SPIN! **WHY THE LATEST F1 CARS BITE BACK** *Australian Grand Prix analysis with Mark Hughes*

www.motorsportmagazine.com

MOTOR SPORT

30TH ANNIVERSARY RS SPECIAL FEATURE

FORD RS500 COSWORTH

Not just a great racing car, arguably the greatest



The many sides to John Surtees 1934 – 2017

"A genuine warrior... A warm family man"

ROSS BRAWN INTERVIEW
He fixed Ferrari – can he fix Formula 1?

MAY 2017 £4.99
05
9 770027 201186

ASTON MARTIN LE MANS RACER
Dickie Meaden tests the Vantage GTE

THE PRINCESS V58 OPEN

EXPERIENCE THE EXCEPTIONAL®





For Sales, Service or more information contact:

PRINCESS MOTOR YACHT SALES
+44 (0)1489 557755
sales@princess.co.uk
www.princess.co.uk

PRINCESS
CRAFTED IN PLYMOUTH, ENGLAND

FIND OUT MORE AT **PRINCESSYACHTS.COM**

Go Further

MUSTANG



Official fuel consumption figures in mpg (l/100km) for the Ford Mustang range: urban 14.1-28.0 (20.1-10.1), extra urban 28.8-41.5 (9.8-6.8), combined 20.8-35.3 (13.6-8.0). Official CO_2 emissions 306-179g/km.

The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.



ford.co.uk/mustang

WORLD-CLASS MOTOR CARS AT BONHAMS

May 13
The Aston Martin Sale
Newport Pagnell, UK

May 21
The Spa Classic Sale
Spa Motor Circuit, Belgium

June 4
Greenwich Concours d'Elegance
Greenwich, Connecticut, USA

June 30
The Goodwood Festival of Speed Sale
Goodwood House, Chichester, UK

August 18
The Quail Lodge Auction
Carmel, California, USA

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

To be offered at the The Aston Martin Sale
1968 ASTON MARTIN DB6 VOLANTE



Bonhams

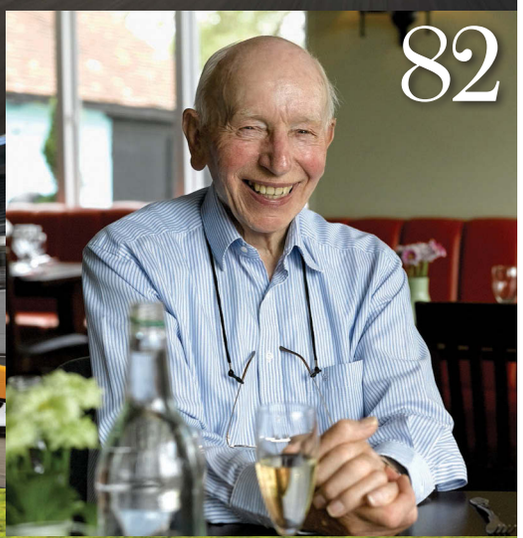
bonhams.com/motorcars



90



108



82



66

98



48



126

CONTENTS

VOLUME 93 / NUMBER 5

FEATURES

25 F1 FRONTLINE WITH MARK HUGHES
Reflections on the opening round of the 2017 Formula 1 season from Albert Park, Melbourne

66 FORD SIERRA RS500
The apotheosis of the humble repmobile? Ferraris and Porsches have always been desirable, but for a time in the late 1980s a car adorned with the Blue Oval lit up the world's racing circuits and inspired a generation

82 JOHN SURTEES
Seven world titles on two wheels, another on four... We pay tribute to one of the greatest racers of all

90 ASTON MARTIN GTE TRACK TEST
Dickie Meaden laps undulating Portimão in one of the most successful GT racers of modern times

98 INTERVIEW: ROSS BRAWN
Back in F1 as part of the management structure, the former team principal outlines his vision for the sport

106 DATA TRACE: VANWALL

108 SUPER FORMULA
A glimpse at Japan's leading domestic racing series

114 LUNCH WITH... MALCOLM WILSON
The stage star who turned his hand to team management... and carried on winning

126 BLAKENEY MOTORSPORT
One of the UK's foremost race preparation specialists

132 PRIVATE VIEW – DICK LEES
The early 1970s through the lens of a gifted amateur

194 FINISH LINE: HERBIE BLASH

REGULARS

8 MATTERS OF MOMENT
12 MONTH IN PICTURES
17 INTERNATIONAL NEWS
21 HISTORIC NEWS
36 RICHARD MEADEN
38 RICHARD WILLIAMS
40 MAT OXLEY
42 2017 HALL OF FAME
44 AUCTIONS
46 ROAD CAR NEWS
48 ROAD TESTS
54 LETTERS
56 PRODUCTS
60 BOOK REVIEWS
62 PRECISION
124 SUBSCRIPTIONS
141 SIMON ARRON
145 GORDON CRUICKSHANK
149 DOUG NYE
192 PARTING SHOT

