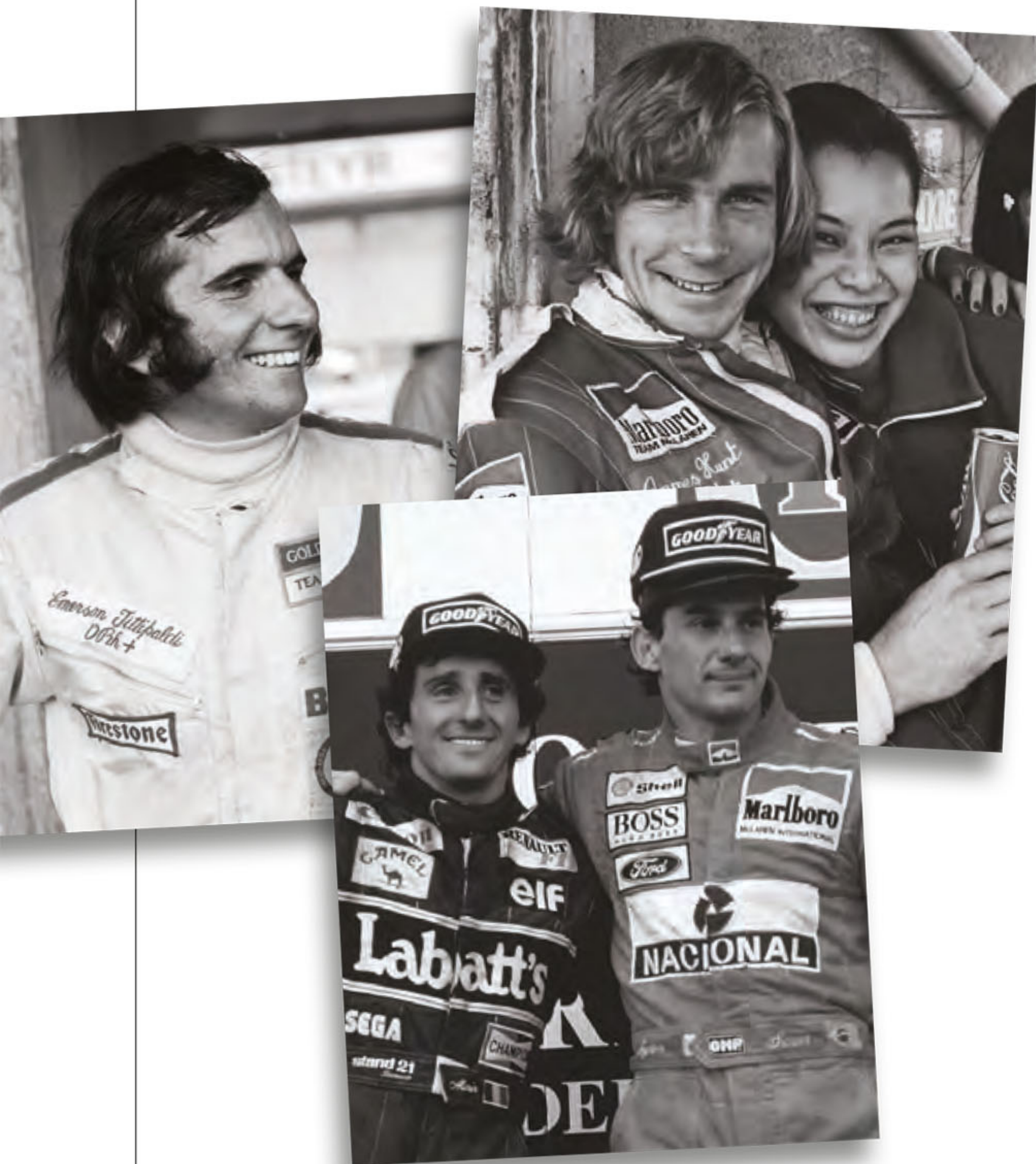
Nowhere else are enthusiasts entertained by a wider spectrum of machines. Spanning home-built specials with charismatic names such as Monoskate and Vulgarilla to sizzling Porsche 962s from sports car racing's Group C era, plus a daily demo of Australian V8 Supercars up to 2002, the action came thick and fast over three days and 49 short races.

The joyous mix included Peter Whitehead's '38 Australian GP-winning ERA R10B – in which US-domiciled Irishman Paddins Dowling won a race with panache – John Gale's ex-Tim Schenken F1 Surtees-DFV TS9B (which fellow Aussie Neil Doyle subsequently raced with Chevrolet power in F5000) and 1.5-litre Lola-Hart THL1 and Benetton-BMW B186 turbo F1 cars.

Sports car classes brought the weekend's closest finishes. George Nakas piloted the Blaupunkt Porsche 962 to win a gripping duel with Wayne Park in Peter Harburg's Jägermeister version. Veteran Rusty French (ex-works De Tomaso Pantera), meanwhile, only just got the better of Porsche 911 Carrera ace Geoff Morgan.

But the up to 3-litre Historic Touring Cars provided the best racing. Bathurst's Phillip Woodbury overcame brake and gearbox issues to score three wins in his Mazda RX-2 Capella, rival Anthony Read having generously loaned his spare 'box for the final day.

Elsewhere, Ron Tauranac and Lady Margaret Brabham were present as fans reflected on triple Formula 1 world champion Sir Jack Brabham's career, while Bryan Thomson presided over the Ford Mustang Golden Jubilee pageant. *Marcus Pye*



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ON THE ROAD WITH

SIMON ARRON



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Kart star Enaam Ahmed will be two months past his 15th birthday when he starts his first car race

JANOB EBREY

FEATS ON THE GROUND

Banbury, February 13: A meeting with one of British racing's bright young hopes, a few days beyond his 15th birthday...

THERE WAS A TIME WHEN front-running junior racing teams operated from simplistic huts scattered around Silverstone's perimeter, with their own cars in one corner and – possibly – somebody else's in another (illicit sub-letting being a useful tactic to subsidise running costs).

It's quite hard to relate that to the way modern teams operate. A breeder of champions in F3000 and GP3, race winner in GP2 and Formula Renault 3.5 and now also committed to the new entry-level MSA Formula, which begins

at Brands Hatch on April 4-5, Arden Motorsport is tucked away on a bustling Banbury industrial estate, its smart two-storey building incorporating immaculate working bays for four separate teams, bar area, boardroom and a couple of highly sophisticated race simulators.

