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April

Issue No.1135 Volume 96. No.4



ON THE COVER

62 Spirit of Le Mans: Fords face-off
112 The untold story of Dick Seaman
120 From hair salon to restoration
30 Jannarelly's new car surprises

09 THE EDITOR
All eyes on F1 in Australia, but there's another gladiator Down Under

12 MATTERS OF MOMENT
Mercedes gives it rivals DAS boot and is the WEC's future now in doubt?

20 F1 FRONTLINE: MARK HUGHES
Alain Prost's stark warning for Renault ahead of F1 2020's start

23 MOTORCYCLES: MAT OXLEY
The British engineer who struck gold during World War II

25 THE ARCHIVES: DOUG NYE
The fierce debate underpinning the historic restoration scene

26 ANDREW FRANKEL'S DIARY
Bentley's return to form and the long-forgotten joy of driving

28 ALLAN McNISH ON FORMULA E
Bouncing back from a scary crash to score points in Mexico

30 DRIVEN: JANNARELLY DESIGN-1
A quirky French design that proves a nostalgic throwback

34 BOOKS
An in-depth Ferrari 312P study and a look into F1's past and future

38 PRODUCTS
Motor sport pianos, advanced RC cars...and recycled *Motor Sport* issues

40 EVENTS
BTCC returns and Sebring's sports car double-header feature

43 RACING LIVES
Derek Bell's legendary CV and steering his son Justin's early career

47 LUNCH WITH...
Legendary and somehow under-the-radar team boss Hugh Chamberlain

59 LETTERS
Memories of the Cuban Grand Prix and land speed records

62 SPIRIT OF LE MANS
A revived Ford GT40 takes on the Le Mans-inspired modern road-going car

102 F1 RETURNS
On-the-ground insight and analysis from testing in Barcelona





102 Formula 1's back! The first signs of 2020's pecking order have appeared

CONTENTS



62 Two Fords with Le Mans-winning roots. That brings the pair closer together than you'd think...



112 The "world class" driver signed by Mercedes during the Nazi's rule. But Seaman's stance was unknown...

108 NETFLIX'S NEW STAR
Guenther Steiner talks about his surprise rise to Netflix TV darling

112 SEAMAN'S DILEMMA
The little-told story of a Brit racing for Merc in Nazi-ruled Germany

120 THE BARN FIND RETURNING
A famous bet-winner left in Italy, rediscovered, and set to race again

127 SPEEDSHOP
The BMW 'Batmobile', Aston Martin's saviour and auction updates

174 YOU WERE THERE
Tom Pryce swaps his Shadow for rallying in the Welsh forests

176 PARTING SHOT
How Coulthard's first Monaco Grand Prix was turned upside down

M 2020 HISTORICS SPECIAL

HISTORIC RACING

SPECIAL SUPPLEMENT

UNMISSABLE GUIDE TO THE 2020 HISTORIC SCENE

78 All change at the top of the **HSCC**, with one eye on the future
82 Where to go? Picking out the **best events** from a packed scene
91 Over 21,000 miles in vintage cars, **Rally the Globe** explains its task
92 A **Grandstand** affair: Why Goodwood's idea has roots in history
97 The best **track day** options to get the best from your historic racer
101 **Driver's eye**: historic veteran explains the ups and downs of racing

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MOTOR SPORT

THE EDITOR

"Nobody has walked away from a 340mph crash on a motorcycle before"

All eyes will be on Australia as the Formula 1 circus arrives in Melbourne this month for the 2020 season opener. The media coverage will be wall-to-wall: there is the race itself, of course, and what it suggests about the coming year. Every reader and viewer will pore over the minutiae of Mercedes' trick steering wheel. Then there's Lewis Hamilton's helmet design, and who said what to whom in the paddock...

And that is as it should be: F1 is a global sport with a global fan base and *Motor Sport* is looking forward to covering an intriguing year ahead for F1 as it gears up for the 2021 regulation changes.



But it might escape people's notice that another motor sport event is taking place in Australia this month as well, one which will do well to attract a tiny fraction of F1's coverage. It is run not on the streets of Melbourne but the dried-out Lake Gairdner in the remote outback of South Australia.

There are those - including one or two in *Motor Sport's* office - who regard speed records as being at the very periphery of our sport. "Going fast in a straight line is hardly racing," they say. This wrong-headed view discounts a vast and rich history that stretches from Henry Segrave to Andy Green, via such as Craig Breedlove, Malcolm Campbell and Richard Noble.

Those who pursue speed records possess all the qualities of other motor sport competitors: technical ingenuity, competitive spirit, physical skill, and personal bravery. It is the last of these that caught my attention when looking over the entry list for the 30th Annual Speed Week competition which is held between March 23-27 just before the World Speed Trials (March 28-30).

Among the entrants this year is Valerie Thompson, an American known a little unimaginatively as the 'Queen of Speed'. Already the world's fastest female motorcyclist, she will attempt to set several new speed records on four wheels piloting a Treit & Davenport Target 550 Streamliner, in which she hopes she will exceed 415.867mph. It would be the class record for a four-wheel blown-fuel streamliner powered by a piston engine.

"This will be my first full-on assault on the 415mph record driving the Target 550 Streamliner. I've had three successful tests with a 290+ mph run on less than optimal salt conditions," said Thompson.

Thompson is no stranger to record-chasing. In 2018, at the same Australian event, she set her sights on breaking the outright motorcycle land speed record of 376mph set in 2010 by Rocky Robinson, the veteran Californian speedway rider and record-breaker nicknamed Rocketman. Thompson had just passed the four-mile marker on a 12-mile course when the nose of her streamliner rose off the racing surface, sending the vehicle airborne at 343mph. Footage of the crash shows the streamliner sliding sideways before a parachute slowed the vehicle as it flipped and rolled multiple times, scattering wreckage for more than a mile across the salt flats.

Incredibly, Thompson walked away with nothing more than minor cuts and bruises. Afterwards she called the crash "unfortunate", adding with admirable understatement: "Nobody has ever walked away from a 340mph-plus crash on a motorcycle. I'd also like to thank the DLRA and all their racecourse workers who helped ensure my safety."

A year later, tragedy struck. It wasn't Thompson, but her friend and fellow American Jessi Combs. The 39-year-old was driving the North American Eagle, a 56-foot-long jet car capable of generating over 45,500 horsepower on a dry lake-bed in Oregon. The team had eyes on the outright land speed record, but Combs was trying to better her 398mph record when she crashed and died. Thompson also knew the North American Eagle and was pegged to pilot it herself a few years earlier. "I also had the chance to attempt this record, but it wasn't my turn... this hits home. Godspeed, Jessi Combs."

No doubt Thompson will think almost nothing of saddling up again this month and attempting to become the first woman to travel over 400mph. You need a certain nerve to be in this business. But for me, she deserves as much respect as the gladiatorial F1 drivers lining up on starting grid at Albert Park this month.

A call comes in to the office: "Can *Motor Sport* help?" asks the voice on the line. "I'm calling from Shelsey Walsh. We are trying to trace all the remaining Shelsey Specials for a reunion planned for July. We'd like to get the message out to the motor sport community."

Readers who have or know the whereabouts of a Wasp, Gnat, or any other special that tackled the famous hill should contact Amanda Palmer at the Midland Automobile Club on 01886 812211 or by emailing amanda@mac1901.co.uk.



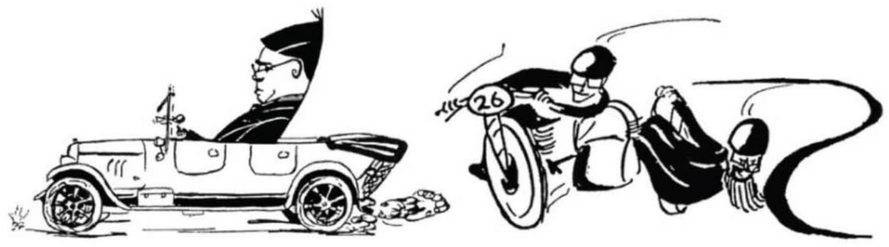
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NEXT ISSUE: OUR MAY ISSUE IS ON SALE FROM APRIL 1

MOTOR SPORT

IN THE SPIRIT OF BOD AND JENKS



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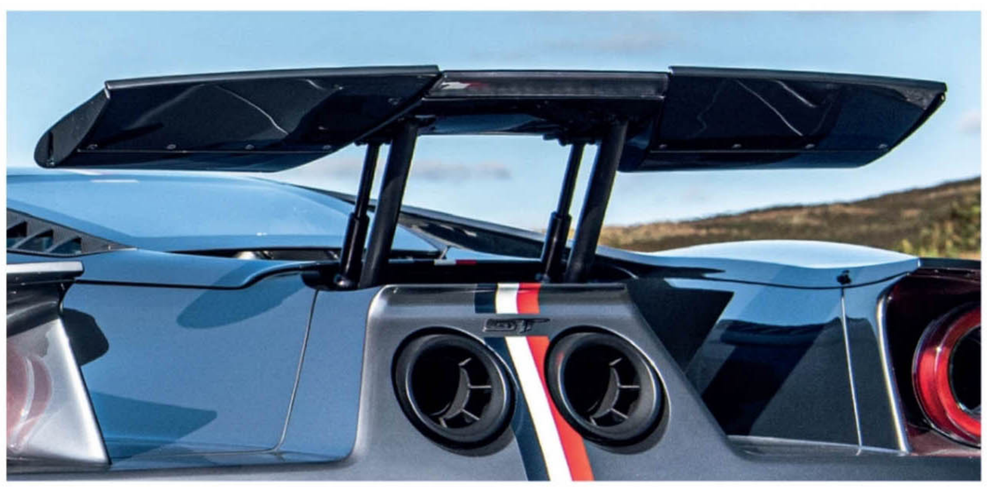
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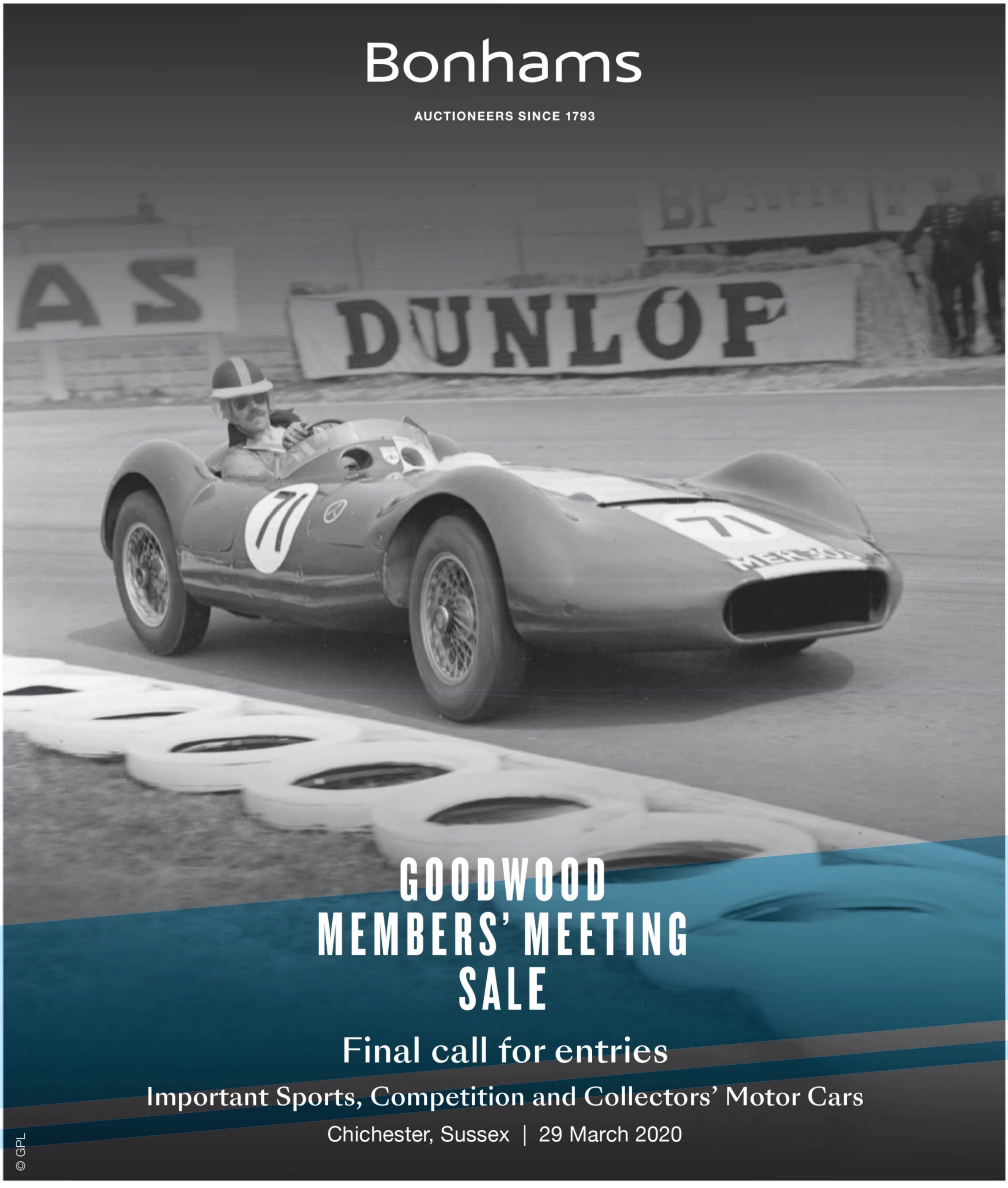
In our cover feature, it's obvious the Ford GT has several design nods to its GT40 past: notably the circular rear lights and the air outlets and intakes. Ford also wanted to keep the distinctive "teardrop" shape but without the GT40's well-known early aerodynamic headaches. In order to avoid tack-on aero elements, Ford added a computer-managed rear wing, complete with a small Gurney flap.

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Mercedes gives rivals DAS boot

Exclusive image of trick-steering mechanism

Who said innovation in Formula 1 was dead? In a move that caught the rest of the paddock by surprise Mercedes unveiled its new dual-axis steering (DAS) mechanism during winter testing at Barcelona.

The system had rivals scurrying to replay onboard footage of Lewis Hamilton as he pushed and pulled at the steering wheel on his W11 during the straights and cornering. The system is believed to adjust the toe angle of the front wheels, most likely to increase the stability on corner entry, without paying a penalty on the straights.

Motor Sport managed to grab this exclusive image of the system being removed before Mercedes pulled down the shutters on its secret tech. Our man in the pits, Lawrence Butcher, takes up the story: "Everyone could see that Lewis Hamilton was using a new system, so, when his long stint was coming to an end, I hot-footed it to the Mercedes garage. As Lewis came in, engineers removed the front of the car and I managed to get a couple of photographs. There was a lot of commotion, and it was clear they were taking the system out because - on the next stint, which Bottas took after lunch - the car wasn't carrying the system any more.

"You can see the front steering tierods directly in front of the lower wishbones. On top of the bulkhead seems to be a hydraulic reservoir, which could be part of the system."

Seconds later, Mercedes erected screens around the car.

You can read Butcher's analysis of how the system is thought to work, as well as our full round-up of testing, on page 102.



A closer look at the inner workings of the Mercedes W11, snapped by our man Butcher

It's in there somewhere: a Mercedes mechanic works on the DAS mechanism in the pits

Glickenhaus aims to make WEC grid, but uncertainty reigns



WEC's new era hit hard by Aston's call

THE WORLD ENDURANCE CHAMPIONSHIP'S LM Hypercar future has become all the more uncertain after Aston Martin's bombshell that it is postponing the Valkyrie.

The car maker's announcement follows the news that the next generation of IMSA SportsCar Championship prototype (LMDh) will be able to race in the WEC from 2021/22.

Aston's Valkyrie decision means the WEC is currently entering the post-LMP1 era with just a single major manufacturer in the form of existing brand Toyota. Scuderia Cameron Glickenhaus also says it will compete.

Aston laid the blame for its decision firmly at the door of LMDh. It pointed out that its business case for the project involved selling cars to customers and collectors and, as Aston suggested, who's going to invest in a machine costing multiple millions when they can buy an LMDh machine based on an LMP2 car and compete on equally for a third of the price?

Peugeot, scheduled to return to the top flight of the discipline in 2022, has come out and said that it is now considering going down the LMDh route rather than LM Hypercar.

WEC promoter the Automobile Club de l'Ouest has insisted that the hypercar class does have a future and that has to be the case now that Toyota is a long way down the road with its new car for 2020/21 and has made clear it is not interested in an LMDh concept.

Where Aston's news and Peugeot's wavering leaves the series in both the long and short term is far from clear for all involved.

China postponed due to coronavirus threat

Formula 1 has postponed the Chinese Grand Prix due to the outbreak of coronavirus that has claimed the lives of more than 2000 people in China.

The virus broke out in Wuhan, which is around 500 miles from Chinese Grand Prix host Shanghai. F1 is hoping to reschedule the race for later this year.

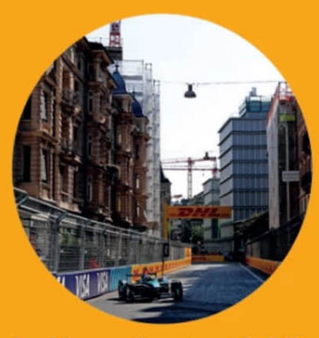
Escalating concerns over the virus could affect other races in the region including Vietnam, which is to host its first GP in April. Some commentators have suggested that the entire F1 season, which sees several thousand participants travel the globe, could be heavily disrupted.

"As a result of continued health concerns, and with the World Health Organisation declaring the coronavirus as a global health emergency, the FIA and Formula 1 have taken these measures in order to ensure the health and safety of the travelling staff, championship participants and fans, which remains of primary concern," read an FIA/F1 statement after the China postponment.

Should no alternative to the Chinese GP be found, the race could become F1's first outright-cancelled grand prix since Bahrain in 2011, which was halted due to civil unrest.

F1's cancellations

Sports and politics do mix after all. Here's a selection of grands prix called off in F1's past.



Le Mans disaster (1955)
The 1955 Le Mans 24 Hours tragedy had ramifications that reached F1. Switzerland's ban on motor sport, lasting until 2018, meant the Swiss GP was lost, with 1955's French, German and Spanish GPs also culled.



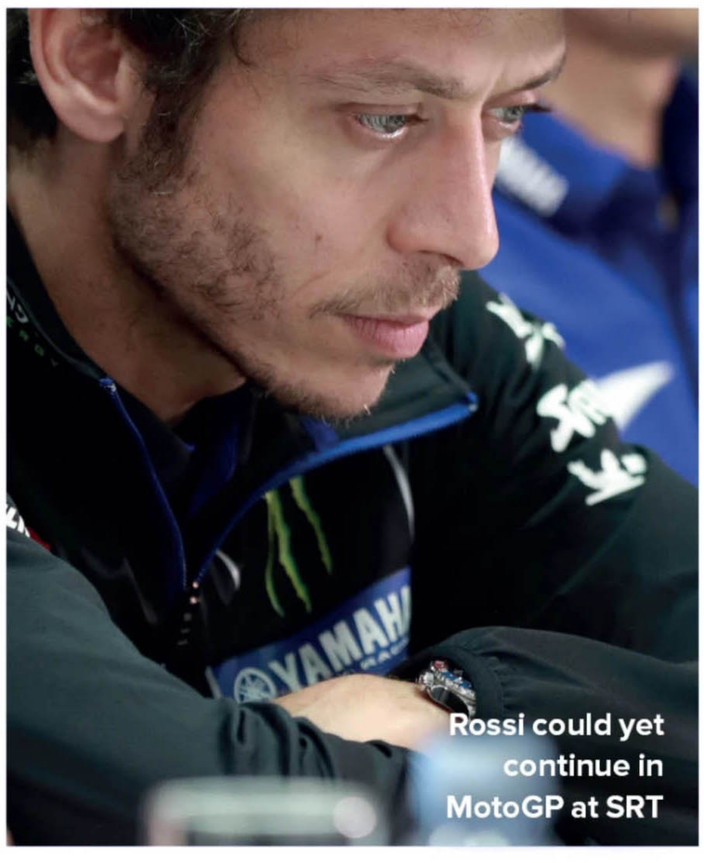
Suez Crisis (1956-57)
The Suez Crisis impacted F1 as rising oil prices caused the Dutch and Spanish Grands Prix at Zandvoort and Pedralbes to fall off the calendar in 1956. The Dutch GP was also absent in '57 along with the Belgian GP.



Argentina's rocky past (1961, 1976, 1982)
Political turmoil after the fall of President Perón meant Argentina's GP was cancelled for 1961. The '76 race was a late cancellation, and the Falklands War stopped '82's. The GP has yet to return.



South Africa boycotted (1985-86)
Apartheid in South Africa led to a boycott in 1985 by Ligier and Renault in line with the French government's stance. The '86 race, won by Mansell, was the last there until 1992 after Apartheid had ended.



Rossi could yet continue in MotoGP at SRT

Is Rossi's MotoGP career over?

Seven-time MotoGP champion Valentino Rossi will leave the factory Yamaha squad at the end of 2020, as it has decided its long term future is Maverick Viñales and rising star Fabio Quartararo.

Rossi made a return to Yamaha in 2013 after spending seven years there earlier in his career, but he last won a MotoGP title in 2009 and has not taken victory since Assen in 2017.

His replacement Quartararo enjoyed a stellar first year in MotoGP at satellite squad SRT Yamaha as one of the few riders capable of battling Marc Marquez, and he subsequently earned interest from Ducati and Suzuki.

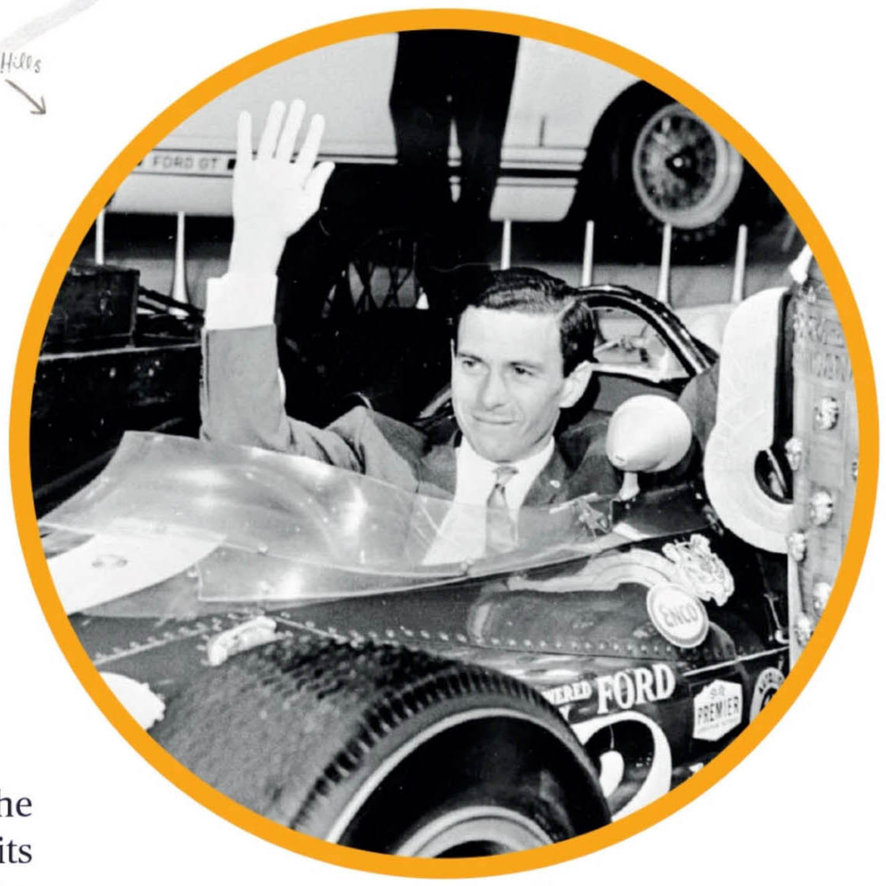
With Viñales also outperforming Rossi and recently signing a new contract through to 2022, it left no place for Rossi at the manufacturer. Yamaha has pledged a factory bike and support should Rossi continue, potentially at SRT. A decision on his future is slated for "mid-2020".

Rossi had wanted to assess his competitiveness in 2020 before committing, but Yamaha boss Lin Jarvis said the manufacturer had to consider MotoGP's cyclical driver market.





Above: The Jim Clark Trail's route. Below: Clark celebrates Indy 500 win



New tour to celebrate Clark

A 50-MILE TRIP DOWN MEMORY LANE has been unveiled as the latest Jim Clark Motorsport Museum visitors' attraction, taking in many significant Scottish Borders locations from Clark's life.

The tour starts and finishes in the town of Duns at the museum, which was opened last year in its newly-extended form.

The tour then takes in nearby Chirnside and Clark's grave and memorial clock and then heads to Berwick-upon-Tweed in homage to the Berwick & District Motor Club with which Clark began his motor sport career.

Clark, famous for his association with Lotus, would then go on to win two Formula 1 world championships, as well as take an Indianapolis 500 victory in 1965, before his death in a Formula 2 accident at the Nürburgring in 1968 at the age of 32.

LAT

"The tour passes through Clark's local roads where he learnt to drive"

The route also heads to Winfield and the Charterhall Airfield, locations of two circuits where Clark honed his racing skills in the late 1950s. The tour also passes through Clark's local roads where he learnt to drive near his home Edington Mains farm, as well as scenic countryside and other notable historic locations from his life.

"The Jim Clark Motorsport Museum is fast becoming a magnet for classic and sports car enthusiasts," said Ben Smith, chair of The Jim Clark Trust. "The Jim Clark Trail is an exciting new adventure for all visitors, a stunning driving tour celebrating the rich heritage and culture of the Borders."

The museum re-opened last year after a £1.6m redevelopment following a five-year fundraising campaign. The museum also has an array of his race cars, film footage, interactive displays, and simulator.

The museum re-opened this month and will remain open until the "end of October", according to a statement from the Jim Clark Trust, of which the three-time F1 World Champion Sir Jackie Stewart is an honorary president.



Clark pictured winning the 1965 British Grand Prix, one of his 25 GP victories

Pedro Rodríguez and Jo Siffert shared the John Wyer-run Porsche 908 during the Nürburgring 1000Kms in 1971





Evans smashes Swedish ice

WELSHMAN ELFYN EVANS CLIMBED TO THE lead of the World Rally Championship standings for the first time in his career after a dominant Rally Sweden victory for Toyota.

Evans, taking his second WRC win after victory in 2017's Rally GB, ensured the first success for a British driver in Sweden and it came after he topped five stages. The rally was shortened due to unseasonably warm weather and a lack of snow and ice, forcing the 21-stage rally to reduce from 205 miles to 150 after sections were cancelled before and during the event.

Evans's win puts him level with Hyundai's Thierry Neuville on 42 points, and the Sweden podium places were completed by defending champion Ott Tänak - bouncing back from his season-opening huge Monte Carlo rally crash - and an impressive Kalle Rovanperä who stole third from team-mate Sébastien Ogier on the final stage.



An early prototype Gulf livery that would soon become iconic

A Gulf in class

One of the most famous names in racing - Gulf Oils - will return to motor racing this year with aims to supply fuels across all branches of the sport from 2020 onwards, which could in-turn mean a welcome return for the famous blue and orange livery.

Fifty years on from Gulf's first Le Mans win as supplier to Porsche's 917 programme - even though the factory Salzburg car ended up beating its own JW Automotive entry after it suffered engine failure - Gulf has announced a new range of fuels for racing, rallying and everything in-between.

The Gulf liveries are some of the best-recognised in the sport's history, having first appeared on Ford GT40s and 917s in the 1960s, before being adapted and adopted the world over.

Its only current official sponsorship deal - aside from being an official fuel partner to Manchester United, for some reason - supports the Gulf Racing team in the World Endurance Championship with a Porsche 911. However, new supplies the world over could well open up further iterations of a livery with a storied past in motor sport.

BEST OF GULF

Our top five Gulf-liveried race cars



Aston Martin DBR9 GT1



Lola Aston Martin B09/60



Mirage M6



McLaren F1 GTR



Porsche 917K

F5000 Dublin GP revived at Mondello



Peter Gethin spins his McLaren M10 in 1970

LAT, SUTTON, MOTORSPORT IMAGES

FORMULA 5000 WILL RETURN TO Ireland's Mondello Park this summer and will revive the Dublin Grand Prix.

The Historic Sports Car Club will run the meeting on 15-16 August, two weeks before the Oulton Park Gold Cup, with the XL Aurora Trophy series taking top billing.

Mondello was a popular venue for the Rothmans F5000 Championship in period, hosting races between 1969-74. David Hobbs, Trevor Taylor, Frank Gardner, Brian Redman, Keith Holland and Bob Evans were all winners at the track.

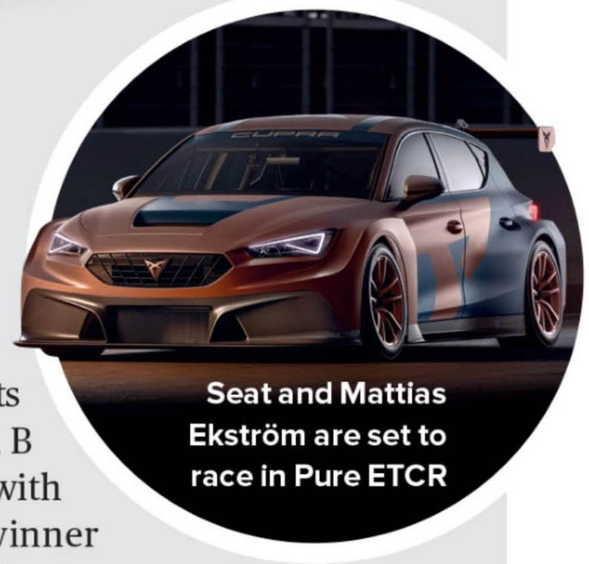
HSCC chairman and F5000 racer Frank Lyons is expecting a bumper entry. "We already have 16 cars confirmed, including four from Australia, with more to follow. It will form a nice double-header with the Gold Cup."

Other HSCC classes expected on the bill include Classic Clubmans and Formula Ford.



Hyundai's Veloster N ETCR has already been testing ahead of Pure ETCR's start

New series sparks into life



Seat and Mattias Ekström are set to race in Pure ETCR

PLANS HAVE BEEN REVEALED FOR THE world's first multi-brand, all-electric touring car series that organisers say will differentiate itself from Formula E as Pure ETCR believes it will promote "real electric car racing". It will launch with a promotional event at the 2020 Goodwood Festival of Speed.

The series is the creation of the WSC Group run by Marcello Lotti, the founder of the TCR formula, and run by Eurosport Events which also organises the World Touring Car Cup. Eurosport Events is part of the Discovery Group, which also has a stake in FE, the all-electric single-seater series that is now in its sixth season.

The formula will feature cars offering 65KWh of capacity from an 800V battery, pushing out 300KW of continuous power and 500KW of maximum power - the equivalent of around 680bhp. Batteries will be supplied by Williams Advanced Engineering, which is also a partner in FE. Recharging will come from hydrogen generators, which will allow a 90% charge from 10% in just one hour, to ensure a quick turnaround for rapid-fire racing. The cars will also run on single-spec Goodyear treaded all-weather tyres.

Teams and cars will be split into pools of four, running a series of 'battles' in which each driver - starting from a horse racing- style gate - will score points to qualify for A, B and C finals, with the overall winner crowned the 'king/queen of the weekend'. Races should last 21 minutes, with the capacity for four push-to-pass power boosts to aid overtaking. Francois Ribeiro, head of Eurosport Events, added Pure ETCR's purpose is not to "save the planet" and, unlike FE, won't exist to "promote technology, but will instead promote a product".

SEAT, Hyundai and Alfa Romeo are so far the three brands that will be represented in the series.



Desert Datsun: Now greener

HERO aims for F1's green goal

HISTORIC CAR RALLIES MAY CELEBRATE the internal combustion engine, but they will go green in 2021 as the Historic Endurance Rallying Organisation (HERO) aims to follow Formula 1 and go carbon neutral.

Flights, transport and car emissions will be offset by tree planting. Costs will then be added to entry fees, based on each car's expected emissions during an event.

HERO chairman Tomas de Vargas Machuca said the scheme would be introduced in 2021, ahead of its 2022 Paris to Peking Rally.

The endurance rally's route will cover 9,000 miles. Competitors face an extended Mongolian section and a more challenging route through Europe.

Under other existing offsetting schemes, a Bentley Speed Six would cost £225 to offset emissions for the rally; a Morris Oxford £100.

"It's the right thing to do to show that we are not complacent," said de Varga Machuca. "Hopefully lawmakers will acknowledge our proactiveness and not then ban everything."

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MARK HUGHES

"Abiteboul needs to make a convincing case for Renault continuing"

RENAULT SPECIAL ADVISOR Alain Prost was in brutally honest form as he spoke at the launch of the team's 2020 car, the R.S.20. "We're going to focus on 2021," he said. "As a result, next season will be mediocre to perhaps even a bad season for us. Because of the new rules coming up for 2021, it makes no sense for us to develop much more for 2020. We are going to make a lot of changes and hope to perform at a high level in 2021."

The four-time champion believes the team's unrealistic public declarations in the recent past have been unhelpful as it endeavoured to progress through F1's midfield into a genuine contender. Pressure from the board level, which is constantly assessing the value of its motor sport programme, has put team principal Cyril Abiteboul in an awkward position. On the one hand, he has to project a positive attitude and a belief in his team. On the other, the outcomes he suggests as targets are not only in the team's hands but those of the others too. Such was the case last year. Having presided over Renault being 'best of the rest' in 2018, the 2019 objective was to maintain that position while closing the gap to the big three and pulling away from the midfield. Instead, Renault dropped a position to its customer McLaren - despite reducing the lap time deficit to the front by a couple of tenths.

Abiteboul is in a more complex and unenviable position going into this year. On the one hand, he's pinning the team's hopes on the change of regulations and a new budget cap for 2021, knowing that devoting the maximum resource possible to 2021 offers the team its best chance of making that final leap to full competitiveness. On the other hand, with corporate Renault yet to commit to continuing in F1 beyond the end of this year, he needs to make a convincing case for it staying for the next era. There's only so much resource to be spread around. Do you spend it on making a pretty picture in 2020 to convince the board to stay? Or do you write off 2020 and just accept treading water on track while building up for the best possible 2021 car?

For Prost to be so aggressive in his assessment suggests he is opting for realism in the expectation of a less than stellar 2020 season. But it's not difficult to see the board's position either. At one of the most challenging moments in automotive history, should Renault be spending well over £100m per year on an activity that is not entirely on-message? Especially one in which it seemingly cannot be fully competitive? Not to mention Renault unleashing a £15m upgrade of the Enstone facilities ultimately produced a car less successful than its predecessor.

Prost understands the conflict between corporate and F1 mentality better than most. It was the major - but not the only - factor in he and Renault eventually losing the 1983 world championship, having led it for most of the season. Nelson Piquet and Brabham came on strong in the latter half of the season courtesy of their trick fuel and massive turbo and Prost was warning Renault it needed to respond - either by protesting the legality of the fuel or doing something similar to Brabham. Corporate conservatism then clashed with racing necessity. Renault didn't want to be seen protesting another competitor, nor did it wish to sail close to the wind on legality. It figured Prost could win regardless, an attitude he felt was almost guaranteeing failure. Going into the championship showdown slightly ahead on points, he watched as the Renault corporate bandwagon brought along dozens of guests to celebrate what would have been the team's maiden world championship. He saw only blind optimism in their eyes and Prost already knew he was doomed.

There's an element of those scars in Prost's assessment of what is needed now at Renault: a realistic understanding of racing realities.

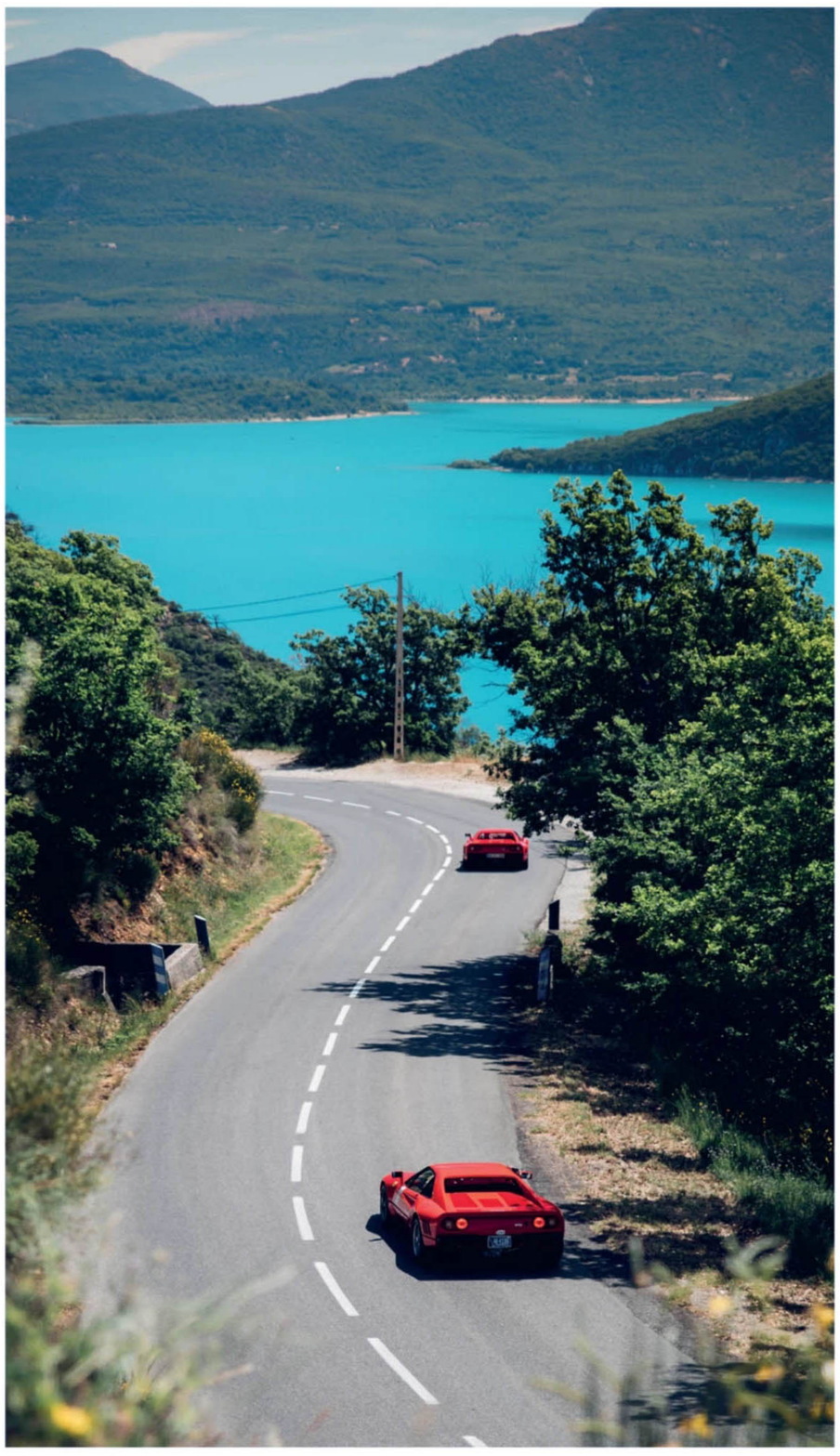
Historically, Renault has brought many incredible innovations to F1 and has enjoyed several periods of technical dominance. But the last of them was many years ago. Historically, too, the corporate side has always been very sensitive to any racing failures. But failure is part of the process of success, something that Renault seemed to understand back in the late 1970s and early 1980s as its unique turbocharged car spent years self-detonating on TV screens all across the world. But the Renault board kept the faith and the team almost single-handedly changed the technical landscape of F1.

"Perhaps consideration is being given for the Enstone team to be sold"

It's a lesson from history that Renault's board may want to think about in its current situation. But on the other hand, perhaps consideration is already being given for the Enstone team to be sold to race under yet another identity. In that context, Prost's comments might be calculated to urge the board to make a decision. Watch this space as Renault's future approaches a crossroad.

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

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MAT OXLEY

‘Has there ever been a wealthier British motorcycle engineer?’

THE 20TH CENTURY PRODUCED several great generations, people who lived lives we can scarcely imagine today, and George Patchett was one.

Patchett was a dashing character who won motorcycle races at Brooklands, designed motorcycles in Britain and Europe, designed one of the most famous machine guns of the era and successfully sued the British government over his weapon. Like most top racers of the era, Patchett was as good an engineer as he was a rider. In 1925, he was working at Brough Superior when he rode an SS100 (the machine beloved of Lawrence of Arabia) to victory in the Welsh TT, a 100-mile beach race on Pendine Sands.

The following summer, the on-the-move Patchett went to Derby-based brand McEvoy, where he signalled the future by becoming the first man to win a motorcycle race at Brooklands using a supercharged engine.

His 980cc McEvoy used a Roots blower and a V-twin JAP engine, manufactured at the huge JAP factory in Tottenham. Supercharging a V-twin means a compromise between compression ratio and boost, but Patchett pioneered the solution of fitting a 2-litre buffer chamber between the carburettors and blower to damp out pressure fluctuations.

His creations weren’t always successful. In July 1927, he retired from a Brooklands scratch race after a frame downtube fractured and dumped the engine onto the banking.

Later that year, Patchett was one of the first to win a Brooklands Gold Star, a coveted award given to riders who lapped Brooklands at over 100mph. A decade later, Birmingham Small Arms named its most famous model in honour of the award.

The link fits this story because BSA started in firearms. Like many manufacturers, BSA began to diversify, making guns, bicycles, motorcycles and cars. Patchett never worked for BSA, but in 1928 he moved to Belgium to run the racing department at Fabrique National, which also made guns, cars and bikes, including one of the first four-cylinder motorcycles. Famously, an FN pistol was used by the assassins of Archduke Franz Ferdinand in 1914. During his FN spell, Patchett also designed firearms.

In 1930, he was lured deeper into the Continent by another armaments maker-turned-motorcycle maker. Czechoslovak inventor and engineer František Janeček made his name by designing the Model 21 grenade - nicknamed the Janeček - after service on the Italian front during the First World War.

Janeček had diversified his business from armaments to motorcycles, originally using German Wanderer engines, hence the company’s name Jawa, a compound of the first two letters of Janeček and Wanderer.

Janeček gave Patchett free rein to create Jawa’s first range of fully Czechoslovak road and racing motorcycles. Patchett then designed several innovative machines, including a 500 single of unit construction in which the engine and gearbox shared the same housing, which was not the norm then. He rode this fearsome-looking motorcycle in 1932’s Isle of Man Senior TT but didn’t finish.

When the Nazis completed their conquest of Czechoslovakia in March 1939, Patchett had to get out of the country. Legend has it that while escaping Prague he threw the prototype of a novel anti-tank weapon, designed by Janeček, over the wall of the British embassy.

Patchett’s journey was daring. “Finally, he reached England after an adventurous journey that included a blood-curdling car dash across frontiers; shots fired and the rest,” wrote Arthur Bourne, editor of *The Motor Cycle*. During the war, Janeček’s latest invention was fitted to British anti-tank guns.

“Patchett was as good an engineer as he was a rider”

His efforts now turned full-time from motorcycles to weaponry. After all, there was a war on. In early 1940 he was hired by Sterling Engineering in Dagenham. He worked with George Lanchester, one of three brothers who in the 1900s founded the Lanchester Motor Company. Together, they designed the Lanchester submachine gun.

Next, Patchett designed the Patchett Machine Carbine, which made him rich. The gun, for which he gained several patents, was first used by British Commandos and the 1st Airborne Division during the final months of the war. Its advantages were increased accuracy and reliability compared to the Sten submachine gun, which was prone to jamming. The Patchett was officially adopted by the British Army and renamed the Sterling.

Patchett wasn’t only fighting the Nazis. Britain’s wartime Ministry of Supply placed its first order for his machine carbine in 1944. The Ministry then requested the Royal Ordnance factories to undertake high-volume production of the Sterling. But they wanted to make the guns without paying royalties for Patchett’s patents.

Thus began a long-running legal battle between Patchett and the Ministry. Post-war, more than a million Sterlings were made, at £25 each, for use by British and Commonwealth forces. In February 1966, the High Court of Justice awarded him £233,950, to be shared with Sterling Engineering. This was a lot of money when the average UK house price was £3160; enough to buy a whole street! Has there ever been a wealthier British motorcycle engineer? Probably not.

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

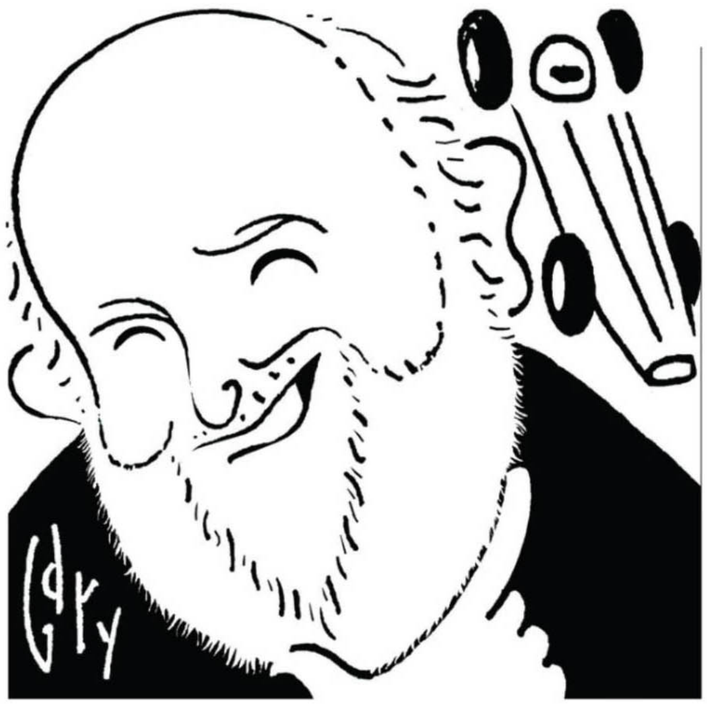
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DOUG NYE

"The classic and historic car world is rife with self-serving deception"

The Grand Palais exhibition hall in Paris is a massive and mighty impressive structure; classical stone facades with internal cast-iron and steel columns and arches supporting a vast barrel-vaulted glass roof. It was constructed on a site between the Champs Élysées and the north bank of the Seine, not far from the Place de la Concorde, in 1900. From around 1910 until 1961 it served as home to the annual Paris *Salon de l'Automobile* motor show. This bugs the hell out of me since I am sure I remember attending the Salon in just such a distinctive building around 1964-65, but the show had apparently moved to the present Porte de Versailles site by then. Funny thing, memory...

Regardless, this year I was there for the Retromobile week Bonhams sale. I have been a consultant to the auction company for donkey's years, and for this sale I had spent ages establishing detailed histories for several of the cars on offer. Competition cars, of course, because my knowledge of street cars and interest in them is effectively undetectable.

So, I'd spent a couple of days showing interested visitors around the ex-Carl Junker 1931 Australian Grand Prix-winning Bugatti Type 39, and the ex-Pietro Lo Piccolo 1970 Targa Florio Ferrari Dino 206SP - what a gem. And then there was the late, much-missed Geoffrey St John's utterly glorious Bugatti Type 55. It had begun life as a works car in the 1931 Le Mans 24 Hours, co-driven lucklessly by Louis Chiron and Guy Bouriat, before being re-bodied uniquely by Levallois-based Italian coachbuilder Giuseppe Figoni. Leading British Bugatti exponent St John owned that car for 55 years, and happily it was briskly sold for some €4.6m.

Now, late on the viewing day, we were about to leave when that capable historic racing driver Sam Hancock button-holed me. He was fronting a Retromobile round-up video show on Snapgrab, InstaFlash or somesuch - I don't understand these interweb things - and he asked me for a favourite sale car to talk about on camera.

I thought immediately of Lot 232, which was the ex-Lord Ebury 1931 4½-litre 'Low-Chassis' Invicta Type S, as built by Captain Noel Macklin's fine company at Fairmile in Cobham, beside the A3. This remarkable survivor has - despite running and driving well - hardly been touched cosmetically since at least the end of World War II. Its faded and peeling paint and its well-worn and burst leather seats might be anathema to many fastidious collectors, but for those who prize unadorned originality and the grizzled qualities of a timeless surviving eyewitness to a bygone age - this Invicta had it all.

I stood there beside it - not far from the spot where a photograph I have was taken, which shows Enzo Ferrari on the Alfa Romeo stand at the 1924 Paris Salon. I tried to explain to the camera just what made this car so special for discerning - and understanding - connoisseurs. The truth is that a restoration is simultaneously an act of obliteration. As more surviving unspoiled cars are restored each year, so the world's treasury of such fascinating, albeit tatty, gems diminish. This makes these unrestored survivors even rarer. By the simple law of supply and demand, as the former contracts, the value to the latter inflates.

Fortunately, the day after our filming, this proved to be true in the Invicta's case. A vigorous bidding battle for it was resolved at €1.6m, which left the bright and shiny fastidious brigade shaking their heads in uncomprehending wonder.

This left me thinking about how some truths about collectability deserve repeating. One is the point demonstrated above. Then there's the sometimes weird interface between enthusiasm, perhaps flexible honesty, and sheer greed, which surfaces so often in the old banger trade. Relating to this, I'll repeat an observation I first made some years ago.

The classic and historic car world is rife with self-serving deception, and also with self-serving self-deception.

In truth, the actual history of any artefact is never within the gift of any, inevitably temporary, owner. There was an early Lotus sports car, sold to the US, returned later as a bent and battered relic. It was then 'restored' - basically by having its chassis frame replaced by new. The contemporary owner later sold the discarded original frame into other hands, while specifying that "the history does not go with this frame". In other words, he attempted to specify that "the history" of the car and its American ownership would only be attached to the recreated car, assembled around the replacement, around one-year-old, chassis frame instead.

"The actual history of any artefact is never within the gift of mere man"

Such a stance is indefensible nonsense. The history of the original, discarded and now-sold chassis frame is indelible and remains so until the day that the last vestige of that structure is finally melted down or simply corrodes away. Some things are not within the gift of mere man, and this is one of them. As for chassis plates, they're a minor consideration in the factual scheme of things.

And this is a self-evident truth which many enthusiasts, whether that enthusiasm is for interesting cars or mere transient profit, often forget under the enveloping onset of self-deception. But remember, an awful lot of evidence and an awful lot of witnesses are still around.