IT'S SUNDAY LUNCHTIME AT the Goodwood Members' Meeting. The rain has held off, but a freezing wind bites into every exposed piece of flesh. My lips turn blue and fingers fall numb. But no matter, I'm about to interview a gentleman who once worked with Phil Hill – a racer who fascinates me greatly. Often introspective and nervous out of the cockpit, his character transformed when sat behind the wheel. For most, the fury of the racing machine creates tension; Phil's calm driving style suggested it had the opposite effect.

I regret never having the chance to meet Hill, but the man I'm about to speak to worked for him and thought of hearing his tales warms me to the core. My guest arrives and we squirrel ourselves away in the corner of the media centre.

"I put myself through graduate school working in Phil's restoration shop," says my guest. "I worked for about three months as a janitor, but I could sew so he allowed me to start working on the cars. I was an interior man. Then two years later I was one of his team at a place called Hill and Vaughn."

Hill and Vaughn was a restoration workshop established by Hill and Ken Vaughn in 1968 after the driver retired from racing – but Hill's interest in historic cars and automotive history did not begin here. Some 13 years earlier, in 1955, he had entered a 1931 Pierce-Arrow 41 LeBaron Cabriolet in the Pebble Beach Concours d'Élégance – and much to his surprise won the prestigious accolade. With his racing career taking off, Phil found the time to restore the car himself; it was the first pre-war automobile to win the event outright.

"Hill started restoring and racing at the same time," continues my guest. "He was the only guy to win the Pebble Beach concours and the Pebble Beach race the same year – so he was a real true car guy in my eyes. He was also very eclectic, loved the opera, spoke fluent Italian and was absolutely an incredible mechanic.

"He was a great boss, too. I learnt more about cars in those two years than I have in the remaining 35 working in the car industry. I learned everything about how to look at the car, how to evaluate a production car just from those two years. And actually, half of the employees – three, because there were only six of us – were illegal immigrants from England."



NICK TROTT
EDITOR
@NickTrott27

Outside the media centre we hear another race get under way, and my guest smiles. He'll be putting on his race suit soon and heading out in his Ford GT40 for the Surtees Trophy. I ask if he has any other cars tucked away.

"I have a few others. I have a Mustang 350R, the latest one, and then I'll get the new Ford GT. I have the GT40, a Lola T298, that's a 1979 model. I have a 1990 Trans-Am Mustang. Great car, 800 horsepower, sequential non-clutch gearbox, proper racer. Power steering, which is kind of weird. I also have a 1932 Ford that took me about eight years to build and that was probably my true passion project, other than the GT40."

If you can detect a Ford theme, it's because my guest is James 'Jim' D Farley Jr – the firm's executive vice-president and president, Europe, Middle East and Africa. From an inauspicious start in the motoring industry as a janitor at Hill and Vaughn, the American now manages three key territories for Ford. To put that into numbers, in 2016 Farley oversaw a profit of $1.2bn for Ford's European division, the best in its history. But what makes Farley unique is his broad interest in all aspects of automotive culture; it's no wonder he speaks so fondly of Phil Hill.

In the last few years, he's been able to satisfy his inner car enthusiast by bringing the Ford Focus RS hot hatch and the GT supercar to his markets – not least introducing the Mustang to Europe for the very first time. But the next challenge for Jim couldn't be further removed from the trim shop at Hill and Vaughn: autonomous driving.

You may be reaching for the next page at the mention of 'autonomous', but it's worth hearing Jim's thoughts on the subject. I don't know about you, but if I could pick a working group to tackle the biggest shift in the history of the automobile – and arguably the biggest shift in transportation – I'd want one of the panel to know what it's like to wring the neck of a Lola T298…

"All of us, even enthusiasts, have times when we just want to go to the airport and we don't really enjoy driving that much. We want to hit that switch, just get there and call an Uber. Even if you love driving and it's like your passion, you have your favourite on-ramp or off-ramp or your favourite road. There's definitely going to be 10-20 per cent of your life when you just want to get from A to B.