Nor is it just the surroundings that have changed. Thirty-odd years ago teams would be looking to hire drivers in their early 20s. Today, Arden's freshest recruit is 15 – and then only just.

Born in London on February 4, 2000 to a Pakistani father and Kenyan mother, Enaam Ahmed won last

SIMON ARRON

year's FIA CIK world and European karting titles, beating an 88-strong field at Essay, France, to clinch the former. (Michael Schumacher's son Mick was runner-up in both.) Quite a transition, then, from his first racing experience. "I was taken to Silverstone for the British Grand Prix in 2005, the last year of the V10s," he says. "I was sitting at Stowe and clearly remember the sound – I found it so scary that I cried and couldn't watch the whole race..."

There is no motor sport pedigree within his family, but F1 gripped him properly in 2008, as the TV relayed images of Lewis Hamilton edging towards the world title. "I didn't know that much about racing," he says, "but started watching Lewis and thought, 'Wow!' I subsequently went to Rye House to do a few corporate days, after which it rather escalated.

"I obtained some OK results when I began racing cadet karts, aged nine. Things started getting better – I wouldn't say good – when I was 11. I was scoring top-five finishes in the British championship, and in 2012 I had a really strong season. That was when I began to think I might be able to get somewhere, because previously I'd just treated it as a hobby. Stevenage Sheet Metal then stepped in as a sponsor and that allowed me to move into European racing, so I started working harder at improving my nutrition and fitness.



KARTPIX.NET

I had to give it my all, or the next karting season might be my last. If I didn't do well, I knew I'd be expected to focus on school instead." Ah yes, education. How does that work?

"I've had great support," he says. "In 2014 school arranged my timetable so that core lessons were from Monday to Thursday, which left Fridays free for travelling to events. I also took homework to the track with me.

"I don't know what will happen in my future life and it's important to complete my education. I see myself as a normal kid and want to make sure I have a back-up plan. I'm looking to do maths to A-level and quite fancy a career in the financial sector if motor racing doesn't work out."

It took Ahmed five seasons to go from corporate days at Rye House to racing in Europe, left and below. Last year, he won the FIA's world and European titles



KARTPIX.NET

Prior to signing for Arden, he'd tested Italian- and French-spec Formula 4 cars, at Albacete, Spain, and Le Mans Bugatti, then had a run in a recent Formula Ford Jamun at Pembrey.

"That had wings," he says, "but they didn't seem to do very much so I was sliding around everywhere. It taught me a lot, though."

His 2014 successes attracted broader media attention – and a few inevitable 'Is this the next Lewis Hamilton?' headlines. Did he see that as flattery, or an irritating distraction?

"It's a huge honour that I've even been mentioned in the same breath," he



Early testing of Arden's pre-painted MSA car in fairly typical winter conditions at Silverstone

JACOB EBREY

says. "I still see myself as a kid who rocked up at a kart track and won a couple of races. That kind of stuff doesn't distract me: I just try to concentrate on my driving. A couple of years ago they'd have been comparing some other youngster with Lewis Hamilton and 12 months from now it might be somebody else. Everybody matures at their own pace – and besides, I might have a terrible season, stop at the end of it and slip quietly back to school to complete my studies. Who knows?"

"I'm aware that I'll be up against drivers with more car experience, but for me the whole thing is a learning curve. I don't have any real expectations – I know it's going to be hard, and that I'll be against stiff opposition, but I don't like to look too far ahead. I just want to focus on what I'm doing now, perform at the very best level I can and then see what options open up for me. It's a whole new world and I'm starting from ground zero."

As you might have gathered, he doesn't sound 15...



Rally action, Chevron B1 sharing stand space with a Lola T70, Fiats, an outlet for Imp spares. Bliss...



THE CONFLICT WAS EVER THUS. Should you set off before the capital awakens, and thus traverse its density with such speed that you reach your destination far too early? Or do you allow yourself what ought to be enough time, then spend a whole morning struggling to reach the M40's southern extremities?

Option A always seems most sensible, and also accommodates a leisurely breakfast at Warwick Services – although that raises another burning question. Which bloody idiot thought it a good idea to sprinkle icing sugar on croissants?

Patisserie unsweetened and coffee consumed, I still peel early into the sprawling Stoneleigh Park, which momentarily feels like a racing paddock of yore. Race Retro won't open its doors for 40 minutes or so and a few last-minute arrivals are still being prised from their trailers prior to exhibition.

The event retains an old-school charm inside, too, because it is redolent of ancient racing car shows, when cottage-industry manufacturers – Hawke, Royale, Dulon, Van Diemen, Elden *et al* – would vie for attention with their latest single-seater ranges. There's not much new being unveiled, for the theme after all is history, but there is beguiling diversity and it's nice to see that Crosslé, which bucked the trend by surviving the onslaught of one-make racing, has official representation.

There are some fresh announcements –

TRADING PLACES

Stoneleigh, February 20: Race Retro, a charismatic pre-season show that glances simultaneously backwards and forwards

Chevron Racing assuming responsibility for servicing heritage Lolas, for instance, one famous name supporting another – and a number of presentations. Julian Grimwade becomes the latest driver to receive the



Arron hands Grimwade the VSCC Motor Sport Brooklands Trophy for 2014



DAMON COGMAN & SIMON ARRON

VSCC's *Motor Sport* Brooklands Memorial Trophy, for his 2014 race performances at the wheel of his 'Norris Special' Frazer Nash, and it falls to me to present a cup once held by such as Mike Hawthorn and Innes Ireland. My initial suspicion is that I'm much too young to be conducting such ceremonies, but a glimpse in the mirror suggests otherwise.

Race Retro weekends present an opportunity to watch the live action rally stage, but Fridays are a good time to renew old acquaintances, forge plans for the campaign ahead (Espíritu de Montjuïc in Barcelona from April 17-19? That sounds particularly tempting) and browse automobilia stalls selling chipped Corgi Toys, T-shirts sporting the logos of defunct F1 teams, Hillman Minx brake shoes and much else besides.

This bit of the show is a quixotic delight. I used to keep race programmes and still do, but for a long time didn't bother (or else gave them away) and have ever since been trying to plug a few gaps. A 1987 Brands Hatch FIA F3000 programme for £3?