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



ANDREW FRANKEL

"Bentley's record at Le Mans as a works team is something to behold"

I REJOICED AT BENTLEY'S VICTORY IN THE Bathurst 12 Hours in February. It was, by some margin, the most significant victory of the modern era for the manufacturer. Indeed, Bentley has not won a bigger prize since it lifted the winner's trophy at Le Mans in 2003.

But I was also pleased for someone who wasn't there: Bentley's now-retired director of motor sport, Brian Gush.

Brian was instrumental in persuading the Volkswagen board that Bentley needed to go to Le Mans at the start of this century, and he masterminded the GT3 programme that got Bentley racing again after a 10-year hiatus. It seems a little unfair that this Bathurst victory, at the fifth time of asking, and which he did so much to secure, took place at the first Bathurst he did not attend.

So, will Bentley be tempted beyond GT3 and return to the top level of sports car racing, tempted perhaps by the World Endurance Championship's new LM Hypercar class for 2021/2022? I wouldn't rule it out, but it's unlikely. In conversations I've had in recent months with everyone from team members to top brass, I've heard nothing to suggest a Le Mans comeback is on the cards.

Sadly, if not for an almost entirely unrelated incident, Bentley would be in a great position to fight for its seventh Le Mans win. Had things gone to plan, last year Bentley would have celebrated its centenary with a new prototype to race in the IMSA SportsCar Championship. IMSA and Le Mans organiser Automobile Club de l'Ouest have announced rules convergence, meaning Bentley could have been well placed for a return.

But then some VW engineers in the US were under intolerable corporate pressure. Faced with a task they could not complete without cheating, they installed 'defeat devices' in some diesel engines. In the fallout, the axe fell, particularly on motor sport. It played a role in both Audi and Porsche's exit from the WEC, called time on VW's WRC programme and cost Bentley its DPi project.

Bentley's record at Le Mans as a works team is something to behold. Including 1924, in which John Duff's sole Bentley was prepared entirely at the factory, it has entered Le Mans 10 times and brought home six wins, three seconds, two thirds, two fourths and a fifth. With that record, it's understandable the company is wary about returning.

A COUPLE OF WEEKS AGO I HAD DINNER WITH an old friend I'd not seen in a decade. We had spoken a fair bit over the years, but the conversations were usually about new cars. He has all sorts, but mostly powerful state-of-the-art German saloons and coupés and he currently drives a BMW i8.

Last year, his wife bought him a day out at Morgan for his birthday. He was charmed by the quaint factory and its 'state-of-the-ark' car building. There was a test drive in what he thinks was a 4/4, Morgan's standard offering.

"It was, without doubt, the worst car I have ever driven," he told me, wide-eyed in his recollection. "The ride was atrocious, the handling hopeless, and, compared to the stuff I'm used to, it was incredibly slow."

I sensed there was a qualification coming. "But do you know, I bloody loved it. I realised that, for the first time in years, I was actually driving, not just telling a car where to go and what to do." He went on to describe how busy he'd been at the wheel and how hard he'd had to concentrate just to get the best from it. It got him involved, which is surely the first job of any car intended for those who love driving. Next time we meet, I bet he's bought one.

HOW WORRIED SHOULD WE BE ABOUT BORIS Johnson's proposed ban on sales of petrol, diesel and hybrid cars by 2035? In one respect, very, because when even slow moving governments recognise the peril of climate change sufficiently to bring forward its proposals by five years, it's no exaggeration to call it an emergency.

On the other hand, and for those who have no desire to see internal combustion engines run off the road, I don't think they need to worry. Even with the current proposals, all that will be banned are sales of new cars powered by an ICE. All the cars sold up until that point will be on the road for years, even if there is a reasonably wide-ranging scrappage scheme. There will be exemptions for classic cars, too, because the industry is worth too much and employs too many people just to be cast aside.

Remember, too, that the proposals are purely UK-centric. While there are plenty of other similar plans in Europe, there are far fewer elsewhere, particularly in the world's two largest car markets: the US and China. So, ICE cars will continue to be built.

"The ride was atrocious and the handling hopeless"

But most of all, remember that saying you're going to do something and actually doing it are very different. And the way I see it, sorting out the infrastructure, the national grid, the taxation and the availability of clean sources of electricity in time for these rules to take effect in 15 years will not prove easy. Put it another way, doing a trade deal with the European Union by the end of 2020 will seem like a day at the seaside compared to getting the country ready for an all-electric automotive future by 2035.

A former editor of *Motor Sport*, Andrew splits his time between testing the latest road cars and racing (mostly) historic machinery
Follow Andrew on Twitter @Andrew_Frankel

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Fighting a race against time

Daniel Abt's crash in Mexico put Audi on the back foot, but **Allan McNish,** no stranger to hairy moments, explains how his team managed to rebound and score points

McNISH ON FORMULA E
IN ASSOCIATION WITH Audi Sport

The Mexico City ePrix weekend is usually full of drama. We have seen it in just about every race at the Autódromo Hermanos Rodríguez, but we also experienced the type of drama no one wants in motor sport when Daniel Abt had a big practice accident on the morning of the race.

When you see a car going off at the speed Daniel did, it's a concern. The first comment from Daniel was a big sweary one, which told us fundamentally that he was okay!

However, once he got taken out of the car, he was starting to feel a little bit of lower-back pain, and with a big old *g*-impact and the speed that he was travelling at, it was hardly a surprise. So, he was taken off to the medical centre and then to a local hospital for checks, which proved everything was thankfully okay. Our team medical expert Dr Vincenzo Tota went with Daniel to the hospital.

We had to ensure we still focused on the one car for Lucas di Grassi, because we knew he was going to go out imminently for FP2 and qualifying, but we also had to prepare Daniel's car for when he came back. It is nothing new in motor sport and these situations are trained for. It was a complete monocoque change, and we also had to take the battery out because it had activated the crash limitation sensor, so we had to go to McLaren Applied Technologies (MAT) for verification. Then we had to come back and put that battery in, so we had two battery swaps plus a chassis swap all before the race.

We should take a lot of inspiration from the mechanics and crew that worked on the no66 Audi e-tron FE06 because they showed mighty determination, focus and capability in adverse conditions. Remember, even though they essentially knew Daniel was going to be okay, they were still worried about him a little. They are friends as well as colleagues. Considering all of that, I'm pretty proud.

We had a software problem, and it's tricky to identify and rectify quickly, but that's an area where I think we're strong. We've got good groups of people with the capability to get it done when we need to and we did in Mexico.

"We had two battery swaps plus a chassis swap all before the race"

I had some big incidents during my racing career, such as at Suzuka in Formula 1 qualifying back in 2002. When Daniel returned to the track, I shook his hand and said: "Welcome to the club, mate!"

I remember on that occasion trying to impress the late, great Dr Sid Watkins that I was fit to race. Everything was kind of okay from the outside, except for some interesting-colour bruises, but you have to get the whole picture before letting a driver race.

Daniel was straightforward. As soon as he checked out at the hospital, he was active on social media, being one of the younger generation! When he got back, he had to be checked by the FIA doctor before they would release him to race. Irrelevant of the doctors at the hospital and our doctor, the FIA rightly took control and authorised that he could race. There was no question about it from his side. I was pleased with his mental focus.

Like in all situations, we're quite clinical in these ways. We as Audi will go back and analyse everything. You take all of these incidents and try and prepare for the future. The FIA try to do that as well. In terms of understanding how things can be improved in safety, we've seen the positive benefits this year with the new re-enforced helmets. We've also seen in the past that things we were maybe critical of, like the Halo, had benefits.

I can go back and remember the HANS device when it was first introduced. So all the time, you're trying to evolve, and you can learn from every incident and accident.

As for the race itself, Lucas brought home some points in sixth place while Daniel, unfortunately, failed to finish after a spin. Being very frank, we have had a few tough races this season. We're 15 points behind in the drivers' points with Lucas, which considering the amount that's gone on in the first four races, I suppose we can thank our



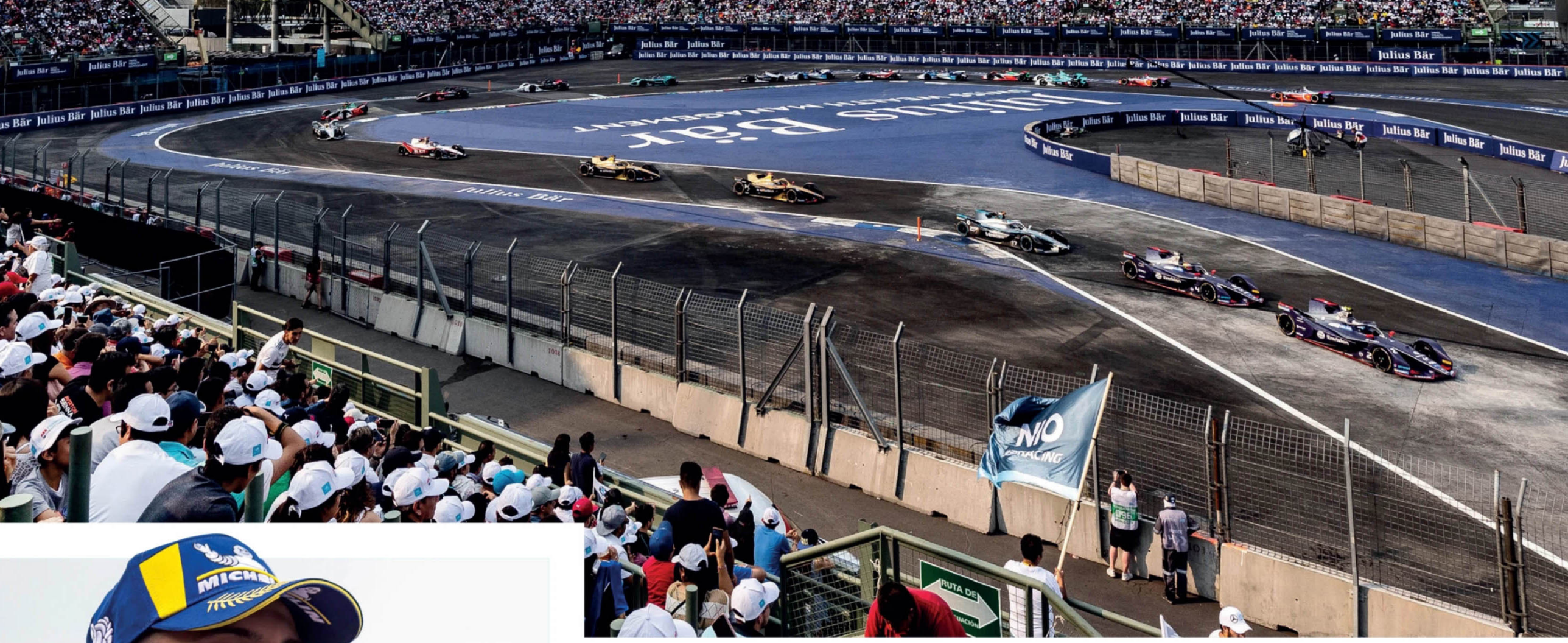
The Audi crew had to rapidly repair Abt's car in time for the Mexico City ePrix



Driver standings

P	Name	Team	Points
1	Mitch Evans	Jaguar	47
2	Alexander Sims	BMW Andretti	46
3	António Félix Da Costa	DS Techeetah	39
4	Stoffel Vandoorne	Mercedes	38
5	Lucas Di Grassi	Audi Sport	32
6	Sam Bird	Virgin	28
7	Oliver Rowland	Nissan e.dams	28
8	Maximilian Günther	BMW Andretti	25
9	Edoardo Mortara	Venturi	22
10	André Lotterer	Porsche	21
11	Nyck De Vries	Mercedes	18
12	Jean-Éric Vergne	DS Techeetah	16
13	Sébastien Buemi	Nissan e.dams	15
14	Pascal Wehrlein	Mahindra	14
15	Robin Frijns	Virgin	10
16	James Calado	Jaguar	10
17	Daniel Abt	Audi	8
18	Jérôme D'Ambrosio	Mahindra	3
19	Felipe Massa	Venturi	2
20	Brendon Hartley	Dragon	2
21	Oliver Turvey	NIO	0
22	Nico Müller	Dragon	0
23	Neel Jani	Porsche	0
24	Ma Qing Hua	NIO	0

Audi's inconsistent, but fine margins are splitting the title race





Mitch Evans won in Mexico, giving Jaguar its second Formula E win

lucky stars a little. At the same time, everyone has had something happening along the way too, which is often the case in Formula E. Everybody has had an up-and-down time to some extent, so you are always in contention.

When it doesn't quite happen in qualifying, it's difficult and pretty ruthless. Being in group one doesn't help because of the circuit conditions. You're on the back foot because you're having to overtake and use energy, and if you're at the front like Mitch Evans was, then you can conserve your energy to stay there. In that respect, it wasn't ideal. We've got to try and have clean qualifying sessions.

Next up we've got the race in Marrakesh which, by the time this edition of *Motor Sport* lands, will have just taken place. It's another chance to move up the standings, followed by an important rookie test the next day.

I am a big supporter of the rookie test because it's getting new blood through. We will have two young rookie drivers - Mattia Drudi and Kelvin van der Linde - who are both in the Audi family and have shown great talent in their GT customer racing programmes.

As it is a young driver test, the focus is on the driver and their performance. But as a team, we will be looking to extract everything out of the final 'in-season test' of the year, too.

There is then a little break because of the cancelled Sanya round in March, and then we have a double-header leg in Rome and Paris in April where we have been strong before.

Allan McNish is the Team Principal of Audi Sport ABT Schaeffler Formula E Team as well as being a three-time Le Mans winner.

Jannarelly's throwback

A nostalgia trip to a bygone era at the cost of a modern supercar. **Andrew Frankel** asks if it can match up to its contemporary foes



Jannarelly made his ideal car in the Design-1, but then others wanted their own version...

THIS IS DIFFERENT. WHILE THE wider world of the automobile obsesses about its all-electric future, here's a car that makes even today's machines positively post-modern. This is the Jannarelly Design-1, a car without hybrid drive, with neither paddle shifts attached to its gearbox, nor turbochargers fixed to its engine. It doesn't even have a monocoque.

Its specification sounds like an early '70s junior supercar: spaceframe construction, normally aspirated mid-mounted V6 motor, manual gears, rear-wheel drive, wishbone suspension and not much else.

And what is wrong is that? The name, perhaps. With no offence intended, Jannarelly doesn't roll off the tongue. It is an unusual name, chosen because it belongs to its creator, French car designer Anthony Jannarelly. Fair enough, but if I were starting a new car company, I might try for a name that doesn't need to be explained.

The company is based in Dubai and the Design-1 made its debut at the rather swanky Salon Privé last year. But leaving aside its unusual name and unusual place of origin there is much to recommend in this car.

While the ingredients are simplicity itself, the way they have been combined and cooked has delivered a recipe of richness and texture you would struggle to imagine given the base parts, which include a Nissan engine from a Chinese-market Maxima saloon.

The looks, which clearly evoke memories of the pontoon-wing Ferrari Testa Rossa, are fabulous. Shamelessly retro and entirely unlike anything else out there, the Design-1 is a car Jannarelly unapologetically designed for himself alone. "Then," he told me, "people kept on asking if they could have one."

Which they could. He's made about 20 now, has orders for 70 more and says he'll limit production to 499 to preserve exclusivity and to make way for his next project, a more expensive GT-like car called the Design-2.

For now, join me as I struggle to get into the Design-1. The standard car costs a fairly mighty £85,000 and is a two-seat convertible. If you want the clever flip-up carbon-fibre hardtop which incorporates the side windows, that's another £7600. It's actually far easier to access with the roof in place than, say, a Caterham, but the tall and middle aged will still find it a little awkward to get in and slightly undignified when getting out. Tall people will find the footwell cramped, too, even with an adjustable pedal, though I'm told more room is found by moving the brake master cylinder.

You sink down into the seat and survey the scene. There are some small, florid and consequently annoying instruments, a short bank of switches and not much else. To be fair, the car feels far better built than the self-assembled kit for which it will undoubtedly be mistaken at times, but so it should. It costs more than a Porsche Cayman GT4, and that's before you've spent £12,702 replacing the glass-fibre body with carbon-fibre panels, saving yourself 40kg in the process from what is an already conspicuously light car.

As a guide to real-world pricing, there are five highly specified UK launch cars available from Jannarelly's Docklands dealership featuring carbon engine covers, Union Flags and so on, each costing £115,549 - more than you'd have paid for a 911 GT3 when it was last on sale.



Awkward to get in and out, says our man Frankel, but the car has surprises in store



"I'll sound entirely ridiculous when I tell you its voice is akin to a racing V12 with a mild hangover"

It's a lot to fork out for a spaceframe car with a Nissan Maxima motor. And no, it's not been turbo-, super- or charged somehow to boost performance. Exhausts and installation aside, the 325bhp 3.5-litre V6 is standard.

But then you fire it up. I should say now that my drive was short and on busy, wet and partially flooded Home Counties roads with the car's clearly slightly scared creator by my side. These are not perfect conditions for cutting loose in such a machine. Yet, contrary to my expectations, the Design-1 was brilliant.

What it did so cleverly was demand your undivided involvement in the process of driving, but without doing it through the usual homemade car ploy of being utterly incompetent. It doesn't bump-steer or slither about, the steering does not feel more like a tiller for merely approximate guidance purposes. The ride is decidedly firm, but the suspension is fully adjustable (with spanners), so I'm sure that could be tuned out if you chose. The car is accurate and poised, has excellent traction and no nasty characteristics I could uncover, at least in such conditions.

You get involved because it makes you want to get involved, not because you don't have a choice. To my complete surprise, the prime mover in that process is the Maxima motor. It sounds ridiculously good. By contrast I'll sound entirely ridiculous when I tell you its voice is akin to a racing V12 with a mild hangover, but that is what it brought to mind. You find yourself hanging back just so you can go through the quick-shifting gears once more, scanning the road ahead, hoping for a tunnel or other such construction against whose walls you can bounce that outrageous noise.

And yet in the unlikely event you tire of such behaviour, or if you've been rash enough to undertake a journey with someone not quite so smitten with the snarling monster under your right foot, you can calm it down. At part-throttle, the Design-1 is more than quiet enough for long distances and, with its luggage space, surprisingly practical too.

Jannarelly's idea was that this would be a classic car designed with the benefit of hindsight, combining the look and feel of a bygone era without the ineptness and unreliability that was so often part of the experience. And expensive and occasionally awkward though the Design-1 is, it is precisely the car he intended. **O**

JANNARELLY DESIGN-1



- **Price** £85,000
- **Engine** 3.6 litres, 6 cylinders, normally aspirated
- **Power** 325bhp
- **Weight** 850kg
- **Power to weight** 259bhp per tonne
- **Transmission** six-speed manual, rear-wheel drive
- **0-60mph** 3.9sec
- **Top speed** 135mph (limited)
- **Economy** n/a mpg
- **CO_2** n/a g/km
- **Verdict** Retro fun with rough edges



The M8 is pitched in Continental and Carrera S territory

Replacing a landmark

The pioneering i8 will fall for the new M8, but at what cost?

IMAGINE A CAR MANUFACTURER making a traditional fast coupé: big V8 up-front, huge power and vast weight. And then it announces it's going to be discontinued, replaced by a similarly priced mid-engined car with a carbon-fibre tub, an engine one-third the size and with fewer than half the cylinders. It has less power, despite its plug-in hybrid electric drive, and then this loss would be made up, at least in part, by lowered weight. You may or may not be excited by the prospect, but it would be a sign of the times.

But what if a car manufacturer did the reverse and canned the light, technologically advanced, downsized hybrid-powered car and instead announced a huge and heavy V8 monster? That's precisely what BMW has done: the ultra-advanced i8 is being axed, and the traditional M8 is being released.


i8's low sales means it will be consigned to the history books

I understand the decision because the i8 has not sold as well as hoped, but I lament it. The i8 is one of my favourite cars. Recent reacquaintance reminded me it's clever and beautifully engineered. No, it's not got vast power or limitless grip, but I care more about how poised and accurate it seems, how faithfully it steers, and the feedback received through that carbon tub. I love that it'll do local journeys in silence, and even if you spend a week driving it rapidly, it won't do less than 40mpg.

By contrast, I spent all my time in the M8 wondering why I wouldn't save myself fifty grand by buying a delivery-miles M5 with the same 'Competition' engine specification and with four doors and some space in the back?

It's not that the M8 is a bad car, but unless you're seduced by the looks (plenty of passers-by were in my time with the car) it's very hard to see why you'd spend that money when a cheaper Porsche 911 Carrera S is an infinitely superior machine. If you want the whole two-tonne V8 GT thing, a Bentley Continental GT is on another level in terms of ride comfort, interior ambience, engine character and perceived construction quality.

The M8 is immensely fast - but no faster than the M5. While the i8 feels genuinely special, whether you're on a twisting B-road or a motorway, the M8 is caught between. It wants to be a proper sports car but no car of this mass has convinced in that role, not even the Bugatti Veyron. As a long-distance tourer, the M8 is let down by its uneven ride quality and unremarkable interior.

For BMW, the salient point is that the M8 is a mere derivative of the extant 8-series, so you imagine its marginal additional cost is little compared to developing the i8 from scratch. But 10 years from now, the M8 will be a footnote in BMW history and the i8 a landmark, one it sadly - if understandably - decided to halt.

BMW M8 COMPETITION COUPÉ

- **Price** £123,435
- **Engine** 4.4 litres, 8 cylinders, twin turbo
- **Power** 625bhp at 6000rpm
- **Weight** 1960kg
- **Power to weight** 314bhp per tonne
- **Transmission** eight-speed automatic, four-wheel drive
- **0-60mph** 3.2sec
- **Top speed** 155mph (limited)
- **Economy** 26.9mpg
- **CO_2** 238g/km
- **Verdict** Looks great, but at 911 money?

BMW i8

- **Price** £115,105
- **Engine** 1.5 litres, 3 cylinders, turbocharged
- **Power** 369bhp at 6000rpm
- **Weight** 1535kg
- **Power to weight** 240bhp per tonne
- **Transmission** six-speed double clutch, four-wheel drive
- **0-60mph** 4.4sec
- **Top speed** 155mph (limited)
- **Economy** 156mpg
- **CO_2** 42g/km
- **Verdict** Misunderstood in its own time

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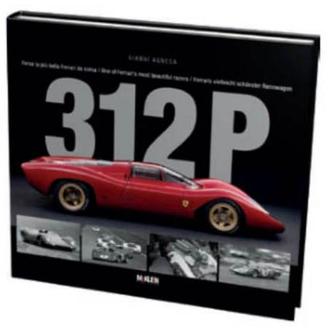
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HORTONS BOOKS

Ferrari's flawed favourite

The 312P turned heads but unreliability made it a curiosity, says **Gordon Cruickshank**





312P – One of Ferrari's most beautiful racers
Gianni Agnesa
McKlein, €89.90
ISBN 978-3-947-156-19-1

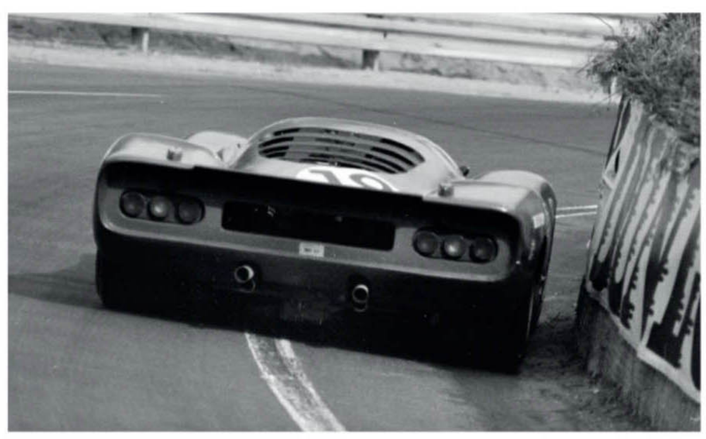
THE FIRST THING YOU NEED TO know is that this book is about the Ferrari 312P, not the Ferrari 312P. They have different engines. It's no wonder that the wider world decided to add 'B' for boxer to the later flat-12 car, even though 312PB was not its official moniker. Here, we are only concerned with the 1969 V12 cars, and even though there were only three built and they raced for mere months, this hefty book in its slip case extends to 264 pages and as many photos.

Author Agnesa subtitles it "one of Ferrari's most beautiful racers" and the line stands up proudly in a tough field. What's pleasing to hear is that Enzo himself disliked the various performance-improving wings and flaps that at times spoilt its elegant lines - maybe it's in Italian blood not just to appreciate beauty but to feel it matters.

Certainly it was the look of the car which hooked Agnesa all the way back in 1969, and though he doesn't say when he started the book, it must have been a while ago as it includes reminiscences from drivers Chris Amon and Tony 'A to Z' Adamowicz, both some years dead.

Despite working from the island of Sardinia he has managed to to speak to many significant people including the car's designer Giacomo Caliri, who reveals much including that he incorporated aero lessons from his previous design, the Can-Am 612, which is why there's an obvious resemblance. Rushed testing at a snowy Monza indicated that the sleek profile, kept clean to maximise top speed, was losing out in balance and downforce, so a chilled Peter Schetty was sent out again and again trying various aero add-ons. There's a great shot of mechanics taping sheets of aluminium in place with snow lining the pitlane, a prime example of what makes this a feast for anyone who loves this period of sports car racing. Considering the three cars built entered so few races (and rarely finished - this was a luckless machine), there's a wealth of fine images, of assembling, testing, racing and even of the filming of the Le Mans movie where one car featured briefly. That section includes an interview with Erich Glavitza, one of the driver-actors, who laments not buying the car at the time for its $30,000 asking price. Not quite sure if he need have included the bit about imagining stroking it and wishing it goodnight though...

With its triple-language text (for us, Italy and Germany), sudden diversions into driver biographies, and wonderful whole- or double-page photos constantly arriving it can be a mite confusing to follow the tale, though in truth it would be a rapid read if condensed together. Following early promise and a slew of pole positions, the pretty machines constantly failed to deliver in what was effectively a single season as works entries, with second place at Sebring and Spa their best offerings in a spread of DNFs. A single car also made it here, coming fourth in the BOAC 500 at Brands Hatch with even more winglets attached to cope with understeer over the track's undulations - which prompted Enzo to demand "What are those wings doing on the car?". The winglets disappeared after that, although variations found their way back for the final works outing, a Can-Am race at Bridgehampton, USA - which was well out of view of the boss.



Scrabbling for speed, two 312Ps were altered to coupés for the 1969 Le Mans 24 Hours

In an anxious search for extra speed, two cars entered Le Mans in 1969 transformed into coupés, and Agnesa carefully details the modifications needed to put a roof over the car's head - including



The 312P was fragile, but it was put through its paces in the 1969 Nürburgring 1000Kms

MOTORSPORT IMAGES

"The author subtitles it one of Ferrari's most beautiful racers and the line stands up proudly"

smashing four Dino 206SP screens while cutting them down. And, later in the paddock, engineer Caliri re-purposed a pair of Simca rear lights into brake cooling scoops; it's the sort of detail people like me, more interested in the machinery than the results, will revel in. So be warned - if that's not you, try another book.

Not that the author skimps the races. Each gets a lavishly illustrated chapter of its own, including pit panics and sad shots of crumpled bodywork leaning against walls. But the truth is that the project never fulfilled its promise. It was always going to be tough to turn essentially Formula 1 elements into a long-distance racer, and so it proved. Beset by a variety of difficulties from tyres to engines, the 312P never stood its ground against those pesky Porche 908s, while Ferrari was also throwing itself into creating the big-engined 512S to square up to the mighty 917. That effort would displace the smaller car from the squad for 1970, so two were sold to Luigi Chinetti Jr in the US while the third was used as a layout mule for the 512 before turning into Pinifarina's '512 Special' show car.

As 'Coco' Chinetti himself describes to Agnesa, the NART outfit managed to keep the sidelined design afloat for 1971 with much work, including giving it a square-cut body reminiscent of the works PBs, and later radically reworking it into what Agnesa calls "practically a new car" despite retaining the chassis number, to run at Le Mans in 1973 with one sad outing the following season before retirement.

You could point to some missing voices here, notably Mario Andretti who, with Amon, achieved a hard-fought second at Sebring, or David Piper who drove one at Le Mans in 1969, or David Franklin who has raced the one restored car in historics. There are a few translation quirks, nor is it cheap, but with its bold layout and McKlein's fine quality imagery it's a pleasure - as long as you like that sort of thing.

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James Hunt is one of the 33 champions featured

All of the greatest hits

A comprehensive review of all Formula 1's world champions, but guilty of retreading old ground, says **Jake Williams-Smith**

ALL 33 WORLD CHAMPIONS ARE celebrated in this retelling of Formula 1 history, from the inaugural season in 1950 right up to the 2019 Abu Dhabi Grand Prix.

Their careers are chronicled by Maurice Hamilton, occasionally of this parish but who was also the Observer's F1 correspondent for 20 years between 1990 and 2010. His fine writing is complemented by great imagery provided by Paul-Henri and Bernard Cahier. Beginning with Giuseppe Farina's title victory all the way back in 1950, Hamilton reflects in turn on the greatest drivers as well as their victories and hardships, though no tale is previously untold.

The wonderful images from the Cahier Archive decorate the pages and detail the journey of every champion in their pursuit of the ultimate goal. Many are previously unseen, helping to illuminate some of the fiercest world championship battles from the past in surprising new ways.

Hamilton's retelling of the journey each driver experienced on the way to their titles works well, though despite his long and respected career as an F1 reporter and commentator, he doesn't include personal memories of those champions he has known. This is a shame because doing so would have refreshed some of the well-established storylines included in the book.

Quotes from many of the most famous names to race in F1 fill the pages, but there is a lack of individual insight from each champion that would have been a welcome addition to the book. Hamilton has also managed to persuade Bernie Ecclestone to contribute a brief foreword, which gives the book a bit of added gravitas.

As you would expect the greatest rivalries, most memorable wins, and controversial moments are all here. And it all adds up to create a very hefty several-hundred-page tour through F1's storied past. In part, because of its exhaustive nature, this is a useful record of those names permanently etched in the annals of racing history. However, you can't help feeling it would have benefited from more personal insight and a few more surprises along the way.



Formula One: The Champions 70 Years of Legendary F1 Drivers
White Lion Publishing, £35
ISBN 978-1-78131-946-8

EXCEPTIONAL CARS – FERRARI 250SWB 2689

One and a half seasons of racing is a pretty short career to describe as 'stellar', even though the subject of this book finished third in its debut race – which happened to be the 1961 24 Hours of Le Mans. An impressive opener for a private entry behind two works Ferrari prototypes. Yet other SWBs have achieved as much and more, not least the TT winner Porter has already featured in its Great Car series, so putting a similar car into a cheaper volume seems odd. Inevitably much of the text is about SWBs in general, always nice to read, but once the subject's few period and historic races are done there's a lot about its restoration and concours life in the USA and its current owner. A perfectly good history, but the £60 Great Cars version looks better value. **GC**

Richard Heseltine, Porter Press, £30

FORMULA ONE 2020

Formula One 2020 is the latest grand prix guide to set you up for the season, but it's likely to disappoint Formula 1 fanatics, despite providing a useful reference for those new to the championship. Let down by sloppy editing and too many typos, as well as a bizarre insistence on calling the constructors' championship the "Constructors' Cup", the book is handily split into files on the teams, drivers and tracks, with a solid stats breakdown at the rear. Where this book should entice new fans is the dedication to the history of the F1 teams – perhaps at the cost of more relevant 2019 and 2020 preview material – in an easily digestible fashion.

But you do wonder if sections of the book were committed to print ahead of the 2019 season run-in, as the lack of real focus on Toro Rosso's surprise Brazilian Grand Prix second place is a notable omission among others.

Still, this book is perhaps aimed at newcomers seeking to get into F1 and could succeed on that front, with the track section in particular a good introduction to new fans. **TE**

Bruce Jones, Welbeck Publishing, £14.99 ISBN 978 1 78739 373 8

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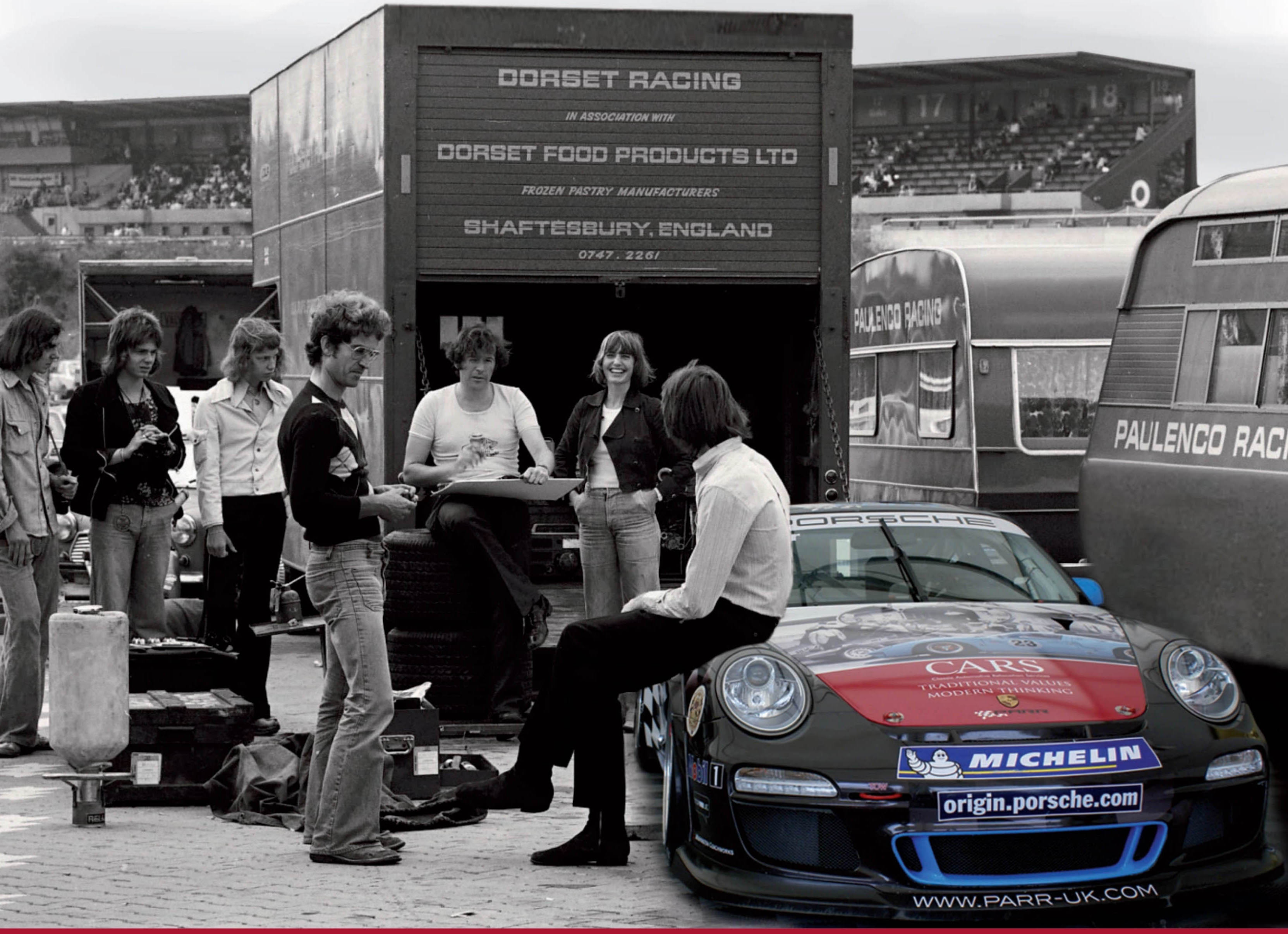
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Product of the month

From the race track to the living room

Upcycled, eye-catching pianos inspired by motor sport history

You may never have heard of Dead Buni, but there's a decent chance you will have heard of its founder - Ben Kealey, who is the pianist and vocalist for the hit British rock band Kasabian.

Kealey set up the company when he saw a growing number of instruments and automotive parts being discarded, and he sought to breathe new life into the spares he could get his hands on. And, being a musician by trade, as well as a trained carpenter and engineer, he has created these upcycled pianos.

Take the chromed Spitfire Tribute, pictured above, which incorporates exhaust vents, riveted body panels and original Rolls Royce engine badging, as well as lightweight drilled keys to add that extra magical touch.

There's also racing-themed concept designs, such as the Bentley Speed 6 edition, which is modelled on Tim Birkin's Le Mans Blower, and the bonkers Ferrari Tipo 500 version, using the distinctive shape of the rear cover from the 1950s Formula 2 cars as design inspiration.

Dead Buni works by private commission only, first imagining a concept and then producing it for private clients, meaning the prices are just as bespoke as the products themselves.

Price: POA. deadbuni.com





VW GTI LUGGAGE

Volkswagen's GTI moniker is perhaps one of the most recognisable hot hatchback models around, and now you can make everybody on your early year holiday aware of exactly which type of car you drive with this new travel luggage. Featuring the same 'Clark' check used on the car interiors, and the red GTI badging found on the flanks, this four-castor case has been designed to fit most airlines' carry-on dimensions.

Price £120. Volkswagen.co.uk

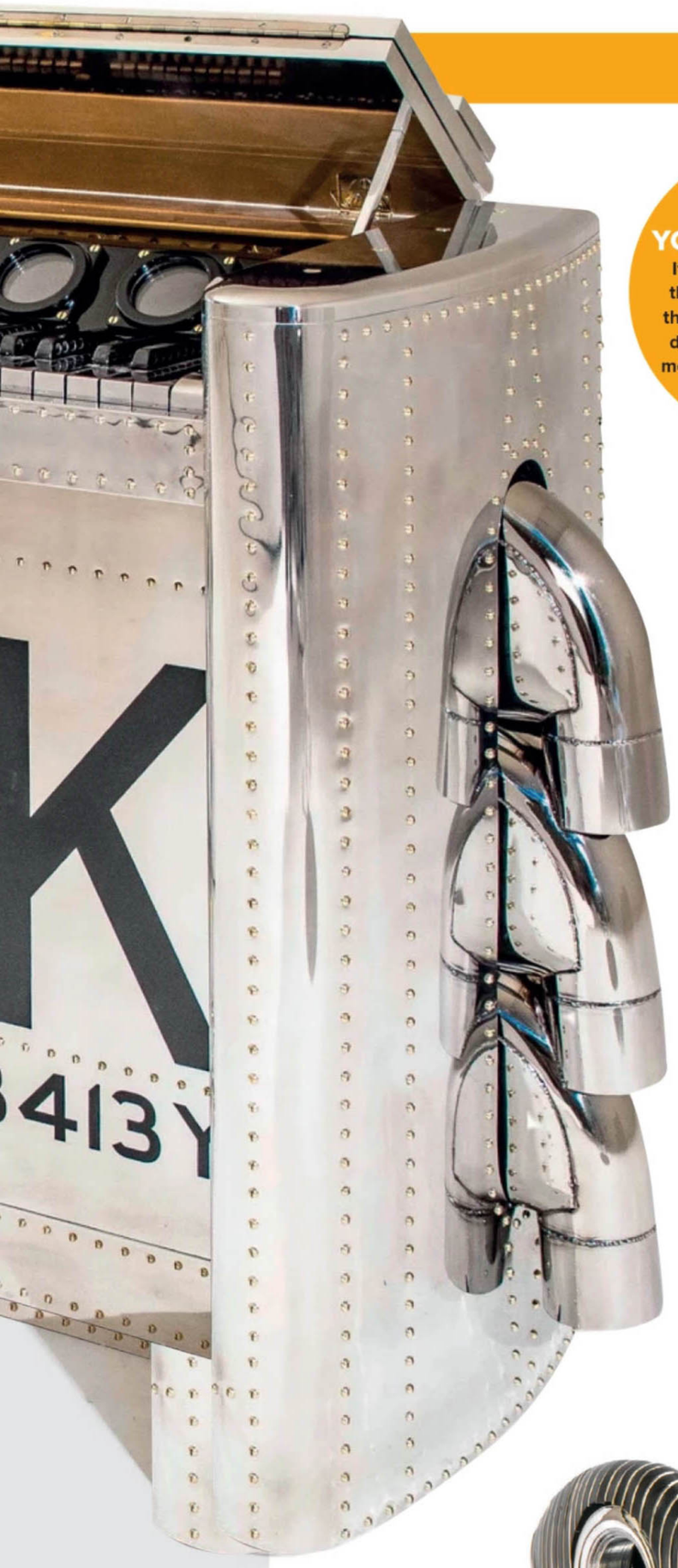




DR!FT HYBRID RACING RC CARS

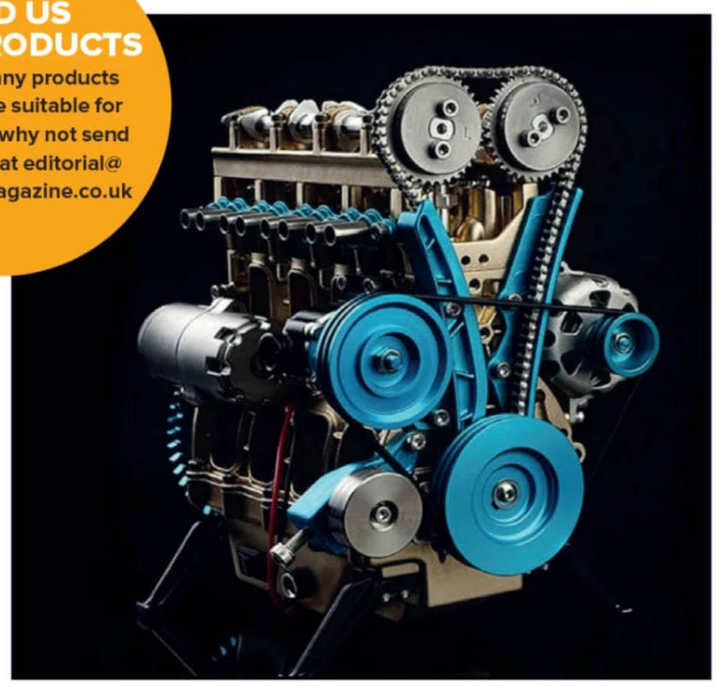
German start-up Sturmkind has cleverly mashed together remote control and mobile gaming. These Dr!ft models have come a long way since their Kickstarter days in 2016, and now their engineering has progressed so much that they can recreate the handling dynamics of a real racing car, in 1:43 scale. Download the app to your phone and it becomes a Bluetooth controller, allowing you to race anywhere. Thanks to flat timing sensors, the system can even give you accurate lap and sector times around any track you create. The cars are customisable, with a huge range of accessories available, and they can even race online. You can even progress your Dr!ft racers to race at a scale speed of 300kph. Each car comes with a rechargeable lithium-ion battery, allowing for over 30 minutes on a single charge. Our pick would be the officially licensed DTM classics: a Mercedes 190 Evo 2 or BMW E30 M3.

From €120. sturmkind.com



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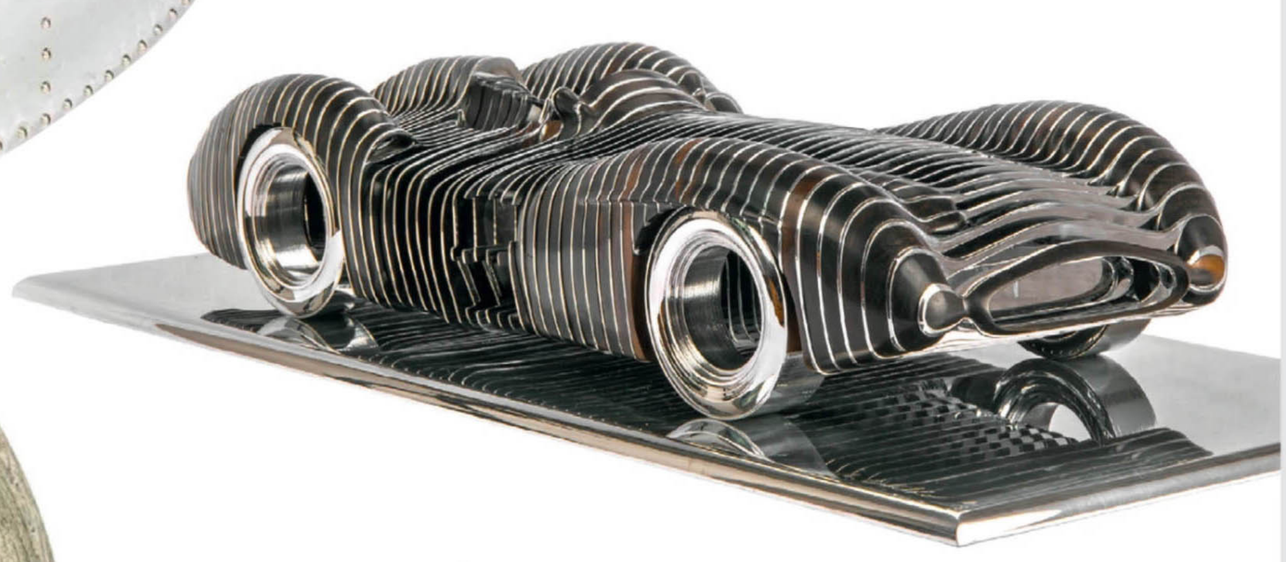
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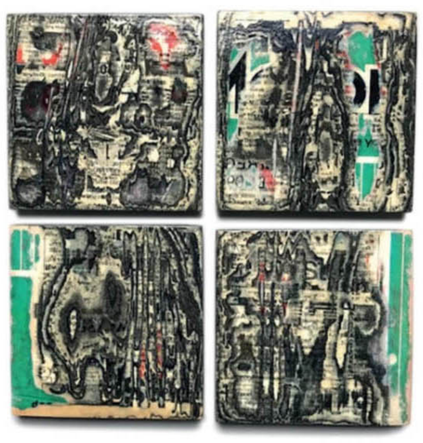
TECHING ENGINE MODEL

It's not hard to find build-it-yourself engine model kits, but it's rare to find one that's quite as cool and beautiful as this. Japanese company Teching produces these intricate scale-model kits not only as fuel for hobbyists, but also as learning tools for budding engineers. The description implies this one is based on the original 8bhp four-cylinder petrol engine created by Wilhelm Maybach and fitted to the Daimler Phoenix, the first road vehicle to run with such an engine, but if Maybach conceived a 16-valve DOHC with electric starter then he was more of a visionary than we thought... Still, it's a beautiful kit of 357 stainless steel and aluminium alloy parts. Once assembled it runs on a rechargeable battery, allowing you to bask in the full glorious motion of an automotive masterpiece.

$400. thetinkertown.com







HANNAH LOBLEY *MOTOR SPORT* PAPER ART

We recommend you store your beloved vintage copies of *Motor Sport* carefully and away from moisture, direct sunlight and, err, artist Hannah Lobley. But we have to give a hat-tip to Lobley for this distinctive decorative plate, which is made out of recycled 1970s issues of *Motor Sport*. The pages are mulched together to return to a wood-like state and then worked on a lathe to create the finished product. Lobley also offers a nice set of coasters. Just keep her away from your back issues.

Plate £195, Coaster set £49. historiccarart.net

ANTOINE DUFILHO SCULPTURE

There are some pieces of car art that stand out as truly exceptional, and this stunning piece by French artist Antoine Dufilho is one. From his shipping container-based workshop in Quesnoy-sur-Deûle, near Lille in France, Dufilho creates a series of dynamic car sculptures and the Mercedes W196 Streamliner is our favourite. Made from interlaced bondings of wood, resin and steel, each layer is hand-cut and worked to form the shape of the 1950s Le Mans classic. Others from the 'Sequential' collection include a Porsche 356, a glorious Ferrari 250 GTO made from handcrafted resin, an image of a Jaguar E-type created from 2250 steel rods and a wall-mounted Aston Martin DB4 GT front end.

From £6000, (Mercedes £22,500). madgallery.net.

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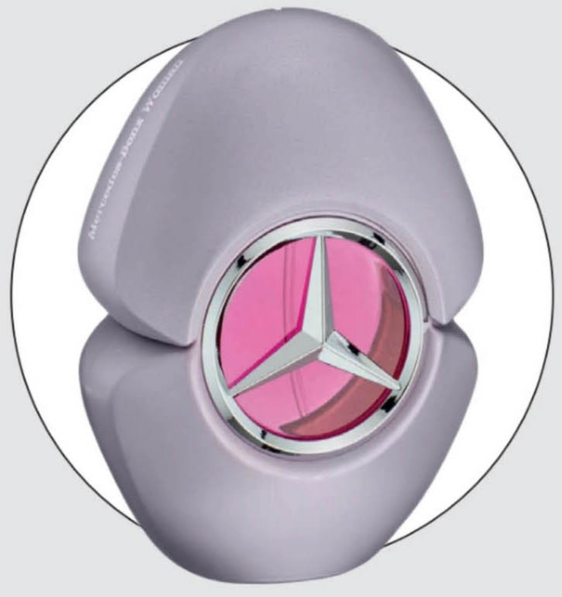
£165. shop.bentleymotors.com



THAMEEN REGENT LEATHER

Even Rolls Royce has got in on the act. Sort of. This was developed with the Rolls Royce Enthusiasts' Club to match a leather interior.

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"An opulent, luxurious, profoundly feminine fragrance to charm the senses". She'll have to love it...

£64.50. shop.mercedes-benz.com



Will Cammish take revenge after his 2019 title defeat?

Back with a wheelbang

British Touring Car Championship racing returns, but it's Donington that plays host to the curtain-raising round

March 28-29, BTCC round one - Donington Park

MINI BREAK

The British Touring Car Championship will be back in action for the start of its 2020 season.

This year, the opening round is at Donington Park for the first time since 2005 as it takes over the honours from Brands Hatch.

Speaking of Brands, the thrilling conclusion to last year's title fight there between Colin Turkington, Andrew Jordan and Dan Cammish will live long in the memory. As 1992 BTCC champion Tim Harvey said to *Motor Sport*, "There simply hasn't ever been a finale like that before." No easy act for 2020 to follow, then.

Following on from last year's nail-biting ending, title rivals Jordan and Turkington will again align as part of the WSR works-backed Team BMW outfit alongside Tom Oliphant in the third 330i M Sport.

Ash Sutton swaps to Laser Tools Racing while Excelr8 will run Hyundai i30 Fastback N Performance chassis, switching over from the venerable MG6 GT.