"Autonomy is going to be really important for that part of our life. That experience is actually going to be even more important for the enthusiast



Jim Farley's collection of desirable Fords includes this GT40, which he raced in the Goodwood Members' Meeting

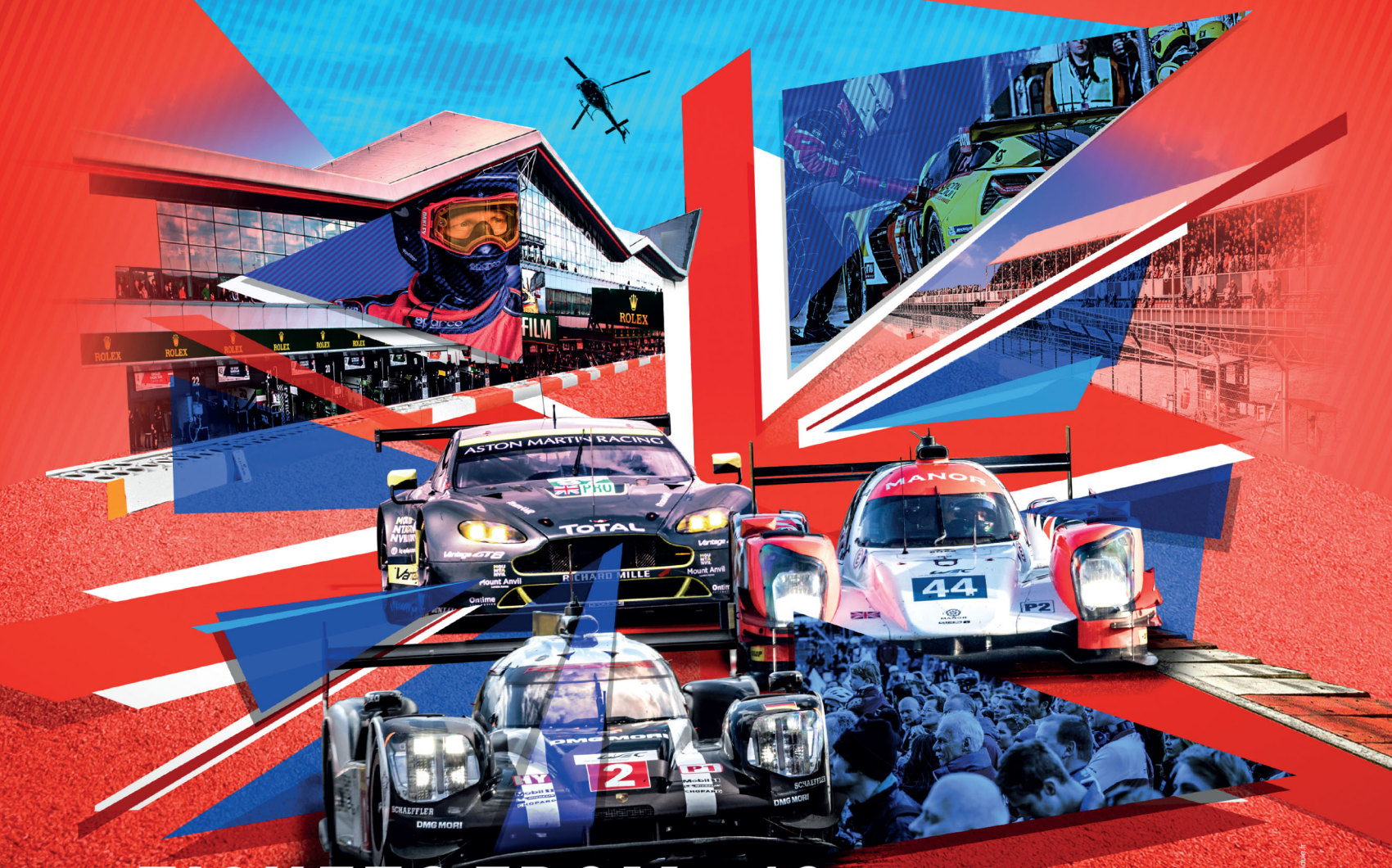
LAT

WORLD ENDURANCE CHAMPIONSHIP

6 HOURS OF SILVERSTONE

14-16 APRIL 2017

SPIRIT OF LE MANS IS COMING TO THE UK



TICKETS FROM £10

BOOK NOW ON SILVERSTONE.CO.UK

FOLLOW US ON #6HSILVERSTONE

FIAWEC @FIAWEC FIAWEC_OFFICIAL

Design: machinebodyle • www.machinebodyle.fi

SILVERSTONE

ROLEX DHL MOTUL MICHELIN

EUROPEAN LE MANS SERIES FIA EUROPEAN F3 CHAMPIONSHIP

WORLD SERIES FORMULA V8 3.5

WEC

FIA WORLD ENDURANCE CHAMPIONSHIP

A PARTNERSHIP


Farley: passionate about all elements of car culture

group, because they will have an opportunity to have a full autonomous experience and driving will be a bit of an escape." Curiously, Jim finds a parallel in media – "I remember when VHS came out and everyone said 'movie theatres are going to die'. But movie theatres have done nothing but move upscale.

"In my opinion there is going to be a very robust market for performance cars. They may not be your everyday transport, but many of them aren't anyway. People will still want to put the top down and go for a road trip, they're still going to want to do track days or go out with their mates and have fun. I don't see it being as affected as maybe our mainstream Fiesta or Focus business could be."

Does Farley believe that people like you and I will be ostracised because of their love of driving? "No, I don't think there's a risk. I hate to be so black and white about it, but I do think that we're going to find places, we're going to find ways. Will we have to convert some of our cars to electric? Are we going to have to make adjustments? You betcha. We made adjustments with unleaded fuel.

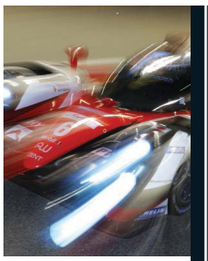