Who wouldn't want one of those?

JOHN SEARLE

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HISTORIC SCENE WITH

GORDON CRUICKSHANK



One wheel in the past: searching out what's new in the old car world

www.motorsportmagazine.com/author/gordon-cruickshank



Two stalwarts of racing share the honours at the NMM's gallery opening

NATIONAL MOTOR MUSEUM

A DAY AT THE MUSEUM

A new National Motor Museum exhibition celebrates motor sport in all its guises

STIRLING MOSS SEEMS TO get everywhere – and I say that envying his stamina. But he was undoubtedly the right person to perform ribbon-cutting duties at the National Motor Museum's new motor sport gallery as he had driven several of the cars on display. He shared the honour with the equally indefatigable Murray Walker, after the pair conducted not so much a Q&A exercise as an entertaining story-swapping session in the museum's packed lecture hall. It focused on Moss's career and I was surprised to hear

Stirling assert that a C-type would be quicker than a D over a twisty circuit. Then Murray asked what had attracted Stirling to rallying. Answer: "£50!"

Titled *A Chequered History*, the new exhibition splits into two layers, one about Grand Prix racing that stretches from the 1912 Coupe de l'Auto Sunbeam (in front of the absolutely massive trophy it brought back) to Kimi Räikkönen's 2012 Lotus E20 via such as Bugatti T35, V16 BRM and Tyrrell 001. Film and interactive displays expand the story, along with race suits and driver helmets of seven world champions.

Down below, the Road, Race and

GORDON CRUICKSHANK



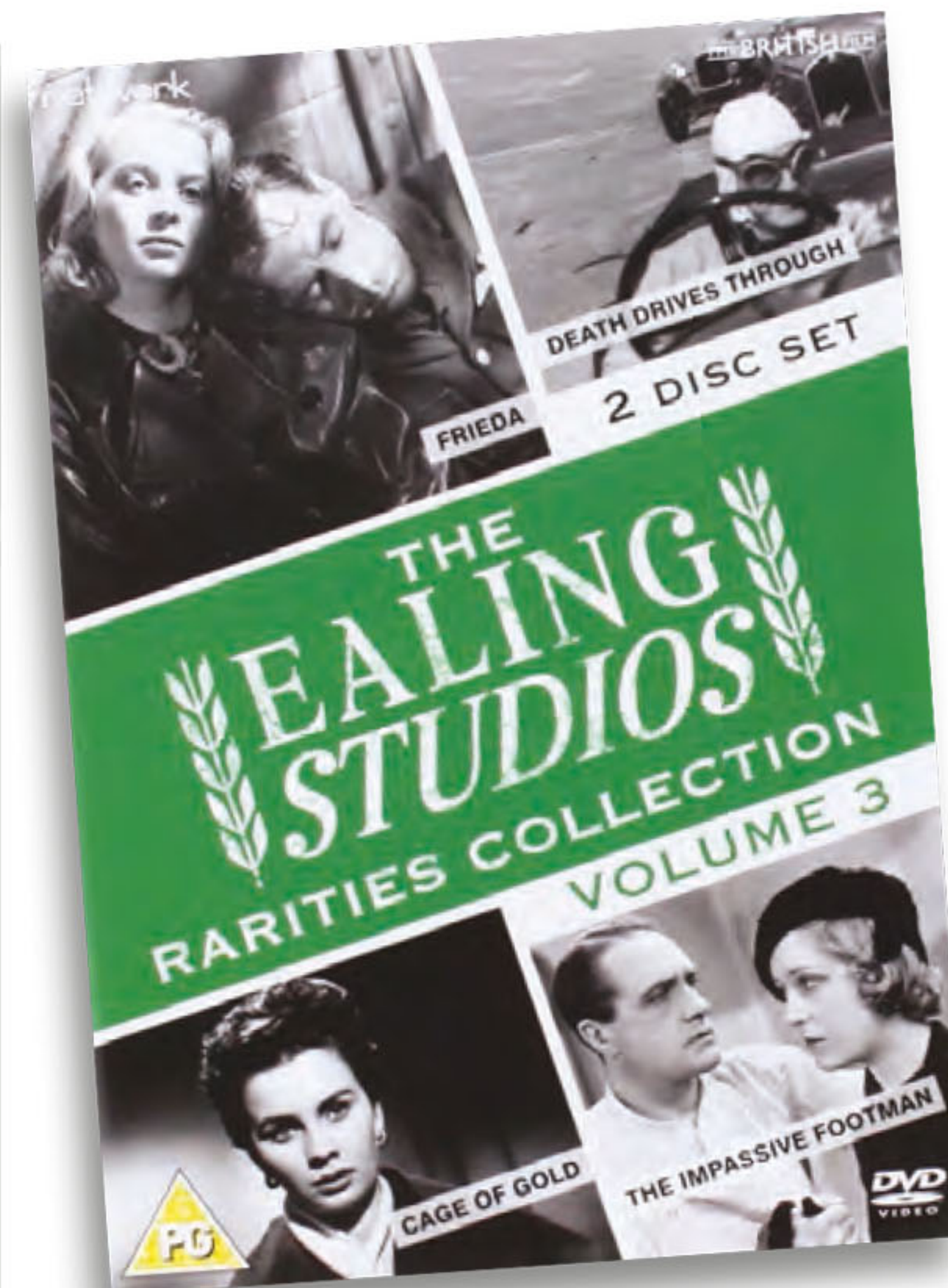
NATIONAL MOTOR MUSEUM

Rally section features rally cars including a Blomqvist Audi Quattro and a Vatanen Escort, one of the handful of Ford GT70s – it looks like a kit car – and an RS200. I still remember driving one on the road and being amazed not just by performance and grip but by the super-supple ride. That would make a sensational entry for something like Tour Britannia, now it has its Targa category for younger cars.

Other competition cars cover sports and formula racing: Cooper 500, trials cars, the Bolster Special 'Bloody Mary', Spa 24 Hours-winning BMW 320, Jaguar XJR-8, the Allard dragster – a wide spread, surrounded by more photos and memorabilia, some of it from Williams' and McLaren's own collections. There's even a 'start-up area' where visitors can see cars being worked on and hear them come to life, as chief engineer Doug Hill proved with a melodious blast from the NMM's supercharged Bentley 4½.