Matt Neal should be on the grid for Team Dynamics Honda at Donington after an off-season in which he injured himself in a mountain bike accident.

Mark Blundell has retired from racing and now leads the newly-named MB Motorsport as sporting director, with Sam Osborne and Jake Hill driving for the team.

Cammish will have the first chance to bounce back from his title defeat to Turkington after 2019's dramatic final twist.

If the opening skirmishes are anything like the knife-edge title decider, the first round will be unmissable viewing.

LOCAL KNOWLEDGE

- **HOW TO GET THERE** Donington Park Circuit is located just off the M1 junction 23A northbound or junction 24 southbound. Aim for the A453 after leaving the M1 before picking up signposts for the circuit from there.
- **ALSO GOING ON** You'll have no trouble finding something to do away from the on-track action. There are plenty of merchandise stalls to peruse and funfair rides to keep you busy through the day.
- **DON'T MISS** Watching the action from the top of the Craner Curves and the Old Hairpin. Both give you a prime view of the circuit.

F1 AUSTRALIAN GP

March 13-15

Formula 1 returns after winter testing for the first race of 2020. Who's got the final year of the current regulations spot on? Can anyone take the fight to Lewis Hamilton and Mercedes at the first time of asking?

WRC RALLY MEXICO

March 12-15

Elfyn Evans took his first win with Toyota in Sweden and rookie Kalle Rovanperä was third. Evans assumes the lead of the championship at this early phase, but can the manufacturer continue its form on Mexico's challenging stages?

INDYCAR ST PETERSBURG

March 13-15

St Petersburg hosts the first IndyCar race of the year. Defending champion Josef Newgarden will begin his title defence and it will be the first chance to see the new McLaren team against the established competition.



WEC 1000 MILES OF SEBRING

March 18-21

Toyota will aim to defend its 1000 Miles of Sebring crown. Toyota was victorious in Bahrain but outgoing Rebellion has proven that it can snatch a win away from the favourites already this season.

GOODWOOD MEMBERS' MEETING

March 28-29

The 78th Members' Meeting kick-starts the calendar at Goodwood. A variety of classic and vintage cars will be on show along with roaring Rally Sprint events. It will be a weekend of thrilling racing.

MORE MARCH EVENTS

Mar 07 NASCAR, Phoenix
Mar 13-15 WORLD SUPERBIKES, Qatar
Mar 18-21 IMSA, Sebring
Mar 20-22 MOTOGP, Buriram
Mar 19-22 FORMULA 1, Bahrain
Mar 19-22 NASCAR, Homestead

LAT

DK Engineering

Est. 1977





Ferrari 250 GT Lusso (LHD)

This LHD example was the 174th car built, completed at the factory in October 1963 and subsequently delivered to the official dealer in Florence two months later. It was one of just 17 Lussos to leave the factory in Nero. A total nut and bolt restoration has just been completed by DK Engineering, executed to our usual highest standard. This stunning 250 GT Lusso is ready to start the next chapter of its life with its next custodian. **£POA**

Additional Motorcars Available for Acquisition



Ferrari 275 GTB/4 (LHD) - Period Race History

This beautifully restored LHD 4 Cam was first delivered to Barcelona where it was immediately displayed at the 1967 Barcelona Motor Show. The following year it finished 11th Overall at the 1968 6 Hours of Barcelona. This concours-winning car is presented in "as restored" condition and the car has just received a full engine rebuild. Classiche Certified.



Ferrari 288 GTO

This 1984 288 GTO left the factory with the full, and almost essential options, of full "Lusso" leather interior, air conditioning and power windows. It is one of the earliest cars delivered with its body number being six. Classiche Certified and recent major cambelt service. 31,800 Miles. Believed to be 1 of just 7 cars with a California BAR Label.

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Derek and Justin on the '95 Le Mans podium, 13 years after attending the race with Derek as a child (below)



SUTTON, LAT

RACING LIVES

Justin and Derek Bell

THE ANDRETTIS, MANSELLS and Brundles have raced at the Le Mans 24 Hours, but so have the Bells in father Derek and son Justin. While Derek is famous for his success at the Circuit de la Sarthe, taking five victories there alongside multiple successes at the Daytona 24 Hours and in the World Sportscar Championship, son Justin also carved out a promising career, while Derek's own path taught Justin the realities of being a racing driver.
Derek helped steer Justin's career up through Formula Ford and Formula Vauxhall Lotus, leading to a Corvette factory drive and a broadcasting career.
Interviews by James Mills

DEREK BELL: I never believed I would have the career I did. But when people tell me I'm lucky, they're forgetting that it boils down to 10 good years out of 35; the rest were really rubbish.

I didn't really want the children to see me racing in their early years, it was just so bloody dangerous in those days. People were having massive crashes during the races. It was only when I was driving for Porsche in the 962s that I would take them.

At home, I was a bit of a stickler for manners and courtesy. There was only one time I got the slightest bit cross with Justin. He was being such a prat over something, that I picked him up by his collar, pushed him against the wall, and told him to start getting himself together.

His mother was pleased that he had an artistic side but, at the same time, he thrived on speed, riding in motocross and competing in the British downhill ski championship in Wengen [Switzerland], crossing paths with the likes of Davina Galica.

He started racing much younger than me. I remember his first go on a circuit, which was at the Nürburgring, and I was driving a journalist around the circuit in my little Porsche 924 Carrera GTS. After a lap, the journalist had what he needed, and I asked Justin if he wanted to drive a lap. He drove it perfectly; I remember it so well, I hardly had to tell him anything and he had the lines and I knew, "Oh God, this is bad news..."

We were going to send him to the Jim Russell driving school, but then I possibly went a bit wrong and decided to coach him myself. We chose Bert Ray Formula Ford when possibly we ought to have gone with Van Diemen. My thinking was "I've been racing in Formula 3, Formula 2, even Formula 1; I've been at Ferrari, and I've had my first Le Mans win so surely I'm as good a person to teach him as any instructor?"

However, experience counts. By which I mean experience running a team, experience of raising money. So those that had better support from their team, or financially or in terms of management went on to get further up the ladder, even if they were no better a driver than Justin.

I only came to realise this in hindsight. And I think he should have done two seasons in Vauxhall Lotus rather than just one, because the first attempt you're learning the car, the tracks, the team, and in the second year, you're firing on all cylinders. On reflection, it was a bit of a mistake, but money was tight, and I was busy with my racing.

Achieving everything I did nearly didn't happen. As I said, people talk about the good years, but they forget how much was bad. Grovelling around to keep your career alive. I had tea with Jimmy Clark the night before his fatal accident...

Ironically, when Jimmy died, it seemed to open up everything. Suddenly I had Enzo Ferrari wanting me, Colin Chapman, Cooper was onto me, and John Wyer was knocking on my door for Le Mans. How many drivers get four offers like that today - and I had to make decisions all on my own, without a manager or anyone like that? Yet by 1979, I was ready to quit racing and go back to working on the farm because I couldn't get a drive.

To think Justin saw some of what I was going through and still wanted to go racing. People would say to me, and later to him, "When are you going to stop being a playboy and get a proper job, become an accountant?"

"I possibly went a bit wrong and decided to coach Justin myself"

JUSTIN BELL: Dad was a normal dad when he was at home. He'd take me to school or judo lessons, like any parent, and was hot on things like table manners and being courteous.

Communication was different then. From the family's perspective, Mum raised us and was the disciplinarian. On the other hand, Dad's gipsy-like life of travel meant once he left, we wouldn't speak much. He'd call, but I remember him saying: "This is costing 50p a minute! I can't speak long". Back then that would've been extravagant. In the holidays we would go to races with Dad. I remember being woken in the middle of the night by my grandmother and being told someone was here to take me to Le Mans because they'd put the car on pole. It was when he raced with Renault, led most of it, and retired with engine trouble. [Derek drove a Renault-Alpine A442 with Jean-Pierre Jabouille in 1977.]

The era they lived in was so savage. I can remember more than once dad sat on the edge of the bed in tears, mum consoling him, or going off to a funeral - he certainly went to a few. But I went through that too, saying goodbye to people like poor old Paul Warwick. [The younger brother of Derek died in 1991 after part of the front suspension on his Reynard F3000 car failed at Oulton Park.]

I was the creative one in the family. When I told Dad I wanted to try racing, I was doing a degree, and he said: "How the hell are we going to tell your mum?"

I hadn't driven a kart when I decided I wanted a go at Formula Ford. Dad had me work on the farm, picking potatoes. I remember Tommy Payne would drive the tractor another 100 yards every time I'd gathered an armful with bleeding fingers and I'd say: "You bastard!"

My first single-seater experience was disappointing. We just drove up and down in a straight line and went around a few cones. I could see the circuit peeling off into the distance, and thought: "What the hell?"

Later, to be considered to be in dad's world was an affirmation. He's the most-liked human I've ever met, so it felt quite good when people wanted to talk to me, and I started to find my voice. But I'd argue that for people like me, Paul Stewart, David Brabham, we were more aware of the ultimate cost of racing over someone who fancied giving it a go. They hadn't seen friends die, or their parents argue about dad being away, all that crap.

Where we're similar is everything he's ever done has been instinctual. So it was hard for him to explain to me how I should drive a Formula Ford. I moved quickly, switching up a category every year from Formula Ford to Vauxhall Lotus, and then I made a mistake when I should have stayed in Vauxhall Lotus for a second year, after finishing third in the championship, and then gone for the win. We also ran our own team; I was doing payroll at the age of 19 when I should have just been focusing on driving. It's a lesson I'll take with me to my grave, unfortunately.

Then the money ran out, so I went to the States and won the Barber Saab championship. The prize money was fantastic for the time - you won $12,500 and to do a race cost $7500.

At that point, my cadence fell apart. I never had a strategy, it was all very reactive. I tried Indy Lights, which was a bit of a dump, just as British Touring Cars was blowing up. A lucky break came my way, though. After racing at Le Mans in 1992 with my dad and Tiff Needell, in a Porsche 962 which blew my mind, a friend hooked me up with a drive in a Viper Roadster at Le Mans with René Arnoux. It handled like a cheap leather sofa with an engine and a wing on it. However, it got me connected to Dodge, and I realised sports cars was the way I should go.

Then came Moody Fayed, and racing in the Harrods-sponsored McLaren F1 GTR with Andy Wallace. He was electrically fast at that point, and we raced it at Le Mans with dad, losing out on a win because of clutch trouble.

I didn't quite work out all the elements of what I needed. I should have been fitter, more focused, and I kept forgetting to pay myself out of any deals I made.

When the Dodge factory drive came along it was the nirvana for any driver. Oreca transformed the Viper, and in 1997 I took the FIA GT2 championship. It led to a Chevrolet drive, and I could see 10 years of racing for Chevy. I pushed to drive in the number one Corvette, but there was a personality clash, which I wasn't aware of, and at the end of the season I was dropped without any notice or explanation. I had never experienced a feeling of rejection and loss like that.

When I was racing, rightly or wrongly, I think dad always felt he had to justify me being there, or kind of make an excuse for me. He was so proud when I did well, obviously, but I think he carried the burden of me being his son more than I did with him being my father. I think he realises today that he probably didn't prepare me terribly well for a career in motor racing, but at the same time he prepared me very well as a man for life.

I threw myself into my television career, and I think that today dad will happily tell anyone that I am the best at what I do on television. He knows that that's who I am, and I'm pretty good at it and have that inner confidence in my abilities and that I know what I'm doing. It's taken me a while, but I've finally found it.



Justin headed to the States in a bid to emulate Derek's successful sports car career

SUTTON, LAT

Follow James on Twitter @squarejames



The vehicle registration BE 1 was issued by Lincolnshire County Council in 1903

Photo courtesy of Tom Hartley Jnr Ltd Archive

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Chamberlain is low-profile, but he helped launch Will Hoy's career and made multiple attacks on Le Mans

LUNCH WITH

Hugh Chamberlain

An ex-policeman, he became an engine builder despite no formal training, and took his sports car team to world titles. But, as he tells **Simon Arron**, there was no plan: "Things just happened..."

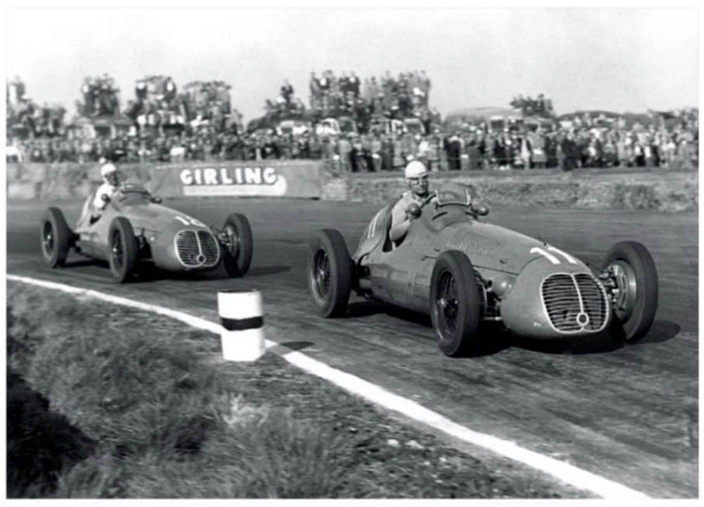
LYNDON MCNEIL

TO THE WIDER WORLD, HE IS almost completely unknown. Within motor racing, he is a hardened perennial, friendly but forthright, a man whose cheerful demeanour masks a steely competitive streak. His love of the sport was fostered when his father took him, aged seven, to watch Silverstone's inaugural motor race, the 1948 British Grand Prix. His professional engagement came about largely by chance, although that didn't prevent his eponymous team winning a brace of FIA endurance world titles, nor from taking a Le Mans class win (which might easily have been two but for a misfire). Next year will mark the 60th anniversary of his track debut, but he remains both passionate about the sport and active within it. To discuss his unusual route to the top, he suggests we meet at his local, The Brewery Tap in Furneux Pelham, Hertfordshire, where he orders haddock and chips to accompany his Diet Coke. "I have always," he says, "been a fairly simple soul."

There is an enduring mystery in Chamberlain's life, one that will likely remain unanswered. "I would love to know how I came to be born in a croft in Sutherland," he says. "My parents were based in Devonport at the time, although my mum had family in Scotland. She travelled almost 700 miles to the other end of the land heavily pregnant, and presumably with bags and stuff, during The Blitz, but I've never known why." He shrugs, advancing to the more conventional childhood that followed.

"We lived just outside Towcester, where my father was a headmaster," he says. "He was very keen on cars and got to know old man Hesketh [father of future Formula 1 team owner Alexander] and Jimmy Brown [later the linchpin of the British Racing Drivers' Club] - and as we were close to Silverstone, he took me to the first post-war British Grand Prix, in October 1948.

LUNCH WITH *Hugh Chamberlain*



Chamberlain's motor racing love stemmed from the 1948 British GP, starring Villoresi and Ascari

"We watched from the inside of Abbey, which at the time marked the beginning of the start/finish straight, and I was hooked: that was it, no further conversations, this was what I wanted to do. I was bowled over by the whole thing, the ambience, the smell, the noise. And to an impressionable young lad, Ferrari and Maserati sounded like much more fun than Ford or Vauxhall, and certainly more so than ERA... The same with drivers such as Luigi Villoresi and Alberto Ascari – it all seemed very exotic. After that, my father kept going back and helped out with timekeeping and other stuff. I'm not aware of him ever having competed there, though I accompanied him once on a regularity event that he won, and I still have the trophy he was given. I also have a photo of the Northampton & District Car Club team from a Six-Hour Relay in the early 1950s, with an MG Magnette, a Bugatti, a Ford Special and other stuff, and I'm fairly sure he was the team manager. That idea intrigues me, but he died when I was still school age and I have never been able to find out any more.

"In 1948 I also fell in love with Jaguar's new XK120; it looked so wonderfully different from an MG T-type or any of those other things with cycle wings. I decided straight away that I wanted one – and somehow by 1960, I'd managed to save up enough. I used it for a few sprint events, the first of them at Brands Hatch in 1961 – a Metropolitan Police Motor Club event because by then I had actually become a copper. I finished second, but recall feeling greatly annoyed not to have won – I can't remember who beat me, but they were driving a Morgan Plus Four."

Chamberlain was stationed in Kentish Town, North London, and his curiosity was further piqued while on foot patrol one night.

"I suppose it was about 2am," he says, "and I heard this most extraordinary sound. I saw the nose of something appear at a red light and could see elements of both C- and D-type Jaguars, though it wasn't either. It had D-type wheels, too, and as it moved off, I could hear it had quite a trick camshaft. I made a few enquiries, tracked it down to a local street with a row of garages and it turned out to be YPK 400, the Cooper-Jaguar. The owner told me he found it a bit ludicrous for the road, which wasn't surprising. Most of the running gear came from a D-type and I arranged a swap deal with my XK. The Cooper was the first car I raced. I was supposed to make my debut at an Eight Clubs meeting at Silverstone, in '64 if memory serves, but it all went wrong because I knew John Gott [chief constable of Northants, and a distinguished racer of Austin Healeys] and he asked if he could have a go. I think he just wanted a play, but another driver ran into him and I decided against racing that day. I ended up using the car at several club meetings, but my first marriage was now looming – which meant a house, furniture and other things, so the Cooper was sold for £870 to cover some of that."

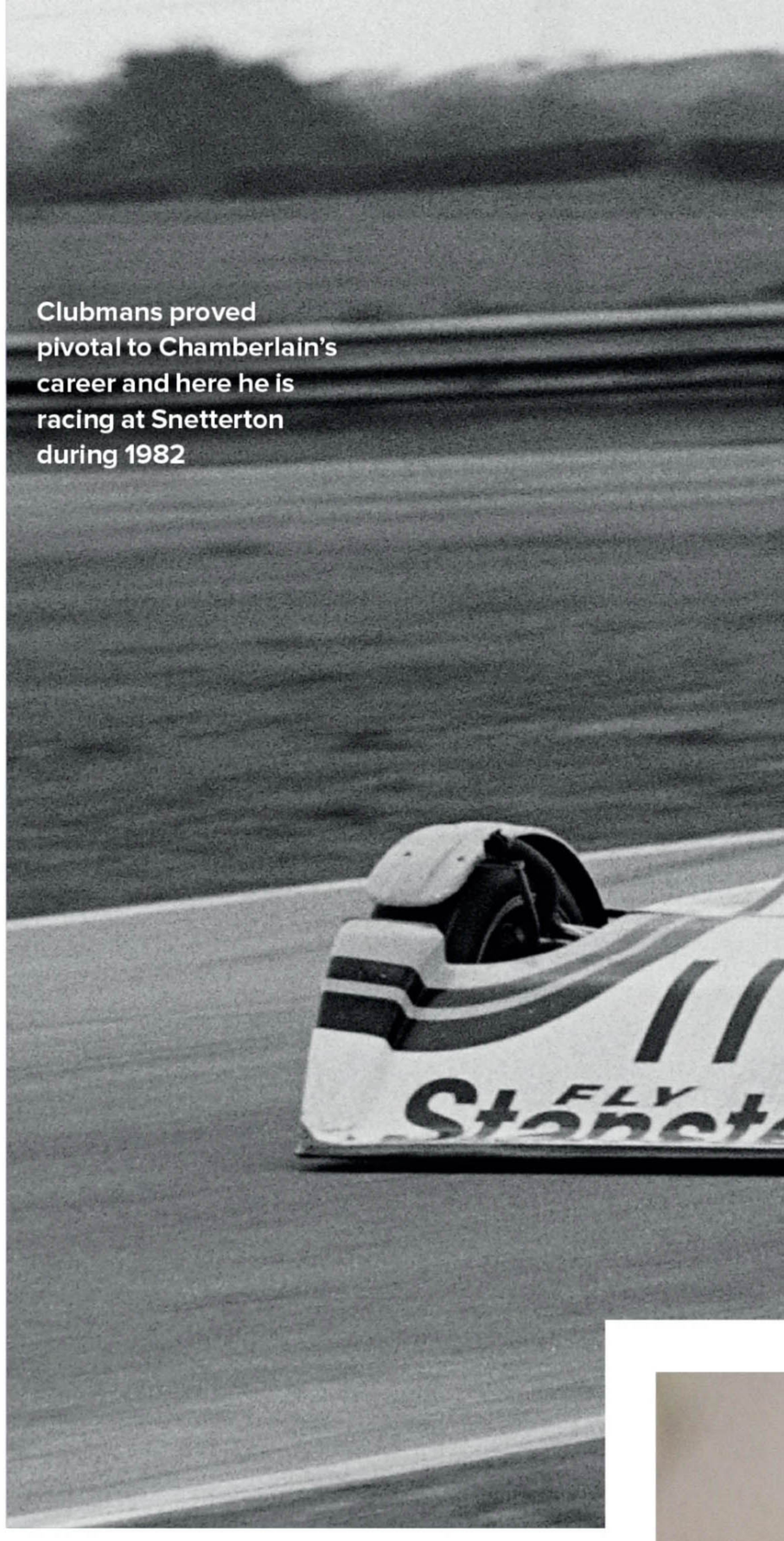
He had now left the Met and was managing a motor parts business for a former police colleague, who had been doing well in London and invited Chamberlain to run a newly opened second store in Hertford. "At that stage," he says, "I had to start learning a little more about how cars worked." Not that he was particularly prepared for what followed.

"One afternoon I received a phone call from a chum in Northampton. 'Ah, Chamberlain – when are you going to come and pick up your stuff from my garage?' I hadn't the faintest idea what he was talking about, but it transpired that he'd been collecting bits to build a U2 Clubmans car – this was still before they were known as Mallocks – and his wife had twigged. Faced with the choice of a divorce or lying, he chose the latter and told her the stuff was all mine. I'd never heard of a U2, didn't want it, and certainly couldn't afford it, but I'd been his best man and felt I should help, so I went to pick up a chassis and pretty much all the bits, bar engine and gearbox, to put a whole car together.

"It was about 2am, and I heard this extraordinary sound"

"At that stage, I barely knew a flywheel from a flat tyre, but I started nailing things together – albeit not terribly well. I had no idea how to fit the front suspension, not a clue. It was a Ford Popular swing axle thing, which needed to be cut, shut and welded. So, I contacted its designer Arthur Mallock and he put me in touch with preparation expert Dave Reeves, who was running a 6B for a guy who was actually quite quick – one Max Mosley. After Dave had done his stuff, my car was identical to Max's and I now just had to buy and fit an engine and ancillaries. The biggest problem, when I took it to Silverstone for its first-ever run, was that every so often it would jump sideways by about a foot and a half. It was horrendous, though to my surprise I eventually fathomed out what was wrong. I'd bolted a Panhard rod in some hole or other – it was supposed to be roughly parallel to the ground with the driver on board, but it was at quite an angle and whenever you went over a bump, the axle was pulled one way or the other. Working out that problem was perhaps the first indication that I might have some idea about the set-up.

"Doing the engine was fun because I'd gone around asking what people did and they all seemed to buy their parts from tuners such as Holbay. At that time, Ford had a parts shop in Boreham and you could buy bits, special cranks and so on, off the shelf. So, I went and bought what I thought I needed, then had to work out how to put it together. I found a company in Bishop's Stortford that sorted me a cylinder head and a pair of carburettors and the car turned out to be very quick... at least



Clubmans proved pivotal to Chamberlain's career and here he is racing at Snetterton during 1982

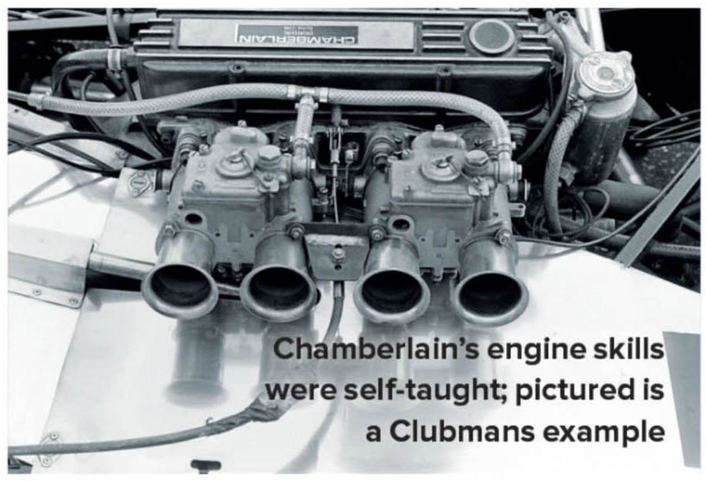
LYNDON MCNEIL, LAT

for a 6B. By the time I started, the U2 Mk8 was on-stream and much quicker than my car. I wanted to win - and that meant going as hard as you could, which seemed fairly pointless when you were still going to be a couple of seconds off the pace. That was one problem - and the other was that I couldn't afford it."

He had, though, now built his first engine.

"It was one of my regular customers, a lovely chap named Ernie Collins, who suggested that I should perhaps consider starting my own engine-building business. He had lots of stuff, was prepared to help me out, and gave me a boring machine. It was quite old, but still worked, and he taught me how to bore a block, which turned out to be the start of me launching my own company on a small scale. I acquired a head-facing machine and became a reconditioner, running the business from a shed behind my house in Buntingford. I didn't have room in the garage because the Clubmans car was still sitting in there... I then moved into a small workshop on a farmyard around the corner, but it was fairly obvious that I wasn't supposed to be there because the local council referred to me as a 'non-conforming user'. I then bought half an acre of land - the bank wouldn't help me raise the £24,000, so I had to sell stuff to get up and running, but I'd soon gone from having an old boring block and a head facer to having automated this and complicated that and I was learning how to grind crankshafts. Once I'd got all this kit, a mate suggested I should think about getting back into racing - which I'd love to have done, although my car was by then about 300 years old."

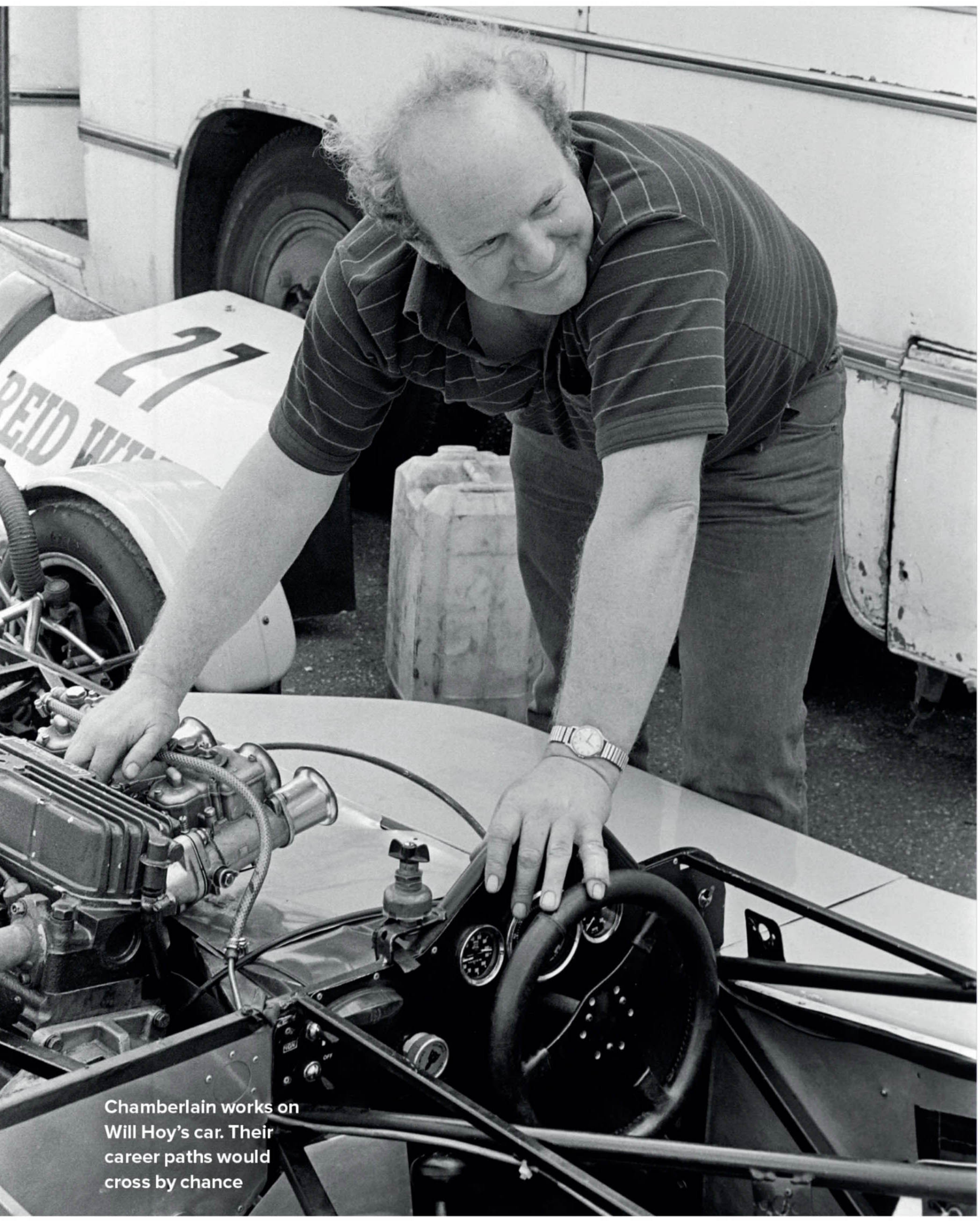
He solved that problem by acquiring one of Mallock's 1975 chassis, a U2 Mk16, and producing another self-built engine - this time from a slightly more advantageous starting point. "The trend back then was for drivers to purchase turn-key Holbay or Cosworth engines with steel cranks, at £3000 or more each, but I found I could sell mine at a profit for £1000 or so. They had what I called a 'wobbly' crank, a cast-iron thing, and standard pistons rather than anything too expensive. But they were actually pretty quick and worked well, providing you didn't take them



Chamberlain's engine skills were self-taught; pictured is a Clubmans example



Down the local: Chamberlain recalls his career to our man Simon Arron



Chamberlain works on Will Hoy's car. Their career paths would cross by chance

LYNDON MCNEIL, LAT

to about 7800rpm, so I attracted a steady supply of customers. I bought a dyno and would stand there, alongside it, with an engine turning over at 7500rpm. If one had blown up, I'd have been history, no question."

From its foundation in 1972, Chamberlain Engineering had built up a steady flow of work for road and racing customers, but it remained strictly grass roots in outlook. One of the first significant triggers for change came at a boozy evening with team-mates from Royston Rugby Club, where Chamberlain played as a stand-off. "In the bar one day, a back-row forward came up and said, 'Look, I understand you have a racing car. I would like to have a run in it.' He was competing in gearbox karts at the time, but I didn't yet know that - as far as I was concerned, he was just a reasonable rugby union forward. At first I had no interest in the idea, but after we'd had a few pints I was happy to agree to anything and we did a swap deal, he'd try my Mallock and I'd drive his 250 Superkart. So, we went to Silverstone Club and on his second flying lap, he'd done a time that was as quick as I had ever managed. That wouldn't have mattered were it not for the fact I'm a pompous ass and didn't want to be beaten by somebody who'd never previously driven a racing car.

"He didn't know how quick he'd been because he didn't have the stopwatch, so I just told him that he might be okay if he got a bit more practice." It was Will Hoy. In March



1982, Hoy qualified on pole for his Clubmans race debut at Silverstone but failed to finish. He had blown his engine during testing the previous day, so Chamberlain had taken it back to his Buntingford HQ, stripped it down, re-ground the crank, found another conrod and put everything back together, but hopes of a debut victory were ended when the throttle cable came undone. Wins soon flowed, however, and frequently so. The reverse part of the swap deal didn't go quite so well. "Hoy had arranged for me to drive during an official pre-British Kart GP test day on the Silverstone GP circuit," Chamberlain says. "I somehow had to squeeze into his leathers - some tape might have been involved - and was surrounded by all the biggest kart stars of the day. I did three laps, came in and pretended I'd loved it, but it had been absolutely terrifying. In truth, I loathed it."

For the next three seasons, Hoy would be one of the drivers to beat, taking a string of titles and in 1984 collecting the third of the Grovewood Awards [the precursor to the Aston Martin Autosport BRDC Young Driver of the Year Award] given to potential rising stars. Aged 32, he was pipped by Mark Blundell and Andy Wallace but placed ahead of commendation recipient Damon Hill. "He soon had people sniffing around interested in signing him for F3, including Eddie Jordan," Chamberlain says, "and it was fairly clear that it was time to move on."

It was McLaren International director Creighton Brown, one of Hoy's top Clubmans rivals, who suggested the two should enter the almost-anything-goes Thundersports series, in a Chamberlain-run Tiga-Hart turbo. "It was one hell of a car," Chamberlain says, "although it never really ran properly." Even so, it was suitable - once a canopy had been added - to allow Chamberlain to run it in a selected number of World Sportscar Championship events during 1986, alongside his Thundersports commitments. Hoy shared duties in both series with a number of drivers - including former Clubmans star Nick Adams. For 1987, Hoy accepted a full-time deal to race sports cars with rallycross king Martin Schanche, the prelude to a mainstream career that would include the conquest of the British Touring Car Championship title in 1991. He remained active in the BTCC until the decade's end but died in 2002, aged 50, after contracting a brain tumour. "He was," says Chamberlain, "a very special talent."

They would work together again beyond the end of 1986, but the following season they would be racing mostly against each other.

"I think it was Nick Adams who suggested that I should branch out into the world championship full-time," Chamberlain says. "I had simply never considered it. It sounded crazy; how could we possibly do that? But like most things in my life, it just sort of happened. There was never a plan to do international races. I'm not a world-class manager - and would never profess anything of the kind - but I seem to have a knack for putting together a good group of mates. They don't have to be your mates beforehand, but they have to become your mate while you are working together - and you can then rely on them to do things properly. I must have persuaded people that the WSC was a good idea and we ended up running a Hart-engined Spice.

"In 1987 you still needed to fill in about 57 bits of paper to get a carnet to transport racing cars around. I'd planned the first trip to Monza carefully and knew how long everything would take in our old Bedford truck. At about the time I felt our guys should have been near Lyon in order to get to Monza on time, I received a call telling me they were still in the UK. They'd been across once and had to come back because one bit of paper hadn't been signed. The truck would only do 54.39mph, but they concocted their own form of cruise control by wedging a broom handle against the throttle to make sure it maintained that pace. Anyway, they got there okay in the end. The following year, I put a French flag by one of the driver's names because I thought it might make it easier to get by the first hurdle..."

The team's best results were a string of sixth places in C2, but the following season - now running two Spice chassis, one with a Hart engine and the other a Cosworth - Chamberlain picked up six podium finishes from 11 starts and only once failed to register any points. The factory Spice team won the C2 title at a canter, but Chamberlain Engineering had moved up to second. "Did I feel confident about our chances in '89? Absolutely," he says. "It helped that the factory Spice team had graduated to C1, but we had Fermín Vélez alongside Nick and both were bloody quick, so we had a chance. We had a bit more money - probably £50,000, when really you needed five times that, but it represented a step forward.

"In the opening race of the year at Suzuka, we were already miles ahead after our closest rivals hit trouble. We pitted with about 55 minutes to go for our final fuel stop - perfect timing, as the car would do an hour and a

"I must have persuaded people that the WSC was a good idea."

The final swansong

Chamberlain reunited with an old friend for his finale

Having started out in sprints at the dawn of the 1960s before switching to circuit racing, Hugh Chamberlain competed on and off for more than 20 years.

"I never really fixed a target for when I should stop," he says, "but the decision sort of made itself at Silverstone.

"It was 1984, and I was running several Clubmans cars – one for Will Hoy, obviously, plus Vernon Davies and Gareth Chapman. There was a spare Mallock so I thought I might as well use it. The thing that most mattered that day was Will because again he had a chance of winning the championship. I was so busy before the race that I'd forgotten I was driving. I remembered when the others had gone to the assembly area.



A return to his Cooper-Jaguar was the perfect sign-off for Chamberlain

"I changed quickly into my kit and just about made it onto the grid, but in my rush to get out I hadn't tightened my helmet strap properly... and if you've ever done that you'll know that it will rise up when you're travelling at speed, which makes it quite hard to see. On the second lap I was going through Maggotts and noticed for the first time – possibly because I was so far back – that you could see the leaders heading the other way, back down the Club Straight. I took it as a signal that it was time to give up, though I kept my licence for testing.

"About three years later, Jaguar specialist John Pearson – a mate of long standing – had without my knowing entered me for a low-key handicap race in YPK 400, my old Cooper-Jaguar – I've no idea where I finished, but it was the perfect way to sign off."

bit on a tank. Nick jumped in but I told the guys to leave the car up on its jacks. We were so far ahead that I saw no point rejoining immediately. We weren't going to be caught by any other C2s and I didn't care about the C1s, so we could afford to wait for half an hour. They all thought I was mad and were asking what would happen if the car failed to start, but it had about a 4:1 compression ratio and we'd never known it not to start. Jeff Hazell from Spice came down and told me we'd be excluded for not completing a sufficient percentage of the winning car's distance, but I'd checked the rules and it said only that you had to complete 75 per cent of the mileage covered by the leading car in your class - which was in any case ours. About 20 minutes from the end I sent Nick back out; the drivers weren't happy because it flew in the face of their instincts, but we won easily."

"Will said he couldn't get sixth, I added it only had five gears.."

The duo took their Spice-Cosworth to victory in the first four races, retired at the Nürburgring with electrical trouble and then took podium finishes at Donington Park and Spa before missing the Mexico City finale; they were world champions, as was the former beat bobby steering their ship. They also led at Le Mans (not part of the championship that year), until a misfire stifled their chances. "Looking back," he says, "I sometimes wonder how the hell we managed to do it, but really it's quite straightforward. We had the right kit and the right drivers and educated the mechanics that they mustn't lose any time - the drivers were out there fighting for a tenth here and there, but a fluffed wheel change could cost them 20sec that they weren't going to get back. We made sure we were as well-drilled as possible; I have a saying about 'cutting out hindsight' - it was our job to look at the car, work out what might break and then make sure it didn't. It's all simple stuff, the same as making sure a ball goes to hand when you're playing rugby if you want to minimise the likelihood of the opposition scoring."

There was no C2 class as such in 1990, all cars running to C1 spec and Chamberlain continuing with a Spice-Cosworth - "I made a mistake by having it bored out to 3.5 litres. It would have been cheaper and more reliable if I'd carried on with a 3.3 C2 engine." In 1991 the team aligned itself with Dutch entrant Euro Racing, placing fourth in the world championship for teams, and in 1992, the final season for Group C, it was back to being plain old Chamberlain.

"I picked up another team's Cosworth that had been misfiring through most of '91 - and took it to Brian Hart. He gave it a quick twiddle and it never missed a beat throughout the campaign, including Le Mans - I think he only charged me a couple of bottles of wine, too. It cost £10,000 to lease the motor for the first race at Monza. After that, I had to buy it if I wanted to keep it, another £15,000. I'd persuaded somebody to pay the entry fee, knew we had enough wheels lying around and we used yellow-coded brake disc pads that nobody else wanted because they were so hard - and designed for Le Mans, but even there they had no feel. We started the year on tyres that had last been run the previous September - they were old then - but we reckoned they'd be fine for Monza as it's mostly straights. The engine was perfect, the car got better as the year went on - probably because we eventually bought a couple of fresh sets of tyres - and we did it on £50,000."

Lead driver Ferdinand de Lesseps was partnered with various quicker team-mates through the season. He paid £25,000 up front, another £25,000 mid-season and was champion as Chamberlain won the FIA Cup class for privateers at every round, including Le Mans, where de Lesseps was paired with Richard Piper and Olindo Iacobelli. "At the shorter events we'd put the quicker guy in for the first and last stints, then Ferdinand in the middle," Chamberlain says. "He didn't put a foot wrong.

"Will did a couple of races with him, at Silverstone and Donington. He initially wanted £3000 for Silverstone, so I told him to f**k off and that if I had a proper budget, I'd look for somebody good! Being a mate, of course, he eventually agreed to drive for free. During practice, he went out, came back in after two laps, opened the door and said, 'Chamberlain, I can't select sixth.' I reminded him it only had five gears and sent him on his way..."

With Group C axed, Chamberlain began to look at GT racing and spoke to Lotus about running factory supported Esprits. "The



Chamberlain tending Will Hoy's Clubmans car back in 1982

LAT

CV

BORN: 08/09/1941, LAIRG, SCOTLAND

- **1948** Falls in love with motor racing at the British Grand Prix
- **1961**: Racing debut in Jaguar XK120 in a sprint at Brands Hatch
- **1964** Runs selected events in a Cooper-Jaguar
- **1968** Acquires first Clubmans car, U2 Mk6B
- **1972** Sets up Chamberlain Engineering; subsequently returns to Clubmans as a driver
- **1982** Clubmans link-up with ex-rugby team-mate Will Hoy
- **1985** Thundersports, running Tiga-Hart for Hoy and Creighton Brown
- **1987** Graduates to World Sportscar Championship
- **1989** Chamberlain Engineering wins FIA Group C2 world title with Spice-Cosworth; Nick Adams and Fermín Vélez are champions
- **1990-91** Runs as Group C privateer
- **1992** Chamberlain wins FIA Cup class in every round of the WSC, including Le Mans
- **1993-94** GT programme with Lotus Esprit
- **1997-99** GT, Chrysler Viper
- **2001-02** Le Mans, Lola-MG
- **2004-08** GT & endurance, Chamberlain-Synergy Motorsport
- **2009-present** Diverse consultancies, recently working with Radical and European Le Mans Series entrant 360 Racing

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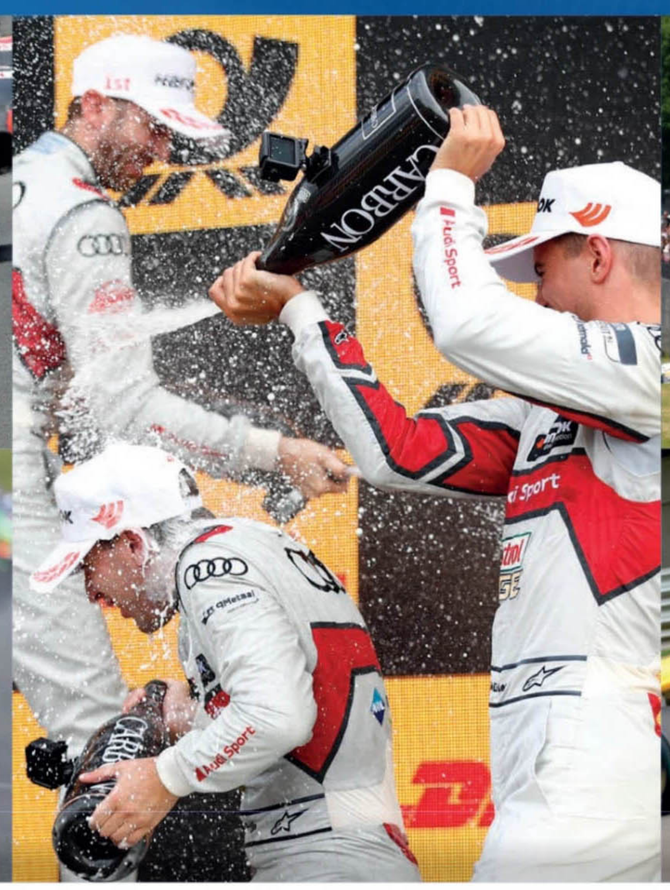
SEASON HIGHLIGHTS

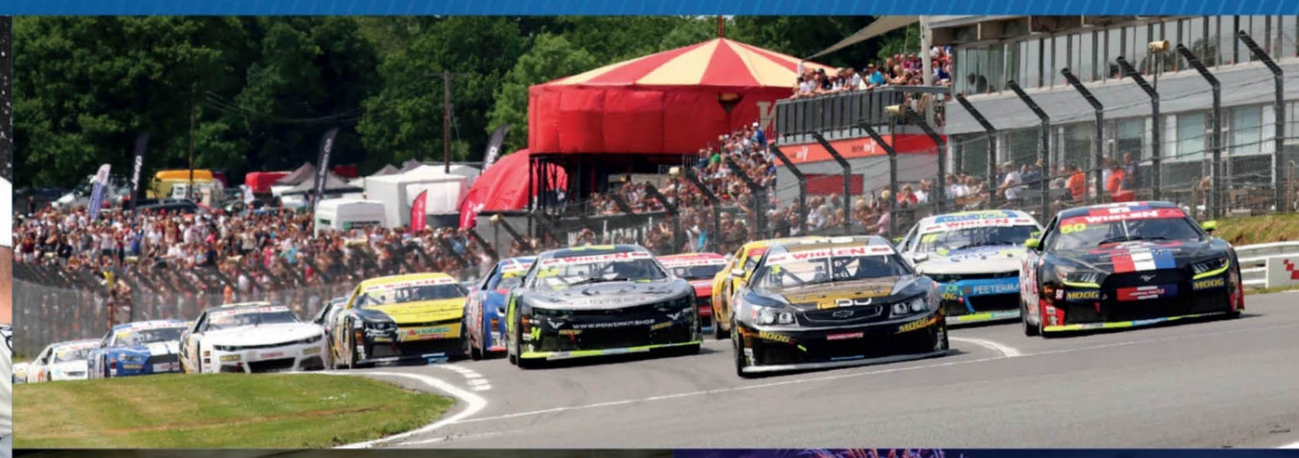
Nothing beats experiencing the thrill and atmosphere of live motor racing. Our 2020 season highlights are listed below, but for a full calendar and in-depth information visit our website www.msv.com

28/29 March	Kwik Fit British Touring Car Championship	Donington Park
4/5 April	British Truck Racing	Brands Hatch
4/5 April	HSCC Jim Russell Trophy	Snetterton (300)
11/12 April	Kwik Fit British Touring Car Championship	Brands Hatch
11 & 13 April	British GT and British F3 Championships	Oulton Park
1-3 May	Bennetts British Superbike Championship	Oulton Park
1-3 May	Donington Historic Festival	Donington Park
2/3 May	GT World Challenge Europe	Brands Hatch (GP)
10 May	Modified Live	Cadwell Park
16/17 May	British GT and British F3 Championships	Snetterton (300)
22-24 May	Bennetts British Superbike Championship	Donington Park
23/24 May	Masters Historic Festival	Brands Hatch (GP)
30 May	Vintage Motorsport Festival	Oulton Park
6/7 June	American SpeedFest 8	Brands Hatch
14 June	Tunerfest South	Brands Hatch
13/14 June	Kwik Fit British Touring Car Championship	Oulton Park
19-21 June	Bennetts British Superbike Championship	Snetterton (300)
20 June	Vintage Motorsport Festival	Cadwell Park
20/21 June	British GT and British F3 Championship	Donington Park (GP)
27/28 June	Masters Historic Formula One Weekend	Donington Park
3-5 July	MOTUL FIM Superbike World Championship	Donington Park (GP)
11 July	Tunerfest North	Oulton Park
11-12 July	Legends of Brands Hatch Superprix	Brands Hatch (GP)
24-26 July	Bennetts British Superbike Championship	Brands Hatch (GP)
25/26 July	Kwik Fit British Touring Car Championship	Snetterton (300)
8/9 August	Mini Festival	Brands Hatch
8/9 August	Classic Motorcycle Festival	Donington Park
8/9 August	International Sidecar Revival	Cadwell Park
16 August	Festival Italia	Brands Hatch
16 August	Tunerfest Midlands	Donington Park
21-23 August	Bennetts British Superbike Championship	Cadwell Park
22/23 August	DTM and W Series	Brands Hatch (GP)
22/23 August	Convoy in the Park featuring British Truck Racing	Donington Park
29/30 August	British GT and British F3 Championships	Brands Hatch (GP)
29-31 August	Historic Gold Cup	Oulton Park
4-6 September	Bennetts British Superbike Championship	Oulton Park
6 September	Festival of Porsche	Brands Hatch
13 September	Go Japan!	Brands Hatch
19/20 September	British GT and British F3 Championships	Donington Park (GP)
19/20 September	British Truck Racing	Snetterton (300)
19/20 September	Historic Wolds Trophy	Cadwell Park
20 September	Ford Power Live	Brands Hatch
2-4 October	Bennetts British Superbike Championship	Donington Park (GP)
10/11 October	Kwik Fit British Touring Car Championship	Brands Hatch (GP)
11 October	Modified Live	Snetterton (300)
16-18 October	Bennetts British Superbike Championship	Brands Hatch (GP)
7 November	Stage Rally and Fireworks Display	Oulton Park
8 November	British Truck Racing and Fireworks Display	Brands Hatch
22 November	Stage Rally and Fireworks Display	Cadwell Park

CHILDREN UNDER 13 GO FREE TO ALL EVENTS









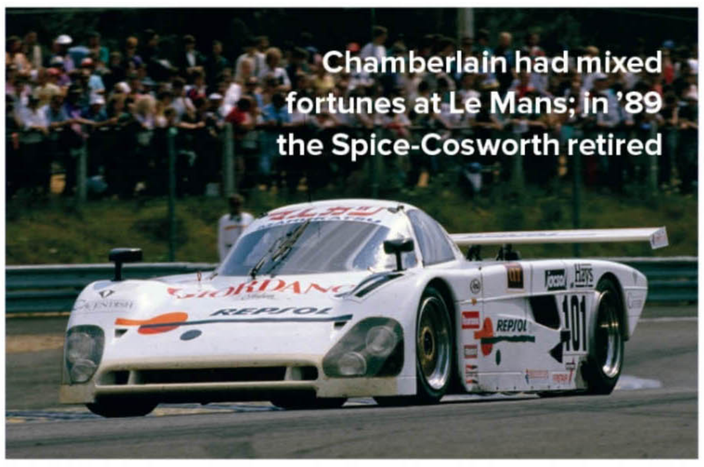




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MSV


Chamberlain had mixed fortunes at Le Mans; in '89 the Spice-Cosworth retired

initial deal was that they'd supply the car and I'd find the running costs," he says. "After a number of meetings, during which everything seemed to have been agreed, I was summoned to Hethel and told the deal was off. I said I'd see them in court, which they assumed was nonsense, so I left them with a copy of the contract the finance director had signed. They caught up with me before I was off the premises and we had two cars for Le Mans, although they'd barely turned a wheel, and still had stuff such as electric windows.