"Frankly the biggest thing I worry about with our hobby, not only in terms of enjoying modern cars but also old stuff, is craftsmanship. Where are we going to find people to do this work? Look at England. I don't think there's a country on the planet that has more skilled craftsmen dedicated to very narrow capabilities to keep pre-war Bentleys going. From F1 technology all the way to Edwardian experts – there's no other place. How are we going to keep the people in their 30s or 40s wanting to do that for their living?

"I'm more concerned about this because I think we have an emotional connection with cars – no matter what people say about the millennials – that is fundamental, because it is personal freedom." A sentiment, I'd imagine, with which Phil Hill would heartily agree.

❖

A LITTLE PLUG TO FINISH. WE have created a new *Motor Sport* 'issue commentary' podcast in which key people on the editorial team describe the stories behind the stories you see on the page. It's a fascinating listen (even if I do say so myself), particularly if you hear it with the magazine open in front of you. Go to motorsportmagazine.com to find out more. Ⓜ

SEE PAGE 124
SUBSCRIBE!
FOR MORE DETAILS



IN NEXT MONTH'S ISSUE

The world's best tracks tackled in the cutting-edge Toyota simulator

ON SALE APR 28

MOTOR SPORT MAGAZINE
Incorporating Speed and The Brooklands Gazette
Founder Editor Bill Boddy MBE
Proprietor Edward Atkin CBE

18-20 Rosemont Road,
London NW3 6NE, UK
www.motorsportmagazine.com

EDITORIAL
Telephone 020 7349 8484 **Fax** 020 7349 8494
E-mail editorial@motorsportmagazine.co.uk

Editor Nick Trott
Deputy Editor Joe Dunn
Editor-at-Large Gordon Cruickshank
Features Editor Simon Arron
Grand Prix Editor Mark Hughes
Art Editor Damon Cogman
Online Editor Ed Foster
Online Content Assistant Jack Phillips
Digital Designer Zamir Walimohamed
Picture Editor Jeff Bloxham
Senior Contributing Writer Andrew Frankel
Special Contributors Paul Lawrence, Doug Nye, Gary Watkins, Richard Meaden, Richard Williams, Mat Oxley, Paul Fearnley
Picture Library LAT Photographic: 020 8267 3000

ADVERTISING
Telephone 020 7349 8484 **Fax** 020 7349 8494
E-mail sales@motorsportmagazine.co.uk
Commercial Director Sean Costa
Commercial Manager Mike O'Hare
Senior Sales Executive Yasmin Laggoune
Sales Executive Kit Brough
Classified Sales Executive Marc Butler