Along with the recent Land Speed Record gallery, this is a fine excuse for a return visit to Beaulieu if you haven't been down in a while.

Rally cars join racers in NMM's new motor sport gallery, opened by Moss and Walker, seen inspecting mementos of seven champions



DRAMA AT THE TRACK

A forgotten film recaptures some of the atmosphere of Brooklands in the 1930s

WHILE MAKING A 'QUOTA QUICKIE' B-movie around motor racing in 1935, I doubt the makers imagined their sensationally titled *Death Drives Through* would resurface 80 years later. But it has been released on DVD in the engrossing Ealing Rarities series and though packed with awful acting, a dead script and those pregnant pauses once thought to display intense emotion, it repays a look because of the footage filmed at Brooklands.

The plot (written by a young John Huston) involves a plucky and talented driver who has also invented a clever transmission and stirs up established racers with his 'Lark' special. Taken up by 'Lord Motors' he gets a works car that looks remarkably like a 2.3 Alfa, in which he beats everyone including the baddie, his jealous team-mate.

All this happens at Brooklands, including some surprisingly well filmed on-board footage and much assorted racing on the banking in which I could spot the Napier-Railton, 10½-litre Delage, a 'flatiron' which could be Frank Ashby's Riley 9, Type 35 Bugatti, Mercedes SS, Amilcar, and scads of Austin and Riley specials. There are wonderful atmosphere scenes in the paddock, too, and on the airfield when love interest 'Chili'

Ignore the badge, that's a 'Lord Special'. Below, ugly 'Lark' film mock-up; 'Italian' crew in slapstick pitstop



Bouchier takes the hero for a flight in her DH Gypsy Moth.

'Chili' was hot news in the 1920s, Britain's answer to Clara Bow, and Brooklands' Paul Stewart adds an amusing detail about her. Before being discovered she worked at Harrods, only to be dismissed for going out with another staff member. Several decades later, when she was still on stage, Mohamed Al-Fayed invited her back to the shop and apologised with flowers.

Chili also appeared in another film set at the Surrey track, called *The King's Cup*, about the air race of that name; it has been lost over the years and Brooklands would love to hear from anyone with information – or a copy.

Death offers buckets of period detail – I

liked the scene in the Racing Drivers Club, a lavish nightspot equipped with a four-lane slot racing track on which our hero crashes his slot car, prefiguring a terrible accident. For this the director chose to use actual footage of Clive Dunfee's fatal accident when his car went over the top, and it's a bit grisly, though viewing how he handled another crash using shapeless animated cars you can sense his difficult choice.

Paul tells me that the wooden lead, Robert Douglas, went on to direct *Columbo* and *Fame* on television, while Chili acted until her eighties, in the 1980s. *Death Drives Through* can't have been her proudest moment, but it makes an enjoyable hour for Track atmosphere.


And it comes with three other forgotten Ealing B-movies too.

ROLLING TAXATION

Check your paperwork – you could save money on your classic

DON'T FORGET THAT THE NEW ROLLING CAR TAX EXEMPTION IS NOW IN FORCE, exempting any car more than 40 years old from road tax. If your cherished machine was built before January 1, 1975, it now escapes road tax, regardless of when it was first registered. But it's up to you to ask DVLA to reclassify it as historic. If you are unsure of the exact build date and you own a British car, the Heritage Motor Centre's Archive department at Gaydon can help. They have access to the build records of most UK manufacturers, and will trace your vehicle and issue a certificate. There is a fee, but your tax saving will almost certainly outweigh that... <http://www.heritage-motor-centre.co.uk>

T WAS A SHOCK TO HEAR THAT PHILIP Young, who more or less created the sport of historic rallying, has died following an accident in Burma in February. Founder of the Endurance Rally Association, Philip was a big character, whose thick skin allowed him to bulldoze ambitious long-distance rallies through countries where diplomats feared to tread – Iran, Albania, Afghanistan. He was involved in a motorcycle crash just after seeing another triumph, the arrival of his Road to Mandalay event in Burma, or Myanmar, the first rally to enter that country.

I met Philip when he invited me to contest the first of these historic endurance events, the 1988 Pirelli Marathon, and I found a man driven by self-assurance and determination, and to hell with popularity. He refused to hear the word 'no' from politicians and border guards, which is how he managed to run so many complex events including Peking-Paris and a round-the world rally, still the longest ever. Though I had my arguments with him on events, I admired his bulldog tenaciousness, great knowledge of rallying history and fund of entertaining stories. He will leave a yawning gap in the rally world, but also a sporting legacy not only through the ERA and its broad portfolio of events but in the wider, thriving sport of historic rallying. 

PHILIP YOUNG

Historic rallying loses a central figure with the death of the man who got it rolling