"The car had great potential - we led the first-ever BPR GT [later the FIA GT Championship] race at Paul Ricard in 1994 and might have won if the engine hadn't blown. When I eventually went back to Hethel to alert them to how good the car could be and that we wouldn't have to do much, I was told there was no 'we' involved. They didn't want to see me or the cars again."

LAT

In 1995, Chamberlain entered a Jaguar XJ220 for Le Mans, but it misfired its way through the test weekend and failed to pre-qualify. He then switched to running Chrysler Vipers in endurance events. Then came the MG project, announced amid much fanfare by the Phoenix Consortium that had purchased the marque in 2000. "I probably can't talk too much about that," he says, "because it all became quite political. When I first saw the contract in January 2001, it said, in black and white, 'You will enter and win the Le Mans 24 Hours.' I wasn't about to sign that... At that stage, another investor had bought into my business, but things didn't really work out between us. I was at Le Mans in 2001 and 2002 because there was a piece of paper specifying that I was supposed to be team manager, but I wasn't as involved as I could have been."

"I told Lotus I'd see them in court, they thought it was nonsense"

He ended up walking from what had been his own business to hook up with amateur racer Gareth Evans. Their Chamberlain-Synergy Motorsport partnership ran TVRs at Le Mans in 2004 before switching to Lola sports-prototypes, winning the 2005 LMP2 title in the European Le Mans Series (Evans sharing driving with Bob Berridge and Peter Owen) and continuing in endurance racing until 2008. Since then, Chamberlain has been an independent consultant and advisor to a variety of teams.

"I've been very lucky," he says, "and still love being involved. Over time I've had some very good drivers, and some not so good. At Le Mans one year we entered an American as part of our Spice-Hart line-up. He came to the workshop and claimed to have raced Indycars, though it all seemed to be bollocks. But he did have the right licence and £10,000, which was manna to us. He wouldn't listen to instructions, though, and couldn't start the car when he first got in. It then took him about three attempts to get out of the pits, even though the car was very tractable and easy to drive. He got as far as the Dunlop chicane, spun off and then tried to restart by pressing the fire extinguisher button, the effect of which caused him to throw up in his helmet. And all in his first 800 yards. When the car came back I made him hose out the interior, after which he jumped in his hire car. And we never saw him again.

"But through it all, I've always loved Le Mans - it goes back to making a crystal radio set when I was at school and using it to listen to the race commentary, probably by Raymond Baxter, when Jaguar scored its first win in 1951. I can't have regrets, though I suppose it would have been nice to tackle the race with the right sort of money at least once..."



With Group C over, Chamberlain had an ill-fated link-up with Lotus, first racing at Le Mans in 1993



David takes on Goliath online

British watch start-ups are thriving against the big guns thanks to the internet, with Geckota a prime example

IT MIGHT BE A PARADOX THAT MODERN technology has given an unprecedented boost to the centuries-old craft of watchmaking, but there's no denying the internet has enabled the success of numerous new brands.

Independent makers have sprung up all over, with the UK proving to be a hotbed among people keen to sell affordable watches direct - without traditional retailing costs.

Geckota is a Gloucestershire business that emerged from WatchGecko, an eBay-based trading platform set up by watch enthusiast and entrepreneur Jonathan Quinn over 10 years ago to sell timepieces and accessories.

What started as a hobby turned into a business in 2012 when Quinn began designing watches under the Geckota name, with the line-up now comprising models variously inspired by adventure, flying and motoring.

The latter category has led Geckota to collaborate with 2019 Ginetta GT5 Challenge champion Scott McKenna to create a limited edition series called the Racing C-03. Geckota also recently recruited 21-year-old Junior World Rally Championship competitor Tom Williams as an ambassador.

The latest Geckota model to catch our eye is the C-04 'Space Age Racing' that looks spectacular and is also good value for money.

Rich in the type of detail that you might expect from more expensive chronographs, the 40mm watch has a top grade stainless-steel case housing a nicely finished multi-layered dial reminiscent of the Omega Speedmaster 'Racing' design of the '70s.

Full SuperLuminova makes it legible after dark and the beautifully shaped hour and minute hands are complemented by coloured ones for the central seconds and one of the two chronograph counters, with the same colour being picked-up again on the bezel - which is made entirely from scratch-resistant ceramic. Again, this is a feature not normally expected in this price range.

Keeping costs down (along with the direct sales model) is the Japanese 'Meca Quartz' movement pioneered by Seiko, combining a quartz crystal for regular timekeeping with a mechanically-functioning chronograph.

Customers can choose from three dial designs - black with orange hands, blue with red or grey with green - and either a sailcloth, leather or metal strap.

The watches are guaranteed for two years and can be delivered in the UK in three days. *Geckota C-04 Space Age Racing, £299. Geckota.com*



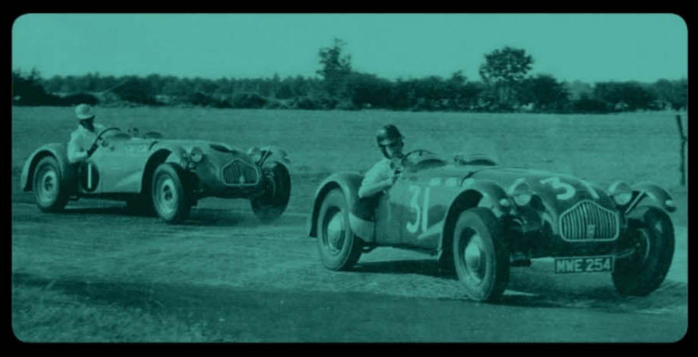
THE YEAR 1969 WAS A REMARKABLE one for great design. Among the hits was the Spezimatic Type RP TS 200 made by East Germany's state-owned watchmaker Glashütter Unhrenbetriebe (GUB), part of which became Glashütte Original after reunification. Glashütte has recreated the Spezimatic in the Sea-Q range. The 1969 model is close to the original in appearance but limited to 69 examples. However, other non-limited versions with black or blue dials and the brand's Panorama date display also exist.
£7200, glashuette-original.com



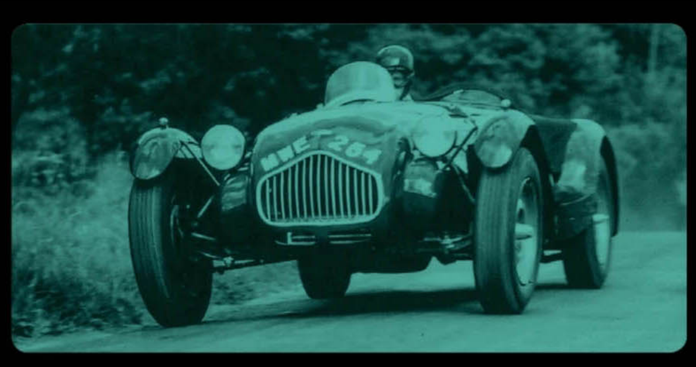
WE PREVIOUSLY TOLD YOU about a new limited-edition Omega Seamaster launching to mark the 50th anniversary of James Bond film *On Her Majesty's Secret Service*. Now another Bond watch is incoming, this time a non-limited Seamaster 300M, identical to the one Daniel Craig will wear in *No Time To Die*. Designed with Craig's input, the watch has a titanium case and bracelet (or military-style strap) and a vintage-look dial. It's powered by the ultra-accurate Co-Axial Master Chronometer self-winding movement.
£6520 omega-watches.com

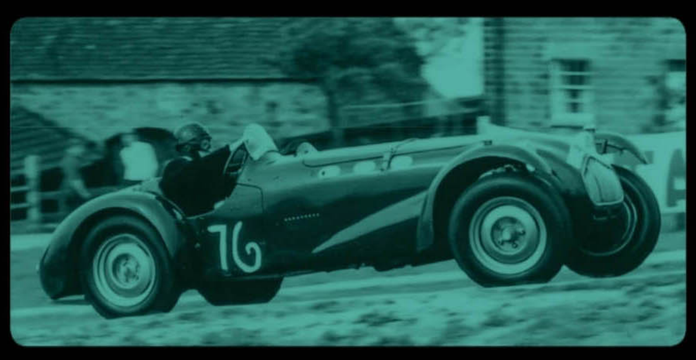
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LETTERS

It was nice to read January's article recalling Stan Barrett and his courageous rides in the Budweiser rocket-powered tricycle 40 years ago. The real tragedy was that his skill and bravery were undermined by the chicanery of the Project SOS (Speed of Sound) organisation. Realising that the world land speed record (whether FIM or FIA) was beyond the vehicle's capability, Project SOS kept redefining their goals until settling on a dash to exceed Mach 1 on land. The irony was that Mach 1 is an airspeed, not a land speed, and that its true value at the precise time and location of the rocket's attempt was not certain.

With that issue at the forefront, a claim of Mach 1.01 was absurd, even after all the data manipulation to produce the 1/10th-second duration published speed. There was never any documentation as to where, how, when, or with what accuracy the air temperature used in the Mach 1 calculation was measured - equally as important as the uncalibrated and uncertified radar data (per the USAF). Barrett risked his life and fortunately survived.

By the way, The Blue Flame's absolute world land speed record was 630.388mph in the kilometre, the first record over 1000kph, and not broken until 1997 by Andy Green. That 622.407mph was the mile speed record set simultaneously.

RICHARD KELLER, BY EMAIL



The 1960 GP of Cuba attracted stars such as Pedro Rodríguez (pictured) and Stirling Moss

BERNARD CAHIER/GETTY

The inclusion of Pedro Rodríguez in your Hall of Fame and Huschke von Hanstein's victory in the 1940 Mille Miglia has brought forth memories of my youth. In the late 1950s, I read a report on a minor international race led from the start by a 15-year-old Mexican called Ricardo Rodríguez driving an RS Porsche, followed home by brother Pedro, aged 17, in a 500TR Ferrari. Ricardo there and then became my favourite.

Fast forward to the 1960 Havana meeting and the 500km sports car race. The airfield track was marked out by balsa baskets meant for collecting lemons. Dan Gurney and Carroll Shelby stood in front of me waiting for the Le Mans start, joking with each other, and when the flag fell Shelby swooped down, picked up a basket and put it over Dan's head, who crossed the track looking through balsa slats and threw the marker away once in his RSK.

Stirling Moss in a Camoradi Maserati Tipo 61 drove away from everybody, but what kept me fascinated the whole race was Jo Bonnier and Ricardo fighting it out the whole time, coming out of the last hairpin side by side. Frequently they would slide in a parallel four-wheel drift, and a couple of times Bonnier actually hit Ricardo broadside but neither reduced speed... I cannot remember who finished ahead, but it was immaterial to me - and I guess to them. I have never enjoyed a race like the fight of these RSKs!

JOSE LOPEZ MERA, SANLÚCAR DE BARRAMEDA, SPAIN

Great article in the March edition on the Group C Silver Arrows, but I noticed one small error: the driver of the car in the photo on p65 is Mike Thackwell. If you look closely it's possible to see the colour scheme of Mike's red/white Arai helmet and the Arai badge on the side of the helmet.

MICHAEL DAWSON, BOGNOR REGIS, W SUSSEX

Your March Parting Shot of the Kyalami driver meeting, and Mario Andretti looking a bit pensive, put me in mind of a driver briefing Andretti had attended prior to a Spring Champ Car feature back in 1966. There were 18 slots in that race and Mario recounted in a book I had read years ago that he looked around the room and wondered to himself how many of the starters would still be around for the Fall edition of the race.

The sobering answer was 13: five drivers there that day were lost, including the best of the old guard (Don Branson) and the rising star Dick Atkins. Something like that could affect your sense of humour just a tad. Despite this, Andretti was later to bemoan the way the ugly rollcages ruined the look of the dirt track big cars, along with the fact some drivers thought the cage was "a regular piece of equipment on the car, there to be used".

JOHN NOLAN, BY EMAIL

In the March photo of the cockpit of the Mercedes Group C sports car, I noted with amusement the push/pull switch with the word 'PROBLEM' written above it. Had Mercedes invented the cure for all car ills?

JON JEFFREY, LLANDUDNO JUNCTION, CONWY

Regarding your March Racing Lives story, I've been in love with Desiré Wilson ever since 1981 when she said my overtaking was "inspired."

At Brands Hatch Racing she would take time out to come and watch racing school students perform in the club races in the Shellsport Talbot Sunbeams, which were great fun and real racing. Although she could probably have thraped all of us, compliments like that coming from a proper racing driver were much appreciated, and still are.

KEITH MARTIN, GREAT LINFORD, BUCKS

In your February issue, you published a picture of three cars going down the Esses at Bathurst "as the sun sets on the spectacular view ahead". The only problem is the view down the Esses looks east towards the town, not west towards the outback. Things are certainly different down here, but the sun still sets in the west, not the east. The 12-hour race starts in the early hours in darkness and finishes in the afternoon in broad daylight. The picture was taken as the sun was rising not setting.

COLIN LYNN, PERTH, WESTERN AUSTRALIA

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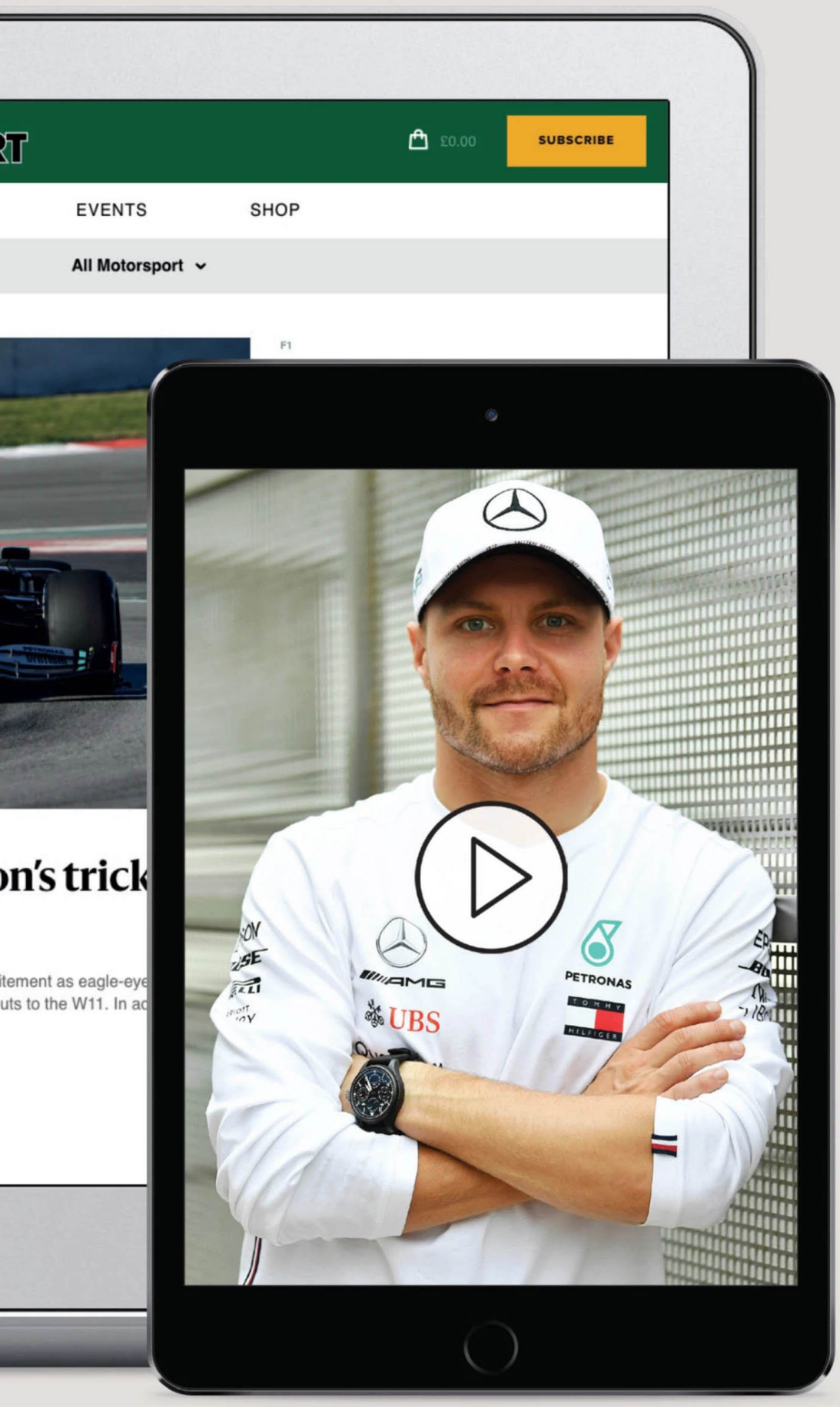
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MUF

Spirit of Le Mans

Fifty years split the original Ford GT and the latest version, and both were created with one goal: to win the Le Mans 24 Hours. **Andrew Frankel** asks whether their shared history can bridge the passage of time

PHOTOGRAPHY: JAYSON FONG

FORD'S FINEST

It seems strange that the latest Ford GT and the first Ford GT40 are separated by over half a century. Spool back another 50 years or so from the original car's introduction and you end up at a Ford Motor Company in its infancy, a time when the Model T was just a glint in Henry Ford's eye.

Today, the modern version has been retired from competition, while the original has become a favourite on the historic racing scene. And here the two Ford GTs sit. Two impossibly low, mid-engined, two-seat sports cars, their family resemblance clear. Unlike almost any other car you'd see on the road, or even in the supercar paddock at the Goodwood Festival of Speed, both the GT and GT40 were designed as racing cars first and adapted for road use second. Which, in the GT40's case, could simply mean slapping a number plate on a racing car, which is what we have here.

While both these new and old Fords raced all over the world, these cars were designed with one particular goal in mind: to win the Le Mans 24 Hours either outright, as was the case with the GT40, or by taking the GTE Pro class with the Ford GT. While it took the GT40 three attempts to duff up the Ferrari opposition in the 1960s and win Le Mans, the GT achieved its perhaps more modest goal first time out, on the 50th anniversary of the GT40's original victory.

But the real question is whether what they share in their philosophy and reasons for being can bridge the half-century gap between them.

The GT40 seen here is one of over 100 GT40s built in the 1960s, the vast majority being sold, like this one here, to privateer teams. This GT40 was delivered to Scuderia Bear in the US in early 1966. The team was owned by one Bill McKelvy and got its name from the nickname he was called by his wife. The car's first and last race was at Sebring that year where it finished 13th. It then went to Le Mans months later and was effectively destroyed when it was run into by the Alan Mann 7-litre GT40 MkII of Dick Thompson. Driver Richard Holquist escaped unhurt.

And that was that for chassis 1029. But the car's identity lives on in this car, rebuilt using the original engine and gearbox around a repaired original GT40 tub, campaigned by owners and well-known historic racers Andrew Smith and James Cottingham. Since its rebirth at the start of this century, it has been raced successfully



The MkI has nods to its past with Scuderia Bear, but is road-legal for its head-to-head with the GT



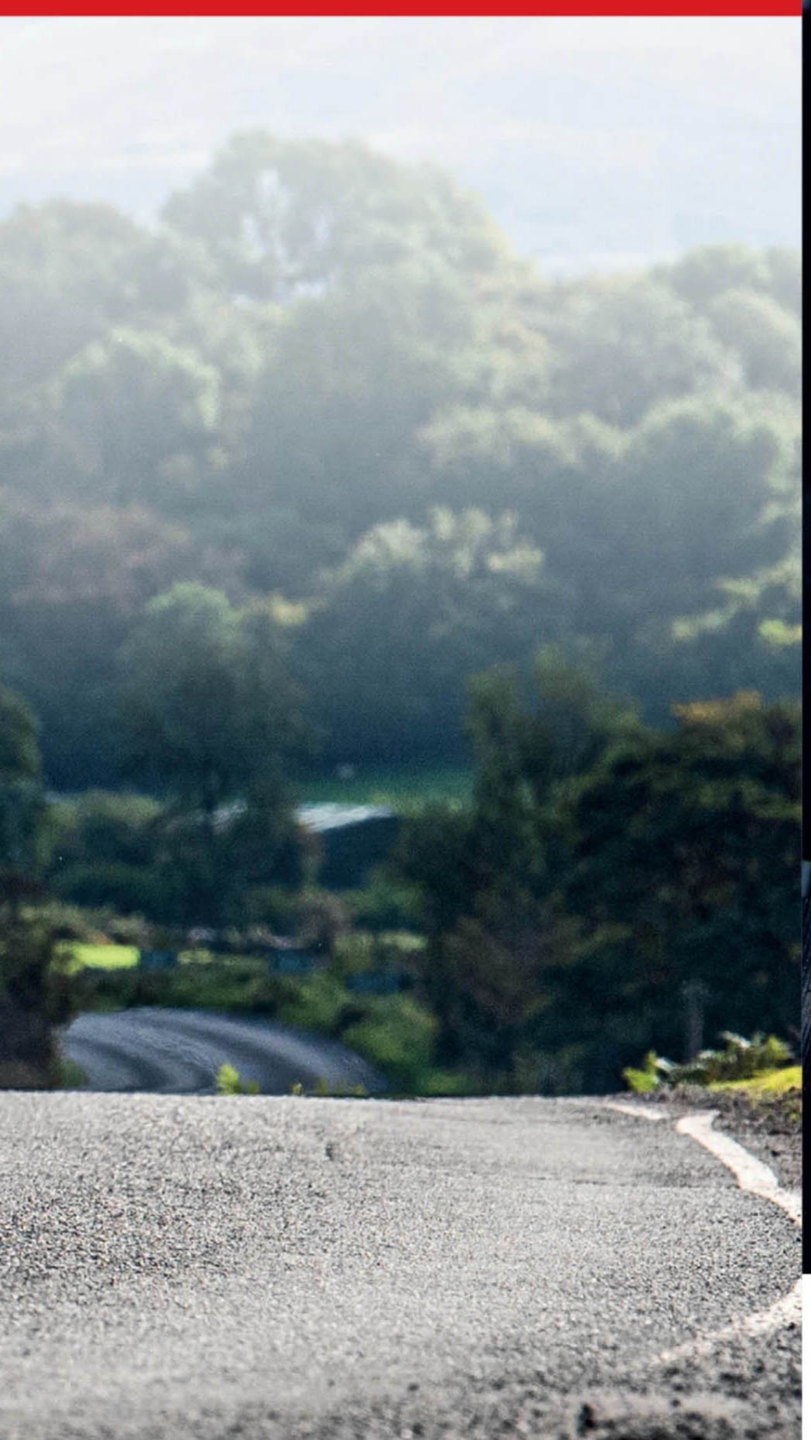
"The big question is whether what they share in philosophy can bridge the 50-year age gap"



Can you teach an old dog new tricks? Our road testers ponder the question in Wales









Blend of old and new: the original GT40 tub went through a loving restoration

The Ford GT40 was famed for its V8 engine, although the modern car now uses a turbo V6

at the Le Mans Classic, the Goodwood Revival and elsewhere, including the two owners using it to take overall victory in the 2017 Tour Auto. The new GT also belongs to Cottingham and Smith and is, I'm told, one of 11 such cars to be sold new in the UK.

We thought long and hard about doing this story on a race track, but given that both are road-legal, and that the road-going component is such an important part of their tales, we chose a quiet Welsh mountain road where we could see what these two Ford GTs have in common and what, despite it all, still sets them apart.

I took the new car first. I'm not sure why, but it seemed likely to require less learning. I'd driven it before but mainly on a track in Utah, and only briefly on a local road that looked nothing like the Brecon Beacons. Still, I thought I knew what to expect.

In some regards, the car's racing heritage is both unavoidable and intrusive. Drive a European supercar of comparable performance like a McLaren 720S or Ferrari F8 Tributo and you drive a car that will accommodate not only you but quite a lot of luggage. In the Ford GT, it's telescopic toothbrushes or travel solo and strap your Samsonite to the passenger seat.

More fundamentally, there's the engine. Yes, it has 647bhp, which is very impressive, but the noise of the twin-turbo V6 is not. It may have been perfect in its compact dimensions and suitability to the racing regs, but as a road car it suffers by comparison to its 2005 predecessor, designed very much as a road car - though some did race. It may have had 'only' 550bhp, but that came from a supercharged 5.4-litre V8, which was perhaps more in line with the GT40 spirit.

The small but powerful turbo motor is surprisingly quiet and dispenses its power in a commendably linear fashion through a similarly slick double-clutch gearbox. But the truth is that a power train is a tool for doing a job, be that hurling me across the Beacons, or winning its class at Le Mans, and that's before you start to consider the rather more characterful (and powerful) V8s wielded by European opposition.

But there is one benefit to this car being conceived as a racing car first and a road car a very distant second. Its handling is astonishing. So much so that you can only learn so much on even a fast road across the Beacons. Driven as fast as is prudent, it's the accuracy you appreciate most. It's tempting to liken it to something Continued on page 70

"In some regards, the new Ford's racing heritage is unavoidable and intrusive"



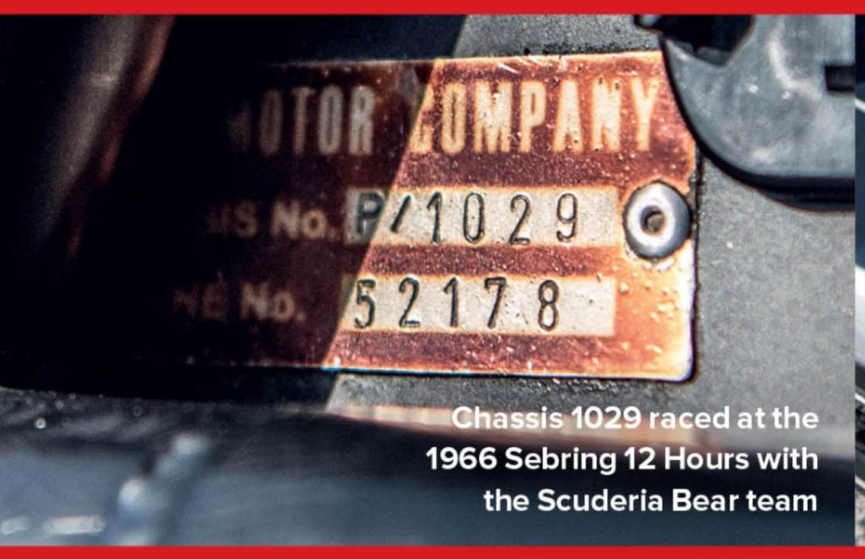
GETTY

Touching distance: the final lap of Le Mans '66, moments before Ford made history with victory

FORD'S FINEST

2020 FORD GT SPECS

Engine: EcoBoost 3.5-litre twin-turbocharged V6
Power: 647bhp
Weight: 1385kg
0-60mph: 3sec
Top speed: 216mph



Chassis 1029 raced at the 1966 Sebring 12 Hours with the Scuderia Bear team





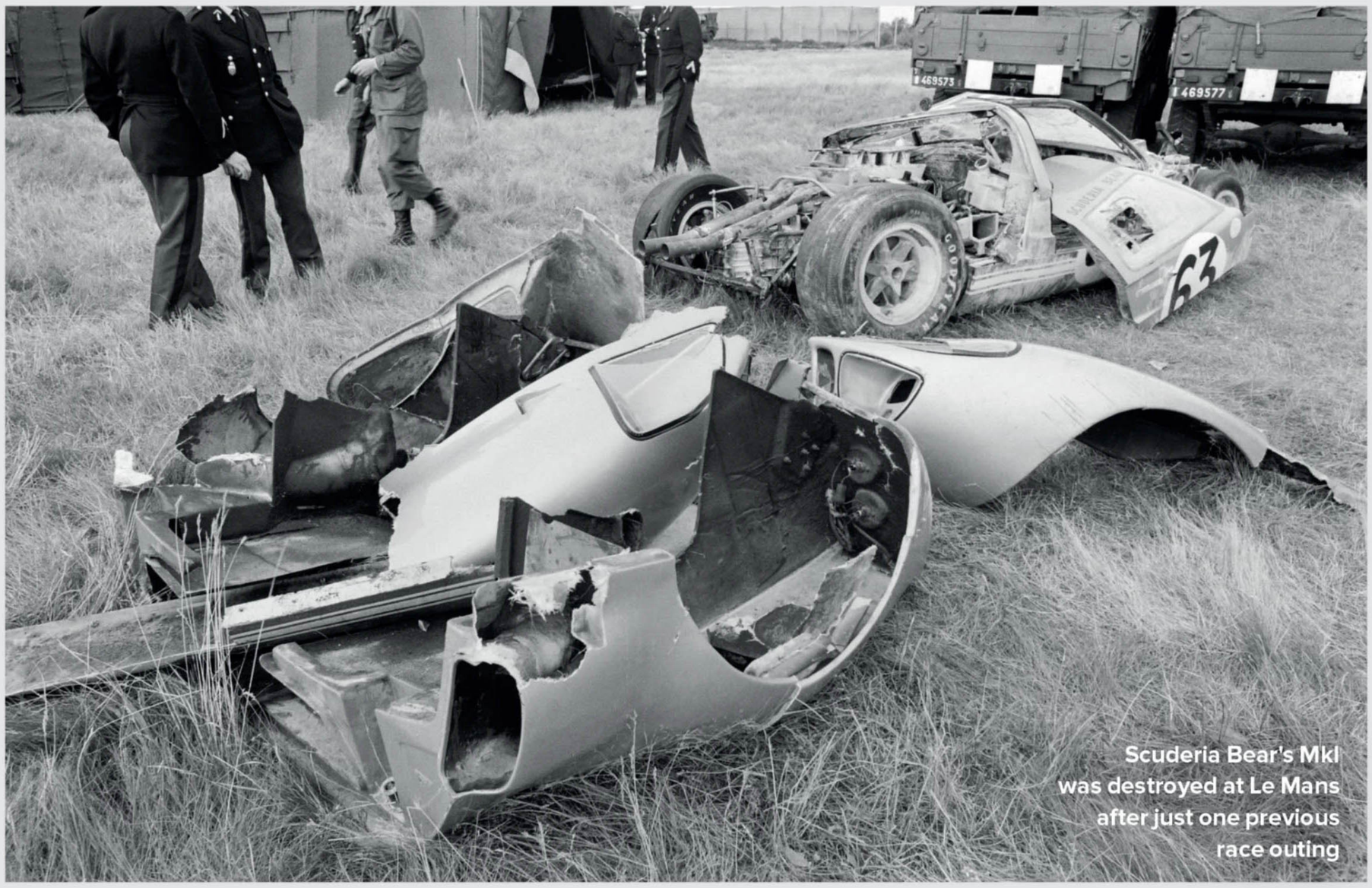
FORD GT40 MKI SPECS

Engine: 4.7-litre V8
Power: 385bhp (approx)
Weight: 1000kg excluding driver
0-60mph: Estimated 5sec
Top speed: 173mph









Scuderia Bear's MkI was destroyed at Le Mans after just one previous race outing

MOTORSPORT IMAGES

"Ford has done this before. The original GT40 had its road-going sibling in the form of the MkIII."

very light for its millimetric precision, but it's even better than an Ariel Atom or a Caterham, because weighing twice as much it's not deflected by bumps or surface changes. You don't have to work so hard. Yet you are aware of all the ability you're not using. Grip levels are otherworldly - you'd have to be some kind of lunatic to unstick it in the dry. Aim it where you want it to go and that's exactly where it goes, instantly and without deviation.

On the track, where I have also driven a version of this car, you'll find grip and composure that elevates it above even the McLaren and Ferrari rivals. I can remember five-time IndyCar champion Scott Dixon telling me the potential of the race version was so great that were the cars allowed to run outside the rules, its competition would barely see which way it went.

Of course, Ford has done this before. The original GT40 had its road-going sibling in the form of the MkIII. This came with elongated bodywork to provide some luggage space, softer suspension, a detuned V8 and a gearshift relocated to the centre of the car. I only drove one once (which was lucky, given just seven were built) and it was not difficult to see why in period the press was less than impressed. I wasn't that bothered by the relative lack of performance because it still felt quite quick to me, but the linkage required for the new gearlever position made the shift quality horrid and its handling was ruined by skinny 1960 street tyres and soft suspension. Combined with its exorbitant price (it was more expensive when new than the race car upon which it was based) and I had no trouble figuring out why it bombed.

But what about that race car? It's been a while. But at least I know I'll fit. I don't have to wear a helmet - this car has a Gurney bubble and the seat has been built to accommodate owner Smith, who is the same height as me. Climbing in is easy too, thanks to the door removing half the roof when it opens. So, you just drop down and survey the splat of switches and Smiths instruments in front of you.

The engine is a Steve Warrior full-race motor which means over 460bhp. Yes, that's nearly 200 fewer than the modern GT and its 1100kg weight was heavy by 1960

Chassis number 1029 lives again and proves more than a match for its modern counterpart

Triumphant comeback

Ford's Le Mans return was nostalgic, and it marked it with victory against an old foe

The romanticism of Ford at the Le Mans 24 Hours may have been revived on the big screen last year, but it wasn't lost on the manufacturer back in 2016 either.

When Ford announced its Le Mans return, the links to the past were established, with the launch coinciding with the 50th anniversary of Ford's Ferrari-beating victory.

That nostalgia increased when the four cars for Le Mans 2016 were numbered 66, 67, 68 and 69, reflecting the four consecutive years Ford won Le Mans with the MkII, the MkIV and the GT40.

And the World Endurance Championship could hardly have written a better script for the 2016 race, as Ferrari and Ford went head-to-head once again.

Porsche initially took the early class lead, before Ford moved clear and looked to be in control when both of the AF Corse-run Ferrari 488s hit trouble. Then the Risi Competizione 488 joined a three-way fight with the no68 and no69 Fords.

By dawn, the Risi Ferrari had gained a lead through quicker pitstops, only for a duel in the final few hours to go to the no68 Ford driven by Joey Hand, Dirk Müller and Sébastien Bourdais, securing a famous win.

But with Ford now ending its factory backed presence, run with Chip Ganassi Racing and Multimatic, attention turns to its legacy.

Yes, there was the symmetry of winning on the anniversary of its first Le Mans win, but it also helped redefine the GTE Pro class. Ford designed the race car first, road car second, and led its rivals, such as Porsche and Aston, to refocus and bring new iterations to fight back.

It may now be gone, but Ford played an important role in what's seen as a golden era of GT racing while WEC steers through an unclear future with its top-tier class.





Victory sparked renewed focus on GTE, with rivals scrambling to catch up



DREW GIBSON, GETTY

Le Mans standards. But compare it to the modern Ford GT and the power to weight ratio of the 1960s racing car and the 54 years younger road car are near identical.

The motor is so loud your first instinct is to laugh, but after one quick run up the road, I'm already searching the depths of my travel bag in the forlorn hope of finding spare earplugs. Still, as sounds to which to go deaf, few could be better than this. It's the sound of America, turned up louder than Spinal Tap would dare. It snarls under power, spits on the overrun and to the uninitiated might seem somewhat terrifying.

But GT40s were generally much liked by those who drove them in period and they remain so today, if the ever-increasing number of them at major historic race meetings is any guide. Imagine for a moment that you're a wealthy privateer enthusiast: one year you're campaigning your lovely lightweight E-type, then next you're in a GT40 and going damn near as fast as factory works prototypes.

And they were also liked because they were, at least by the woeful standards of the day, pretty safe. People often talk about the Lotus 25 introducing monocoque construction to Formula 1 in 1962, but not many mention the Lola Mk6 GT was also built the same way in the same year, and it was Lola's design that begat the GT40. Besides, it was fairly robustly constructed anyway, which made it heavy and had Ford wanting to shave over 100kg for its ill-fated J-car successor that killed Ken Miles. Should something have gone wrong in the middle of the night at Le Mans, it gave you more of a chance than a conventional car built around a flimsy spaceframe.

You sit amazingly low in the car, very reclined but with that lovely Ford steering wheel a perfect distance away. Visibility is surprisingly good, which is more important than usual today given the number of times I will need to turn the car around in laybys, access lanes and farm tracks to run past the camera again.

It's not a difficult car to drive either. The clutch is comically heavy, but it takes up the slack gently. And the ZF five-speed gearbox with its right-hand shifter is easy enough. It's quite slow by race car standards, but its synchromesh would have kept plenty of amateur race drivers pounding around Le Mans long after they'd have taken the edges off a conventional racing dog box. Porsche had the same idea for cars such as the 917 and 956.

But what you notice most, at least once your ears have become numbed to the racket from that engine, is just how small the car

"It's the sound of America, turned up louder than Spinal Tap would dare"



Split by time and technological advances but united by their Le Mans goal, picking a favourite proves tough

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Switching from old to new provides totally different experiences behind the wheel

is. It feels tiny compared to its modern equivalent and indeed it is - it's 226mm narrower, 698mm shorter, 81mm lower and its front and rear wheels are 297mm closer together - making it far easier to thread along mountain roads at speed.

And somehow it feels faster too, whatever the figures say. With no turbo lag, and utterly explosive acceleration never more than a twitch of a toe away, regardless of gear, it feels like it's never going to stop. With this engine on board, I doubt it would until you were at least the far side of 100mph.

What it lacks is the composure of the GT. While the modern Ford flows unflappably from one point to the next, you simply cannot expect that level of accuracy from a car based on a 55-year-old design. It's not in any way vague, but it requires a firm hand and a driver who understands that his input may not be matched exactly by the output at the wheels. Quite often you need to make minor corrections to hit your marks - and, of course, that's all part of the fun.

Ultimately it will still look after you because it's exceptionally well damped, probably rather more controlled than it would have been in the mid-1960s. Also, you're not going to go fast enough on a dry public road to suddenly find yourself inadvertently over the limit. Or at least I'm not. But it keeps you busy and the reward is just about the most lucid steering feel I've felt in any car that was wearing a number plate.

Should a comparison like this even name a winner? John Surtees maintained you cannot compare drivers from one era to the next because their equipment was so different and so I think it is with cars. I find that what they share - their steadfast focus on winning the world's greatest endurance race - far more interesting than any of the things that time and technology has put between them. But if you asked me which I'd choose to take home for a day, a week, or the rest of my life, it would simply have to be the GT40 by a mile.



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2020 HISTORICS SPECIAL

A CLASSIC 2020 SEASON

Prestigious events, ambitious newcomers and so much more, here's our guide to the scene



Inside

78 All change at the top
How the Historic Sports Car Club will adapt for motor sport's future

82 Where to go in 2020
Classic and new events on the calendar, we look at the year's highlights

91 Round the world
Over 21,000 miles in classic machines in Rally the Globe's most ambitious event

92 Seen this one before?
Goodwood's new event evokes memories of a *BBC Grandstand* classic

97 Get the most from your classic
The best circuits from the UK and Europe on which to test your classic machine

101 View from the inside
A historic racing veteran talks about the future of the scene

2020 HISTORICS SPECIAL

Historic electric racing... Why not?

Andy Dee-Crowne has taken on a big role as the new boss of the Historic Sports Car Club and as **Damien Smith** discovers, he is a man plotting a bold course for its future



Andy Dee-Crowne has taken over from the popular Grahame White as HSCC CEO

HOYER/JEP, HSCC

YOU GO THROUGH THE DOOR marked 'Ladies' when you visit the Historic Sports Car Club. Whatever you do, don't walk straight ahead... Take a right-turn up the stairs. That's where you'll find the modest hub for one of Europe's biggest, most prolific and well-established motor racing organisers.

The British Racing Drivers' Club shower block next door to Silverstone's old infield farm isn't the obvious place to go searching for the HSCC, but it is suitably quirky, and somehow endearing, for a club that is at the heart of what's best about British motor sport.

We're here to meet CEO Andy Dee-Crowne, an HSCC racer himself and clerk of the course who accepted the job a little more than a year ago to replace the hugely popular Grahame White, now Honorary Life President. But Dee-Crowne isn't the type to be overawed by such significant shoes. He's ex-Navy, ex-police and a former government consultant for, among other things, the prison service. Ideal for dealing with temperamental drivers, then.

Dee-Crowne's office is adorned with fantastic motor racing paintings, while Airfix Porsche 917s line up on the window sill. The HSCC T-shirt, which isn't exactly straight from the packet, only reinforces the impression that here is a man with his priorities in order. The T-shirt is not for *Motor Sport's* benefit, he insists, and we believe him. "The HSCC has always been my love and, when the position came up, I thought it was ideal for me," he says. "I'm lucky to have got the job."

He has inherited a club in decent health. Ahead of us lies another packed HSCC season of wonderful historic motor racing, from the big-on-prestige Silverstone International Trophy at Silverstone in May and the Oulton Park Gold Cup in August, to the charm of Cadwell Park in September and, for this year, humble Pembrey in June. The array of series remains close to all-encompassing, from perennial favourite Formula Ford to the burgeoning XL Aurora 'libre' series featuring Formula 5000s, and revived Thundersports for big-banger sports cars. The club will also travel to the Le Mans Classic for a Jaguar race in July and gets stretched all over Europe with its colourful grid of 1970s Formula 2s. With more than 1000 members to serve, most of whom race themselves, Dee-Crowne and competitions secretary Alan Jones cover a lot of ground on many weekends. "Our members come in all shapes and sizes," says Dee-Crowne with a hint of a smile. "They are the club. I work for them, whatever they race."

His personal leanings are towards sports cars rather than single-seaters, but it's Formula Ford he chooses as an example of what the HSCC does best. "We're doing something big with Snetterton for Formula Ford, the Jim Russell Trophy Meeting on April 4-5," he says. "Open-wheelers are not my first love, but I've grown to like FFord. It has a big following and attracts young people out of karts. I love that because we want younger people coming in. We might be a historic club, but it's not just for historic people."

"You have to define what 'historic' means, and it changes year by year"

Attracting new blood into motor sport is tough at every level and Dee-Crowne is quick to admit that it's harder in the historic world, given the inevitable expense. But his open-arms attitude to youth also stretches to the age of racing cars the HSCC embraces. This year it's launching a new series for 1980s single-seaters called the Geoff Lees Trophy, in deference to the 1981 European F2 champion, and a Production Car Challenge for 1980s touring, sports and GT cars. The Dunlop Saloon Car Cup is back on the rise with hopes of complex 1990s Super Tourers returning to the grids among Group 1 and Group A tin-tops.



The HSCC has strong entry levels for the all-new Geoff Lees Trophy series for 1980s single-seaters



Wide-ranging plans: Dee-Crowne is aware the HSCC must become future-proof

"You have to define what 'historic' means, and it changes year by year," says the CEO. "At our first meeting at Castle Combe back in 1966, we had a Jaguar D-type racing. At that time it was 10 years old. In today's terminology it wouldn't have been allowed to enter because it was too new..."

Dee-Crowne's a pragmatist. On the headache of maintaining decent entries, his business background shows. "There are a lot of clubs all vying for the same members with the same cars - some might say too many," he says. "Some might say Motorsport UK should take control of that, in terms of issuing [series] licences. But we are a service industry and people want to get bang for their buck, so what's the differentiation they can get? That's the bit I work on.

"I can foresee us running an electric series. I don't see why we wouldn't."

"There does seem to be a decline in motor sport. I wish I could put my finger on it. Are we going to experience the 'Boris Bounce'? Was Brexit an issue? It probably was. Are car values an issue? I don't know. You get those who set their entry fees high, but offer great hospitality; you get others who stack 'em high, sell 'em cheap; and you get us in the middle. I try to keep membership and entry fees as low as possible."

Given his clerking background, safety is his priority. "The cars now are much safer than they were back in the day, but they are also a lot faster," he points out. "The circuits are getting quicker, too. Take here at Silverstone, with its new surface. So, driving standards are the limiting factor. There is a variance in competence, and it is down to me and my clerks to make sure everyone is safe. It doesn't have to be draconian, but it is about proactive work with driving standards observers and clerks. We work as a team, but it's racing and accidents happen. You have to minimise it."

What about the longer term? What is motor racing's future if the UK government follows through with its target for zero-emissions motoring in 2035? Dee-Crowne doesn't pretend to have the answers.

"Am I concerned? You have to be," he says. "Motor sport is not the 'greenest' of pastimes, but in terms of your carbon emissions, getting to and from a race meeting is more significant than what you do at a track. That said, I'm not complacent. We are doing simple things: how we dispose of waste at circuits, and we're in negotiation with our fuel supplier to try to off-set carbon emissions.

"If we are going electric, where does the combustion engine fit in? If we have a different type of fuel, a synthetic fuel, and our cars can run on it we could go down that line. We don't know where we are with that yet.

How about a historic Formula E series? "I can foresee us running an electric series. I don't see why we wouldn't," he answers instantly. "We have to embrace everything. There's an inevitability that you won't be running huge V8s in 15-20 years' time."

A popular analogy for historic and club racing to cling on to is how steam railways still exist today, as a nostalgic indulgence. "Do we have the critical mass to persuade government that we should be that special case?" says Dee-Crowne. "I'd like to think so, but who knows?"

Right now, he has more pressing matters, such as finalising what should be a fantastic meeting at Ireland's Mondello Park called the Dublin Grand Prix, featuring "15-20 Formula 5000s" from the XL Aurora series... That sounds awesome. When there's such fun to be had, the future and its foreboding storm clouds can wait.



HSCC's Dunlop Saloon Car Cup provides a hit of nostalgia with original tourers in period liveries

HOYER/JEP, HSCC

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2020'S BEST EVENTS

M 2020 HISTORICS SPECIAL

GO!

FOR SOME TIME NOW THE HISTORIC calendar has been bursting at the seams. While congestion can create logistical headaches for teams, it presents an array of options for those watching. This year looks set to be a bumper one with biennial events such as the Le Mans Classic vying with more regular Blue Riband meetings. Here are *Motor Sport's* top picks...

MARCH

28-29th 78th Members' Meeting, Goodwood

The last time Goodwood ran its increasingly popular season-opener in March, it conjured the unusual spectacle of Formula 5000 cars being demonstrated in a snowstorm. Conditions were so cold that it proved tricky – if not impossible – to coax some older cars' methanol-fuelled engines into life. Oh, and the scheduled motorcycle race had to be cancelled due to icy conditions. Despite all of which, it was a wonderful event. It always is. Revived in 2014, the GMM has a lower profile than Goodwood's other two headline meetings and is purposely run on a smaller scale, an attempt to recapture the ambience of the original Members' Meetings run several times per annum between 1948 and 1966. Smaller crowds create a greater sense of intimacy and it's a wonderful opportunity to watch Ford Capris and Chevrolet Camaros buck and slither through the circuit's brisk sweeps. Group 1 saloons might not be period-correct, but few other venues showcase their charms to such good effect.





Pirro (left) can't resist a close-up with a Lauda Ferrari, while racing heats up at the Members' Meeting (above)



2020 HISTORICS SPECIAL

The biennial historic Monaco Grand Prix has been revitalised by an entry method change



APRIL

4-5th Historic Sports Car Club, Snetterton

The HSCC season gets underway with the Jim Russell Trophy Meeting, to honour the celebrated racing school founder who died last year just short of his 99th birthday. Russell cut his competitive teeth at Snetterton, his local track, and in the mid-1960s also played a significant role in the creation of Formula Ford - the enduring single-seater class whose popularity remains undimmed after more than half a century. This event will be infused with lashings of the Blue Oval: two Historic FF1600 races, a brace for Classic FF1600, a Heritage FF1600 event and a double-header for contemporary FF1600 drivers, who will be competing for the Champion of Snetterton title. FF2000 features, too. The downside? It is scheduled to take place on the full Snetterton '300' circuit, when the shorter '200' is better suited to club events populated by cars of relatively modest power. The racing should still be equal parts clean and ferocious.

4-5th Dix Mille Tours du Castellet, Paul Ricard

Traditionally the annual sign-off in the Peter Auto portfolio, the Dix Mille Tours has embraced a fresh role as curtain-raiser as it celebrates its 10th anniversary. The meeting takes place on two of Paul Ricard's assorted layouts and the promoter identifies it as a relatively risk-free way to commence a campaign, simply because - other cars apart - there isn't a great deal to hit. Featured categories include Classic Endurance, Group C, Endurance Legends and the Heritage Touring Cup. It's a good excuse to spend a few days in southern France - and such opportunities should never be spurned, unless, of course, you happen to be at Snetterton for the HSCC event...

17-19th Masters Historic Racing Weekend, Portimão

Classic Formula 1 machinery - and other sumptuous stuff - at one of European motor sport's best-kept secrets. In a world dominated by identikit modern Tilkedromes, the Algarve International Circuit stands apart. Rather than being 'designed' in the formal sense, it looks for all the world as though its creator simply poured asphalt over a section of the Portuguese countryside, allowed it to set and then erected some barriers around the perimeter. The reality is naturally more complex, but Portimão combines significant elevation changes with a challenging variety of corner profiles and magnificent views across the landscape. It also has the feature of a bathing pool within the paddock. All this and you can book a return flight from the UK to Faro (about an hour's drive away) for less than £80.



Low risk of accidents and in the south of France: Paul Ricard's appeal is obvious

MAY

8-10th Grand Prix de Monaco Historique

The 12th running of an event that takes place every other year, a couple of weeks before the F1 race for which the principality is most famous. For amateur drivers, it's a chance to compete at one of international motor sport's heritage landmarks. For enthusiasts, it's an opportunity to watch cars that they might have been too young to savour here first time around. The organising Automobile Club de Monaco seems to have ingested some common sense pills by rationalising the entry; in 2016 it attempted to start 40-odd cars in both the Formula Junior final and one of the F1 fields, with the result that spectators were treated to endless red flags and safety cars, with precious little racing

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23 | 24 May	Masters Historic Festival	Brands Hatch, UK
28 | 31 May	Sonoma Speed Festival	Sonoma Raceway, USA
27 | 28 June	Masters Historic Race Weekend	Donington Park, UK
10 | 12 July	Finger Lakes Wine Festival	Watkins Glen International, USA
17 | 19 July	MEL Support Race for ELMS	Paul Ricard, France
23 | 26 July	The WeatherTech International Challenge	Road America, USA
31 July | 2 Aug	Silverstone Classic	Silverstone, UK
22 | 23 Aug	Historic Grand Prix	Zolder, Belgium
4 | 6 Sept	Historic Grand Prix	Zandvoort, Holland
24 | 27 Sept	HSR Fall Historics	Michelin Raceway Road Atlanta, USA
25 | 27 Sept	Spa Six Hours	Spa, Belgium
4 | 8 November	HSR Daytona Classic 24 Hour**	Daytona International Speedway, USA
2 | 6 December	HSR Sebring Classic 12 Hour**	Sebring International Raceway, USA

Dates and venues are correct at time of going to press, however, Masters reserves the right to make changes to this calendar.
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in between. Things were subsequently pruned for 2018 and a similar approach has been taken this time, with six races for different grand prix eras (pre-war & voiturette, 1946-1960, 1961-1965, 1966-1972, 1973-1976 and 1977-1980) and one for front-engined sports cars of 1952-1957. That leaves no space on the schedule for categories that have traditionally supported the Monaco GP, such as Formula Junior, F3 or F3000, the latter of which is surely long overdue for a revival movement. *Motor Sport's* tip: stay in Nice, or one of the villages along the Basse Corniche - it's better value and far more convivial. We would usually recommend travelling from the UK by train, but there are no return options from Nice on the Monday or Tuesday due to planned engineering works. Makes a change from the usual strikes...