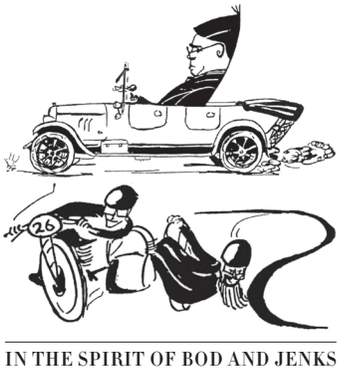
PUBLISHING
Managing Director Giovanna Latimer
Publisher Sophia Dempsey
Financial Controller Niall Colbert
Marketing Director Gerard O'Brien
Subscriptions & Brand Marketing Manager Sarah Kennett
Subscriptions & Brand Digital Marketing Executive Joel Fothergill
Event & Content Manager Camilla Royce
Customer Service Manager Sophie Williams

SUBSCRIPTIONS
UK & Overseas subscriptions +44 (0) 20 7349 8484
US subscriptions (Toll Free) +1 866 808 5828

Motor Sport Magazine Limited, 18-20 Rosemont Road, London, NW3 6NE, UK. Motor Sport subscriptions: 18-20 Rosemont Road, London, NW3 6NE, UK. Subscription rates (12 issues): UK £49.99; USA $85; rest of world £64. Postage is included. Motor Sport (ISSN No: 0027-2019, USPS No: 021-661) is published monthly by Motor Sport Magazine GBR and distributed in the USA by Asendia USA, 178 S Middlesex Ave, Monroe NJ 08831. Periodicals postage paid New Brunswick, NJ and additional mailing offices. POSTMASTER: send address changes to Motor Sport, 701C Ashland Ave, Folcroft PA 19032. UK and rest of world address changes should be sent to 18-20 Rosemont Road, London, NW3 6NE, UK, or by e-mail to subscriptions@motorsportmagazine.co.uk. Subscription enquiries: subscriptions@motorsportmagazine.co.uk. Subscription orders: www.motorsportmagazine.com. Distribution: Marketforce, Blue Fin Building, 110 Southwark Street, London SE1 0SU. Colour origination: All Points Media. Printing: Precision Colour Printing, Telford, Shropshire, UK.

No part of this publication may be reproduced in any form without the written permission of the Publisher. Copyright © 2016 Motor Sport Magazine Limited, all rights reserved. We take every care when compiling the contents of this magazine but can assume no responsibility for any effects arising therefrom. Manuscripts and photos submitted entirely at owners' risk. Advertisements are accepted by us in good faith as correct at the time of going to press. Motor Sport magazine is printed in England.

recycle
When you have finished with this magazine please recycle it.
abc
PPA



IN THE SPIRIT OF BOD AND JENKS



OTHER WAYS TO READ...

Our award-winning digital edition is now available on any device, on desktop, tablet and smartphone

RICHARD MILLE

A RACING MACHINE ON THE WRIST



© Didier Gourdon

CALIBER RM 11-03

RICHARD MILLE BOUTIQUES LONDON
90 MOUNT STREET, MAYFAIR
0207 1234 155

•

HARRODS
87-135 BROMPTON RD, KNIGHTSBRIDGE
0203 036 6264

www.richardmille.com


TEQUILA
PATRÓN
WINNERS CIRCLE
Mobil 1
KONICA MINOLTA
ALEX LYNN
JORDAN TAYLOR
RICKY TAYLOR
AXALTA
Continental
CONTINENTAL
tilton
SONIC
MOTEGI RACING
VP Racing Fuels
88
P

THE MOTOR SPORT MONTH

IN PICTURES



LAT

MARCH 18, 2017

Sebring 12 Hours

FLORIDA, USA

Following its success in January's Daytona 24 Hours, Wayne Taylor Racing completed its second straight IMSA SportsCar Championship victory at Sebring. On this occasion, Taylor's sons Ricky and Jordan shared their WTR Cadillac with single-seater convert Alex Lynn. It was the 23-year-old Briton's first race appearance in the United States.





AMELIA ISLAND, USA, MARCH 11
Highlights of this annual classic extravaganza included the Best of Show Concours de Sport award, which went to the Dano Davis Collection's 1939 Alfa Romeo 2900B Lungo Spider.

CHIBA, JAPAN, MARCH 15
Team KeePer TOM'S revealed its Super GT Lexus at a promo shoot that also featured a traditional Kaido street racer. Ryo Hirakawa and Nick Cassidy will race the Lexus in Japan this year.



LEÓN, MEXICO, MARCH 9-12
Ulsterman Kria Meeke (Citroën C3) survived a late scare – when he ploughed off the final stage and had to take a detour through a car park – to win the Rally Guanajuato Mexico, third round of this year's world championship.