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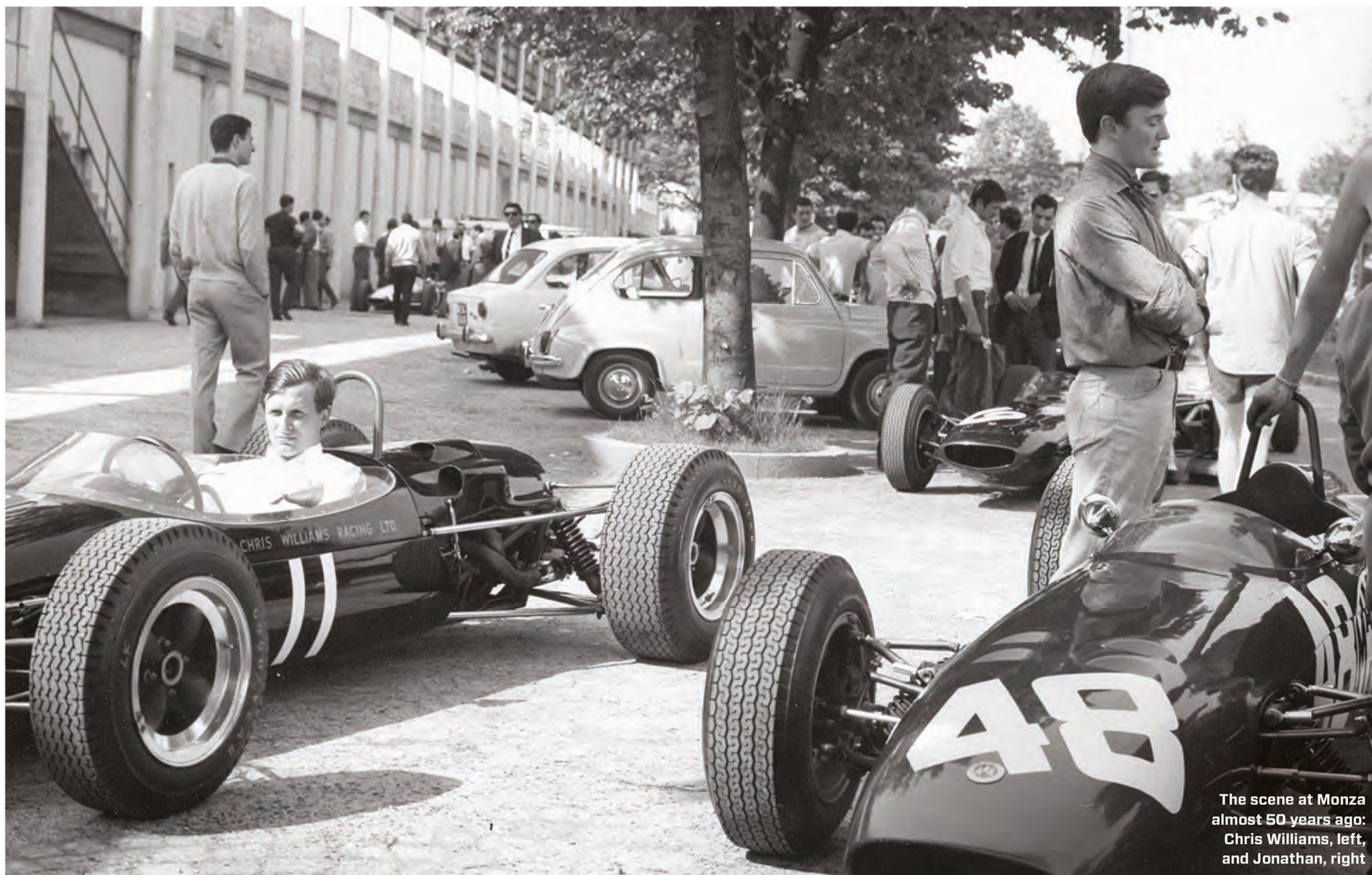
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FROM THE ARCHIVES WITH

DOUG NYE



Our eminent historian dips into the past to uncover the fascinating, quirky and curious



The scene at Monza almost 50 years ago: Chris Williams, left, and Jonathan, right

GP LIBRARY

THE ROMANCE OF RACING...

A Monza paddock snapshot encapsulates much of our sport's 1960s essence

OPEN-AIR PREPARATION in a sun-soaked, tree-shaded race paddock always struck me as one of the most magnetic visual attractions of '60s circuit racing. For many participants and certainly for us arty types amongst the press, any event at Monza always seemed to have a particularly momentous atmosphere. The old autodrome was then – and surely still is – world-class motor racing's spiritual home. In the paddock there behind the pits, with its interleaved fan design of porphyry block paving, one would find

– for instance – the Grand Prix support race runners. The vast majority would have been denied space in one of the limited number of lock-up garages built there, and so would be working as best they could *al fresco*. For many years the same applied to the series of Formula 2 and 3 races held there. It was a question of make do and mend wherever one could find shady space.

I recently came across a rather poignant photo capturing much of that feel, and showing two really talented young British drivers of the period, both sadly now deceased. One is Chris Williams, from Shere in Surrey where

he and his wife Molly ran a garage business, and the other is Jonathan Williams – who passed away last year, aged 71 – a great friend of Frank Williams (no relation) and former Lucas Engineering F3 team driver who would become an Italy-based works star for Ferrari, de Sanctis, Serenissima and de Tomaso, before embarking upon a long and pleasurable career as an executive aircraft pilot.

In 1966 at Monza he became a regular winner in Lucio de Sanctis's latest Cosworth-Ford-engined F3 car, inflicting a rare bloody nose on the British brigade with their generally far more successful Brabhams, Lotuses and Lolas. The photo shows Chris in his typically and simply immaculate Brabham alongside a thoughtful Jonathan, standing beside the rival de Sanctis. He had what Martin Brundle would describe as "a stellar" 1966 F3 season with the Roman manufacturer, winning 10 out of 16 races to clinch the Italian title (confined to Italian constructors). The cars were built by the father and son team of Gino and Lucio de Sanctis, whose family business was a sizeable Fiat dealership. As early as 1958-59, back at the dawn of Formula Junior racing, Lucio de Sanctis had been a prominent player as a driver/constructor, relying upon tuned Fiat engines (of course). But the British onslaught using Ford and BMC units subsequently blew Fiat away. De Sanctis

soon changed camps to use Cosworth-Ford power and, when 1-litre Formula 3 'screamer' racing commenced in 1964, the Cosworth MAE became his engine of choice. His Brabham-influenced multi-tubular spaceframe chassis were quite effective, and well developed by Jonathan into regular race winners... on Italian soil – and shone particularly on fast tracks, such as Monza.

Oxford engineering graduate Chris Williams had made his name in British sports car racing with a Lotus 23, followed by his own creation combining Lotus and Brabham with BMW power. In Formula 3 he had become another rising talent to watch, driving Brabham BT18 and BT21 cars. In 1967 he won at Oulton Park, Inghilterra, Vila Real in Portugal and Schleiz in East Germany, and took podium places at Mallory Park and Crystal Palace. He would drive a Chevron B9 for Red Rose Motors in 1968, teamed alongside Alan Rollinson – and graduated to Formula 2 in David Bridges' Lola T100. In mid-season he was hired by Bob Gerard Racing to drive a works Formula 2 Merlyn Mk12. But he ran out of luck in March 1969, when his Merlyn crashed at Becketts Corner, Silverstone, during a pre-season test, and he died aged 29.

Just another scene from a bygone age, but one which for many of us remains so deeply evocative – embodying one of the many reasons why so many of us got hooked in the first place...

PEDAL THROUGH THE METAL...