22-24th Spa Classic

Today the Spa 24 Hours is acknowledged as one of the finest GT races in the world, but for much of its history it was a glorious saloon car endurance race - and until 1978 it continued to use the full 8.6-mile road circuit that had long been abandoned by F1. While the Spa Classic meeting features bygone GTs and sports-prototypes, in the manner of many Peter Auto fixtures, the thrust of its focus is tin-top pedigree, with a brace of Heritage Touring Cup races, one in daylight and the other under the cover of darkness. Ford Capris, assorted strains of BMW and chips laced with mayonnaise: is there a finer recipe in our sport?


There's never been a better time to see prime historic racing

JUNE

4-5th Grand Prix de l'Age d'Or, Dijon-Prenois

This event's roots can be traced back to a historic support race ahead of the 1964 French Grand Prix, at Rouen-les-Essarts. The circuit might sadly have been consigned to history, but the name lives on and the GP de l'Age d'Or has been an important element of the Peter Auto portfolio for more than 35 years. Home to the French GP five times from 1974-1984, and located in the heart of the Burgundy wine region, Dijon remains an unspoilt assembly of sweeps and dips, an old-school venue that complements cars of a certain age. Its most famous episode? Probably a duel for second place in 1979, when Gilles Villeneuve and René Arnoux famously banged wheels several times in their bid to finish as runner-up to runaway GP winner Jean-Pierre Jabouille. Will aficionados discuss Hamilton vs Bottas with the same reverential tones more than 40 years from now? You would say it's doubtful. The only pity is that there will be no F1 cars in action on this occasion, which features the usual Peter Auto blend of sports-prototypes, GTs and saloons - as well as the one-make series for the pre-1966 Porsche 911s.

20th VSCC Formula Vintage, Cadwell Park

The third of only four Formula Vintage circuit meetings this season - and arguably the most photogenic. Cadwell has been a motor sport hub since 1934 - the year of the Vintage Sports Car Club's inauguration - and has changed relatively little in the interim. It is a pity that shifting priorities have led many owners of one-time VSCC staples (notably ERAs and Maserati 250Fs) to eschew grass-roots events in order to hunt for prestige pots at Goodwood, Silverstone and elsewhere, but even without them there is still a great deal of joy to be taken from watching skeletal metal taunting the laws of physics through the undulating Lincolnshire Wolds.



Spa and iconic racing machines: does motor sport get any better than this?

26-28th Heveningham Hall Concours

Inaugurated in 2016, the Heveningham Concours brings a bit of Pebble Beach ▸



With over 50 years of history behind it, Dijon is ideal for Peter Auto's eclectic mix of racing

LAT

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03. August 2020 (Mon)
15. September 2020 (Tue)
16. October 2020 (Fri)
17. October 2020 (Sat)
11. November 2020 (Wed)

Dijon Prenois (France)
05. October 2020 (Mon)
06. October 2020 (Tue)

Ascari Race Resort (Spain)
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19. April 2020 (Sun)

Circuit Portimao (Portugal)
21. April 2020 (Tue)
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September Friday 11 - Sunday 13 Goodwood Revival
The jewel in Britain's historic racing crown returns for its 22nd year. It seems remarkable that the event that started as a relatively modest gathering, aimed at bringing motor racing back to the Sussex circuit for the first time since 1966, has grown to become one of the largest collections of vintage machinery anywhere in the world. Details of entrants is still to be confirmed but highlights will be the Kinrara Trophy, which runs spectacularly into the night on the Friday and has a tradition of boasting some of the most valuable cars in the world, Saturday's Barry Sheene Memorial race (the only motorcycle race of the weekend) and Sunday's RAC TT Celebration. Don't forget the tweed caps and nylon tights.


Glamour on grass: Heveningham's concours

JULY

3-5th Le Mans Classic

For overseas visitors looking to indulge in a singular annual treat, it's perhaps a pity that Monaco and Le Mans host their biennial retrospectives in the same calendar year – though they are at least a couple of months apart. This is every bit as engaging as its coastal counterpart, with cars separated into age groups (1923-1939, 1949-1956, 1947-1961, 1962-1965, 1966-1971 and 1972-1981), plus separate races for Group C and the relatively modern (up to 2013) GTs and prototypes that compete in Peter Auto's Endurance Racing Legends series. Racing takes place over 24 hours, with the main six groups appearing three times apiece for separate 43-minute races and overall results being taken on aggregate. It's a formula that works and it's wonderful to behold. The event doesn't quite have the ambience of the modern 24 Hours in June, but it draws a decent, cosmopolitan crowd, the parking areas are rammed with classic car displays and special themes this time around include the 50th anniversary of Porsche's first outright win... and the 25th of McLaren's success with the F1 GTR. How is it possible that a full quarter-century has passed since?

10-12th Dragstalgia, Santa Pod

If ever there were a weekend to divide loyalties... You could choose the HSCC's Superprix, high-class club racing within the woodland surroundings of the Brands Hatch GP circuit, the Goodwood Festival of Speed (lots of fabulous cars, though relatively few



Not for the purists perhaps, but Santa Pod's a tempting choice on a hectic weekend of racing



M 2020 HISTORICS SPECIAL

Also running...

April 20-25 Tour Auto, Paris-Marseille via much of France
April 25 British Historic Championship, Pirelli Carlisle Rally
May 1-3 Historic Festival, Donington Park
May 23-24 Masters Historic Festival, Brands Hatch
May 30 VSCC Formula Vintage, Oulton Park
May 30-June 1 Pau Historic GP
June 6-7 Thruxton Historic
June 27-28 Masters Historic Race Weekend, Donington Park
June 27-28 HSCC race meeting, Pembrey
July 5 VSCC hillclimb, Shelsley Walsh
July 11-12 HSCC Legends Superprix, Brands Hatch
August 15-16 Mondello Park Festival
August 21-22 British Historic Championship, Ulster Rally
August 23 VSCC Formula Vintage, Mallory Park
September 12-13 VSCC hillclimb, Loton Park
September 18-20 Monza Historic Festival,
September 19-20 HSCC Wolds Trophy, Cadwell Park
September 25-27 Spa Six Hours
October 3-4 Autumn Classic Historic Festival, Castle Combe
November 4-8 Daytona 24 Hour Classic

* The popular Château Impney hillclimb, revived in 2015 and originally scheduled for July 18-19, will not now take place. Its unexpected cancellation was confirmed in January by the venue management.



DPPI, MARCUS DODRIDGE, LAT


The booming Silverstone Classic is one of 2020's busiest weekends

are driven competitively) or this. Opened in 1966, Santa Pod is the UK's only active drag strip and this is its annual trip down memory lane: a fusion of scent, sound and sensory overload. People can question the appeal of watching folk 'driving in a straight line', but you'll need to attend only once to become a convert. Santa Pod hosts two rounds of the European Drag Racing Championship every year, and attendance at either or both is advised, but this is a splendid way to discover drag racing.

AUGUST

1-2nd Silverstone Classic

Two days of racing follow wall-to-wall practice (July 31) at the world's busiest historic meeting - and the latter is not just a shallow PR claim. Track action features everything from FIA Masters Historic F1 down to Minis and a significant number of the grids will feature more than 50 cars. The ticket price includes access to fairground rides/evening concerts and there are usually about 10,000 classic cars on display within themed areas all around the site. Paddock admission is also included, although the flipside is the fact that both paddocks will be in use - the original is in Northants, the other in Bucks - and whoever you are trying to find will almost always be in the other one. Complimentary shuttle buses are available, but to get the most from your weekend we recommend packing a bicycle.

1-2nd VSCC Prescott

Silverstone and Prescott lie about 50 miles distant - and while these two clashing events might be different in nature, there will definitely be a significant crossover in terms of the target demographic. Another illustration, then, of the way in which the UK's historic calendar requires more thoughtful structure. Back on topic, Prescott complements VSCC machinery every bit as well as Shelsley Walsh - and has the advantage of being easier to climb if you happen to be on foot. If you stand at the top on a clear day, you can follow a significant percentage of competitors' progress (particularly on the short course, used only nowadays by the VSCC) while admiring wonderful views across the Cotswolds and appreciating the call of green woodpeckers in the trees just behind.

29-31st Oulton Park Gold Cup

The name resonates still, but for too many years the main prize has been awarded somewhat randomly. At times in the recent past this has simply been an extended HSCC clubbie. Nothing wrong with that (and there are some intriguing new championships this season, for cars of the 1980s), but a Gold Cup meeting requires a signature race commensurate with its bygone status. The burgeoning Historic Formula 2 series would suit, but Oulton did not feature on the seven-race calendar that was released back in December.


Back with a GP in 2020, Zandvoort also hosts historic F1 racing this year

SEPTEMBER

4-6th Historic Grand Prix, Zandvoort

Dutch hospitality, seaside location, within easy reach of other countries in northern Europe - Zandvoort has long been popular for a multitude of reasons. It remains to be seen whether it will retain its cuddly charms once the excavators have finished adapting it for Max Verstappen and his supporting cast, but it's a wonderful location even when there isn't any motor racing in town.

OCTOBER

16-18th Classic Sports Car Club, Le Mans Bugatti

The CSCC's motif has long been 'racing for cars of all ages', the success of which is reflected by invariably full grids and boundless diversity. It runs excellent meetings through the season at venues around the UK - and this year includes two trips abroad, the first to Spa (June 25-28) and a maiden voyage to the shorter version of Le Mans, home to the 1967 French GP and now ripe for exploration by one of the UK's most progressive race promoters. All but two of the CSCC's regular series will be present; only Special Saloons/Modsports and the new Slicks Series miss out.

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2020 HISTORICS SPECIAL

Rally the Globe is also planning a Pan-America three-legged tour

ROUND THE WORLD IN 80 DAYS



A new rally features vintage cars and 21,000 miles, says **Jake Williams-Smith**

FROM LONDON TO CASABLANCA, Boston to Vancouver and finally Vladivostok back to London. A British-based classic car rally firm has planned a 21,000-plus-mile epic that spans some of the world's most striking and unexplored routes.

The endurance rally will feature a vast collection of vintage motors – there is a preference for pre-War cars, but anything up to about 1980 is generally the rule – taking on mountains, valleys and deserts in stages that circumnavigate the globe across.

Rally the Globe may be a new name, but it was founded by a highly experienced team. Following the merger between the Historic Endurance Rally Organisation (HERO) and the Endurance Rally Association (ERA) in 2018, Fred Gallagher – formerly of ERA – opted to establish Rally the Globe to offer a genuinely different and more expansive challenge.

"When we started Rally the Globe early last year, we felt we needed an attention-grabbing event," says Gallagher. "We decided with the name of the company that we really did want to criss-cross the globe.

"A bunch of us sat around a table and discussed where we could go, what we could do, smaller events, bigger events. But going around the globe was a real statement."

The adventure is split into three legs. The first runs from May until June; part two September to October, and the final leg from May to June 2021. Drivers can compete in one or all three stages.

Phase one will depart from the Old Royal Naval College in Greenwich, with the entourage then boarding a ferry that will deliver them to gravel tracks in Bilbao, Spain. From there they will head to the Atlas Mountains and on to Casablanca by June 9th.

Spectacular views are a prerequisite for such a journey, but finalising a route was never going to be as simple as drawing a line across a globe.

"You tend to sit down with the maps and take a bunch of interesting places and see how you can join them," says Gallagher. "Hotels are important, but interesting roads are more important. Getting the balance is the skill. It's a combination of interesting roads and places and somewhere to sleep."

"Finalising a route was never going to be as simple as drawing a line across a globe"

A 6200-mile-plus route forms part two of the trek around the globe. America's Boston-Vancouver second leg begins in the Autumn.

Forests and national parks of North America will give way to the unfamiliar in Kyrgyzstan and Kazakhstan as part of the final stint, paying visits to cosmodromes and Baltic and North Sea coasts en route back to London.

As much as five-star hotels and uninterrupted vistas determined the course of Rally the Globe, the challenge of an around-the-world event is entering the unknown.

"It's a totally a brand-new route," adds Gallagher. "If you went around the globe just following the A roads, it would get fairly tedious, so we have a good team of route finders."

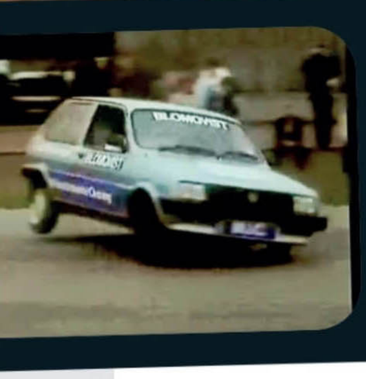
While the idea of an 80-day round-the-world romp won't appeal to all, the option to select specific stages of the rally to enter in means the field is expected to grow.

"It's a hell of a trip. We've got 35 entries so far, which is healthy," adds Gallagher. "We're taking entries for the first part up until the end of April, and for part two probably the end of August. For the final part, it will be early next year, so people can come along and do individual bits." O

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As seen on TV

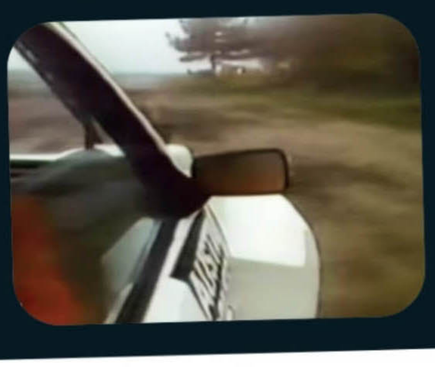














Goodwood's revival of the rally sprint at its Members' Meeting triggered memories of Saturday afternoons on *BBC Grandstand*. **Damien Smith** goes surfing for TV gold...

HATS OFF TO GOODWOOD. JUST when you think they've done it all, the team at the Sussex circuit come up with something fresh to add a new flavour to their benchmark racing events. Take the latest ingredient for the 78th Members' Meeting, on March 28/29. For the first time, the retro 'clubbie' will include a rally sprint, featuring evocative cars driven by a host of familiar names on a one-at-a-time course incorporating the access tunnel into the track, the start/finish straight and even the pitlane. It'll run into darkness on the Saturday and during the day on Sunday.

A rally sprint? Of course. You only wonder why no one has thought of it before.

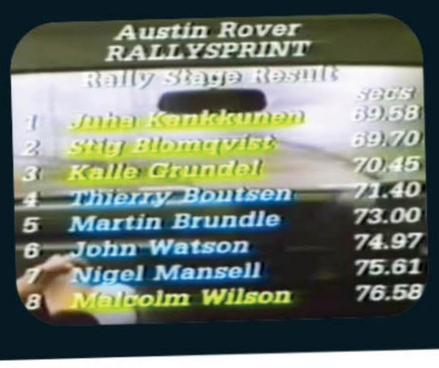
The against-the-clock rally sprint format was always an afternoon's slice of bite-sized genius. Essentially a microcosm of rallying over a single special stage, it was made for TV and became a staple component of wintry Saturday afternoons via *BBC Grandstand*. Established in the latter half of the 1970s, it at first featured star rally drivers of the day in their regular competition cars, offering sponsors some great TV exposure and even a chance for young drivers to make their name - not always in the best possible way (see Malcolm Wilson's memories, page 94)... But into the 1980s, the BBC's rally sprint developed into something much more novel. With support from Austin Rover, it now pitched rally drivers against Formula 1 aces, first on a rally stage, but then on an auto test and finally a circuit race, all with dear old Murray Walker calling the action.

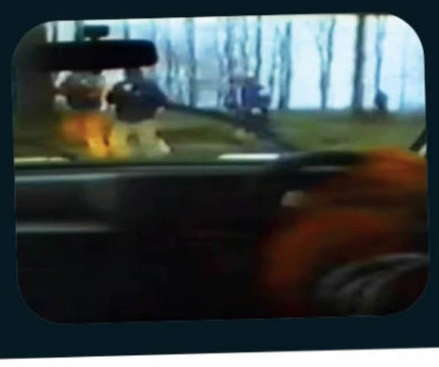
Here at *Motor Sport*, Goodwood's revival plan immediately set us rushing to YouTube



GoPros aren't what they used to be: 1984 TV equipment perched on a flying SD1 driven by Nigel Mansell













M 2020 HISTORICS SPECIAL

and we found a treasure trove of grainy videos giving a hit of Saturday afternoon nostalgia. You can do it yourself. Search 'BBC Rally Sprint' and the first thing that pops up is the 1983 edition held at a chilly Donington Park. As we said at the top, bite-sized made-for-TV genius. First up is the rally stage, in which rally stars Tony Pond, Stig Blomqvist, Jimmy McRae and Pentti Airikkala take on Nigel Mansell, John Watson, Derek Warwick... and Tyrrell's suave American Danny Sullivan (introduced by David Coleman back in the studio as 'Danny O'Sullivan' – he must have been thinking of horse racing commentary legend Peter...). And what are they driving? Heavy-duty, tail-happy Rover SD1 V8s, of course. Comedy TV gold ensues.



Triumph TR7s ahead of the Eaton Yale sprint at Donington Park, 1979

SUTTON

Pond was something of the 'king of rally sprints', having won the BBC's previous three – including beating a young Henri Toivonen, Vauxhall Chevette vs Talbot Sunbeam, on the fabulously daunting Esgair Dafydd stage in 1981. Here, he isn't about to be upstaged by a bunch of F1 upstarts, and sure enough tops the times on a course made up by part-race circuit (including the old Melbourne loop) and part-muddy track. Future Indianapolis 500 winner Sullivan is fastest of the F1 lot.

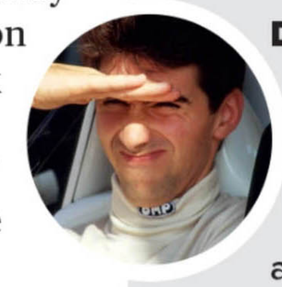
"We say it again, and without apology... it's genius and comedy gold"

Next it's the autotest on Donington's start/finish straight. Mansell hand-brake twirling an MG Metro between cones, anyone? 'Our Nige' proves quite handy and is third fastest to that man Pond and Blomqvist, who incidentally, heads the list of stars who will sprint against the clock at Goodwood this March.

Finally, there's a 10-lapper around Donington... in MG Maestros. We say it again, without apology. It's genius.

Even before the rally stage, Pond had been concerned about this: "The big problem all the rally guys find on the

circuit is the traffic, and these hooligans who try to have you off all the time." Prescient words, Mr Pond. The race comes down to a three-way ding-dong between Mansell, Wattie and Pond (Wattie's late-on-the brakes move at the chicane, which he cuts as if it isn't there, will leave you giggling). A stoved-in passenger door is the tell-tale of Pond's fate and he slips down the order, while Maestro Mansell - in this case literally - pulls off a typically heroic move on Wattie into Redgate and makes it stick down the Craners. Shades of the TOCA shoot-out 10 years later - without Tiff Needell to punt him into the bridge buttress at the Old Hairpin...



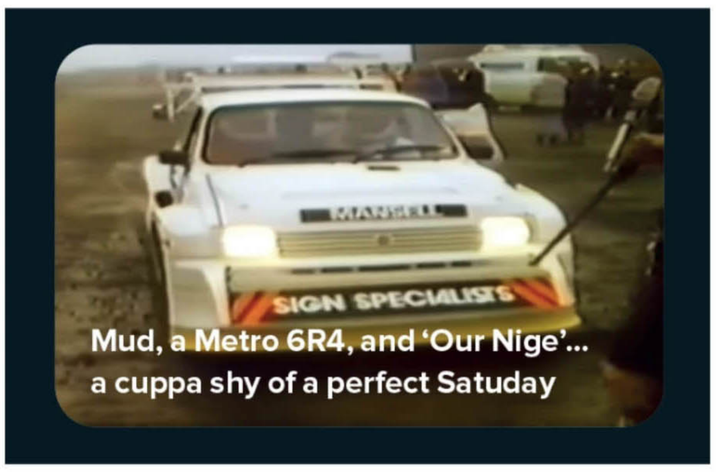
Sensationally, Mansell's victory topples Pond from the pinnacle of the standings and crowns him 'Rally Sprint Champion of 1983'. We're only surprised it isn't listed more often in his roll call of honours beside his F1 and Indycar titles.

There's more, of course. Much more. The 1985 Rally Sprint is another cracker, this time featuring Clubman Metro 6R4s... and Thierry Boutsen, then of Arrows. Who else would you expect?

Murray's interview with Mansell starts as you'd expect. Modern TV people, take note: "Nigel, you were a lot slower than I expected you to go, what happened?" 'Red Five' blithely ignores the jibe and explains how he came inches away from hitting a spectator in the woods: "I just hope he's more frightened than I am." To which Tony Pond replies: "You just have to switch your mind off." Spoken like a true rally driver.

And while Malcolm Wilson has told us about his 1979 roll, he says he can't remember much about 1985. Really, Malcolm? You got lost on the special stage and took a wrong turn... "I'm lost without my navigator," he sheepishly tells Murray. "I just completely forgot. That's bad news, isn't it?" You could say that, Malcolm.

Goodwood's Members' Meeting rally sprint will be ripe for such shenanigans. Just a shame there isn't an autotest and 10-lap race to make it a real competition. Now there's an idea...



Mud, a Metro 6R4, and 'Our Nige'... a cuppa shy of a perfect Satuday

Rally sprint memories



M 2020 HISTORICS SPECIAL

Some of the stars of the stages share their recollections with **Simon Arron**

Damon Hill

"It was quite early in my career [1986, his third season of car racing, his first in F3] and, after I'd won, I remember making some crass comment on TV. I was asked about my long-term ambitions, looked over at Martin Brundle and Derek Warwick and said, 'I want their jobs'. I meant I wanted to get to F1, but it came out a bit wrong and I could see them giving me daggers.

"I suppose it was a bit like the Race of Champions today. I enjoyed the rally bit, which reminded me of how it felt to go off the track in a single-seater, but mostly I was just baffled and bemused. I suppose I was a bit embarrassed too. I mean, I ended up beating legends like Stig Blomqvist, which surely wasn't supposed to happen? It was great fun, but I have a suspicion that I must have had a particularly good Toyota MR2..."

Malcolm Wilson

"I think I know why you're asking me! My 'Murray Walker moment' [he rolled his Ford Escort in front of the cameras in 1979] earned me lots of publicity, albeit for the wrong reasons. The early ones I did were just a straight fight between rally drivers on a special stage, no autotests or racing. I don't think I took it as seriously as I did the conventional rallies, but it was flattering to be invited – and Esgair Dafydd was such a great challenge. I wasn't ideally prepared in the year that I crashed, mind, I'd only finished building the car the previous day and would have driven down to Wales through the night...



"I did one of the Austin Rover events at Donington [1985], when race and rally drivers came together. There was an element of us wanting to do better than them, and vice versa, but apart from the fact we did a race in Montegos I don't recall much. I'd doubtless remember more if I'd won..."

John Watson

"They were just a bit of fun – nothing that was going to make or break anybody's reputation. I think it was much easier for the rally drivers to adapt to a track than it was for some of us to adapt to the stage, partly because they were so used to mixed-surface events. If I'm honest my natural style probably didn't suit rallying, because you needed to make the car move around. In 1985, we used Metro 6R4s on the rally stage and I was beginning to think I was getting a handle on things. Watching rallies, I'd noticed how drivers liked to cut corners, so I thought I'd try it. The difference was that they'd have somebody alongside them, letting them know it was OK to cut. I was unaware that there had been a tree at the apex or that its stump remained, but was now covered by grass, so I smacked into it and it acted like a launch ramp. I can't recall how many times I went over, but it was the only time in my career I rolled a car..."

Martin Brundle

"I always felt it was geared slightly towards the racers. The rally guys could smash us on the special stage, but that tended not to be very long. The racers were surprisingly good at autotesting too, but I remember some of the rally guys getting to the top of Paddock Hill Bend and getting into a 45-degree drift, simply because that's how they drove. I do remember pulling the handbrake in a Metro 6R4 at Donington, in an effort to make it turn, but all that did was lock all four wheels and I went straight on. The 6R4 was an angry little beast, pretty much as wide as it was long – equally happy going in any direction.

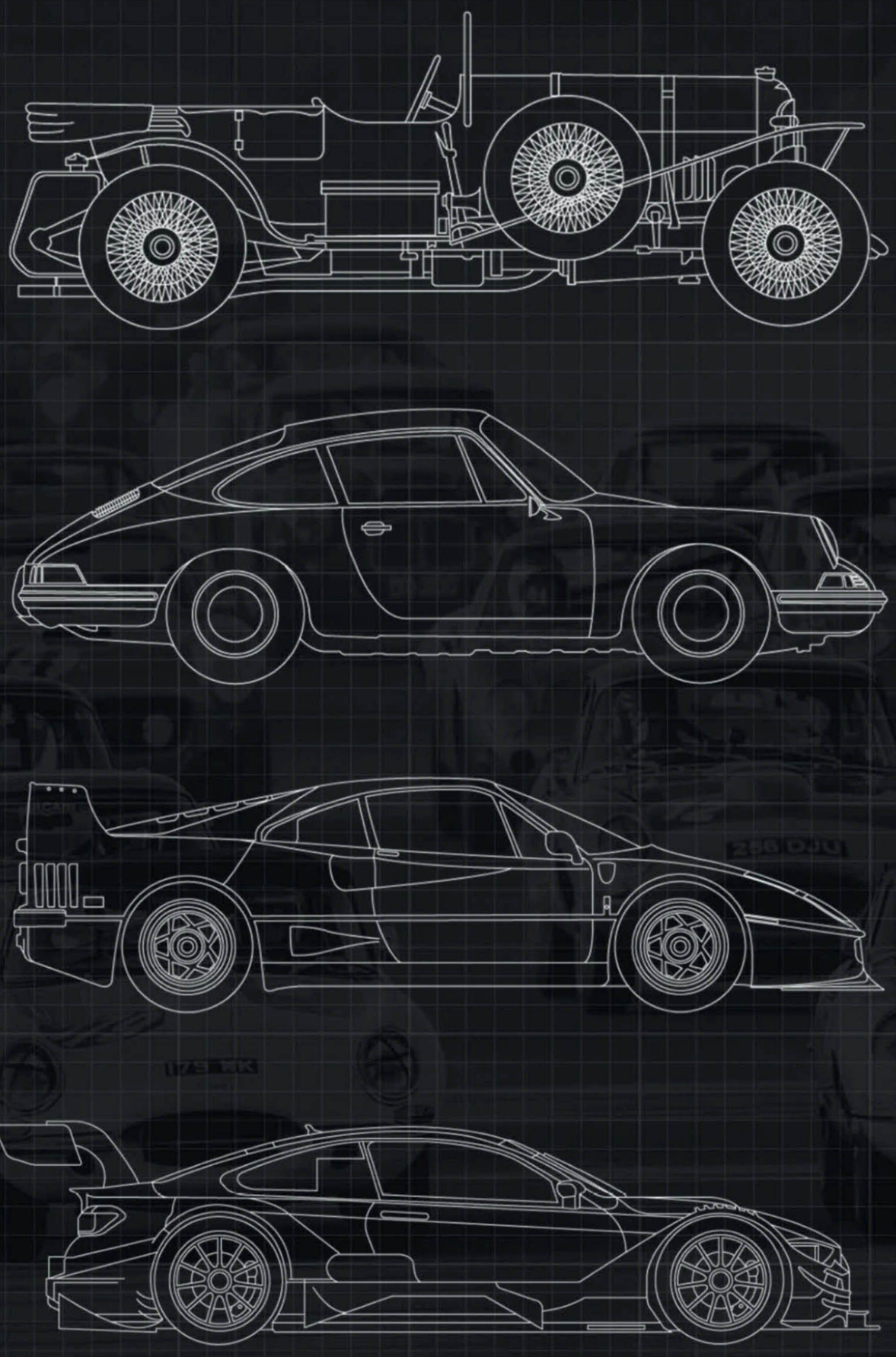


"Back then we had only around 16 grands prix per season, without the social media machine that now surrounds the drivers. That's why I admired Michael Schumacher – and now Sebastian Vettel – for doing the Race of Champions at the end of the year. I'd think, 'You've just done a full GP season. D'you really need to go to Mexico to do that?' But I've probably answered my own question, because I'd be there at Donington or Brands on a freezing November morning, thinking it was a really good idea."

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2020 HISTORICS SPECIAL

DAYS TO REMEMBER

Driving a classic car is a pleasure and a privilege, but steering one on the right track is simply glorious. Here are some of the best



The climb up Eau Rouge to Raidillon is a defining feature of Spa, and remains a huge challenge

LAT

OWNING THE RIGHT CAR CAN open doors to competing at some of the world's greatest events, and bring about the huge range of travel options that go with that. But on the other side of the coin, there are few finer feelings than rocking up to a famous circuit with your pride and joy gleaming and ready for a day of on-track action.

Track days may be largely considered a modern pastime, for cars far more steeped in technology. But that's not true. The combination of a classic car and a circuit steeped in history can be unbeatable. Here are a few great options to get to know your time-tested machinery in some rather special settings.

SPA-FRANCORCHAMPS

If it's not already definitively the world's greatest race track, it's certainly up there.

The ribbon of asphalt through the Belgian Ardennes is 4.3 miles of God's own race track, snaking around woodland and the natural contours of the land.

While it's not quite the same as it once was - when it ran as an incredibly fast 9.4-mile blast between the villages of Francorchamps, Malmedy and Stavelot - the modern GP circuit still offers a bit of everything. The tight La Source hairpin opens the lap ahead of the famous climb up Eau Rouge, before the tricky sector two with the high-speed changes of direction around Pouhon-Campus-Stavelot.

TOP TIP: *Ron Simons, owner of RSRSpa track days:* "Spa is a beautiful circuit, and very good to learn to drive on. It's wide, flowing, fast and is also a very controlled environment, with modern safety and run-off. Eau Rouge/Raidillon is still perhaps the most famous and feared corner in the world. It's blind at the top and very fast with the change of direction in the middle, but it's amazing. Spa itself can be quite heavy on your car's brakes, but you do have the long straights to help cool them. Plus the old track is still there on the local roads, including the original banking at Stavelot. You can visit all the sections of it. It's like a time capsule."

AVAILABILITY: RSRSpa has 10 track days at Spa-Francorchamps, running from May through to November. Entry starts from €695, but there are membership schemes that offer discounts. ▶



Thruxton now plays host to a growing historic race meeting

M 2020 HISTORICS SPECIAL

THRUXTON

Not the most obvious choice, but easily one of the most enjoyable circuits to drive, and it has a growing historic following, too.

The Hampshire track is Britain's fastest, with average lap speeds regularly exceeding 110mph in modern machinery, and many classics often worry three figures.

You don't have to thrash your car quite that hard and you're unlikely to reach those average speeds during a regular track day, but it shows the full-blooded potential the circuit has. Church corner, which follows the flowing Noble/Goodwood sequence is often taken flat-out in most things and is one of the most exhilarating turns in the UK.

The re-branded Thruxton Historic race event – formerly the track's 50th anniversary celebration, has been gaining momentum and will enter its third year this season.

TOP TIP: *Ben Norton, multiple Formula Ford winner and circuit instructor:* "Start slow and build the speed up. Because Thruxton is very fast and flows beautifully, you need to build up both a feel for it and some track knowledge. The areas surrounding the circuit are all very green, so there aren't a lot of landmarks to spot braking points and distinguish corners. It's all about corner sighting. To get the best from it, you don't want a car that's too stiff, but something that rides the bumps nicely, and doesn't rebound too much. Get that balance and you'll smile all the way around."

AVAILABILITY: Thruxton runs 13 track days up until October. Prices start at £149, and there's also a host of driving experiences, such as supercar drives and skid pan.

BRANDS HATCH

As steeped in history as it is pretty, Brands Hatch is both one of the most recognisable racing locations in the country and one of the most challenging. A track of two halves, the Indy Circuit offers a short, sharp test – it may only consist of five corners, but nailing the ideal lap can be an endless pursuit of perfection. The longer Grand Prix loop offers a totally different high-speed experience, running through the woods with blind corners, crests and elevation changes aplenty. It can only be used for a limited number of events per year due to local noise restrictions, so a track day on the GP loop always has a special feel to it.

TOP TIP: *Pete Alexander, Brands Hatch chief instructor:* "The two layouts at Brands are very different. The Indy is a technical layout, and there's very little time where nothing is going on, which makes it a busy lap that's difficult to perfect. The GP is stunning, and it's easy to forget you're at the same track! Historic cars tend to move around a lot on the GP section, which makes it hugely exciting. It's about carrying speed and being smooth. There's also a lot of grip out the back, as the racing line is less polished. The Indy can be quite rough on the left-hand tyres due to the long, fast corners, so rotating tyres can help extend your running."

AVAILABILITY: Brands Hatch is one of the most popular venues in the country for track days, running a vast amount of events from January to December. Prices start at £85 for a half day session on the Indy Circuit. There are only three 2020 track days on the GP loop, with prices starting at £399.



NÜRBURGRING

Perhaps the world's best-known circuit, and once again, a track of two halves – or perhaps seven eighths – considering the mammoth difference between the somewhat neutered GP loop and the expansive Nordschleife.

At 12.9 miles, the Nordschleife is an extreme test for a car of any age, but it's also magical. It can transport you to a different era as you thread the needle through 170 corners, winding through acres of stunning woodland. It brings back memories of classic road races, and there's nothing like it.

TOP TIP: *Ron Simons, owner of RSRNurburg track days:* "The Nordschleife operates differently to pretty much any other circuit, and we'd suggest people stick to the organised track day events, rather than the 'tourist day' laps, which aren't covered by many insurance policies. The circuit itself is stunning, but you must respect it. Go in with the right mentality, not aiming for lap records and relying on virtual knowledge gained on the PlayStation. And get tuition, it's probably more important at the Nordschleife than anywhere else."

AVAILABILITY: RSRNurburg has exclusive use of the Nordschleife on July 20, with prices starting from €895. It also offers rental and tuition on the track's public days.

GOODWOOD

The West Sussex track is perhaps the most storied in the country, playing host to legendary drivers and cars throughout its 72-year history. It's also the resting place of sporting giants such as Bruce McLaren and Jack Brabham, so there are few venues more spiritually linked to the sport's golden years.

Track-wise, the circuit hasn't changed much since its 1948 opening, retaining the fast sweeps and little run-off that test both a driver's and a car's capabilities to the limit.

TOP TIP: *Sam Hancock, professional driver coach:* "There are two keys to Goodwood. First, you have to build up your speed because the same thing that makes Goodwood great is the thing that makes it challenging. It's an old-school, unadulterated circuit, so it doesn't have the modern safety and run-off areas. Build confidence and understanding and go for the time later in the day. It's also about momentum. A lot of the corners are more like kinks and are faster than they appear. Most brake too hard for Turns 1-4, it's better to brake less and trail a bit in to help rotation. It's only really Lavant and Woodcote where you have to kill the speed to make lap time."

AVAILABILITY: Goodwood offers track and test days from February through to October, with prices generally starting at £250.

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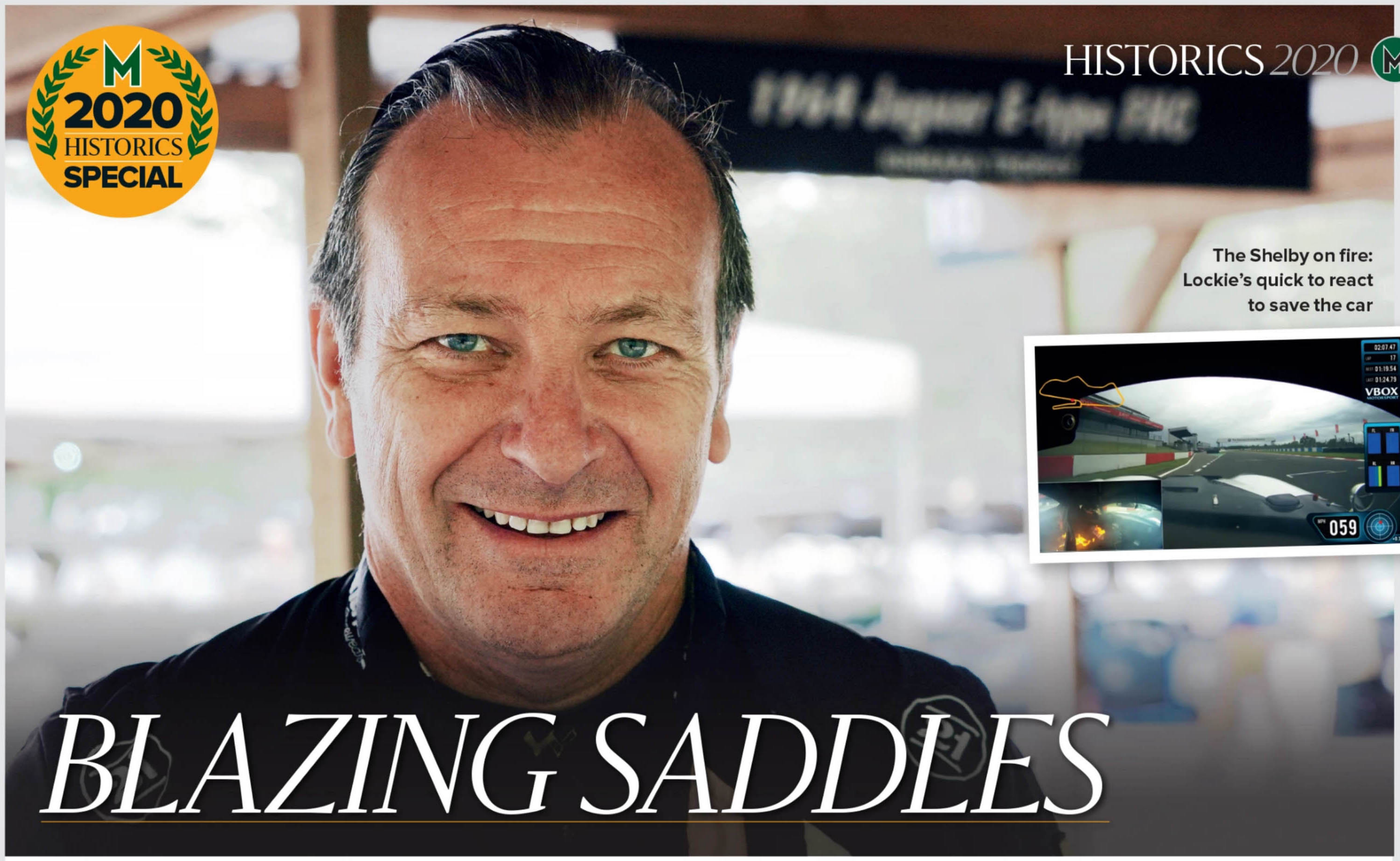
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2020 HISTORICS SPECIAL



The Shelby on fire: Lockie's quick to react to save the car

BLAZING SADDLES

An historic racing veteran, Calum Lockie has seen it all, as he tells **Tom Errington**

CRUISING BEHIND A SAFETY CAR at Donington Park, smoke began to fill the cockpit of a £340,000 Shelby Cobra as a fire began. What happened next was anything but conventional. Calum Lockie, who has raced for over 30 years, didn't pull off track, leaving it to the marshals. He put his foot down.

Competing in the Donington Historic Festival, Lockie pointed to the fire to make the safety car driver aware, cleared 100mph on the back straight, and powered towards the pits. It saved the car from major damage.

"It was just one of these things," explains Lockie. "A tooth broke on the diff and it jammed the differential's oil pump, and everything got extremely hot.

"A lot of people said: 'Why didn't you pull over by the marshals' posts?'. But there was risk of it burning a lot more than it did. I thought if we get to the pits, not only do we have the fire truck right there, but I will get back quicker than they could get to me. Also, the team would have access to the car, with their very specific knowledge having built it."

But most impressive of all? The Cobra, which Lockie races alongside owner and Racelogic managing director Julian Thomas, was repaired and on the grid at Magny-Cours just two weeks later, thanks to the work of Andy Woolf Engineering, winning the Masters Historic race by over 40 seconds and continuing a run of three wins from four races.

It capped off a successful year for Lockie, who competed in over 30 races across nine different cars, winning more than 10 of them along the way. Now his attention is on 2020.

Lockie says his plans are not yet "truly and finally confirmed", but it's likely he will race alongside Thomas for a fifth year, meaning further outings in a March 717 Can-Am, the Shelby Cobra and the Chevron B8 are likely, and visits to the Silverstone Classic and the Oulton Park Gold Cup are expected, too.

Lockie spent some of 2019 helping owner Mark Midgely race a Jaguar E-type that was a mere shell just three weeks before its first outing at last year's Goodwood Revival. The car was a "bit green", but the pair took 17th in the Kinrara Trophy. Lockie compares the experience to a cornerstone of modern racing.



From fire to victory in two weeks, this Cobra has a storied history

"You do get manufacturers coming out with new models, but it tends to be their works drivers. Porsche at Weissach, they do thousands of miles with their works drivers. You never see that before it's put out as a ready-running machine. You do a lot of that in historic racing because a lot of it is suck it up and see. There's less opportunity for that in modern racing."

There is a growing trend in the historic scene, one concerning competitors. Lap times are tumbling at venues such as Goodwood as speeds are on the up - due to increasing development. While a natural consequence as owners seek to iron out unreliability in classic machines, there has also been the use of sophisticated suspension and synthetic oils.

"I think it's an increasing concern that cars are being overdeveloped, you can never stop development," says Lockie. " But, if you allow it to happen [excessively], then all it does is raise the cost of competing and it's expensive enough. There are increasing moves at Goodwood and other places, looking at how they cannot stymie the racing but prevent overdevelopment. It's about preventing someone coming in with huge money, just throwing everything at it, and then disappearing into the distance."

Mercedes on the march: Stop-gap year or not, its stolen all the headlines in Barcelona

A SPECTACULAR LAST HURRAH

Far from treating 2020 as a stop-gap ahead of major regulation changes next year, teams have come up with the fastest cars Formula 1 has ever seen – and included some eye-popping innovations to boot. **Mark Hughes** reports from Barcelona

The 2020 generation of Formula 1 cars are likely to be the fastest the championship has ever seen – or will see for many years. In the final season before the much more aerodynamically restrictive regulations of 2021 take effect, the enormous downforce of the wide-bodied turbo-hybrids, combined with the relentless development power of the top teams, could make cars up to two seconds faster than 2019's – and around five seconds faster than simulations are suggesting for the 2021 cars.

For Mercedes and Red Bull, at least, there is no evidence of the design teams taking their foot off the gas for their 2020 cars to prioritise 2021. Both the new W11 and RB16 feature startling innovations in their suspensions, together with further squeezing of the extremities of packaging to extract more downforce from the body. Both designs scream ambition.

Things are superficially less adventurous at Ferrari with its SF1000, named in anticipation of the Scuderia's 1000th world championship-status grand prix, set for Azerbaijan now that the Chinese Grand Prix has been postponed due to coronavirus.

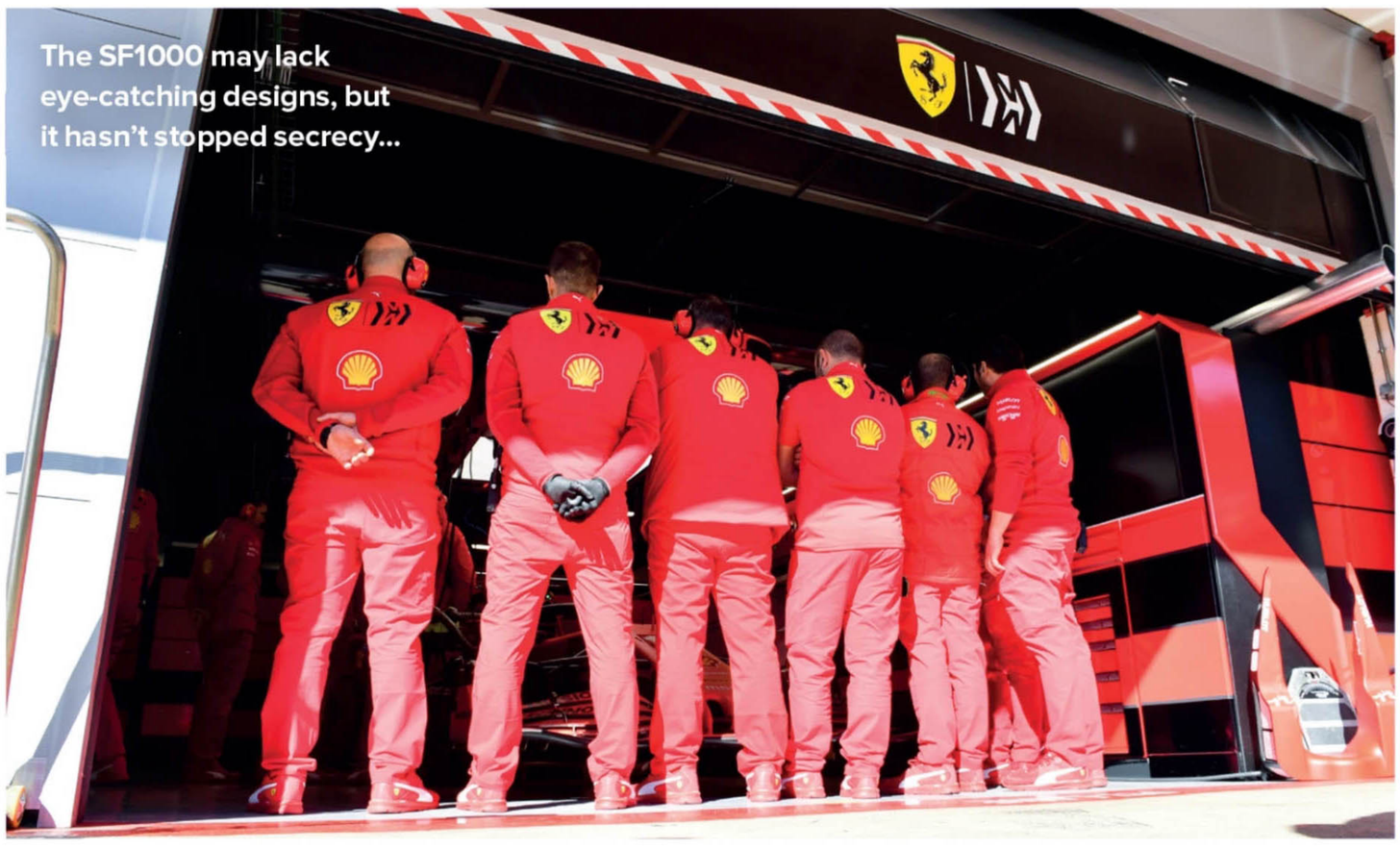
This is a mild reworking around the ultimately disappointing SF90 of last year, retaining that car's unloaded outboard front wing concept. This, and the retention of a wide nose, when the progressive choice appears to have become outboard-loaded wing and narrow nose, has left the Ferrari looking somewhat unfashionable. It was only three years ago that the SF70H redefined the generic F1 car with features that are now incorporated everywhere. It's a reminder of how quickly things move on in F1.

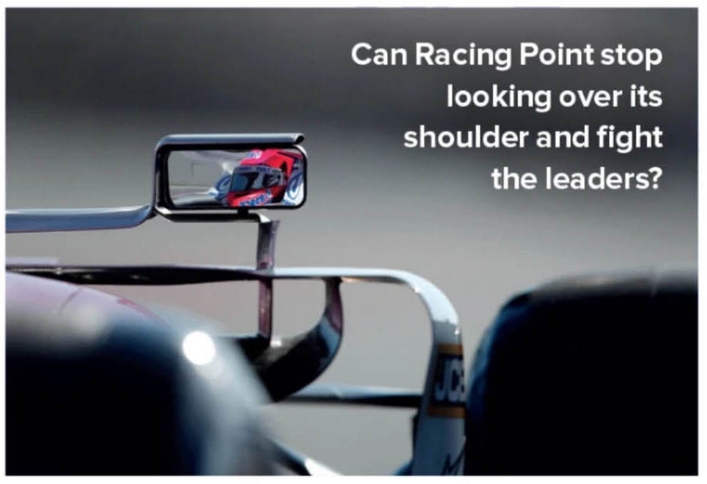
Causing a stir at least as big as those of the Mercedes and Red Bull technical innovations has been the striking visual similarity of the new Racing Point RP20 to 2019's title-winning Mercedes W10. Labelled 'the pink Mercedes', it ruffled further feathers when Sergio Perez lapped it quicker than all but the new Mercedes on the first day of testing.

Although the competitive order from those three days of running at Barcelona is far from definitive, for what it's worth we've arranged them below in the tyre compound-adjusted order of their best laps, taking Valtteri Bottas' 1min 15.7sec as the standard by which the others are measured.

Mercedes W11's best lap: 1min 15.7sec

Bottas's best time in the first week of testing was the equivalent of around 0.7sec quicker than any non-Mercedes. Talking at the launch of the car, Mercedes' technical director James Allison said: "The challenge was how do we take last year's best car and produce


The SF1000 may lack eye-catching designs, but it hasn't stopped secrecy...


Can Racing Point stop looking over its shoulder and fight the leaders?

something properly competitive when the regulations haven't changed? The temptation for us was just to keep polishing that one. After all, it finished the season really strongly and it was developing very fast through the year, so there were lots of opportunities to make that one quicker. The conservative approach was very, very tempting. But in the end, we decided that wouldn't be enough. We were feeling the breath of our opponents on our shoulders. We know their hunger, and we know that if we don't do something impressive with this car, they will eat us up and leave us behind. So, we decided we would make a car that was aggressive. Despite the fact that there was no change in the regulations, we would take every part of the car and see if we could challenge ourselves to make it better."

When viewing the shrink-wrapped contours of any of last year's cars, it seems inconceivable that any more empty real estate for the airflow could be created within the same set of dimensional regulations. Yet Mercedes has done exactly that, probably more than any other team.