Moss and Jenks are known for their 1955 Mille Miglia win, but also had a few close scrapes

FORGIVE ME IF I REFER, YET AGAIN, TO the forthcoming 60th anniversary of the Moss/Jenkinson Mercedes-Benz win in the 1955 Mille Miglia, but with this magazine's continental correspondent navigating 'Golden Boy' to that extraordinary performance it's a big deal for *Motor Sport*.

In late February I spent a great day with Nan Cawthorne who, through the 1950s into the '60s, was a close friend to Jenks. And to my astonishment, she sorted through a pile of papers and photographs and produced a most remarkable hand-written letter from DSJ to her late aeronautical engineer husband, Dick. It is one I had never seen before. It is on *Motor Sport* headed paper. Typically DSJ, it is not dated beyond a cryptic "Monday morning" written in the top-right corner – the 1949 motorcycling sidecar world champion passenger always living for the moment...

In fact he was writing from a hotel in Brescia, Italy, and it was the Monday after the 1957 Mille Miglia race, May 13. The letter followed up a telegram he had sent to Dick and Nan the previous afternoon. In stark contrast to their triumph of 1955, and their rain-soaked 1956 epic in a Maserati 350S (during which they were launched off a mountainside and saved from tumbling many hundreds of feet down into a valley by hitting the only substantial tree for miles around), their 1957 1000-mile race had reached its abrupt conclusion – after just seven miles...

In their brand new, hastily completed, works Maserati 450S V8 they had been absolutely the pre-race favourites to win. However, as Jenks wrote to his engineer friend Dick: "A brief note from Brescia. No doubt your reaction to my telegram was 'How was it possible'. Quite literally, as we approached the 12km stone from the start, we were doing about 130 into an 80mph corner and boy-oh gave a big press on the brakes. He felt the pedal go spongy and thought the brakes had faded so he tweaked the car into a slide and pressed the pedal again whereupon it fell on the floor. We were in 4th gear so as he slid into this 80mph corner at about 100mph he hooked 2nd gear with a crash and we skittered round a bit sideways and came to rest.



Jonathan Williams in F3 action for de Sanctis at Imola in 1966

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Mille Miglia '57

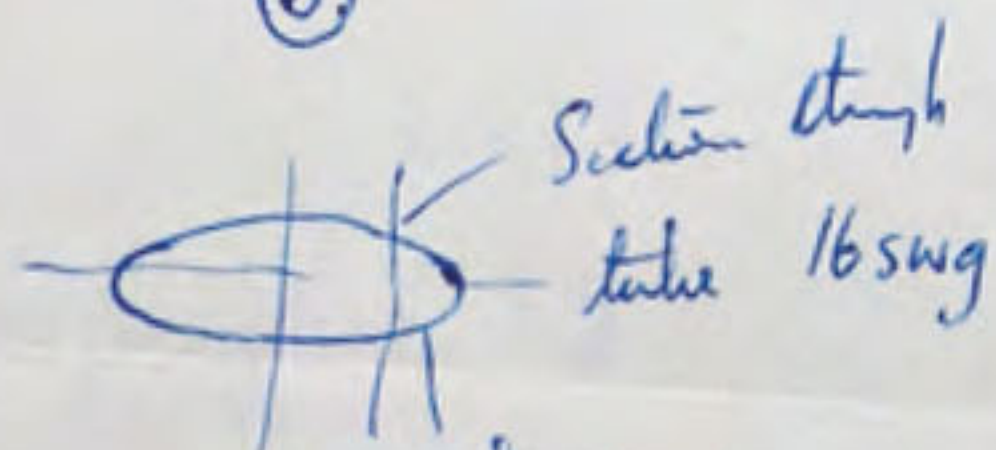
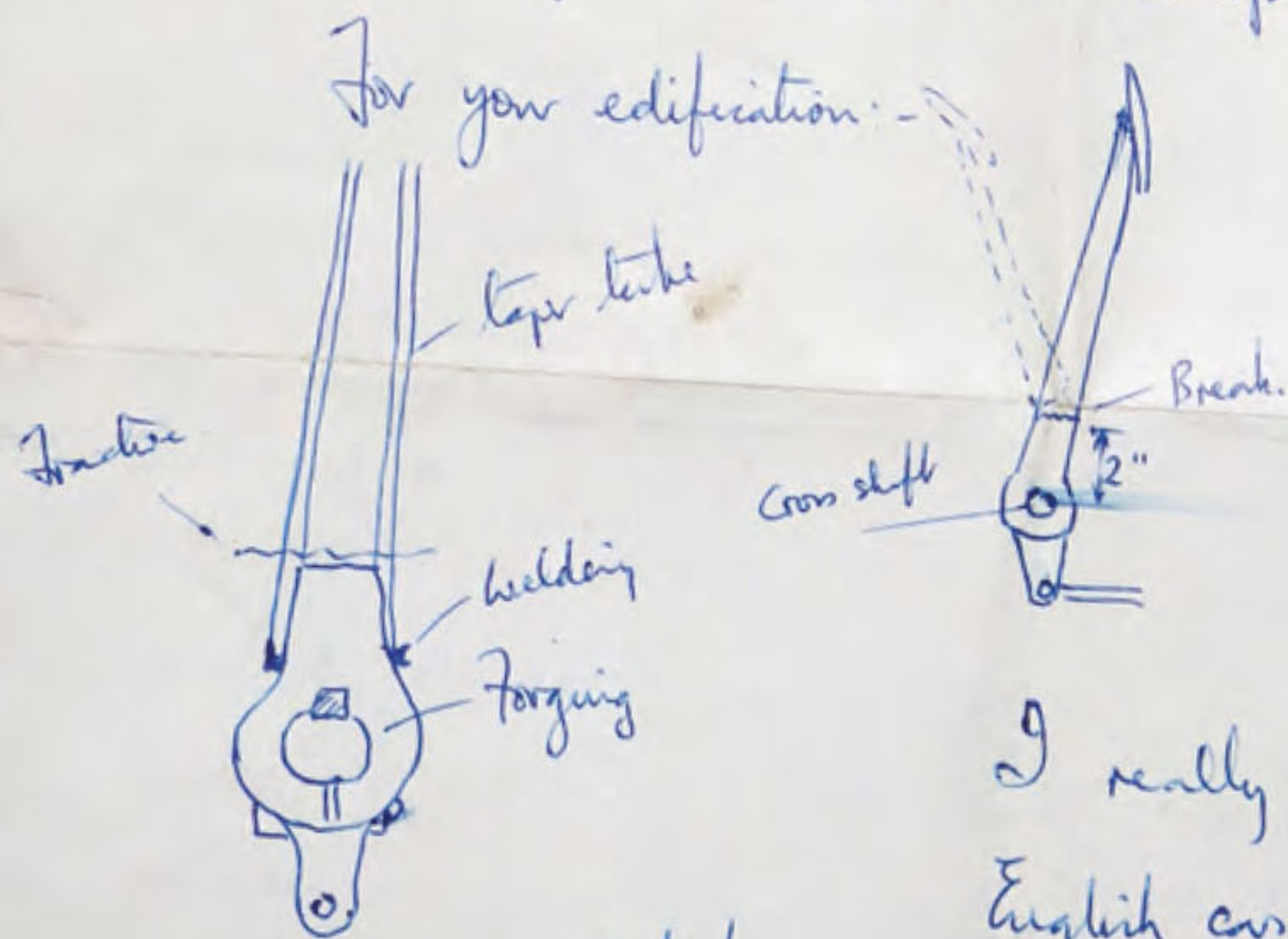
Monday morning,

Dear Wick,

A brief note from Brescia no doubt your reaction to my telegram was "How was it possible". Quite literally, as we approached the 12 km stone from the start, we were doing about 130 into an 80mph corner and boy-oh gave a big press on the brakes. He felt the pedal go spongy and thought the brakes had faded so he trocked the car into a slide and pressed the pedal again whereupon it fell on the floor. We were in 4th gear so as he slid into this 80 mph corner at about 100 mph he hooked 2nd gear with a crash and we skittered round a bit sideways and came to rest. Fortunately it was an open left-hand bend so we didn't touch anything, but had it been the corner before I shouldn't be having the pleasure of meeting Nan tomorrow for we approached that one at 175 mph and

It was a right hander at about 60 mph and blind at that!

For your edification:-



I really cannot see why English cars do not win all the races. It is just habit with the Italians.

However 400 bhp and 25cwt all on don't ever accelerate up to 170 mph with a six-speed gearbox. 7000 rpm 4 1/2 litre! They can make engines.

Cheers,
You'll be hearing from us soon
Jenks

Fortunately it was an open left-hand bend so we didn't touch anything, but had it been the corner before I shouldn't be having the pleasure of meeting Nan tomorrow for we approached that one at 175mph and it was a right-hander at about 60mph and blind at that!"

Jenks then sketched the brake pedal - as seen here - detailing the failure that had so prematurely dashed their hopes of a second Mille Miglia win, and which utterly devastated La Maserati and all its dedicated engineers, fitters and team mechanics who had committed themselves to building the car for many exhausting weeks past. His sketch shows how the pedal had been made by sliding a tapered 16-gauge tube over a forged clamp to be keyed to the brake pivot cross-shaft. The tube was welded to this forging around its bottom extremity, but when Stirling leaned on it into the near-fateful corner it had simply snapped clean off about two inches above the pivot point. As Jenks's sketch indicates, about a third of the tube had been "Broken some time before by look of metal..."

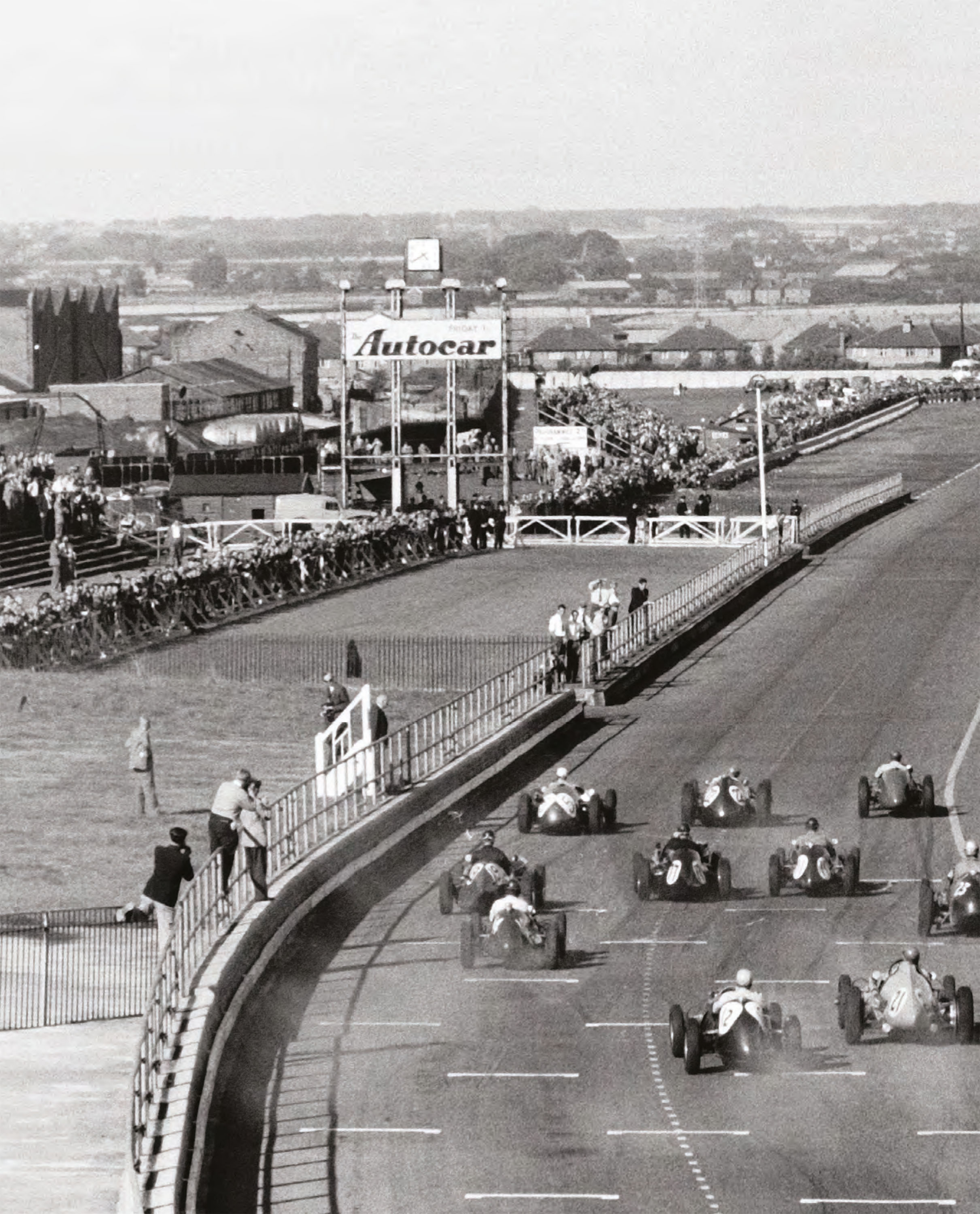
He ended this remarkable letter by adding, somewhat regretfully: "I really cannot see why English cars do not win all the races. It is just habit with the Italians."