Key to that has been the late adoption of Ferrari's 2017 innovation of lowering the upper-side impact beam and mounting the radiator inlet above and behind it. This allows the spinning vortices of air that are induced alongside the sidepods to be placed further back – pulling the air flowing from the front suspension and bargeboards and accelerating it down the bodysides. This increases airflow speed as it's fed into the space between the inner face of the rear tyre and the diffuser. The faster this air is, the harder it pulls on the underbody flow exiting the diffuser.

But incorporating this sidepod layout into the Mercedes has required a significantly different structure of the chassis which, aft of

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Was ist DAS?

Mercedes' trick steering explained

On day two of pre-season testing, eagle-eyed observers noticed something unusual about Lewis Hamilton's steering inputs to the W11. In addition to turning the wheel, he was also pulling and pushing it. Just after midday, technical director James Allison admitted that the team was running a new steering set-up called DAS. It later emerged that DAS stands for dual-axis steering.

So why would Mercedes want to alter the toe angle dynamically? To briefly explain, the toe is the angle that the wheels sit in relation to dead-ahead when the steering is straight. If the front of the wheels is pointing out, this is known as toe-out, the opposite and they are toed in.

The toe angle has a significant effect on a car's handling and changes how the tyre interacts with the road surface. Generally, a degree of toe-out will aid both stability and grip on initial turn-in to a corner, however, too much toe-out means the tyre scrubs – effectively it is dragged not rolled across a track surface.

What Mercedes is trying to achieve with its system is a greater degree of toe angle on corner entry than it would ideally want to carry around a whole lap. If the wheels were radically toed out, this would be great for turn-in but would increase scrub on the straights, increasing tyre drag (making the car less efficient) while also increasing tyre temperatures. By allowing the driver to change toe between corners and the straights, it can theoretically get the best of both worlds.

Exactly how this toe change is achieved remains something of a mystery. As the car came in from its final stint before lunch, Mercedes mechanics tore into the front end, presumably swapping the DAS out for a more conventional set-up. This involved the removal of all of the ancillaries around the inboard front suspension and, just before they pulled the blinds across in front of the car, the steering column was about to be removed.

There is the potential for the system to be either mechanically or hydraulically actuated. As the driver pushes or pulls the wheel, the length of the steering tie rods needs to change to alter the toe angle. This could be achieved either on the rods or at the point where they interface with the steering rack. A quick glance through the relevant sections of the regulations seemingly reveals its legal and Mercedes is confident that is the case.

Lawrence Butcher

the cockpit, is uniquely T-sectioned on the Mercedes. The chassis has been made significantly narrower. Allison reckons last year's naked chassis would have stood proud of this one with its bodywork fitted. This has been made possible only after significant help from Andy Cowell's HPP power unit group, as the latter explains. "There is less heat radiation. The engine now runs well even at higher temperatures. The chassis engineers helped. They enlarged the cooling surfaces without taking up more space for the coolers themselves." The radiators are indeed smaller thanks to the hotter-running engine and, according to Cowell, all without "adding up a gram or becoming an inch longer, wider or higher". What he doesn't say is that all this has been achieved while adding a further 20bhp or so.

The aero gains have been enhanced with the opening up of yet more capacity for the airflow at the rear with a radical re-alignment of the suspension there. The air flowing into that crucial gap between wheel and diffuser now has a much clearer path thanks to a rear lower wishbone that has been moved backwards, towards the crash structure. The upper wishbones mount onto hub extensions even bigger than last year's, taking them even higher and away from the important flow.

Allison says: "On the front, we have arranged the detail inside the wheels and the way the suspension goes into those wheels so that we have more aerodynamic opportunity at the front end." What he stopped short of revealing at launch, though, was the eye-popping DAS (dual-axis steering) system. Inboard footage of Lewis Hamilton in testing revealed the steering moving back on the column at the beginning of the straights and, in doing so, adjusting the toe angle of the front wheels. Before the braking zone, the steering would revert to its standard position and the wheels would assume the conventional toe-out stance for the upcoming corner. It would allow a better temperature control across the tyre on the straights, while still retaining the cornering benefits of toe-out into the corner. There may be other, as yet unrevealed, benefits. The FIA has been kept abreast of the system as it was developed over the past year, and it's satisfied that it's fully safe. The



system is, however, already outlawed for 2021.

More downforce and power for what was already the best car mean Mercedes has set the bar incredibly high as it strives to extend its consecutive title-winning tally to seven.

Red Bull-Honda RB16's best lap: 1min 16.3sec

Although well down in the headline times at Barcelona, the new Red Bull emerged as the second-quickest in the first week after adjustment is made for the different tyre compounds - made due to Red Bull's best time of 1min 17.5sec set on the hardest tyre.

At first glance, it's very similar to last year's car - running a similarly extreme rake angle - but the detail proves it's quite different. For one thing, it's slightly longer, with a bigger distance between the front axle and sidepods to help address an aerodynamic limitation of its predecessor. Its nose has been narrowed even further and the rear suspension wishbones are mounted on hub extensions just as extreme as Mercedes', clearing a better path for the airflow. But it's the front suspension that shows the biggest innovation.

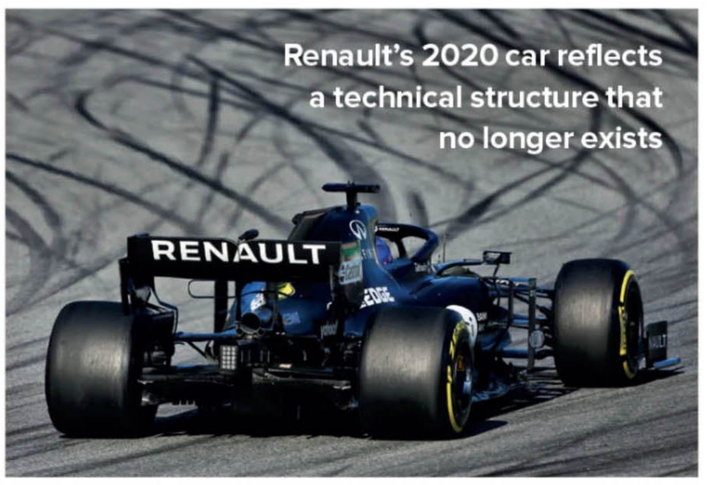
The unique multi-link arrangement of last year has been transferred from the upper to the lower wishbone, feeding into the wheel hub at separate points, the rear leg lower than the front. This will allow a greater tyre contact patch under high steering angles, helping with mechanical grip. But more unusual is how the front wishbones feed into the chassis. A unique double-bulkhead has allowed the clutch and brake reservoirs to be mounted behind, facilitating the wishbone arm to feed through the chassis and become articulated with what is effectively a wider base. High mounting of the lower wishbones has given the underside of the nose a more extreme upward sweep, creating a low-pressure area, speeding up airflow to the underfloor.

Honda has delivered a very significant power boost to an engine that was already impressive by the end of last season. In action at Barcelona, the RB16 looked quite sensational through the fast direction changes of the Turns 2-3 sequence but edgier in slower corners. If the car can be manipulated to give a better balance over the spread of speed ranges, it could worry Mercedes.

Racing Point-Mercedes RP20's best lap: 1min 16.6sec

The first visual cue of the RP20's inspiration is the nose - its slim contours and spoon-like nose tip is a dead ringer for the 2019 title-winning Mercedes W10. Technical director Andy Green makes no apologies for the Mercedes inspiration.

> "Ferrari is vying with Red Bull as the second-fastest car in 2020"



Renault's 2020 car reflects a technical structure that no longer exists

"It follows the same low-rake philosophy [as Mercedes]," he says. "We had been previously trying to adapt our use of the Mercedes engine, transmission and rear suspension to a high-rake car because that was the aerodynamic path we'd originally gone down in 2014. We've not been able to make a brand new car from scratch, then another one and another one each year. We haven't had the production capability or the financial capability to do that.

"So all our cars have been heavily related year-on-year. If we'd not done that, this team would not be here now; we'd be gone. This is the first year where we could, we have grasped the opportunity of a total change in philosophy. It's the last year of the regulations, so whatever we'd done would have been scrapped at the end of the year anyway. It's a risk, but it's one I think was worth taking."

Early feedback from Sergio Perez was that the car has been born well, the rear-end instability he has worked around in the previous six years seemingly gone. Ahead of the team's rebranding to Aston Martin next year, could the final Racing Point have giant-killing potential?



AlphaTauri has carryover from Red Bull, but there's still clear differences

Renault R.S.20's best lap: 1min 16.6sec

Renault is far from bullish about its 2020 prospects as the company considers its future F1 participation beyond this year. The R.S.20 was created by a technical team headed by people no longer there, Nick Chester and Pete Machin (technical director and aero chief respectively) having departed following the disappointing form of last year's car. With its slimmed-down nose, the aerodynamic evolution from its predecessor is visible, but the team is pinning its hopes on the budget cap of 2021 bringing everyone back to its level. That said, Daniel Ricciardo was giving some positive feedback about the car in Barcelona.

AlphaTauri-Honda AT01's best lap: 1min 16.9sec

The ex-Toro Rosso team has produced an aggressive-looking design for 2020. Based on last year's Red Bull RB15 running gear, its chassis and aero package are, however, unrelated and created by the Jody Eggington-led technical team that's spread between Faenza and Bicester. In contrast to Red Bull, it has continued with the unloaded outboard front wing concept, finding that the wheel wake with the alternative loaded wing was just too difficult to control with the resources at its disposal. The progressive elements of the design are around the sidepods with very high-mounted radiator inlets.

McLaren-Renault MCL35 1m 17.0s

McLaren was emphasising that the car it took to Barcelona was very basic to ensure reliability and that its updates coming for Melbourne are expected to be powerful. But even in basic form, the evolution from 2019 is clear with a much more compact rear end made possible by a narrower gearbox and reconfigured rear suspension. This has allowed the team the possibility of progressing further towards a loaded outboard front wing. Last year whenever this was tried, the rear bodywork proved a limiting factor. Given the team's 'best of the rest' form in 2019, the target is to close the gap while retaining that status.

Alfa Romeo-Ferrari C39's best lap: 1min 17.1sec

Like Ferrari, Alfa has stuck with the unfashionable wide nose and unloaded outboard front wing and continues to run the Ferrari engine/transmission/rear suspension package. The rear bodywork features a fairly dramatic undercut, continuing the same basic principle introduced by this team under its Sauber label two years ago. Kimi Räikkönen set the second-fastest time, but it was on the softest tyre and just prior to running out of fuel on track. Adjusted for the tyres, it wasn't showing any great form compared to its midfield rivals.

Williams-Mercedes FW43's best lap: 1min 17.4sec

A logical evolution of its 2019 car, the new FW43 appears to be a vast improvement. George Russell reported from Barcelona that the car no longer scares him with its lack of rear grip and that he can now attack the corners. On track, it looks balanced, but without the outright grip of the midfield's best.

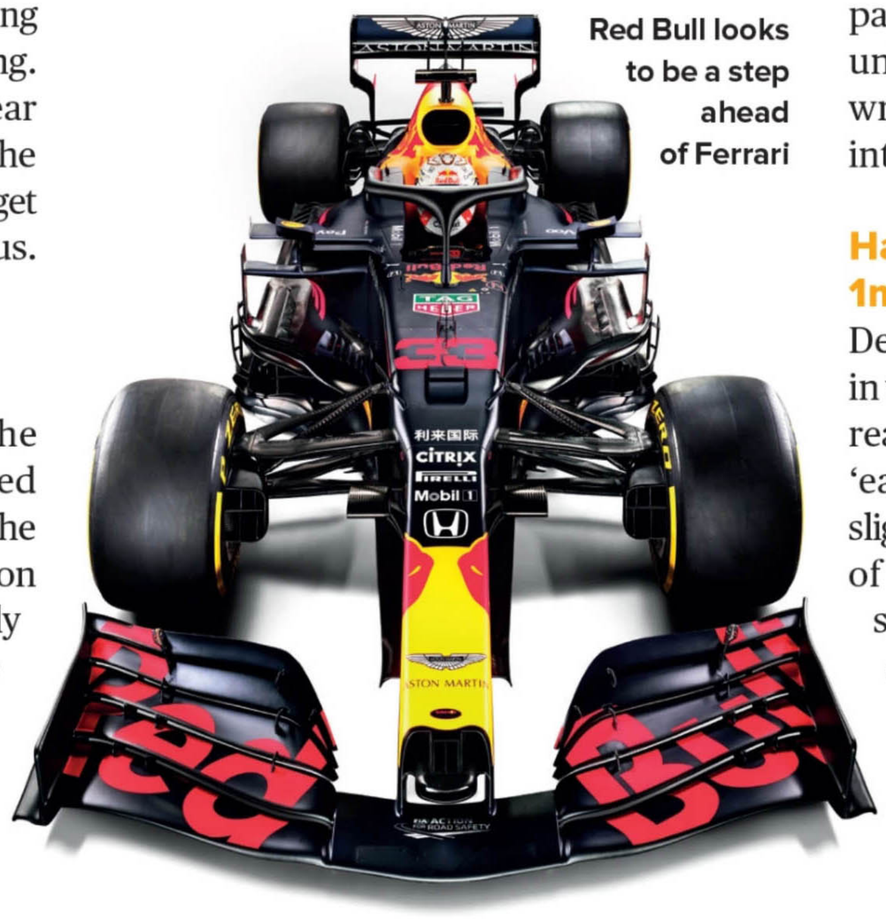
Ferrari SF1000's best lap: 1min 17.5sec

Despite the poor headline time, this is not really among the slowest cars. Its slow tyre-adjusted time was a reflection of a team devoting its first week to fully mapping its aerodynamics, determined to uncover and understand exactly how it is behaving.

This follows from last year's bitter experience when the SF90 looked the class of the field in the cool of testing before the season-opening races proved it was a function of an understeer balance that helped with front tyre temperatures and gave a flattering picture. As Ferrari conducted its aero tests it was running its engines in a very detuned form (even compared to Haas and Alfa). The engine mode accounted for around one second of lap time - which would put the Ferrari vying with Red Bull as the second-fastest car.

In Friday's long runs, Sebastian Vettel did a Lewis Hamilton-matching stint that comfortably eclipsed Verstappen's Red Bull. Ferrari team principal Mattia Binotto did concede that it was behind, but the picture for Ferrari is not as dire as it appears.

The car is visually less evolved from its predecessor than the Mercedes, with a slightly longer wheelbase and better bodywork packaging around the rear but still with the unloaded outboard front wing. Did Ferrari write-off 2020 in advance, to put everything into 2021's campaign?



Red Bull looks to be a step ahead of Ferrari

Haas-Ferrari VF20's best lap: 1min 17.6sec

Determined not to repeat 2019's nightmare, in which an aerodynamic problem caused the rear tyres to overheat, Haas has moved to the 'easier' unloaded outboard wing. It's also slightly longer in wheelbase and is a reflection of a longer Ferrari gearbox. Like Ferrari, it spent much of the first week validating its simulation rather than chasing times. It would be no surprise to see it vying to be at the head of the midfield this year once the season starts.

Is this the title race? Merc looks to have the early edge

LAT, GETTY, RED BULL CONTENT POOL, DAIMLER AG

Calm before the storm: Haas's 2018 dramas created *Drive to Survive's* most memorable moments

STRANGER THINGS

Netflix made sweary Haas boss Guenther Steiner a sensation last year. Now *Drive to Survive* has returned, he explains to **Scott Mitchell** why F1 must grasp its chance to hit the mainstream



Box to Box Films made Steiner and Haas a highlight of season one



With leading teams out, the midfield were the stars in series one

We are in the presence of TV royalty. Guenther Steiner is taking time away from a valuable day in his Haas team's testing schedule at the Circuit de Barcelona-Catalunya to delve into a world he happily admits he knows little about, but one that turned him into an overnight star last year.

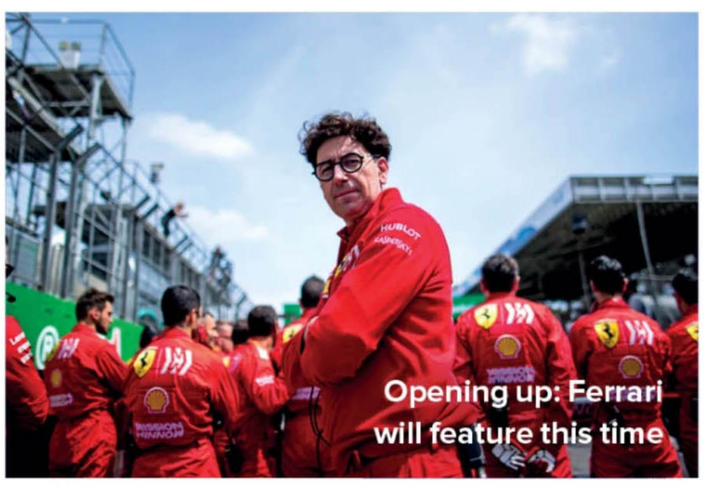
In case you missed it, the first series of Netflix's *Drive to Survive* gave a rare look behind the scenes of the 2018 F1 season, featuring eight of the 10 teams - Ferrari and Mercedes were absent but will appear in season two. Focusing less on the racing in favour of narrative intrigue, highlights included Daniel Ricciardo deciding his post-Red Bull future and Steiner's expletive-filled management of Haas and its drivers Romain Grosjean and Kevin Magnussen.

"It's weird because it sounds too simple," Steiner says. "People ask: 'Why did you say that?'. I am who I am. I'm pretty relaxed about things in life. If you try to make something up about a story which isn't there, I have no patience with that. That's a waste of time. I put a mic on and went working [as usual]."

That's not to say Steiner transforms into a loose cannon. He is as honest as they come in F1, and that is what makes him such a powerful asset to the Netflix documentary series. Haas's up-and-down 2018, and its dramatic decline in 2019, provided an engaging storyline. Steiner's raw character and authenticity help bring it to life.

And he truly is authentic. Steiner's inadvertent starring role in the first season of the series made him one of its surprise revelations. So it is surprising that he says he has not watched the show's first season and does not intend to watch the second one, which was released on February 28.

That's probably for the best. If 'Guenther Steiner: Swearing F1 Team Boss' made his mark on season one, then in season two the character comes to the fore. There is not a trace of conscious thought in how Steiner comes across when he's laying into the team for the VF-19's stagnated development, or lambasting Magnussen and Grosjean for crashing into other in the British Grand Prix. He threatens people with the sack in the moment - not to play up to the cameras, but because he is emotional. It's real. "When it comes out, and everybody tells you what is happening, you're not proud of yourself," he admits of his high-profile profanities. "But then you get over it. The damage is done."



Opening up: Ferrari will feature this time

Steiner understands F1 placing his public persona in the hands of Box to Box Films, the company creating the series. It's the main reason he has been so open, and why Haas has not fought harder against the inclusions of highly-charged exchanges in season two.

"My understanding is: we want fans to watch us," says Steiner. "We are our own biggest enemy, by not giving them access to the cool things we have got. And I'm not

VLADIMIR RYS

saying cool things referring to me! Just to make that one clear!

"But we have got so much going on. We've got personalities, we've got technology. I would have thought differently 10-15 years ago - that we need to keep it secret. But we are a consumer product, we live from the consumer who consumes Formula 1.

"They are part of it and if you don't show them what you're doing, and if you don't give them access to it, how should they know and get interested?"

Steiner strikes a key point. One of motor sport's biggest problems is its high barrier of entry. It is a lot easier to 'fall into' a sport where you can take a ball to a playing field and kick it around with friends. To go motor racing requires cash. Simply stumbling into F1 has never been an easy thing to do, particularly as broadcast offerings have moved increasingly towards to pay-TV.

We suggest to Steiner that *Drive to Survive* is F1's chance to have a 'jumpers for goalposts' moment, by lowering the barrier of entry, making it more accessible, and taking a casual audience to the heart of F1's positives. "Yeah, that's fair," he says. "In the 2000s, all the TV stations had a lot of Formula 1 and it was free to view. But the market changed. Now it's all streaming. In the States, a lot of people don't have a normal TV anymore. They do Netflix, Amazon [Prime], that stuff.

"So I think what Liberty did, making the deal with Netflix, was very good, because that is where people go now and you need to stay current in this market. Social media is the same. If you don't do social media, you are out of the game, you don't reach people.

"That [new media] helps, to make F1 accessible, and give it to people who normally don't go and look for it. Maybe some of them now see it and say, 'hey, that's quite interesting, I could watch a race'."

Judging how successful the series is is difficult. Steiner and Renault's Ricciardo, who spends a lot of time in the United States, both say they have registered an impact on a day-to-day basis, pointing to the number of people who refer to the series.

That it got a second season, which includes Mercedes' German Grand Prix explosion, indicates that F1 saw enough initial value to persevere beyond a single 10-episode run. Ferrari and Mercedes agreeing to be involved in season two was also a major boost.

How long *Drive to Survive* will continue for is another question entirely, but Steiner suspects it will reach a point of diminishing returns fairly quickly. If it does not, his message is quite simple: shine a light on the championship and all its positives and the rest will take care of itself. F1 has world-class drivers, fantastic engineers, great technology and engaging human stories - "the race on Sunday is not even 50 per cent of what we are doing", Steiner notes.

Having an outlet that can put those stories to a much bigger, more casual audience is a weapon F1 can use to combat the age of digital media and pay-to-view television. Steiner reiterates that the authenticity of F1 is key.

"I've lived in the States for 13 years, and I've learned that you need to give what's happening to the people that watch you," he says. "You cannot always stage everything. It's show business, but you don't need to play a show. It comes free!

"These guys from Netflix, they're not making a movie. It's not staged. For me, it's pretty simplistic. I didn't know that it would pick up this much, to be honest. I wouldn't have given it this much credit, that so many people would dedicate such a big following.

"But I was I was convinced that this will help Formula 1 in general to attract people and help to make it interesting. Because unfortunately, there are billions of people watching us, but how many have got access to the paddock? A few thousand. Think about that. Two billion against a few thousand. But now the billions, if they want, they can get a lot closer to that stuff."

Steiner doesn't watch the series because he doesn't need to. He's living it, and welcomes the hardest pressure points of his job being broadcast to the world, warts and all. F1 and *Drive to Survive* are much stronger for that.



Guenther in his own words

"IN FORMULA 1 THE HIGHS ARE VERY HIGH, THE LOWS ARE VERY LOW."

***Drive to Survive* season one**

"If we didn't have a stupid idiotic steward we would be eighth... You know who is the steward. You know him. It is always the same. He just does not get any more intelligent..."

Message over the team radio at the 2019 Russian GP. Steiner was fined

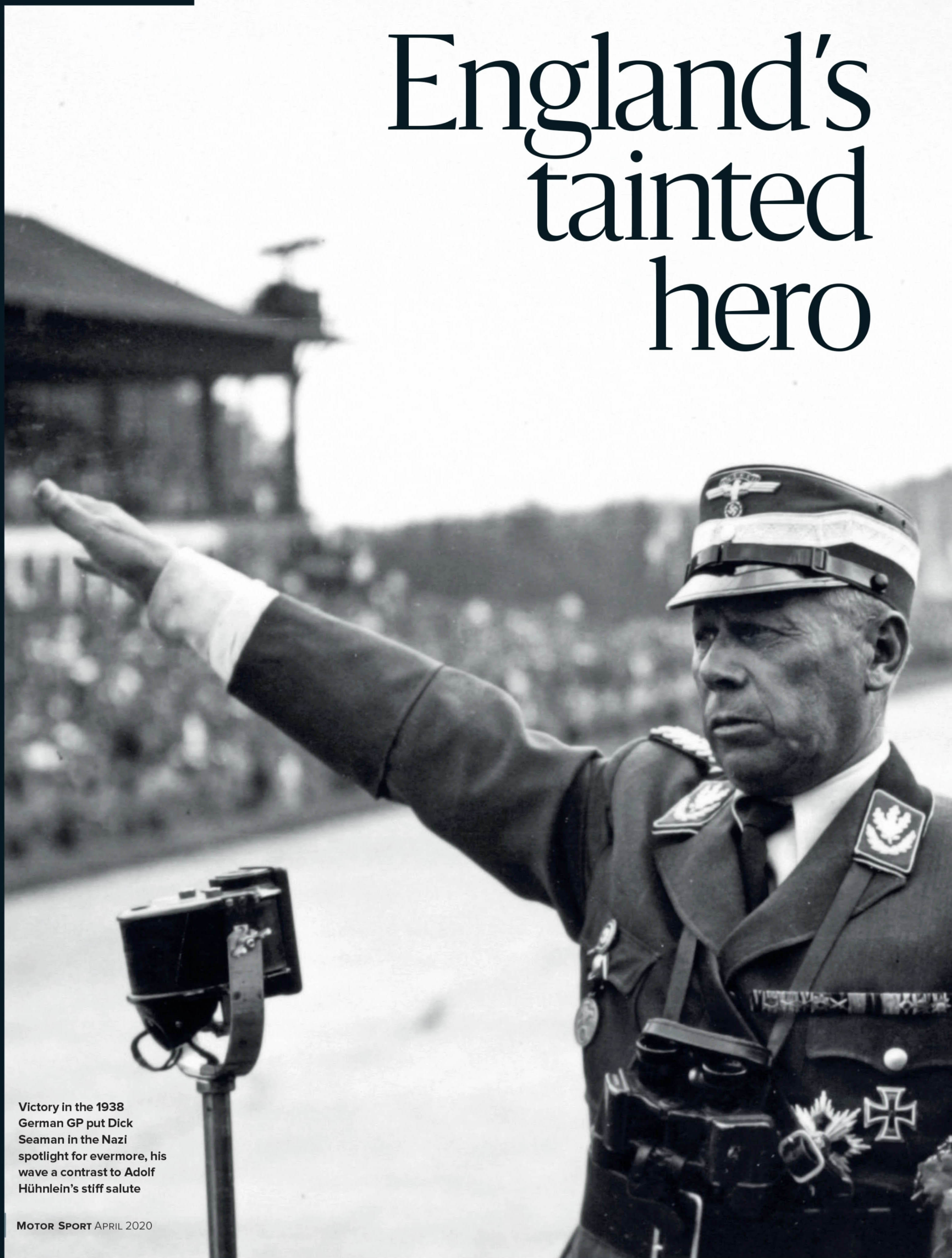
"WE LOOKED LIKE ROCK STARS. NOW WE LOOK A BUNCH OF CLOWNS"

To Gene Haas after Magnussen and Grosjean lost a likely shock fourth and fifth to its Australian GP pitstop errors

"I've had enough of both of you. You let the f*ing team down, me down, [when] I protected you all the time."**

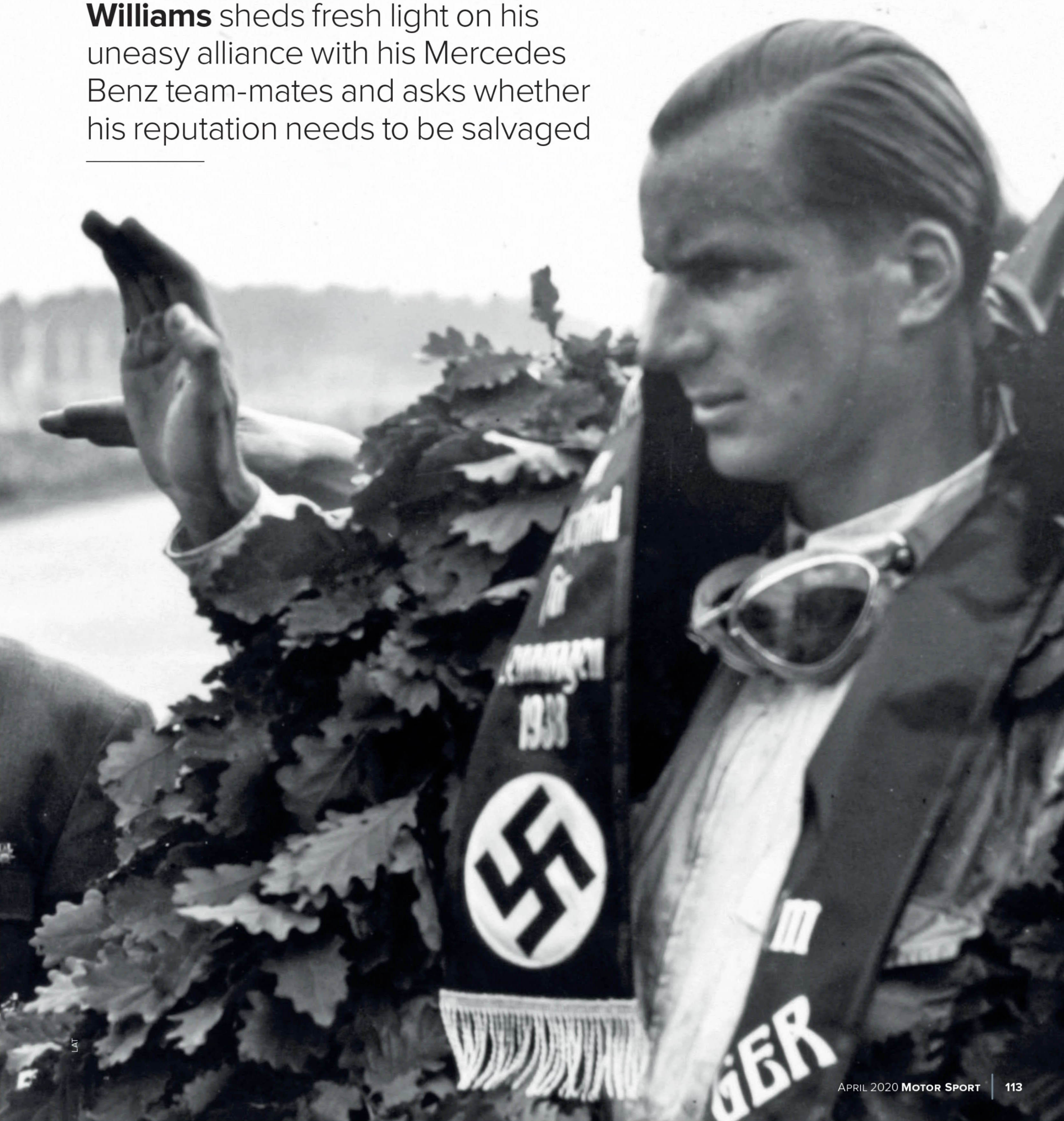
Steiner to his two drivers after the 2019 British GP debacle, *Drive to Survive* season two

England's tainted hero



Victory in the 1938 German GP put Dick Seaman in the Nazi spotlight for evermore, his wave a contrast to Adolf Hühnlein's stiff salute

Dick Seaman was one of the greatest pre-war drivers but he was also a man caught on the wrong side of history. Now a new book by **Richard Williams** sheds fresh light on his uneasy alliance with his Mercedes Benz team-mates and asks whether his reputation needs to be salvaged



LAT

DICK SEAMAN



Seaman won at Donington with Reusch's Alfa 308C. Right, in MG at 1935 TT







Seaman takes his W154 round La Source, during the fatal 1939 Belgian GP

At the end of a bright spring day at Monza, the timing sheets told the story. For Alfred Neubauer, studying the meticulously compiled chart headed *Nachwuchsfahrer Ausbildung* (New Driver Training), there was only one conclusion. The Mercedes-Benz team manager had summoned five young men to the test, and brought a pair of obsolete W25 grand prix cars down from Stuttgart for them to drive. Three were Germans: Heinz Brendel, Walter Bäumer and Heinz-Hugo Hartmann. One - Christian Kautz, an Oxford graduate- was Swiss. The fifth candidate was a 24-year-old Englishman whose promise had been evident over the preceding two seasons as he drove first an ERA and then a 10-year-old Delage to victory in some half a dozen important continental races.

The quintet had been winnowed from an original batch of 29 hopefuls, assembled for a preliminary test at the Nürburgring five months earlier - a motley bunch, including Daimler-Benz showroom salesmen and mechanics. They were sent out first in sports cars, with the instruction to lap slowly but consistently. Not all obeyed; one of them, a 21-year-old company delivery driver named Hermann Schmitz, went off and was killed. The fastest 14 were then sent out in W25s, again instructed not to overdo it. Five of them later received letters asking them to report for a second test in March.

It was Dick Seaman, clad in all-black overalls and wind-helmet, who was the first to go out on to the Monza track in a 5.6-litre car producing three times the horsepower of his voiturettes - almost 600bhp - in a chassis of similar weight. For an ace familiar with the car and the circuit, three minutes flat would have been a good time. Seaman's out lap was 3min 34sec, his first flying lap 3:15. Then he started to bring it down: 3:13, 3:12, 3:07, 3:06, 3:05, 3:05. His speed and consistency were thrown into higher relief when compared with the best efforts of the other four: 3:24 for Brendel, 3:20 for Bäumer and Hartmann, 3:19 for Kautz. The response from Neubauer was to send Seaman out again, this time in the second car. The result was the same: six flying laps, three of them in 3:05.

It had been an expensive exercise, and there had also been a fatality. "Our sole consolation," Neubauer wrote in his autobiography, "was that we had found one driver of world class: Dick Seaman."

Soon afterwards, Seaman and Kautz received offers to join the team as reserves to the three front-line drivers: Rudolf Caracciola, Manfred von Brauchitsch and Hermann Lang. As non-Germans, the new men required the approval of Adolf Hitler, whose government was subsidising the two teams - Mercedes and Auto Union -with the aim of dominating grand



Though old, Seaman's Delage brought success

As an Englishman in a German team, Seaman's position could be difficult

"We had found one driver of world class: Dick Seaman"

prix racing. The project was part of Hitler's 'motorisation' scheme, which included the building of a network of autobahns and the creation of an affordable People's Car.

The offer made to Seaman was a salary of 1000 Reichsmarks a month - just under £1000 a year in 1937, or about £65,000 today - plus prize money and bonuses which would quadruple his earnings for the year. The catch would be that, under Hitler's restrictive currency regulations, the money could not be taken out of Germany. Seaman quickly decided to find a temporary home, selecting a villa on the shore of the Starnbergersee, a large lake 150 miles south-east of Stuttgart. He could call on the interest from the two trust funds set up by his late father, whose will stipulated that, thanks to reservations over Dick's propensity for spending money on racing cars, the young man would have to wait until his 27th birthday for his full, and considerable, inheritance.

After a catastrophic 1936, in which Auto Union had won six of the season's big races to its two, Mercedes urgently needed to restore its fortunes. At Untertürkheim the 380-strong staff of the racing team were working under Rudolf Uhlenhaut's supervision to build the new W125, whose chassis, featuring stiffer tubes and softer suspension, represented a change of design philosophy.

Neubauer was also thinking about the men who would drive these new cars. The 36-year-old Caracciola, dethroned as European champion by Auto Union's Bernd Rosemeyer, would be staying. So would Lang, aged 27, ▶



Face to face with Hitler at the Berlin Motor Show

LAT, DAIMLER, GETTY



With Prince Bira and Count Trossi at Crystal Palace, 1937



Alfa tussles with Bira's Maserati, Donington 1936.



With his mother Lilian

a local man promoted from the ranks of the mechanics. The volatile Manfred von Brauchitsch had been involved in a drunken scuffle in a hotel bar with Baldur von Schirach, the head of the Hitler Youth movement, but the 31-year-old had an Uncle Wilhelm whose friendship with Adolf Hitler was about to result in promotion to the rank of commander-in-chief of the German army, and eventually he was given a new contract.

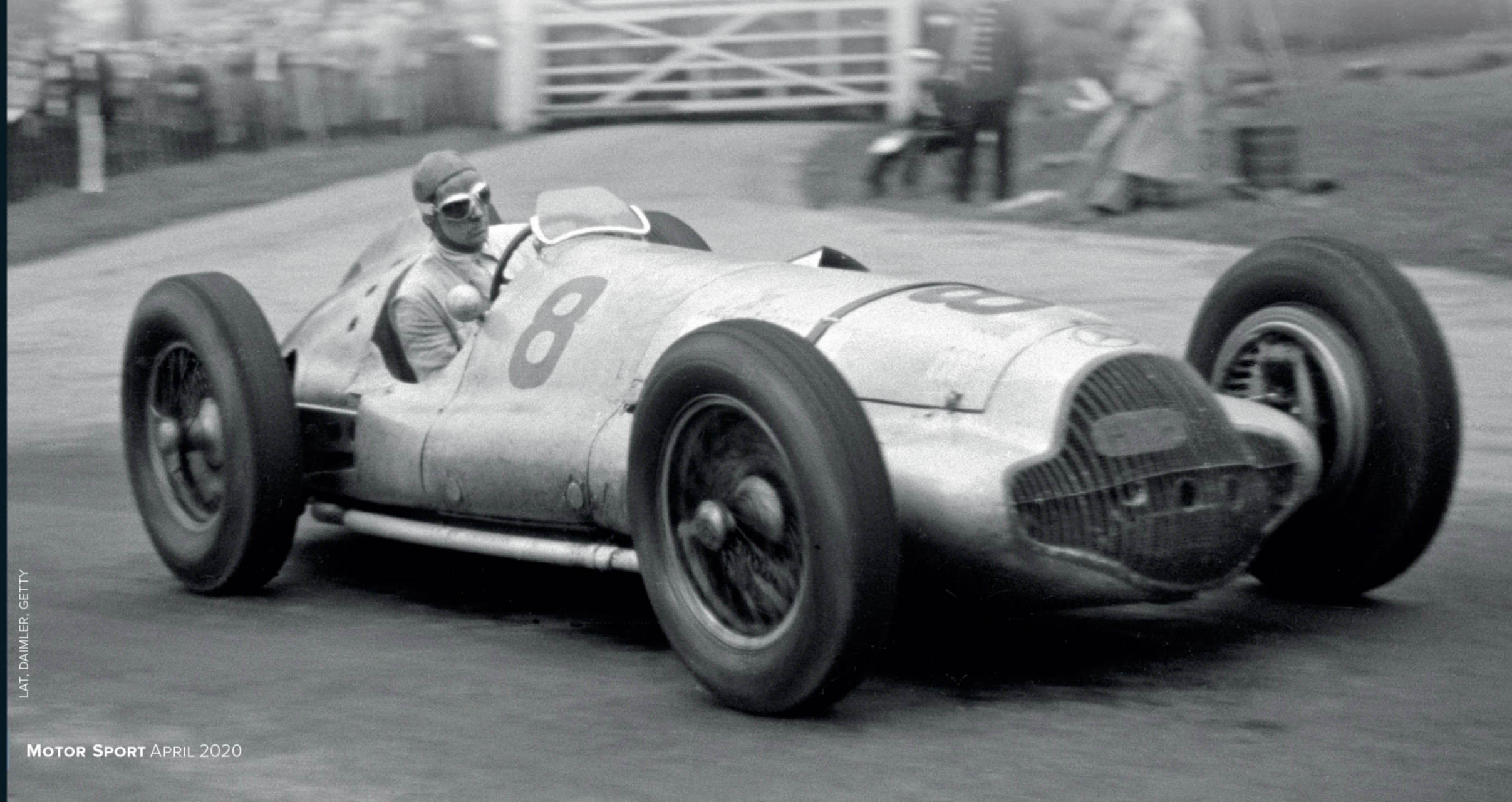
A generational rift within the team was already starting to open. Caracciola and von Brauchitsch did not consider Lang - as recently as 1935 the chief mechanic on Luigi Fagioli's car - to be their social equal. A famous story had them entering the fashionable Roxy bar in Berlin, where von Brauchitsch gave their order to a waiter: "A bottle of champagne for Herr Caracciola and myself - and a beer for Lang..." When the ex-mechanic started winning races, kicking off the 1937 season with victories in the Tripoli and Avus grands prix, their disdain began to take on a darker hue.

Seaman's family background and his education at Rugby School and Trinity College, Cambridge meant that he was every bit the social equal of Caracciola, a hotel-keeper's son, and von Brauchitsch. But he himself was no snob. Much of his childhood had been spent in the stables and garages of the family's homes in London and the country, in the company of chauffeurs and estate workers. One of those garages, in a mews beside their house near Hyde Park, became the headquarters of his racing team, run by former Alfa Romeo man Giulio Ramponi who had cured ERA's unreliability and rejuvenated the ageing Delage, helped by two other fine mechanics, Lofty England and Jock Finlayson. So he was equally at ease in the company of Lang, a man of humble origins.

And while admiring Caracciola's virtuosity and finding amusement in von Brauchitsch's displays of temperament, it was with Lang that Dick struck up the closest friendship. Before his German had become reasonably fluent, the two young drivers could hold conversations through Uhlenhaut, who had been born in London, appreciated the younger men's keenness to provide the sort of technical feedback that had never been forthcoming from their senior team-mates.

Seaman also had other values to the team. Some believed that Hitler had approved the hiring of an Englishman as part of a plan to pursue a tacit agreement with the British government. In the event of war, while Germany controlled the battle on land and in

"He was incapable of matching the stiff-armed Nazi salutes"



LAT, DAIMLER, GETTY

the air while overrunning continental Europe, Britain could maintain its historic command of the seas while remaining aloof from the conflict. A British driver in one of the all-conquering German grand prix machines would be a useful token of friendship.

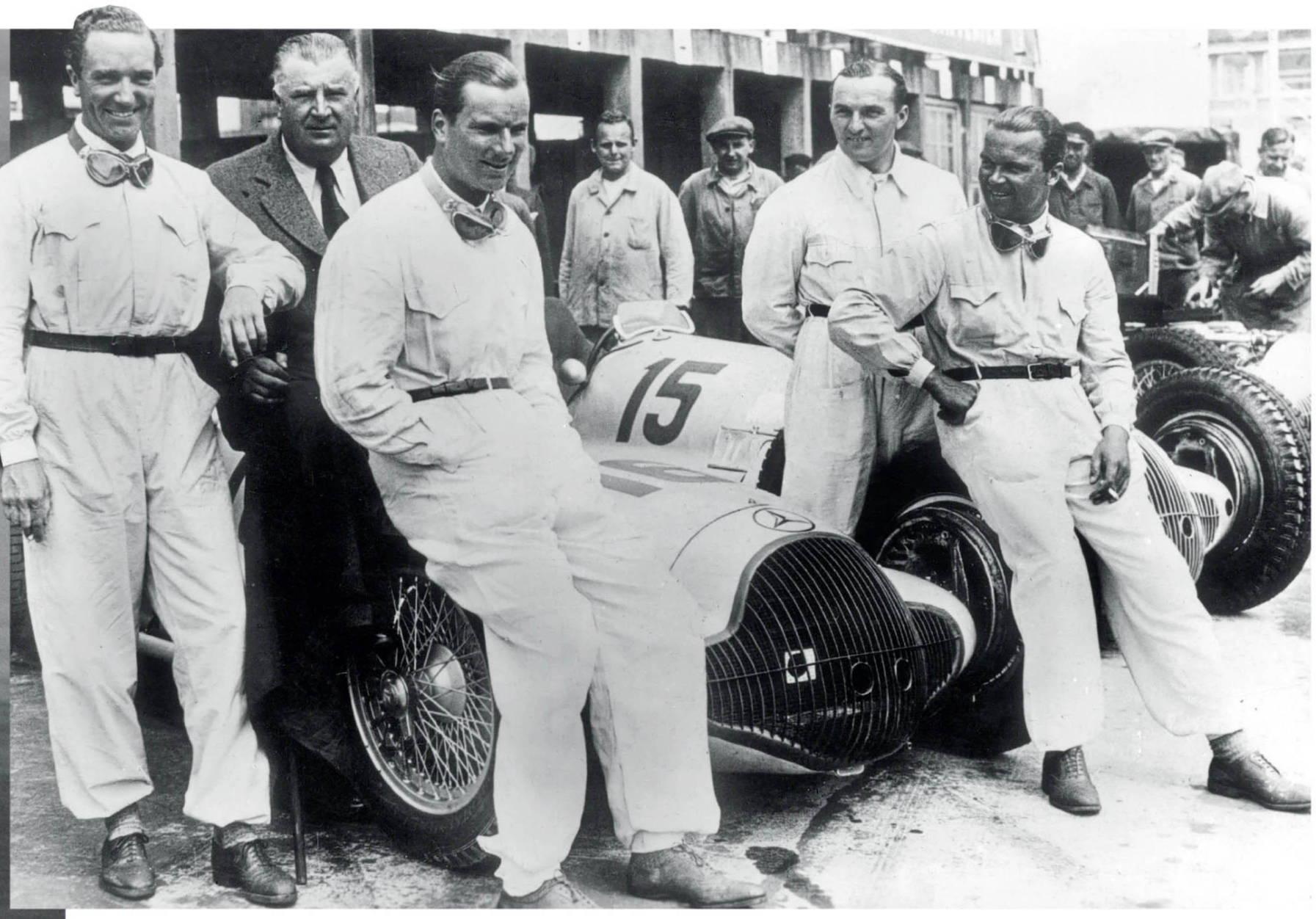
Dick had made three starts for the team, finishing seventh in Tripoli and fifth at Avus and retiring from the Eifelrennen, when Neubauer announced that he would be travelling with them to the United States that July. While half the team stayed in Europe for the Belgian Grand Prix, the other half would head to the Vanderbilt Cup. Neubauer and Uhlenhaut would be on the voyage, along with Caracciola, Mercedes' greatest star, and Seaman, who would be able to talk to American journalists in their own language. The Auto Union team - including Rosemeyer and Dr Ferdinand Porsche - were also on the SS Bremen, as was Bodo Lafferentz, the head of the *Kraft durch Freude* (Strength through Joy) movement, and Jakob Werlin, a Munich car dealer who had become a Daimler-Benz director after selling Hitler his first Mercedes. Accompanying them was a film crew, tasked with making a propaganda film from this invasion of the New World.

Rosemeyer won the race for Auto Union, while Dick's second-place finish, following Caracciola's retirement, salvaged a little of Mercedes' pride in front of 80,000 American spectators at the Roosevelt Raceway on Long Island. After a night unwinding in the clubs of Harlem with a Cambridge friend who was working on Wall Street, Seaman set out on the return journey to Bremerhaven, having noted the cartoons in the New York papers poking fun at the meticulous preparation of the German teams. On disembarking, they were immediately ushered into a celebratory reception hosted by Hitler's sports director, *Korpsführer* Adolf Hühnlein.

Dick's first season was studded with crashes as he got to grips with the machinery: fracturing his knee-cap at Monza in a test session; wrecking a car but emerging unscathed after a front brake locked during practice for the Coppa Acerbo at Pescara; and smashing his face badly enough to need plastic surgery in a Nürburgring crash that killed Auto Union's Ernst von Delius. Only the first incident was his fault, and Neubauer told him not to worry because all their drivers had endured similar experiences on first exposure to the cars' sheer power.

Shortly after retiring from the final race of the season, at Donington Park, he was summoned back to Germany to greet a special visitor to the Mercedes factory. This was the Duke of Windsor, the former Edward VIII, who had abdicated the British throne less than a year earlier and gone into exile in Paris. Now he and his new wife, the former Mrs Wallis Simpson, were touring Germany, taking tea with Hermann Göring, dining with Josef and Magda Goebbels, and being shown around a mine, a school, the Krupp factory in Essen where U-boats were being built, a Hitler Youth camp and an SS parade. The penultimate item on the schedule was a visit to Untertürkheim. The Duchess stayed in their Stuttgart hotel while the Duke was taken to the Mercedes factory, where Dick stood in the receiving line and helped show him around, answering questions about motor racing and life in Germany over cocktails. The following day the Duke spent an hour and a half with the Führer at his Alpine redoubt in Berchtesgaden, while the Duchess had tea with Rudolf Hess.

By the time Seaman himself shook hands with Hitler a year later, before the 1939 Berlin Motor Show, his opinion of Germany had changed. Sharing a common view among the English upper middle class, his initial approval of the National Socialist government had been based on a visible upsurge in the nation's morale. By comparison with Britain's politicians, Hitler seemed a man who could get things done. Living on the peaceful shores of a lake, Dick took a while to recognise what was really going on. By the time his tumultuous win in the 1938 German Grand Prix made him the first British driver to win a *grande épreuve* since the hero of his schooldays, Henry Segrave, in 1923, he was incapable of matching the stiff-armed Nazi salutes that surrounded him on the victory podium. His reluctant effort was more the gesture of a man flagging down a No38 bus outside the Ritz.



1938: Seaman rounds Donington's hairpin towards third place. Right, the team, from left: von Brauchitsch, Neubauer, Seaman, Lang, Caracciola

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GAME CHANGERS: RICHARD ATTWOOD



Join *Motor Sport* for an exclusive event with 1970 Le Mans winner Richard Attwood

Motor Sport is teaming up with Peter Best Insurance to host Le Mans 24 Hours legend Richard Attwood, famed for winning the 1970 enduro with Porsche's 917, which launched the manufacturer's stellar record-breaking success at the Circuit de la Sarthe.

The 917 is often considered the greatest racing car of all time, and Attwood was a key part of its history during a tumultuous development. He also raced in Formula 1 with the likes of BRM and Lotus during the 1960s, including a brilliant works grand prix debut at Monaco in 1968 when he finished second to the great Graham Hill.

While his top-line career lasted just seven seasons, Attwood has remained in motor sport - notably taking a podium at the age of 77 in 2017 in the Historic Sports Car Club's 70s Road Sports Championship at Silverstone when behind the wheel of a Porsche 928.

Attwood will reflect on his extraordinary career in a Game Changers event: a lunchtime talk taking place during the 2020 Drive-It Day at Braxted Park. If you want to dive further into Attwood's career, you can also book your place at the exclusive 'Brunch With...' session. You can visit the *Motor Sport* website for more information.

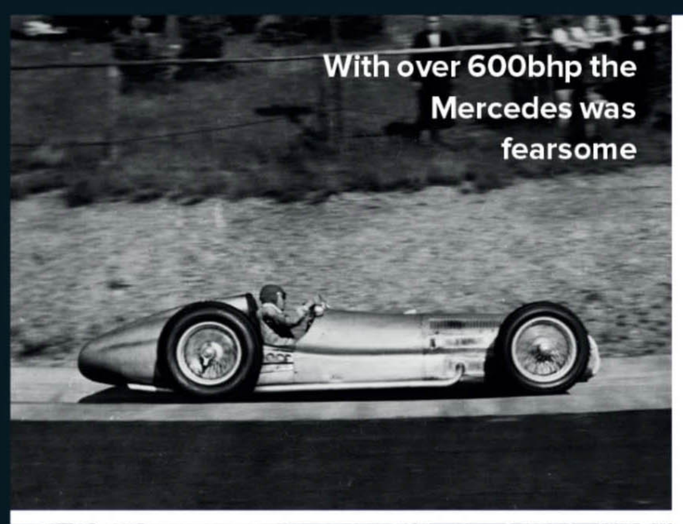
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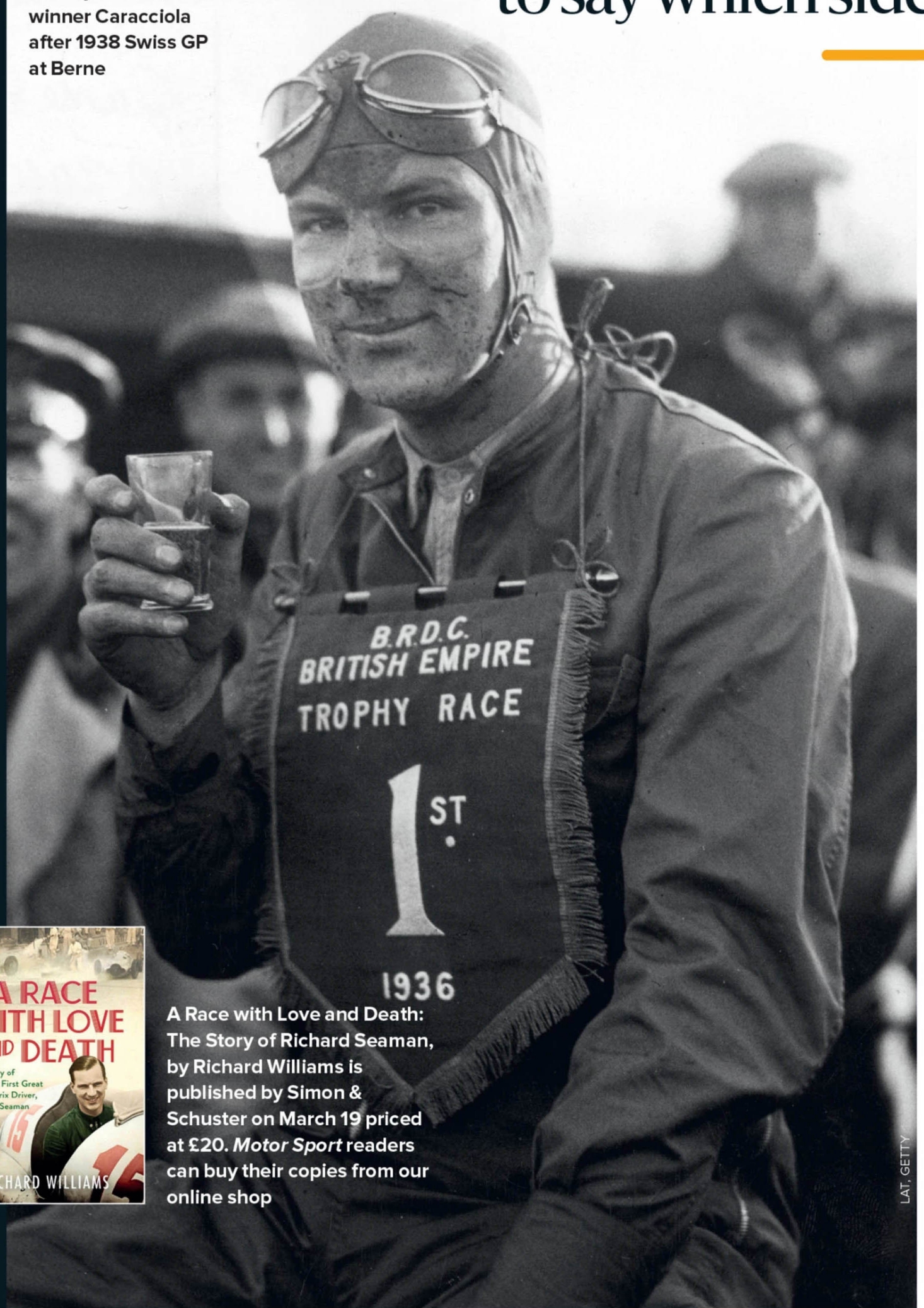
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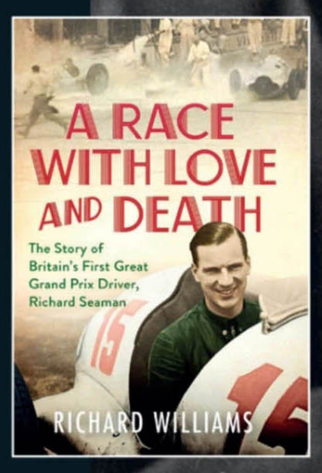
With over 600bhp the Mercedes was fearsome



Victory. Above, with winner Caracciola after 1938 Swiss GP at Berne



LAT, GETTY



A Race with Love and Death: The Story of Richard Seaman, by Richard Williams is published by Simon & Schuster on March 19 priced at £20. *Motor Sport* readers can buy their copies from our online shop

Relationships inside the team had deteriorated, with Seaman now feeling that he was being lumped in with Lang as a victim of the resentment aimed at the young upstarts by Caracciola and von Brauchitsch. He was also dissatisfied with Mercedes' refusal to give him regular starts, and had written to the chairman, Dr Wilhelm Kissel, to express his dissatisfaction, receiving an emollient reply and the offer of a personal meeting to clear the air. "I am firmly of the opinion," Dr Kissel wrote, "that you will race for us not only now or temporarily, but that you should feel bound to the company and us here for all time, just like the rest of the drivers, such as Herr Caracciola." Now, too, he was a married man, having wed Erica Popp, the 18-year-old daughter of the founder and chairman of BMW, to the intense dismay of his mother, who – after many arguments back in London – had announced her intention to cut him off from his inheritance if he insisted on marrying a German girl.

In Berlin, since their cars for the coming season were still being built, four old W125s were polished up and parked outside the Reich Chancellery, the drivers standing alongside in full race kit while Hitler greeted them individually. The engines were started and they roared past the assembled Nazi

"He would never have the chance to say which side he was really on"

hierarchy before setting off along the dead-straight boulevard through the Tiergarten towards the exhibition halls, where, in a ceremony that Dick observed was worthy of Cecil B DeMille, Hitler gave his annual speech announcing progress on all fronts in the motorisation project.

Four months later Seaman would be killed while leading the Belgian GP in heavy rain at Spa, trapped unconscious in his car and suffering burns from which he died in a local hospital that night. Five days later Neubauer, Caracciola, von Brauchitsch and Lang arrived in London for the funeral at a church close to the Seamans' London home, followed by a burial in Putney Vale cemetery.

In his final weeks, as he and Erica were settling into their new home, a chalet set amid beech spinneys near Garmisch bought for them by his father in law, he reacted to the rapidly worsening international situation by asking Earl Howe, the president of the British Racing Drivers' Club and a wise older head, whether he thought it was time to come home. Howe's advice, having consulted political and military contacts, was to stick it out until the situation became intolerable. But Dick and Erica had been preparing for a quick exit, ready to load their bags and their two cocker spaniels, Whisky and Soda, into his old Ford V8, leaving his company-issue Mercedes behind.

In the event it was the Ford that would be left behind in Germany, disappearing in the chaos of war, along with the reputation of a young man who would never have the chance to explain, or to show by his deeds, which side he was really on. O

A SCORE TO SETTLE

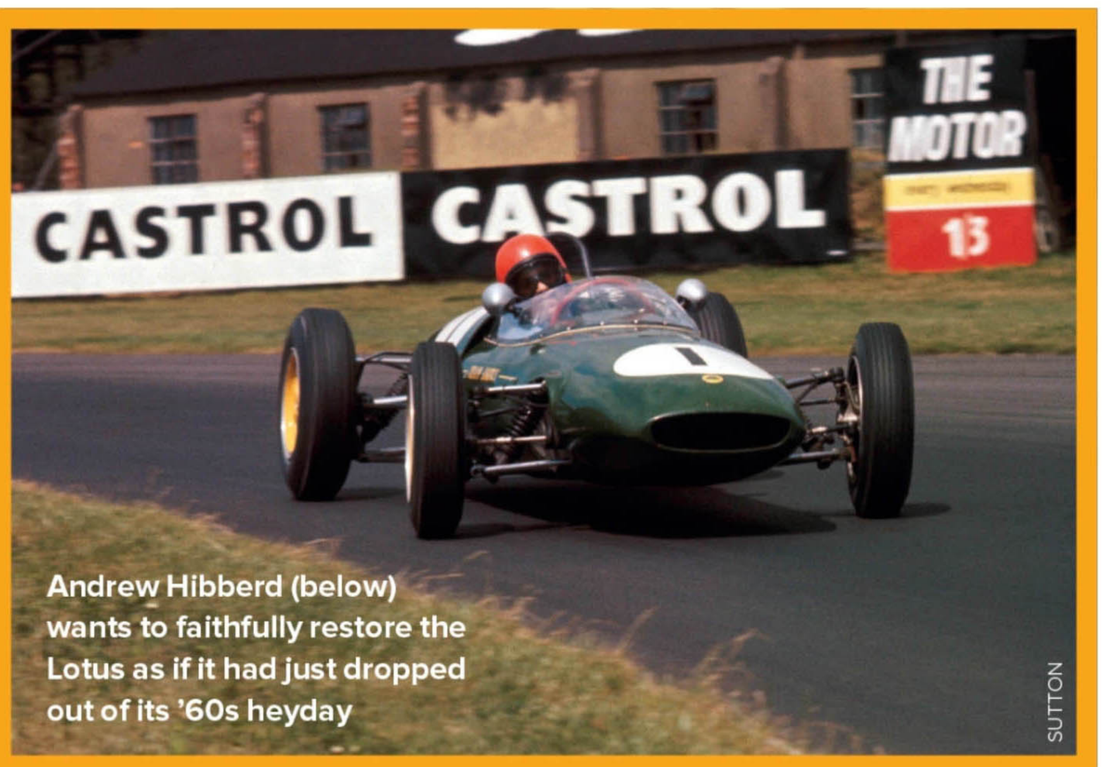
The lost gamble

A Team Lotus Formula Junior car has resurfaced after more than half a century tucked away in a Turinese workshop following an infamous bet. The intriguing car will soon return to action, as **Simon Arron** explains

PHOTOGRAPHY: JONATHAN FLEETWOOD

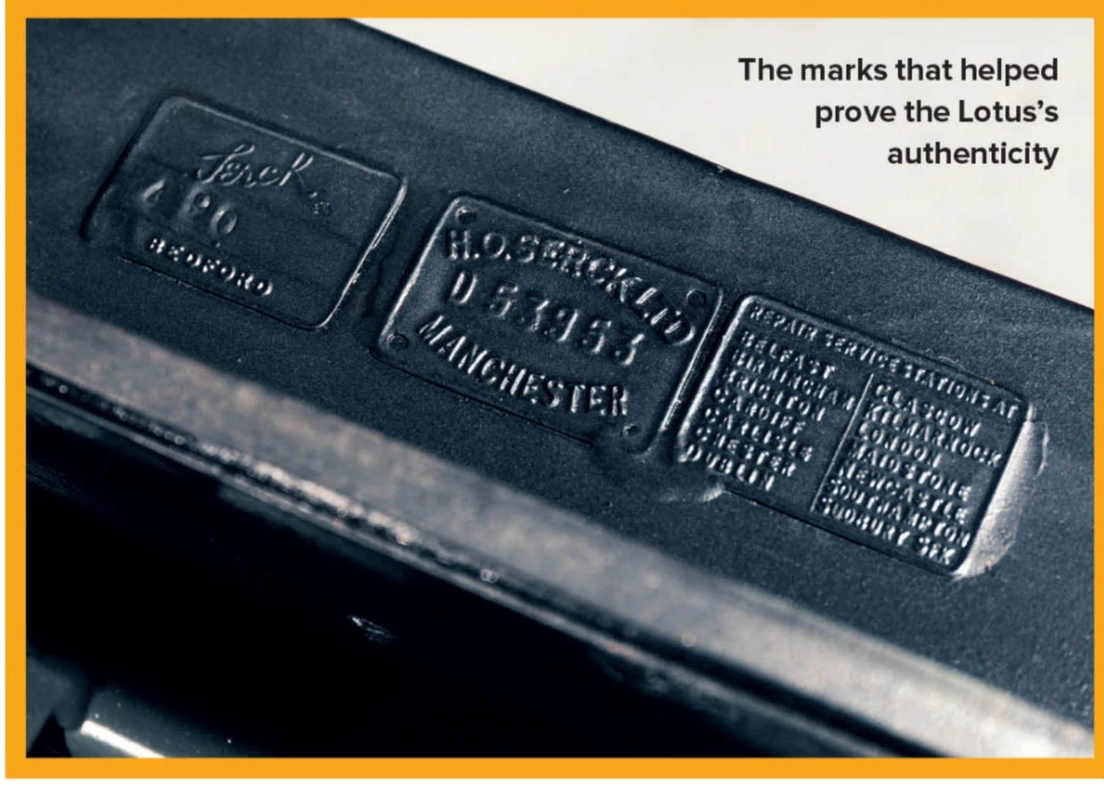

HEWLAND
MOCAL
TEAM LOTUS
4





Andrew Hibberd (below) wants to faithfully restore the Lotus as if it had just dropped out of its '60s heyday

SUTTON



The marks that helped prove the Lotus's authenticity



IT'S HARD TO IMAGINE A COMPARABLE situation in the modern era. Were it to arise, the most likely outcome would be lawyers insulating their bank accounts with another dense layer of notes, but that's not always how the world worked in 1962. When prominent German writer Richard von Frankenberg used his *Auto Motor und Sport* column to outline suspicions about the engines the factory Lotus 22s had been using during its successful Formula Junior campaign - notably during a race at the Nürburgring - team boss Colin Chapman responded not with litigation, but with a bet. He agreed to take the car you see here to a venue of his accuser's choice, repeat the race-winning speeds of earlier in the season and then have the car stripped for technical inspection. If he was vindicated, he'd collect £1000 and von Frankenberg would retract his allegations.

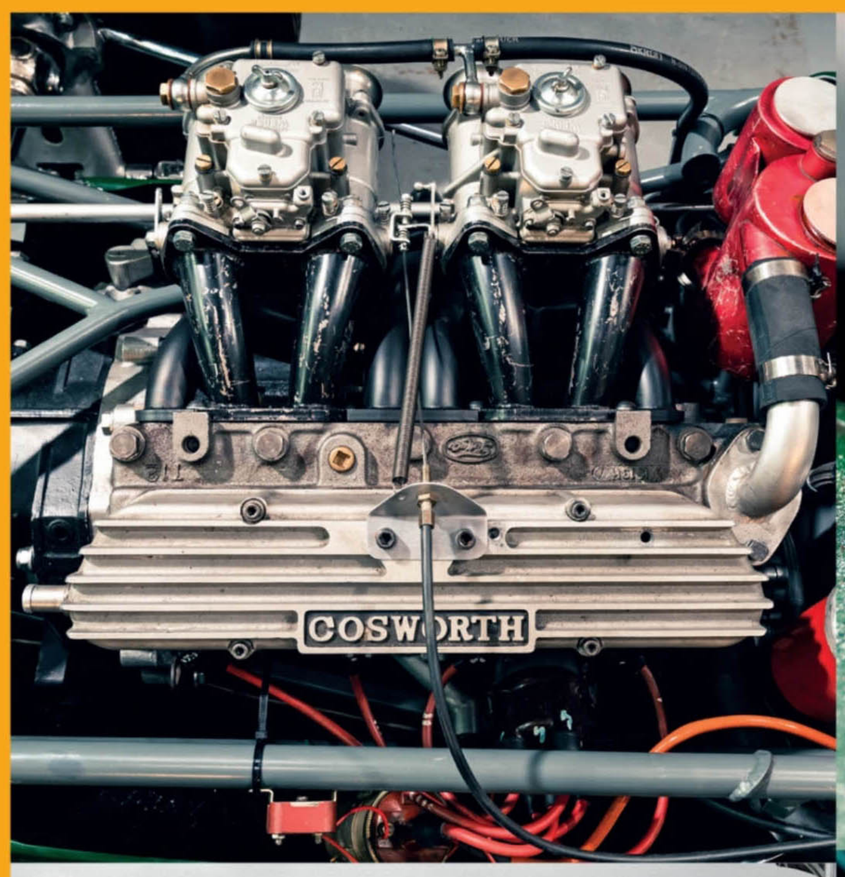
As editor Bill Boddy predicted - correctly - in a *Motor Sport* editorial (December 1962): "It is not known definitely at the time of writing whether von Frankenberg will choose Monza or the Nürburgring for the test, but probably he will insist on the former where car rather than driver determines lap speeds." Before the Monza run on December 2, von Frankenberg - who claimed to have proof that Lotus had used oversized 1450cc engines - called the situation "the greatest disgrace in international motor sport", to which Lotus responded: "The greatest disgrace in international motor sport is that this libellous attack should ever have been published." Boddy added: "We await with interest complete vindication of the British flag, the Germans having proclaimed that 'it will take a long time to overcome the lack of confidence in the English'."

Lotus went to Monza with star driver Peter Arundell, winner of that season's European and BARC Express & Star championship titles as well as the Monaco Grand Prix support race. It took along this chassis, 22/J3, with which his team-mate Bob Anderson had been a front-runner throughout the season (Anderson had finished third in Monaco, the two Team Lotus cars separated by the similar Ian Walker Racing 22 of Mike Spence). Conditions at Monza weren't quite comparable with those at June's Lotteria meeting, where Arundell had won both his 15-lap heat and the 30-lap final. It was cooler, and there was no traffic with which to contend - but there was no doubt about the result. The official Lotus press statement read: "Peter Arundell, driving his Team Lotus Formula Junior, won the Monza Challenge by averaging 115.3mph for the 30-lap test. In recording this average speed, which was 52sec quicker than the time for the Monza Lotteria Formula Junior race in June, Arundell unofficially broke his own Formula Junior circuit record by recording the fastest lap of 1min 49.8sec."

Checks by German and Italian officials confirmed that the car complied fully with the regulations. The engine capacity was found to be 1092cc, 6cc below the legal limit, and Lotus signed off: "The results should

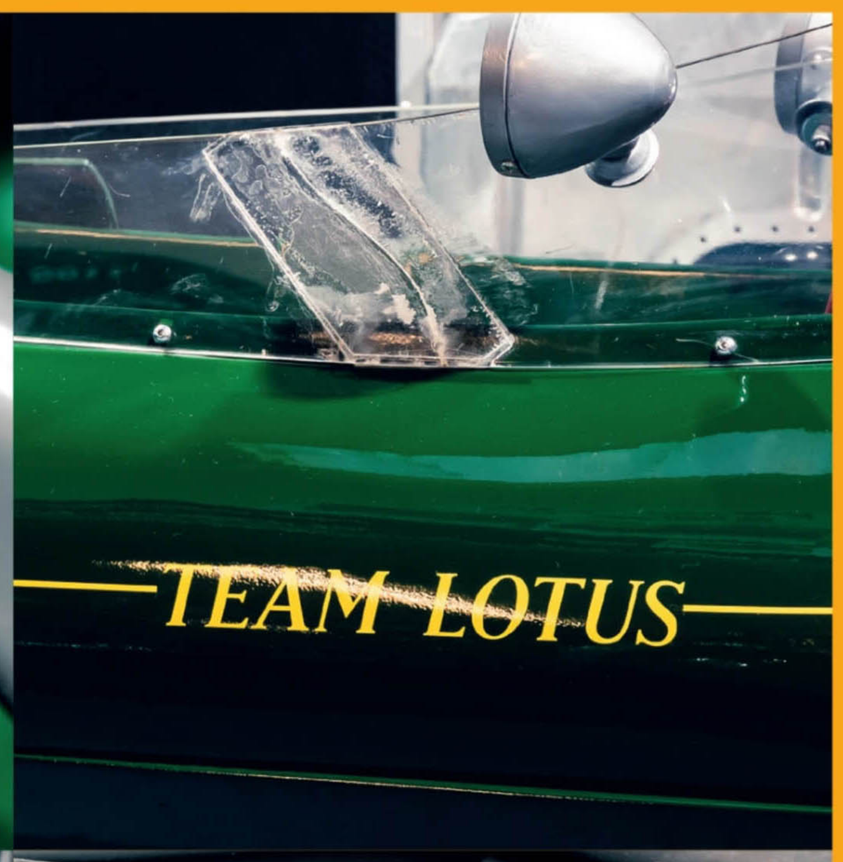
> "I was struggling to sleep one night and spotted it on Instagram"

Bare bones: once on display in a Milanese hair salon, chassis 22/J3 is being prepared for a racing return and features original steering wheel, radiator, oil tank, brake pedal and Cosworth MAE engine





Hibberd was surprised by the sheer quantity of original parts on the Lotus





The Lotus 22 proved popular in period, here racing in the 1963 US Grand Prix





effectively disprove all von Frankenberg's theories on oversized engines in Team Lotus Formula Junior cars during the 1962 season." Boddy concluded with a right jab of his own: "Richard von Frankenberg was indeed foolish, for has Colin Chapman ever been known to indulge in sharp practice?"

It was to be a doubly fruitful trip for Chapman. Not only did he win his bet that afternoon, but he found a buyer for the 22 and, as far as can be ascertained, it remained in Italy. Relatively little is known about what happened to it in the showdown's immediate slipstream, but a few gaps were plugged more than half a century later, thanks to a restless night and social media...

In recent times, Andrew Hibberd has been one of the UK's most prominent performers in historic single-seater racing, a serial front-runner - and regular winner - in both Formula Junior (at the wheel of a Lotus 22 that was based in Denmark in period) and Formula 3, in a Brabham BT18A. He now owns chassis 22/J3 and is preparing it for the season ahead. It is scheduled to commence its comeback tour at the Goodwood Members' Meeting at the end of March, driven by Andrew's father Michael.

"I found the car completely by chance," Hibberd Jr says. "I was struggling to sleep one night, picked up my phone at about 3am on a Sunday, and spotted it on Instagram. I do a lot of Lotus 22 hashtags and received this algorithm advertisement for what was said to be a 1961 Lotus FJ, ex-Peter Arundell. I had a closer look and could see it was a 1962 car, then became curious as it had lots of original parts. For a long time, lots of people have been racing 22s in Junior with a 1964 F3 tail section - nobody really knows why, but it has come to be accepted. I could see that this car had an original tail and non-adjustable top-link suspension, which isn't uncommon, but nobody runs it today in historic racing. It had all the period Armstrong dampers, which I could recognise as old. The more I looked, the nicer the stuff I found - but all I knew was that it was located in Italy, and that Arundell had driven it.

"I was sceptical at first, because I get quite excited by this kind of thing and didn't want to rush into it but, at the same time, I didn't want to let it slip through my fingers if it was something interesting. I went to do some homework, checked all my reference books and looked through all sorts of things. When I first phoned about it, the vendor spoke about as much English as I do Italian, so I got an Italian friend to call and then spoke to Junior guru Duncan Rabagliati. After going through his records, we established that it might well be 22/J3, so I set off to see it in our 22-year-old Ford Transit - a Junior fits neatly in the back."

It transpired the car had for a while during the early 1960s been displayed in a Milanese hairdressing salon, where it remained until it was acquired in 1967 by the partners in a Turin-based automotive repair and servicing business. Lack of time forced them to reconsider racing, and it was tucked away in a corner of the workshop,

> "The car had for a while been displayed in a hairdressing salon"

A precious connection

Son of Anderson's bid to uncover his father's legacy

Lotus 22/J3's regular driver Bob Anderson was a successful motorcycle racing privateer who showed parallel aptitude when he switched to cars.

Notably second to John Surtees in the 1958 Isle of Man Senior TT, Anderson stepped away from motorcycles at the end of 1960 and took up Formula Junior, driving a Lotus 20 during 1961 before joining Team Lotus alongside Peter Arundell and Alan Rees in 1962. He raced in Formula 1 as an independent, under the DW Racing banner (the name a tribute to Allen Dudley-Ward, who worked on Anderson's bikes).



After winning the 1963 non-championship Rome Grand Prix at Vallelunga, Anderson used a Brabham BT11 to score his best F1 world championship result, third in the 1964 Austrian Grand Prix at Zeltweg. He raced in further F1 races in a BT11 but died on August 14, 1967, due to injuries from a testing accident at Silverstone.

"I have very few memories of my dad," says son, Bruce. "I was three when he was killed and my mother shielded me from the racing side of his past when I was younger. I became interested anyway so I guess it's the Anderson DNA.

"I have been trying to gather photos, paperwork and other memorabilia from his career, to create a connection with the father I never really knew. I tried about 15 years ago to locate his 22. Classic Team Lotus had no idea where it was and nor did Duncan [Rabagliati], from the Formula Junior Historic Racing Association. If those guys didn't know, what chance did I have? The fact it has finally resurfaced is both a surprise and a delight."



SUTTON, LAT

Anderson's best F1 result: third in 1964's Austrian GP



Hibberd has restored several Lotus 22s, but wants this one to have a battle-worn feel

under a tarpaulin, where it remained until being exhumed for sale late last year.

"I'd looked at an Italian magazine feature which covered the 1962 Monza test extensively," Hibberd says, "and had noticed a few distinguishing marks. That car had an oil filter in a very unusual place for a Lotus 22 - behind the roll hoop when normally they are mounted on the front of the chassis behind the oil tank. This car had that. The same photo showed J3 also had a big dent in the swirl pot, for some reason, and that was also present. It was all in pretty good nick given how long it had just been sitting there. There were lots of Lotus part numbers etched into things, so we knew it was genuine. I didn't like the way somebody had modified the throttle pedal and thought that was a bit of a shame... until I found pictures that showed it was like that in 1962. It had 'BA' engraved on each of the wheel rims too, for 'Bob Anderson'. Everything pointed to this being the real thing."

Deal done, Hibberd waited in Italy for two days while funds cleared - "I spent most of my time in a local IKEA because it was warm, parking was free, and I needed a few things" - before loading the 22 into the trusty Transit for the first chapter in its second career. That was on November 28, 57 years to the day since Team Lotus had left the UK to prove the car's legitimacy at Monza.

"So many bits are completely original," he says. "Steering wheel, mirrors, screen, all four corners bar the front calipers, radiator, oil tank, brake pedal, its Cosworth MAE motor... It was in running condition when we brought it back, but we knew we'd have to take it apart to do a few checks. We'll also fit new wishbones and bodywork because the intention is to race it properly and it would be a shame to risk damaging the originals. There are a few modernising touches that have to be made, to meet safety legislation - fitting belts, for instance. Oil and water originally ran through the chassis, but now we have to run them through separate aluminium pipes that I will paint to match the chassis, to camouflage them. It needs a fire extinguisher, too, which I'll try to conceal as best I can, plus master switches and stuff, but some of that can be hidden quite nicely.

"I want to do it sympathetically. I have restored six or seven 22s and they usually emerge bright and shiny, but that's not the intention this time. I want it to look as though it has fallen straight out of 1962."

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This Reliant has had success in the CSCC's Swinging '60s series

Reliant's Orange Wedge

Reliant is famous for the Robin, but this example of its memorable Scimitar has a unique racing pedigree, says **Simon de Burton**

Reliant Motors is known as the producer of the utilitarian three-wheeled Robin – but its true masterpiece was arguably the avant-garde Scimitar, which was the original high-performance, mass-produced sporting estate car.

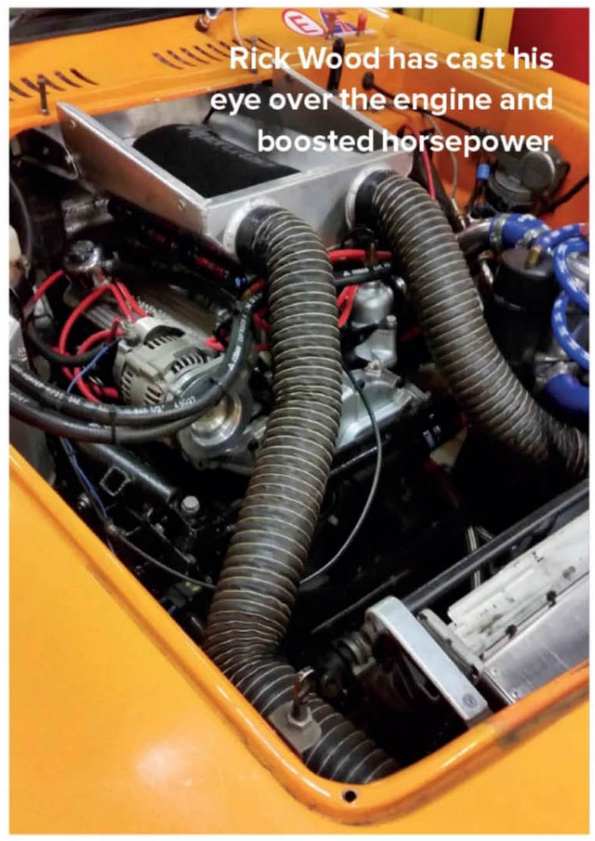
It was quick, thanks to Ford's 3-litre V6 engine, and had a decent boot that became a spacious load area with the rear seats folded. The Scimitar's Ogle-designed body was also attractive from almost any angle. Made from glassfibre, it was not prone to the ravages of rust that typically plagued other well-known British cars of the era. The steel chassis was unfortunately another matter, however...

Somehow, the Scimitar always seemed of a better class, even earning the Royal seal of approval when the Queen and the Duke of Edinburgh presented a Squadron Blue example to Princess Anne as a combined birthday and Christmas gift in 1970. She went on to own eight more.

But while it's easy to imagine a Scimitar parked up at the Burleigh horse trials with a picnic hamper in the back, it's less easy to imagine one tearing up asphalt around Britain's race circuits. But that's exactly



Revised suspension, Plexiglass and racing brakes make the Scimitar a true racing example



Rick Wood has cast his eye over the engine and boosted horsepower



what this eye-catching orange example has been doing for close to 15 years, and with ever-increasing success on the national scene.

Owned by Staffordshire-based classic car engineer Phil Otley, it clocked up no fewer than three class wins and four seconds out of seven races in last year's Swinging '60s race series, having originally been built to take part back in 2006.

Developed and refined by Otley during his five years of ownership, the car now runs an engine built by Rick Wood, famed for his work on the V6 Capris that thrilled crowds in the touring car and saloon races of the 1970s and 1980s.

As a result, it's churning out 300 reliable horsepower (more than double that of the standard car) which reaches the rear wheels via a quick-shift Cosworth T5 gearbox and Salisbury axle with a limited-slip differential.

The Scimitar also features Sierra Cosworth brake discs with Wilwood calipers, as well as lowered, poly-bushed and rose-jointed suspension with coil-over dampers and considerably lightened bodywork with Plexiglass windows. According to Otley, it's as reliable as the day is, err, orange... ○

1970 RELIANT SCIMITAR GTE SE5
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classic-trader.com



1976 LANICA BETA COUPE 2000 POA It's not a Stratos. But it is a successful rally car most famous for being part of an all-female team that took on the '76 Tour de France, and it continues to compete today.
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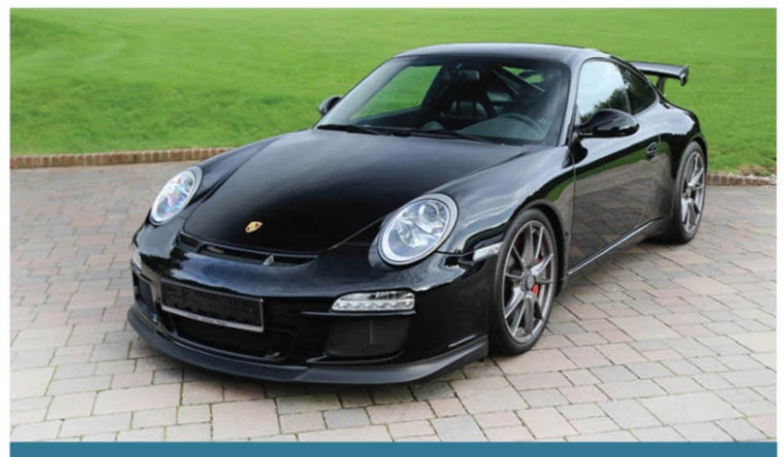


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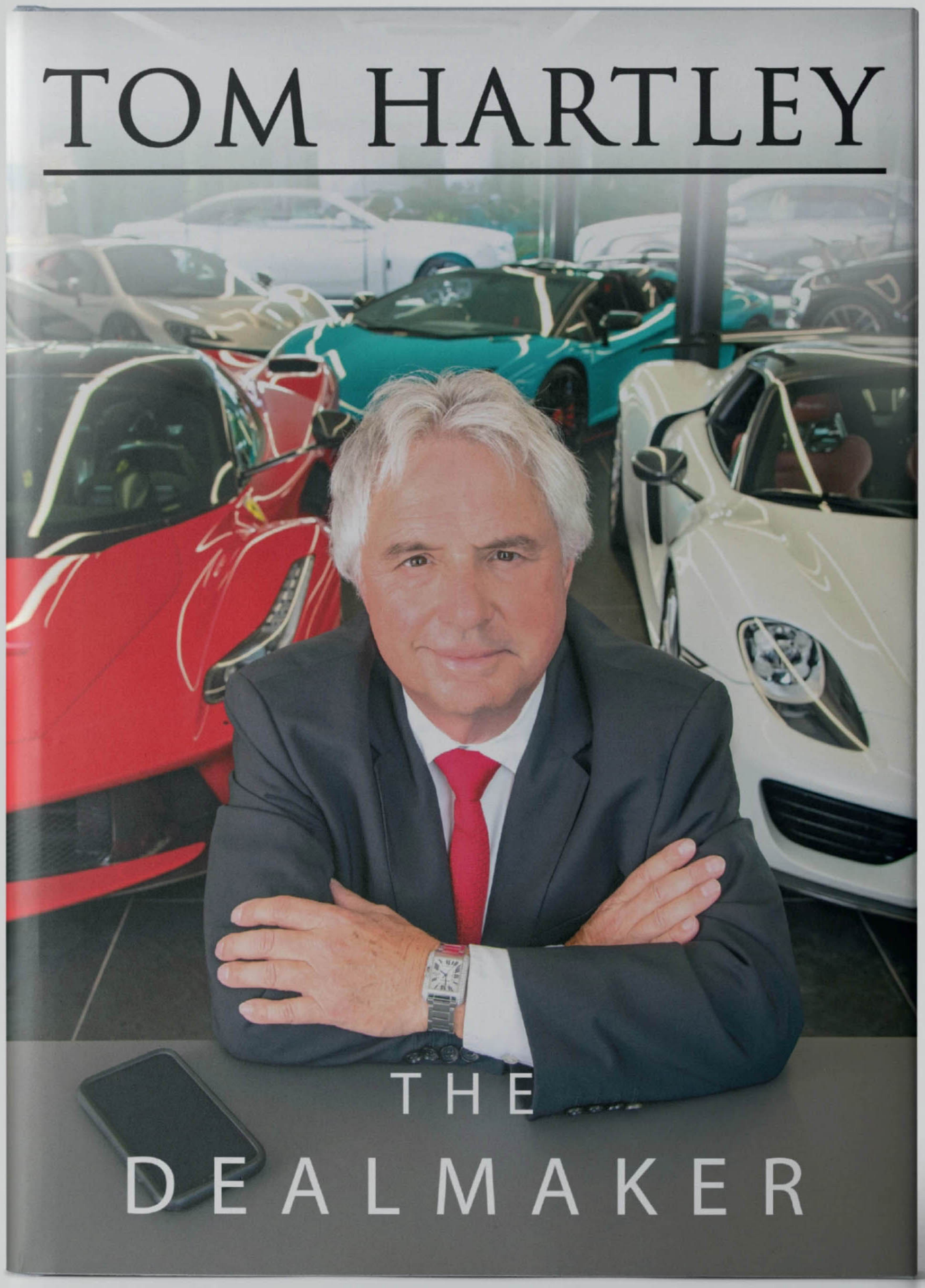


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Once Tuffanelli switched to crime, his money found its way into motor racing

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The mobster's motor

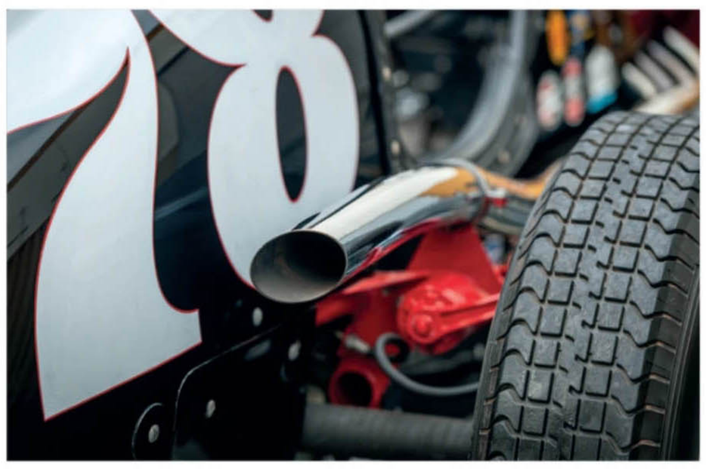
Crime did pay for George 'Babe' Tuffanelli, and his team's Indy 500 machine is a unique curiosity, says **Simon de Burton**

Anyone who has become involved in motor racing will know that it's a great way to get rid of a large amount of cash, and cynics may say that George 'Babe' Tuffanelli had exactly that thought in mind when he set up 'Tuffy's Racing Team' back in the late 1940s.

As his surname suggests, Tuffanelli was of Italian heritage and the fact that he fetched up in Chicago hints at the fact that he was a also mobster. However, his love of cars was genuine.

Having arrived in New York City from Italy, Tuffanelli moved to 'the windy city' where, at the tender age of 18, he landed a job as a district sheriff - only to have his driving talents spotted by none other than Al Capone after he gave one of his employees a run for his money in a car chase.

Capone encouraged Tuffanelli to jump the fence into a life of felony, and he was soon responsible for organised crime on the whole of Chicago's southside, running a lucrative bootleg operation with an estimated 50 illegal stills to its credit.



SOTHEBY'S

By the 1940s, Tuffanelli was a decidedly wealthy - and highly respected - individual who decided to spend some of his money on auto racing, establishing a team of midget racers and upright dirt cars which were maintained by Rock Island mechanic Charles Pritchard and his assistant Ray Nichels.

Initially the team ran mainly Kurtis-Kraft 2000s, but towards the end of the decade began commissioning bespoke machines such as the Tuffanelli-Derrico Special - and the Silnes-Offenhauser Tomshe, which is pictured here.

Made to compete in the 1951 Indianapolis 500, it was built by Milwaukee race car specialist Fred Tomshe using a 4.4-litre four-cylinder, fuel-injected Offenhauser engine mated to a two-speed gearbox with sparks coming from a Joe Hunt magneto.

Midget racing star Ray Knepper was hired to drive it at Indianapolis, but he failed to qualify for the 500, although the car did put up respectable performances at other events later in the season.

What happened to it during the following few decades is unknown, but the presence of the Halibrand magnesium wheels and Jones chronometric tachymeter with which it was originally fitted suggests a period of long-term storage before the comprehensive restoration that left it in today's condition.

Recent outings include runs at the Milwaukee Mile and three appearances at Monterey Historics. Freshly rebuilt and wearing the same number '78' with which it competed as 'Tuffy's Offy', it's on the button, ready to go and available to anyone with a suitcase full of cash...

1951 Silnes-Offenhauser-Tomshe. On sale at RM Sotheby's, Amelia Island, March 6. No reserve. RM Sothebys.com



Danger for the classic car market?

The government's latest push puts question marks over classic car ownership

THE GOVERNMENT'S RECENT proposal to ban the sale of new, combustion-engined cars by 2035 - or perhaps even sooner, by 2032 according to recent reports - has ignited a wide-ranging debate and been dubbed "a date without a plan" by the Society of Motor Manufacturers and Traders (SMMT) and has startled automakers who are a long way short of being fully-prepared to convert to manufacturing purely electric cars.

Without wishing to be pessimistic, I can't help thinking that the proposal, if it's implemented, could spell equally bad news for the classic car market. If, in 12 years time or so, even today's remarkably efficient and relatively clean small-capacity petrol engines are considered too filthy to exist, where does that leave the owners of old gas guzzlers such as Jaguar's XJS 5.3, classic Range Rovers and other such cars?

Anthony Godin, who is one of the few UK dealers to specialise in both classic cars and motorcycles, is considerably more optimistic about their futures.

"Apart from the fact that I don't really believe the Government proposal could actually be implemented in that time frame, I can't help thinking that the mere suggestion of it might actually stimulate the classic market," he says.

"The idea of the phasing-out of the internal combustion engine could mean that people want to make the most of the chance to buy classics even more while they can."

1964 PORSCHE 904 GTS. SOLD FOR €1.9M, R.M. SOTHEBY'S
With little more than 100 904s built, even examples lacking an illustrious race history invariably make strong money. This one left the factory with red paintwork and the complex quad-cam, four cylinder engine typically used in the majority of examples - but it appeared at auction with a Type 906, six-cylinder unit fitted 20 years ago, at which time the car was also re-finished in silver. The original, fully rebuilt engine was included in the sale.

Don't be put off by the change of colour, this Porsche has plenty of original period parts



1967 FORD MUSTANG GT 390. SOLD FOR €244,360, ARTCURIAL
This rally-ready Mustang was first owned by the late rock star Johnny Hallyday who had a deal with Ford France that required Hallyday to buy this car and take part in several '67 events. Hallyday then sold it and Artcurial picked it up in '90 without knowledge of its history.



1970 PORSCHE 914/6GT. SOLD FOR $995,000. GOODING AND CO. This factory 914/6 GT was one of just 16 customer cars released in 1970. Owned by journalist and racer Jacques Duval, in 1971 he drove it a class win at the Daytona 24 Hours and fourth in class at the Sebring 12 Hours. Remarkably original, it returned to the Sunoco livery that it first raced after a '91 tribute event.



1969 MERCEDES-BENZ *RED PIG* REPLICA. SOLD FOR €432,500, R.M. SOTHEBY'S
The Red Pig put tuning house AMG on the map. Built from a damaged 300 SEL and tweaked to produce 420bhp, it took first in class and second overall at the '71 Spa 24 Hours - only to be destroyed in an aircraft testing programme. This replica was created from a '69, 6.9-litre car and has covered a mere 500 miles since.

SOTHEBY'S, REMI DARGEGEN



1949 VINCENT BLACK SHADOW. SOLD FOR £75,285, BONHAMS
This was about as close as possible to a brand new Vincent Black Shadow. Sold by a Scottish lighthouse keeper in 1974 when in need of a rebuild, it was over 40 years and a further three owners before restoration began in 2016. Meiculously finished to 1949 Earls' Court Show spec, the bike has since covered 96 miles.



1993 JAGUAR XJ220 C. SOLD FOR €1.08M, ARTCURIAL
This XJ220 was one of three cars developed by TWR in just eight months for the 1993 Le Mans 24 Hours. Chassis number three, it was assigned to Paul Belmondo, Jay Cochran and Andreas Fuchs and led the GT category until a tyre blowout resulted in a spin that caused a head gasket failure, putting it out of the race.



More power and aggressive aero: Hans Stuck sends the BMW airborne at the '74 Nürburgring 1000km

Buying guide

BMW E9 CSL 'Batmobile'

It never wore the badge, but the first M car is a touring hero

DURING THE 1970S, THE TERM 'win on Sunday, sell on Monday' was the mantra of all manufacturers that went racing. Claiming glory on track at the weekend often had a direct correlation with the showroom floors the following week. No formula epitomised this better than touring cars.

Therefore, when BMW added the svelte E9 coupé to the top of its range from 1968, it was natural that racing would be part of its game plan. But what arose from a simple road car design has gone on to become perhaps the most coveted touring car of them all. The 3.0 CSL 'Batmobile' was the result of years of development and effectively launched BMW's legendary M division.

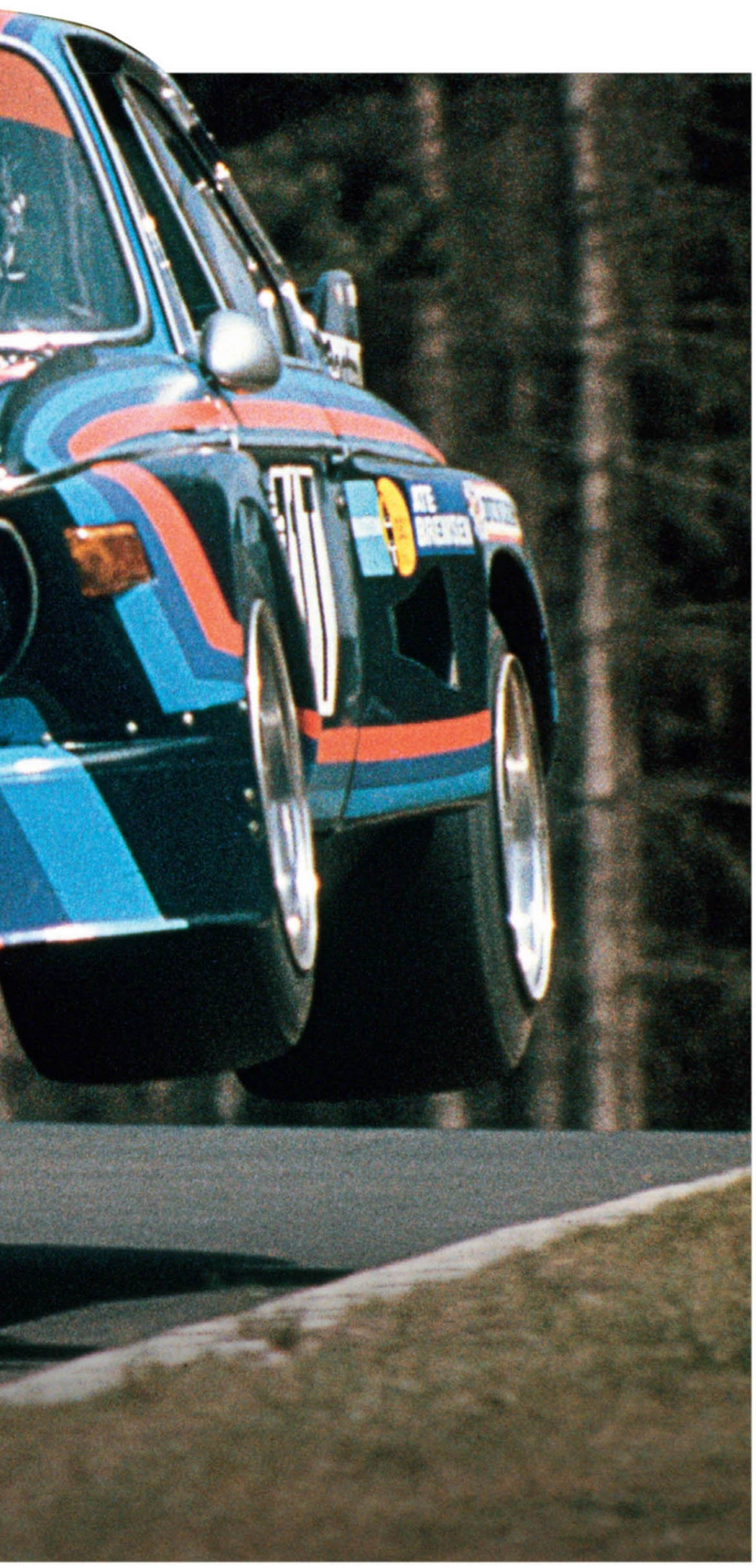
BMW had no reason to change, aside from to ride with the times. Its earlier 2000Ti and 2002 cars were winning European Touring Car Championship titles and made BMW stable financially after the difficulties of the 1950s.

But the E9 - first released as the 2800 CS - was a big development expense and had far more sporting roots than its predecessors. Based on the 2000 platform, but with the wheelbase and chassis enlarged to fit the all-new 3-litre straight-six M30 engine up front, the car headed the Munich marque's drive to maximise its return on investment by continuing its winning streak.

As per ETCC homologation rules, 1000 special road cars had to be produced to allow the racers to compete, so BMW dedicated resources to a new division to create the cars. The 3.0 CSL was unveiled at the 1971 Geneva Motor Show, and a year later that division was formally incorporated into BMW, simply titled M, for 'Motorsport'. Interestingly, none of the huge rear spoilers that were such a defining feature of the 1265 road cars eventually built was ever directly fitted by the factory. German laws made them illegal on the autobahns, so they came in the boot as a removable kit. However, racing was another matter entirely...

BMW E9 3.0 CSL BATMOBILE

- **Price new** n/a
- **Price now** £200-400,000
- **Engine** BMW M30 inline straight six, 3 litre - 3.5 litre
- **Rivals** Ford Capri RS, Ford Escort RS1600, Alfa Romeo 2000 GTAm
- **Verdict** A milestone for BMW, one of the most distinctive touring cars ever





The ‘Batmobile’ famously helped launch BMW’s Art Car series in 1975



The ‘Batmobile’ found its way to privateers; here it’s racing at Le Mans in 1974 with the JC Aubriet team

As its moniker suggests – Coupé Sport Leichtbau, or ‘Light’ – the CSLs underwent hefty weight reduction, with lighter-gauge steel in the bodywork, all non-essential trim removed, and aluminium panels used for the bonnet, doors and boot lid. The result was a saving of 200kg. The M30 engine’s displacement was enlarged to 3003cc to allow the cars to race in the over 3-litre class, allowing for aggressive development.

While independent tuners such as Alpina and Schnitzer had kept BMW racing with the 2800 CS in the intervening years against biggest rival Ford, BMW’s factory team was reformed in 1973, to coincide with the new model’s debut. While the 3.0 CSL won on its debut at Monza, it wasn’t one of the works entries after a piston failure put out the car of Hans Stuck/Chris Amon, and a wheel bearing accounted for Toine Hezemans/Dieter Quester’s sister entry. That left the Alpina-run version of Niki Lauda/Brian Muir to hold off Ford and give the CSL a famous victory.

“Every ETCC title between 1975-79 was won by a CSL of some shape or form”

The specification of the CSL changed rapidly that year, and by the fourth round – BMW’s home event at the Nürburgring – it had enlarged the M30 to 3.2 litres, with a new crankshaft and a revised aerodynamics package which incorporated a huge frontal air dam, fences on the bonnet flanks and the garish twin rear spoilers – one above the roofline and one on the boot lid. The outlandish appearance led to the nickname ‘Batmobile’ and BMW ruled from then on, winning every other round that year to put Ford in the shade. Hezemans took the drivers’ title and BMW the manufacturers’.