"However 400bhp and 25cwt all on don't ever accelerate up to 170mph with a six-speed gearbox. 7000rpm 4 1/2-litre! They can make engines. Cheers, you'll be hearing from us soon, Jenks."

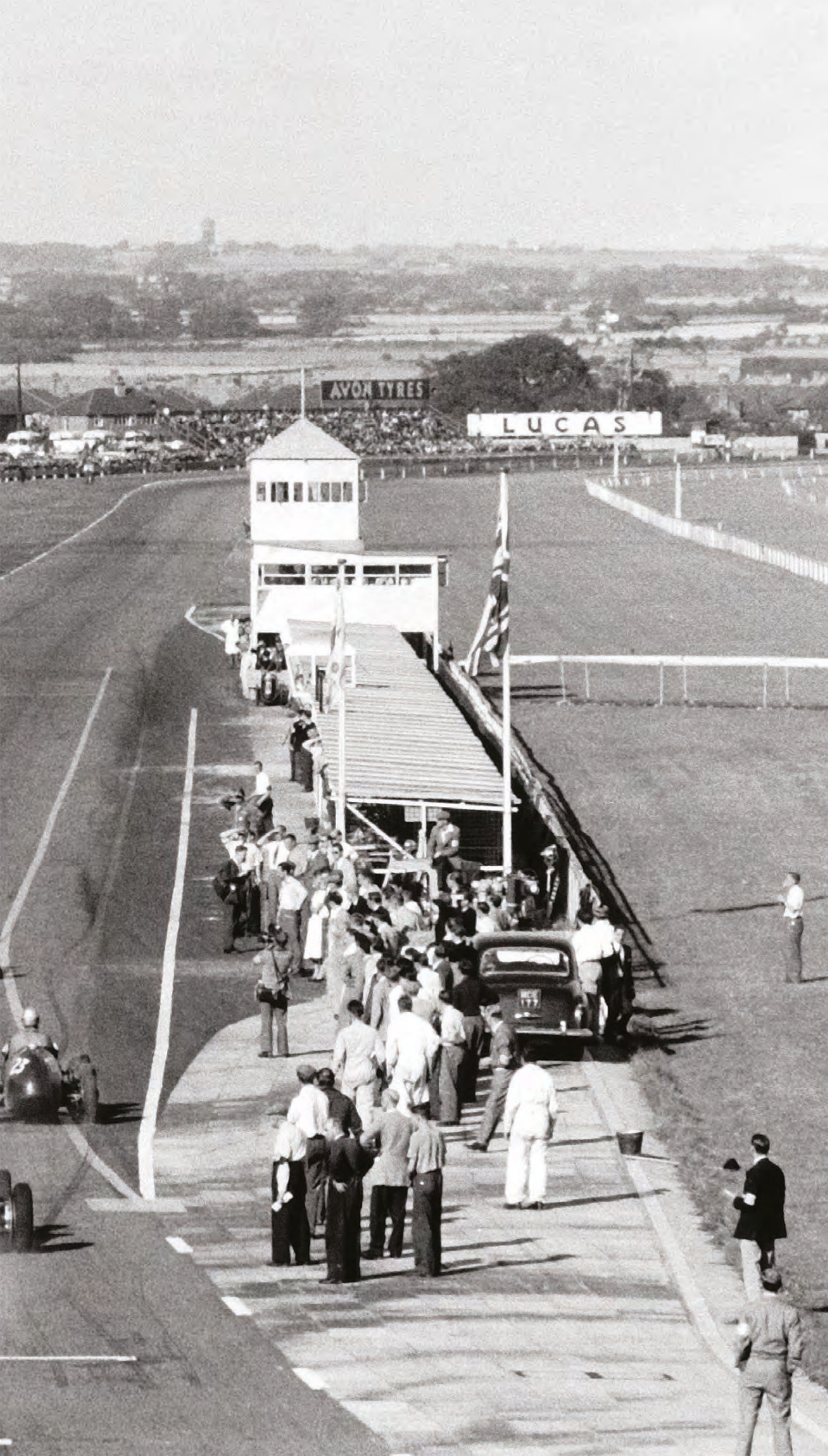
With all other starters having blasted on to attack the remaining 993 racing miles - Stirling turned the great car around and rumbled slowly, carefully, back into Brescia, slowing as best he could on the regulation handbrake, which Jenks also recalled as having been about as much use on those sports-racing projectiles as "the regulation hood". And he would never forget the ashen, thunderstruck expression upon the faces of the Maserati engineers and mechanics as they blubbered deafeningly back into the Brescia garage. "We were fit to bust with indignation," Jenks would recall. "It could have killed us both, but we were more angry at the nature of the failure - the cracked brake tube should have been spotted and replaced, but one look at their faces changed our minds."

"Some were in tears. This had been Maserati's great chance in the Mille Miglia. They had never won it before. And here we were - back in Brescia with a perfectly healthy car - but one that was totally unraceable. After the first five minutes, it was all over... but we realised it had all meant just as much to them as it had to us."

I showed his 58-year-old letter to Stirling, who responded airily: "What a nice piece of memorabilia. It could have been a serious shunt!"



PARTING SHOT



SEPTEMBER 3
1955

AINTREE, GREAT BRITAIN

Two months after hosting the British GP for the first time, Aintree staged an international meeting featuring the *Daily Telegraph* F1 Trophy. Our shot shows Bob Gerard (Cooper-Bristol) leading winner Peter Collins (BRM) and Roy Salvadori (Maserati 250F) at the start of the closing *Formule Libre* event.



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