And that was just the start. The 1973-74 oil crisis was a damaging blow to motor sport and led to a reduced programme from BMW, as it opted to sell CSLs to privateers. While Hans Heyer’s Class B Escort RS1600 took the 1974 title as a result, CSLs came to the fore the following year as the most developed car out there. Every ETCC title between 1975-79 was won by a CSL of some shape or form, making it six championships from the car’s seven-year lifespan before its replacement by the 320 for 1980 onwards.

The CSL also kick-started BMW’s Art Car culture when the first one was handed over to Alexander Calder in 1975...

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ONE CURRENTLY FOR SALE

1969 BMW 3.0 CSL Group 2

On the forecourt

It started life as a 2800CS, but two of BMW motorsport's leading lights transformed it into a 'Bat'

This particular CSL – chassis 220-2572 – started its life as a silver 2800CS road car, which was then delivered directly to famed BMW tuner Schnitzer where it was built to Group 2 specification for the 1970 European Hillclimb season.

It was first driven by 1969 European Mountain champion Ernst Furtmayr, who had enjoyed much success with the earlier 2002 model. The car finally found its way onto circuits for 1971, with outings in a series of the world's most prestigious endurance events – including both the Nürburgring and Spa 24 Hours. Having finished third overall around the Nordschleife, the rest of its first year was much less successful, spinning out at Spa and then getting bogged down in mud during torrential conditions. It then had an engine failure in what would be its final outing in Germany.

Fully rebuilt by Schnitzer for 1972, the car was campaigned in Portugal before further work by Alpina eventually converted it into the full 'Batmobile' spec with the bodywork additions and engine upgrades. The Jagermeister livery was added for 1974 when it was campaigned by Walter Brun Motorsport.

In 1975, it was placed into storage after only a handful of races and resurfaced when marque enthusiast Alex Elliott found it in 1994. After a full restoration, it was bought by Peter Mullen in 2008 and is now offered again for sale, having been a star attraction at events such as the Silverstone Classic and Goodwood Festival of Speed. It comes with an extensive history file and FIA papers. Price is POA.

Fiskens, London Tel: 020 7584 3503, fiskens.com



ONE PREVIOUSLY RESTORED

1976 BMW 3.5 CSL Batmobile Group 5

In the workshop

Original racing Batmobiles are getting rare as their values skyrocket, but Munich Legends keeps some of the best running

Despite its rather straightforward 1970s engineering, Batmobile CSLs can still require a lot of maintenance, regardless of whether they're regularly used or not.

Independent BMW race and road specialist Munich Legends has a history of caring for CSLs, fettling machines such as the Gitanes-backed car, both original UFO Jeans machines and, more recently, the 3.5-litre Gösser Beer-backed Group 5 car, which underwent a huge restoration after being located in an Indonesian shed back in 1992.

"We tend to see a lot more bare bodyshell work on the road variants, as the race cars tend to be well looked after as many have become collectors' items," says Munich Legends' Stuart Draper. "Now, for cars that aren't regularly used, it can still take about 4-5 days of maintenance to make sure they are all ready to go for a day at the track, checking things like brake lines and engine tuning, and some can have stress fractures or issue with the roll cages.

"Mechanically, the CSLs don't tend to have many common faults. The M30 engines are very strong and you should get between 4-5000km of running before you'll need a any major engine work. The hardest thing is keeping them original as parts are becoming quite scarce, and you'll have little change out of £35,000 for an engine rebuild.

"But they're beautiful things, and one of the most famous touring cars out there. Working on one always gives you a great sense of history."

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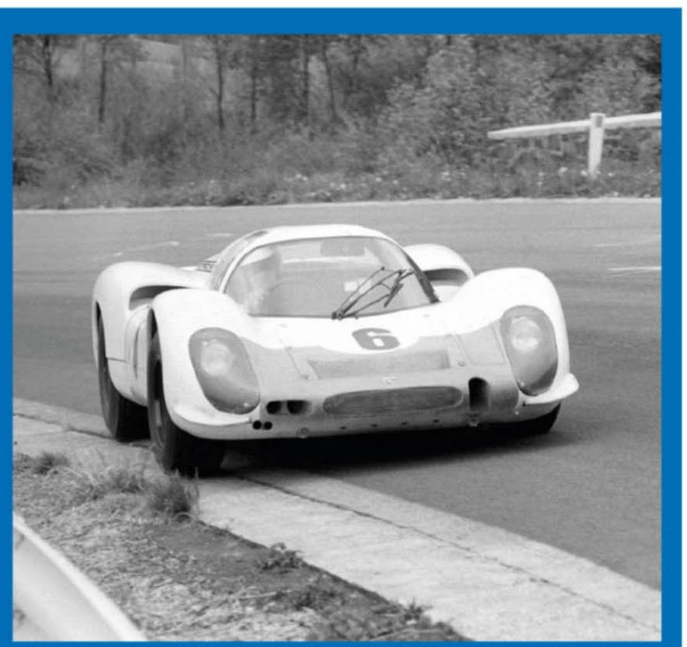


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Buying guide

Aston Martin DB7

When Aston badly needed a saviour, the DB7 came to light

WHILE THE CURRENT spotlight is on Lawrence Stroll's investment in Aston Martin, the great British brand has required saving before. Back then, the DB7 model was seen as the rescuer.

In the early 1980s, Aston was in trouble. Annual production was thinning and down to a record low of just 30 cars in 1982. That time, it was the petroleum magnate Victor Gauntlett who was the saviour, putting together a consortium to buy Aston, reviving its partnership with both James Bond and Zagato, all while raising enough cash to fund the development of the hand-built Virage.

But that's where the good news ended. Late in the decade, Aston's model range became stunted, and the costly Virage was never going to be a mass-market product, with just over 1000 made in total. Aston needed a brand new model with fresh appeal, so to raise an additional development pot Gauntlett planted the seed for the Ford Motor Company to eventually buy Aston out, which happily coincided with the firm's acquisition of Jaguar around the same time.

Much of Ford's attention then centred on Jaguar, leaving Aston to tick over its low-volume production. And then along came Tom Walkinshaw. Having raced various XJS variants in the European Touring Car Championship, Walkinshaw and his TWR firm knew the potential of the chassis and wanted to update the car to form a new prospect for Jaguar. Walkinshaw brought in designer Ian Callum to work on a new body for his reworked underpinnings - codenamed XJ1 - and presented it to Jaguar's board, which rejected it and insisted he focus on the forthcoming XJ220 project instead.

Walter Hayes - who had been Ford CEO before moving across to Aston - then had an

Aston Martin DB7

- **Price new** £72,000 (i6), £113,000 (V12)
- **Price now** £25-50,000
- **Engine** 3.2-litre inline six, supercharged; 5.9-litre V12 naturally aspirated
- **Power** 340bhp (i6), 420bhp (V12)
- **0-60mph** 5.7sec (i6), 5sec (V12)
- **Top speed** 165mph (i6), 184mph (V12)
- **Rivals** Porsche 911, Jaguar XK8/R
- **Verdict** A timeless design that saved the famous company



The DB7 became the new entry-level Aston and was an instant hit for a struggling brand





The Jaguar inline six was made Aston's through supercharging, and a V12 arrived soon after

idea. The development already done on XJ1 would provide a turn-key platform for a new Aston and, through Jaguar, Aston could access a supply of in-line six-cylinder engines, which it could then supercharge - the perfect low-cost platform. So Walkinshaw began work on what was known as the 'XX' project.

Callum was again tasked with a redesign to give the car an Aston makeover, but using whatever he could lay his hands on. The first cars were somewhat hotch-potch and included rear lights from the Mazda 323 F, indicators from an MX-5 and Citroën CX door mirrors, while parts-bin Ford switchgear filled the interior.

"By the time the DB9 arrived, the DB7 had put Aston back on the map"

What was now known as the DB7 was revealed at the Geneva Motor Show in 1993, and was a hit. A new, entry-level 'baby' Aston was born, even if it was built at Jaguar's factory at Bloxham rather than Aston's Newport Pagnell base.

With the sales of the supercharged straight-six gradually increasing, a full-blooded V12 motor built with Cosworth came on-song from 1999, and gave the DB7 the shot in the arm of distinction it craved. In total over 7500 DB7s were built - making it at the time Aston's best-selling car ever - and 4000 of those had the V12 up front.

Some purists derided the 'Ford approach' of parts-sharing and mass-production at the core of DB7 production, as opposed to the hand-beaten and crafted techniques of old Astons, but there's no disguising the importance of Aston's first true mass-market product.

The cut-price platform gave Aston the chance to spawn multiple special editions across the DB7's 10-year life, including drop-top Volantes, more comfortable and automatic GTs and Zagato-bodied reboots now fetching well over £200,000. Even a few competition-bred coupés developed by Prodrive arrived in the mid-1990s, although Ford decided not to sanction a race series.

Regardless, by the time the DB9 arrived in 2004 the DB7 had put Aston back on the map and, for the intervening years at least, this particular model had kept the wolf from the door.



ONE CURRENTLY FOR SALE

1999 Aston Martin DB7 Dunhill

On the forecourt

The DB7 spawned a series of limited editions, and this collaboration with Dunhill is perhaps the most sought after

Automakers launching tie-ups with fashion brands is nothing new in modern times, but in the 1990s it was much rarer, and Aston's partnership with Dunhill hit the sweet spot.

Initially produced as a single six-cylinder prototype for Alfred Dunhill himself, the edition attracted so much attention that Aston eventually produced 150 of them. Each contained multiple interior and exterior design tweaks, such as special white dials and Dunhill clocks. It was even supplied in either smoking or non-smoking versions, with either a cigar humidor or a grooming kit installed. Aston Martin specialist Runnymede Motor Company currently has this non-smoking gem for sale. Having covered only 36,000 miles to date, this is number 60 of 150, and benefits from the full additional 'Dunhill package' and rather more.

"This car is understood to have been the most expensive Dunhill ever produced, with a large number of factory extras being fitted," says Runnymede's Martin Brewer. "Among the extras is a Chassis Dynamics package, which includes braking and suspension upgrades, additional front and side bodywork upgrades and special OZ alloy wheels, all of which boosted the price significantly.

"We anticipate that almost perfect examples of a DB7, such as this one, are bound to appreciate over time, and limited-edition cars are even more likely to rise in value."

The asking price is a shade under £40,000.

Runnymede Motor Company, Slough, Berkshire
Tel: 01753 644599, runnymedemotorcompany.com



MAINTAINING YOUR CAR

1994-2004 Aston Martin DB7

In the workshop

Usability was a DB7 strength, but looking after it properly is the only way to keep it running

The DB7 has arguably outlived Ford's predictions of its lifespan. The earliest and most frequently used examples are now requiring restoration, but not quite to the level of Aston's older hand-crafted classics. Nicholas Mee is a leading independent Aston specialist, and has worked on many DB7s.

The firm's commercial director Neal Garrard says: "The DB7 was the first Aston that you could use daily, and cars with around 70,000-plus miles do need some work.

"The most regular issue with the bodies is corrosion, especially underneath. If there's any perforation to the panels or the chassis then it needs to be repaired professionally, either by cutting away rotten sections and replacing them, or by welding.

"The drivetrains tend to be reliable, especially the V12 Vantage, which is easily good for 100,000 miles if the engine is looked after and serviced, and the gearboxes tend to be strong.

"A few common things we see are the ignition coils, which can be prone to failure. The parts are cheap, but the labour cost isn't due to the fact you have to remove the inlet manifold for access. Engine mounts can also expire in higher-mileage cars.

"The DB7 will go down as an all-time classic design and we're at a pricing point now where they can only go up. People say because Aston built 7000 of them they can never be a true classic, but split that number in half between six-cylinder and V12 cars, and further reduce that by the denominations of soft- or hard-top, manual or auto and right- or left-hand drive and it's small production numbers compared with something like Porsches."

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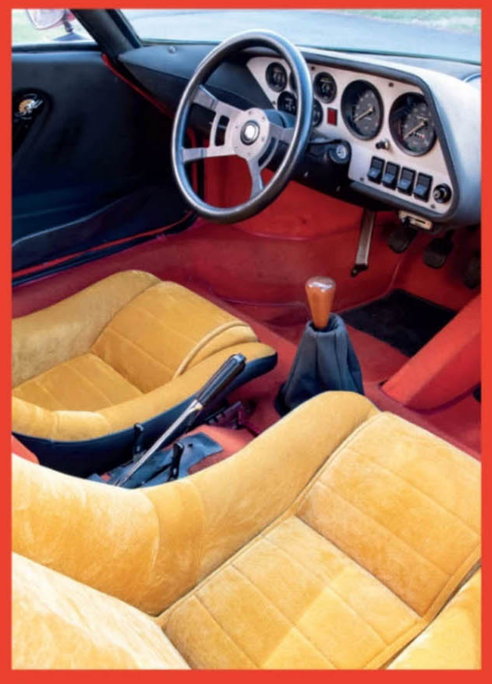


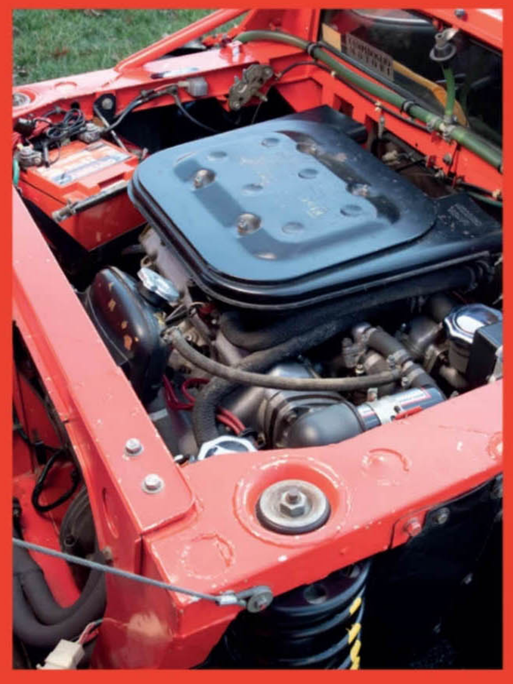


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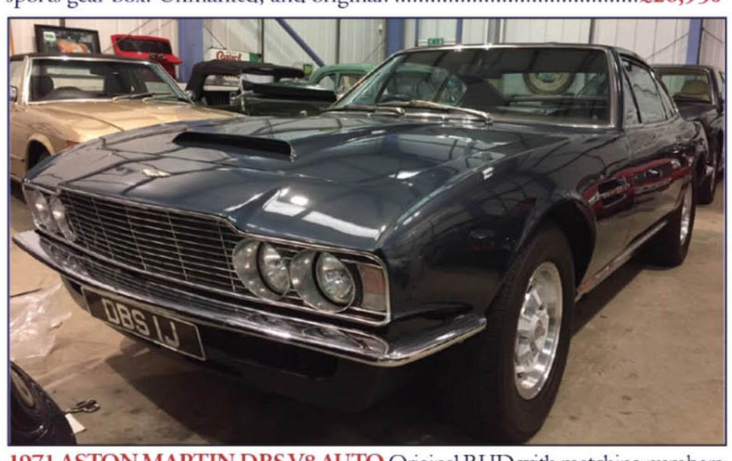
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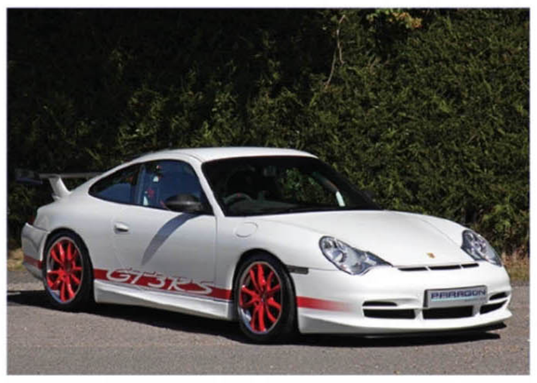
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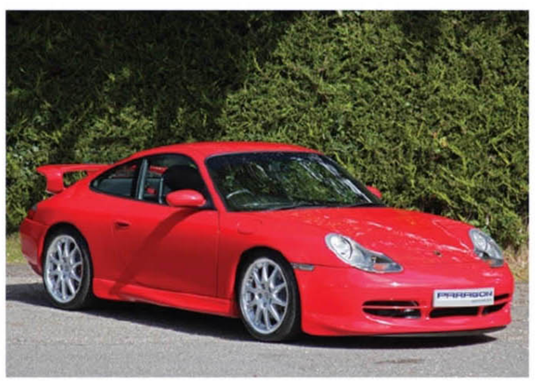
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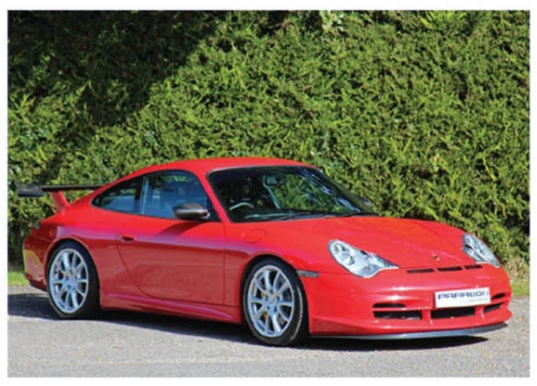
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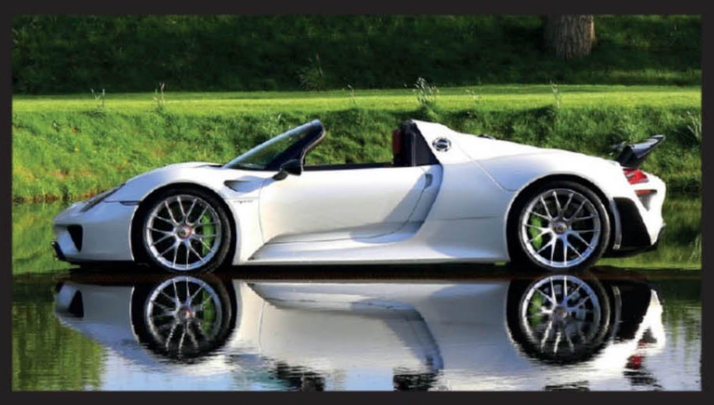
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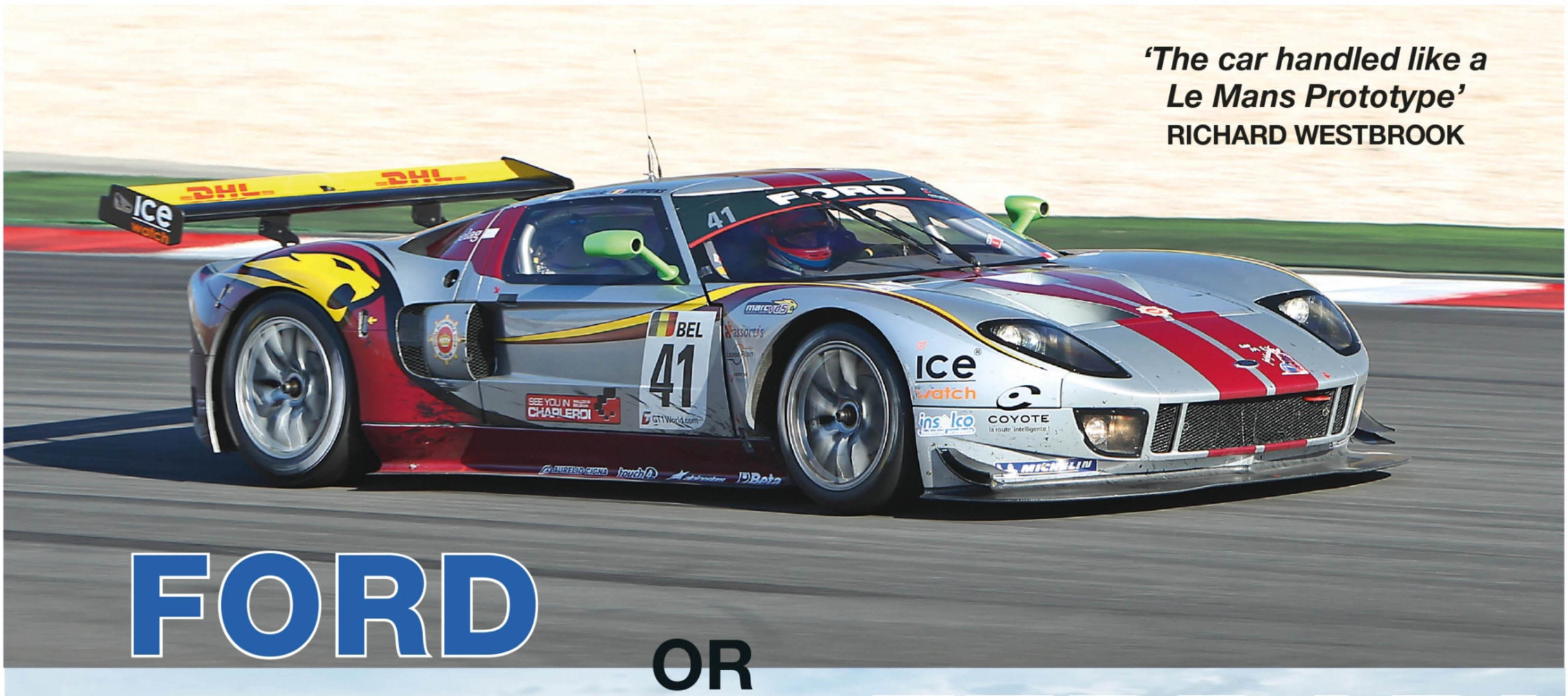
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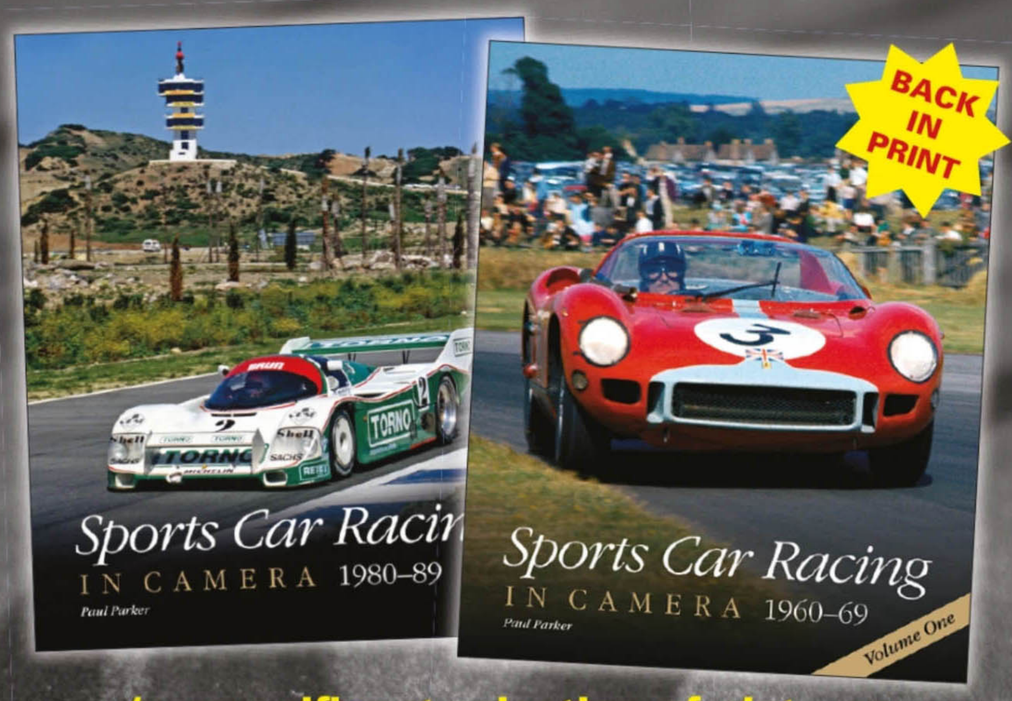
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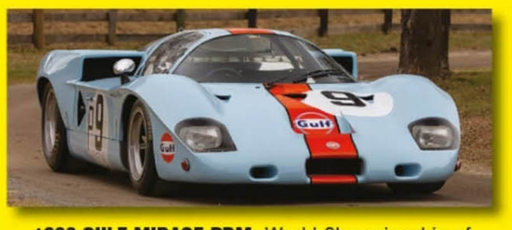




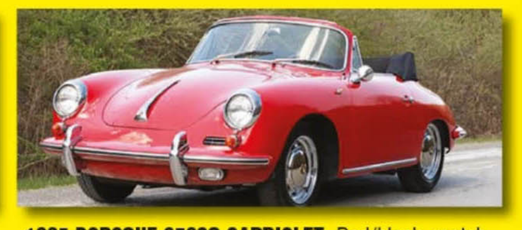
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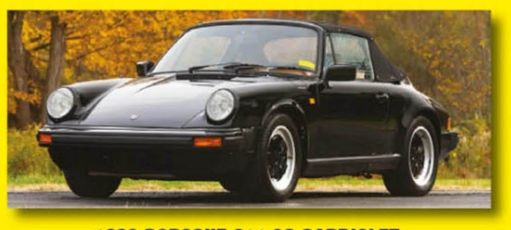
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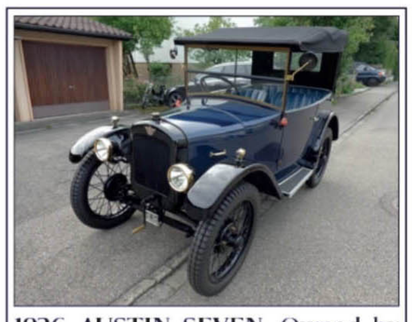
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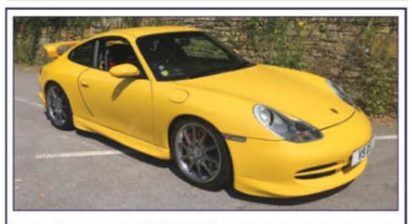


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HISTORY E46 GTR

The Original E46 GTR was developed by BMW Motorsport using a V8 and was introduced in February 2001. That same year the GTR won the 2001 American Le Mans Series GT category, driven by Jörg Müller.

Then M3 GTR entered the 24 Hours Nürburgring, with two cars run by Schnitzer Motorsport. And won the 24 Hours race in 2004 and 2005 it also competed in the 24 Hours of Spa.

This re-creation of the above GTR car, which is offered for sale here, I drove personally in the prestigious Aston Martin Masters Endurance Legends race at the Silverstone Classic in July 2019. The car ran faultlessly attracting a huge amount of attention but more importantly winning its class outright against the RSR Porsches and alike. It was also the second GT car home, gaining an overall podium!

This car (pictured above) was built using an original BMW Motorsport body shell to the specification of the BMW M3 GTR race cars that dominated the ALMS and VLN Series in the early 2000's. Fitted with a BMW Motorsport V8 engine, suspension and dampers that was specifically developed by BMW Motorsport for the V8 GTR.

The BMW S62 Series V8 engine with dry sump oil system produces very good power and has been freshly rebuilt, with just 6 hours of a 50 hour rebuild interval. The engine is connected to the recently refreshed 5-speed Drenth MPG Gearbox via 7 1/4 in clutch. The engine runs on Motec engine mapping and includes both 'rev-cut' on flat up change and 'blip' on down change. The car is in Endurance specification, with 120 litre fuel cell, LS Differential, AP racing brakes, both gearbox and diff coolers, as well as carbon / composite bodywork and BBS Wheels etc. All suspension parts, were crack tested in July last year as per Masters Endurance Legends regs.

With only a handful of original cars being built by BMW and now near impossible to obtain, this car was invited and attended the Goodwood Festival of Speed in 2016 and 2017. Eligible for the wonderful grids of the "Masters Endurance Legends" and the "Peter Auto Endurance Racing Legends" this car affords its new custodian some fantastic racing both in the UK, Europe and USA.

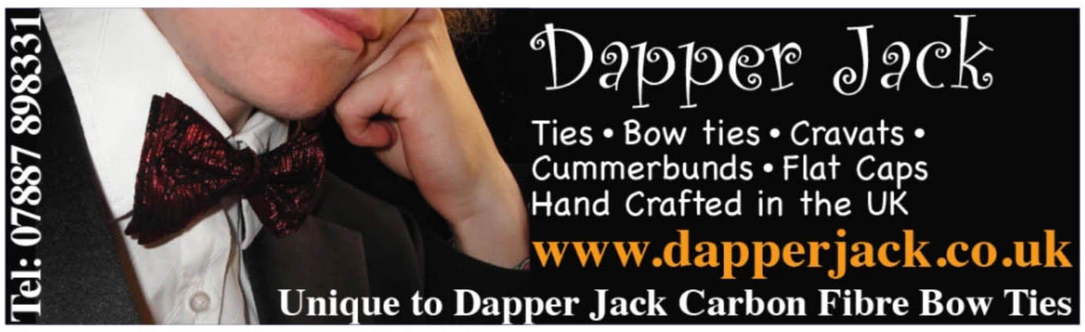
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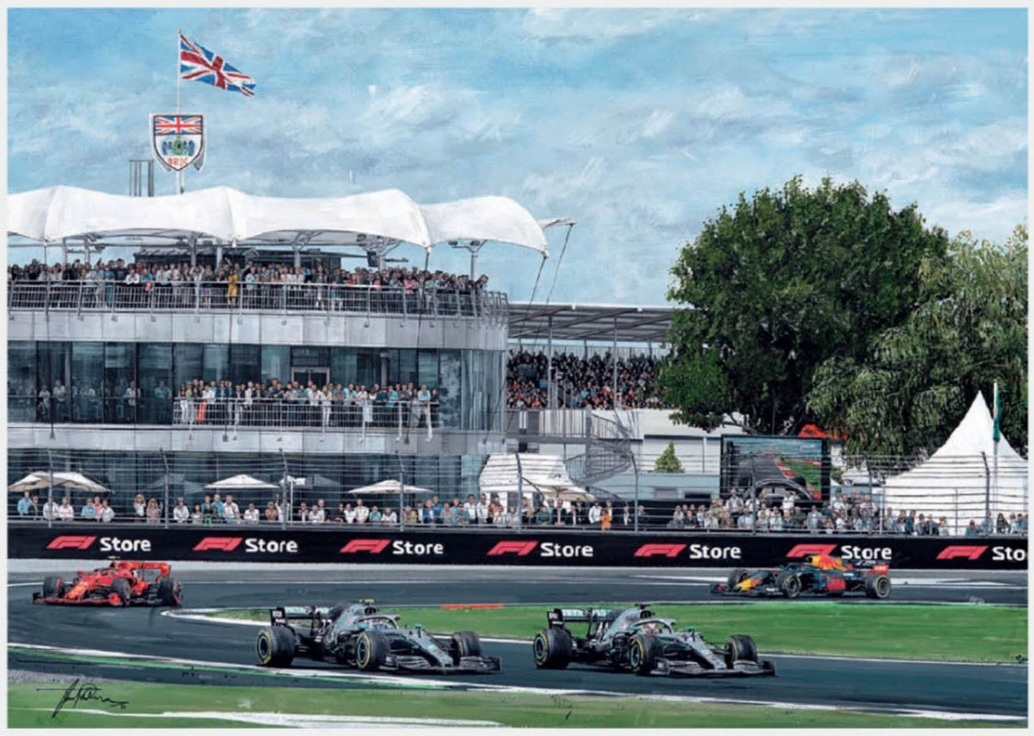
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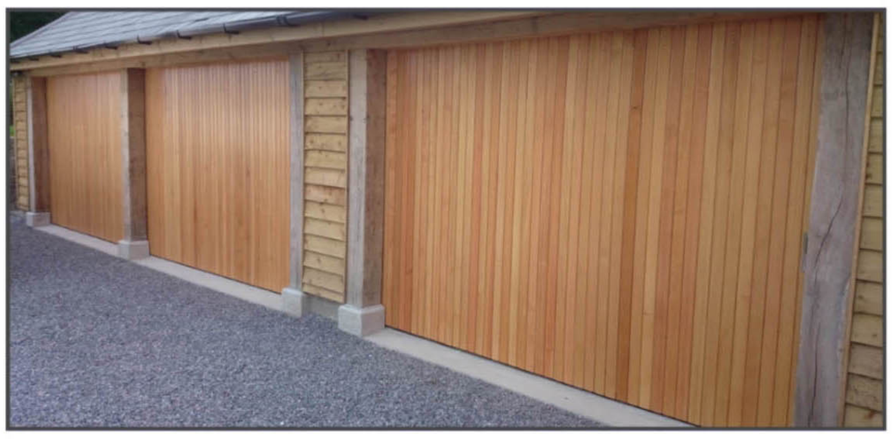


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Bright news for older cars

Most responsible owners of vintage and older classic cars recognise that the lighting needs upgrading to make the cars safe to use in modern traffic. This has involved quite a lot of time and effort in the past, but now Better Car Lighting of Warwickshire have announced a revolutionary new conversion which uses the latest technology to make the upgrade surprisingly quick and easy to install.

At the front a new LED bulb replaces the original sidelight unit.

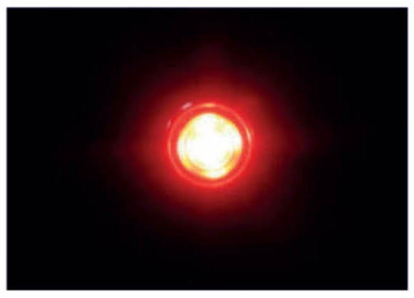


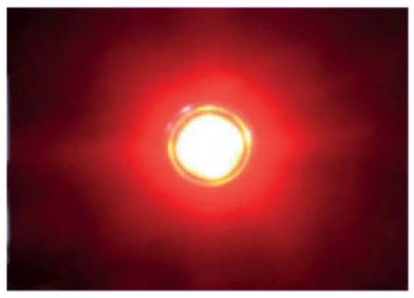
It is very bright warm white until the indicators are activated, and then it changes to flashing orange.

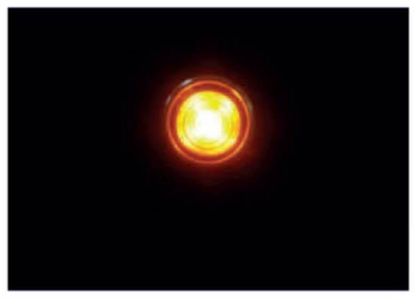
At the back, an amazing new three-function bulb directly replaces the original and gives a brighter tail light and brake light and flashes orange through the red lens when the indicators are activated.

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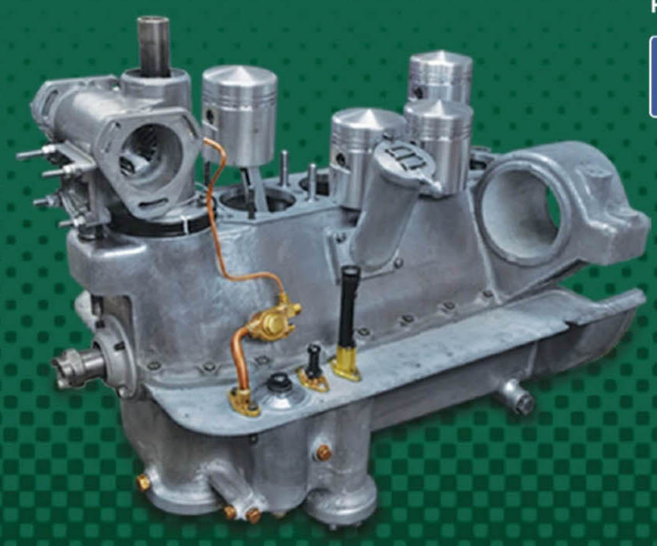
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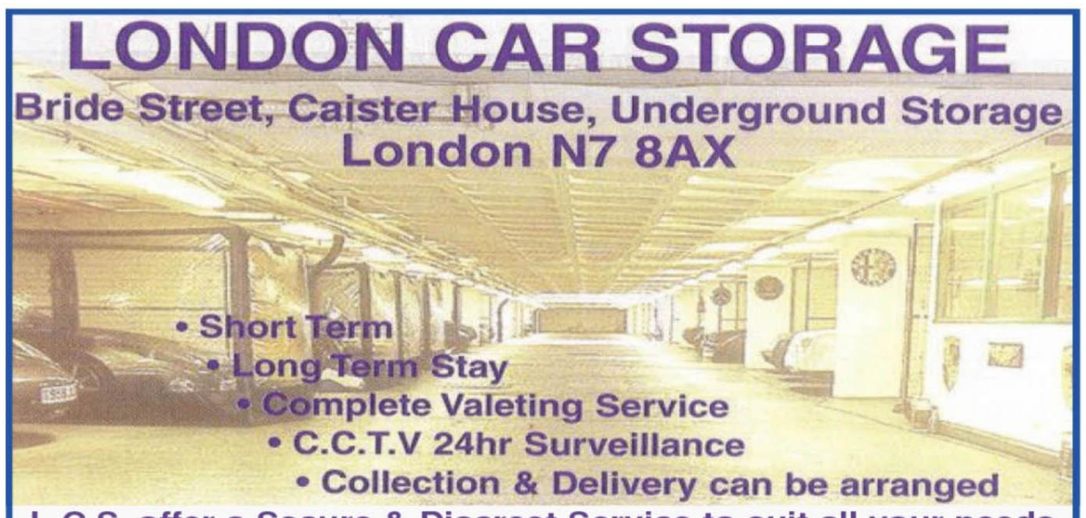
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YOU WERE THERE



Ford Escorts would dominate the '75 Tour of Epynt and the '76 Tour of Dean



Right: this Opel was one of 118 entries for the '76 Tour of Dean
Below: Pryce's '75 Tour of Epynt ended after 10 miles in a first-stage crash





Mitchell grabs a shot of an Opel Kadett GT/E on the '76 Tour of Dean



Above: A Toyota Celica in action. Right: Shadow F1 driver Tom Pryce was approached by current Motorsport UK chairman David Richards to do the '75 Tour of Epynt



SEND US YOUR IMAGES

If you have any photographs that might be suitable for *You Were There*, please send them to: Motor Sport, 18-20 Rosemont Road, London, NW3 6NE or e-mail them to: editorial@motorsportmagazine.co.uk

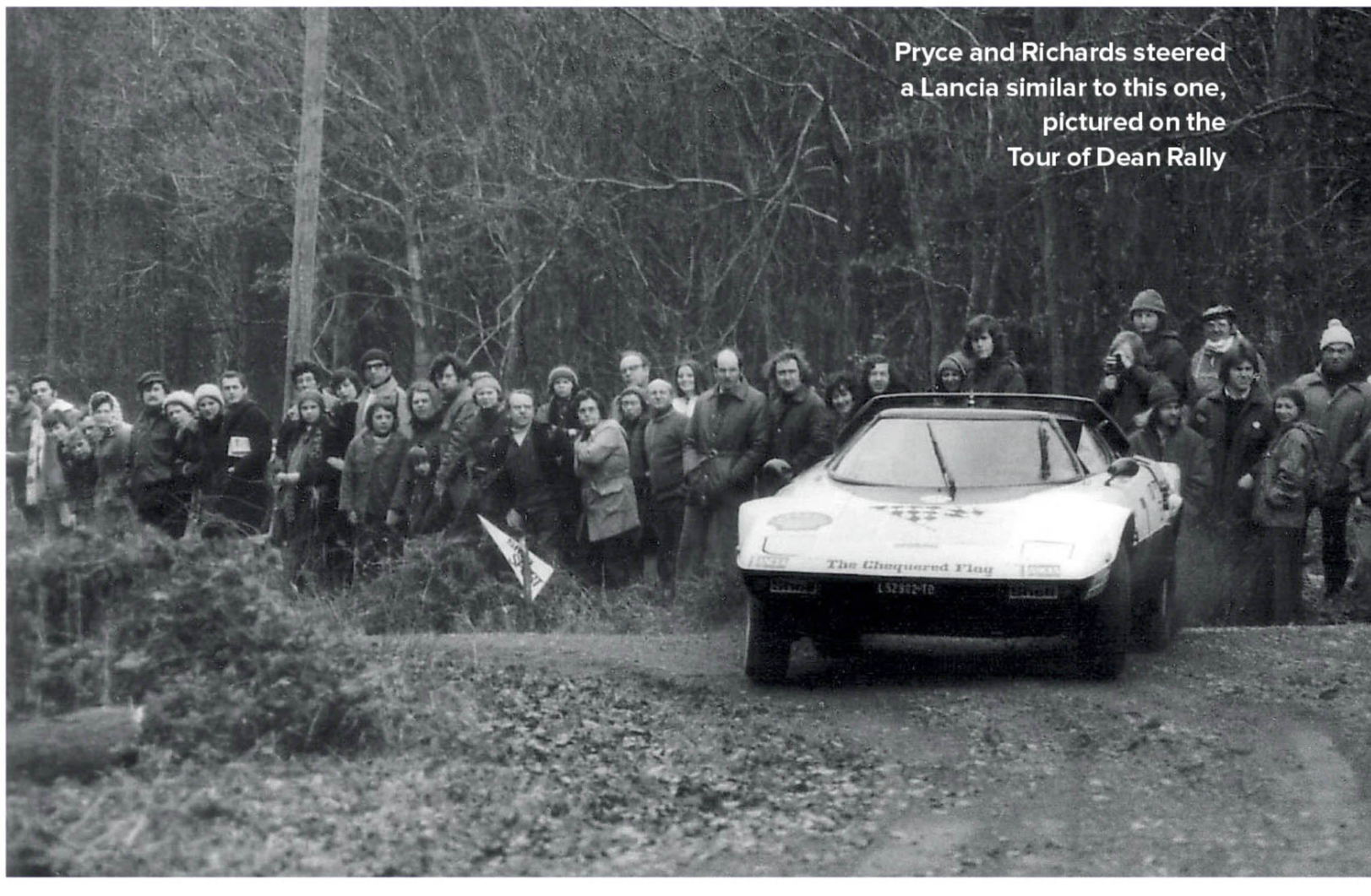
Mitchell snapped Ari Vatanen in action on the '76 Tour of Dean Rally, Vatanen would finish second behind Roger Clark

Trading a Shadow for a Lancia in the forest

In the space of two months, **Geoff Mitchell** saw two Welsh rallies featuring a certain F1 star called Tom Pryce and legends such as Ari Vatanen in action...



The affectionately named 'Piggy' Porsche 911 RS Carrera became a fixture of British rallying



Pryce and Richards steered a Lancia similar to this one, pictured on the Tour of Dean Rally

MAY 28, 1995
MONTE CARLO, MONACO

This was the last time Formula 1 had a full 26 cars on the grid, as Simtek collapsed not long after. But far up the field, David Coulthard's first-ever Monaco Grand Prix featured this spin while speeding towards Sainte-Dévote, thanks to Jean Alesi. Ferrari's Gerhard Berger went airborne after clipping Alesi, and all three drivers switched to spare cars. More the merrier indeed.

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1958 Aston Martin DB MkIII newly refinished in original Elusive Blue and newly re-trimmed with dark blue Connelly hide interior. This was Ian Fleming's first Bond car and featured in the book, "Goldfinger", which miraculously became a DB5 when made into the film. This particular car has had £95,000 spent on it in the last 20 years and has obviously been correctly maintained. The car is fast and handles extremely well and is a real joy to drive.

1966 Aston Martin DB5, similar to the DB5 that featured in the film "Goldfinger" and at the time was loaded with guns, rockets and revolving number plates as well as the famous ejector seat. The car that we have for sale has been in very long term ownership and is in excellent condition throughout. The car drives exceptionally well with a Harvey Bailey handling kit and the engine has been rebuilt by Aston Engineering. Very reasonably priced for one in this condition.





Moving on to the days when Roger Moore was 007, our **1971 Aston Martin DBS V8** is in truly outstanding condition having been the subject of continuous maintenance and improvement by the four previous owners. Finished in Signal Red with contrasting Cream hide interior with bespoke Walnut dash and door cappings. This is undoubtedly one of the best of this model we have had the pleasure of offering in recent months. Further information on request.

And in the more modern era we have a fabulous low mileage **2010 Aston Martin DBS** in Lightening Silver with Obsidian black hide sports seats with large silver stitching. This beautiful example has covered only 17,000 miles has had only 2 owners from new and has always been regularly serviced by the Aston Martin network, thus having a correct and full service history. We seriously believe that the DBS will be a collector's car of the future and a comparable car at this price will be difficult to find. Well worth viewing.

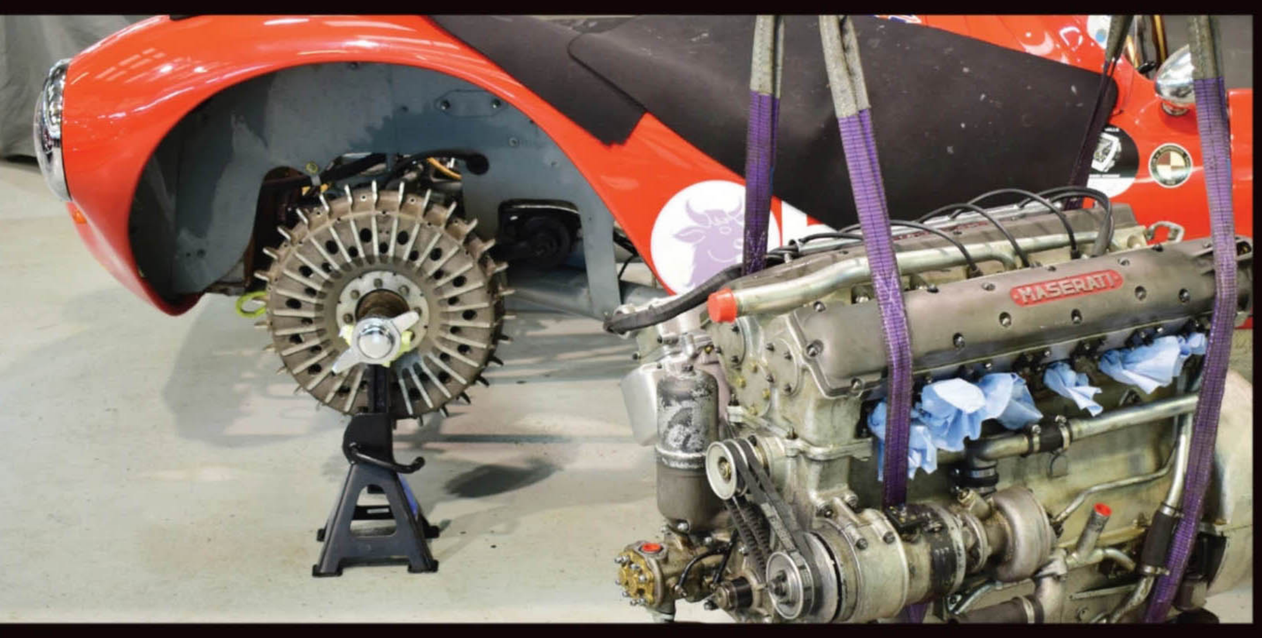


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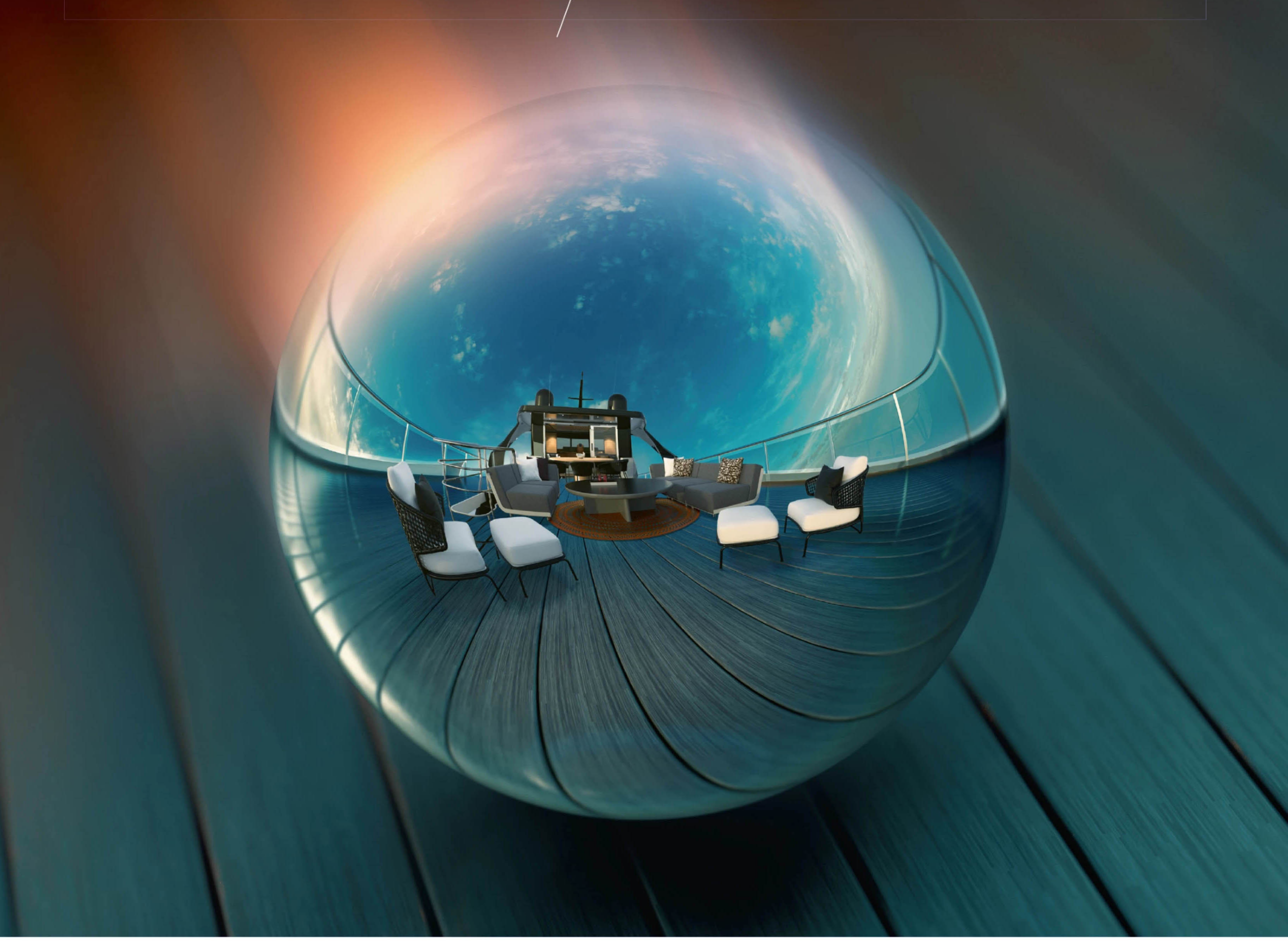
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