GOODWOOD, RED BULL, DREW GIBSON, DERDEMSTUDIOS, OLIVER BERGOLD/DSA, @WORLD, LAT & YAMAHA

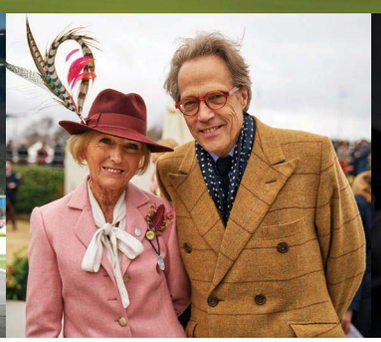
THE MOTOR SPORT MONTH

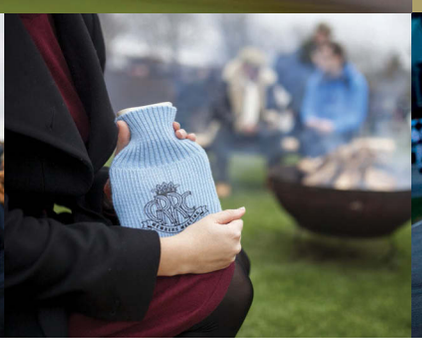
IN PICTURES



GOODWOOD, UK, MARCH 18-19
The 75th Members' Meeting produced its customary cocktail of theatre and fine racing. Left, Wolfe/Gans Cobra and Meaden/Tromans Elan engage in a *pas de deux*. Below, from left, Fiat S76 leads; Lord March and TV *patissière* Mary Berry; seasonal souvenir; Ford Capris at twilight.





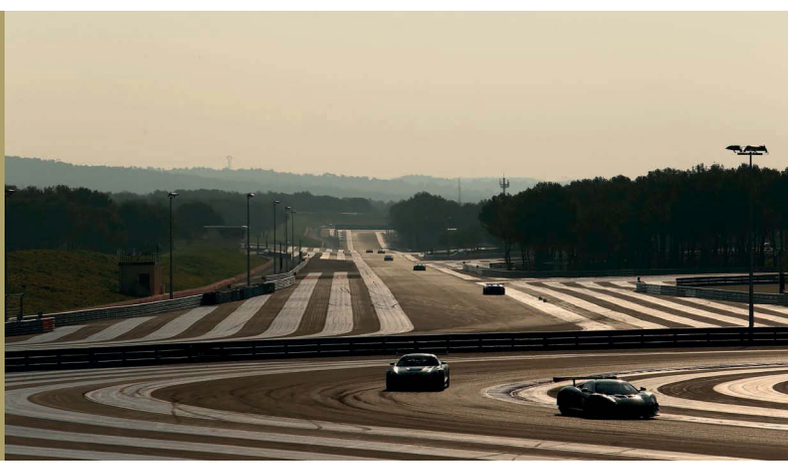






LOSAIL, QATAR, MARCH 24-26
Following a row about track conditions, the first MotoGP event of the year finally went ahead and Maverick Viñales won in his first race on a factory Yamaha.

LE CASTELLET, FRANCE, MAR 12-14
The Blancpain GT Series is poised for another bumper campaign – and more than 50 cars took part in the pre-season test. Promoter SRO expects 11 manufacturers to compete.





Call us now for a competitive quote on

020 3603 0083

or visit our website: jbrcapital.com/MotorSport

Details: We provide tailored finance for luxury, classic and high performance cars.
Advances between £25,000 and £2.5m. Finance and terms are subject to status.
UK resident high net worth individuals, business use or companies only.

JBR CAPITAL

What's new in the WEC?

With Silverstone's opener starting this month, here's how things are poised in the wake of Audi's exit | By GARY WATKINS

AUDI HAS DEPARTED, LEAVING Toyota as the only rival to Porsche's supremacy at the front of the field. There's a new breed of faster – much faster – LMP2 car and new rules in GTE to spice up the action. A lot has changed in the World Endurance Championship for 2017.

Toyota might have been Porsche's only challenger for the title going into last year's WEC finale in Bahrain, but the reality was that its all-new TS050 Hybrid wasn't a regular challenger for race victories. There are multiple reasons why that could change for the 2017 season, which kicks off at Silverstone on April 16.

Toyota arguably has more to gain with its year-old TS050 Hybrid (below) than Porsche has with an older design. The German manufacturer, championship winner for the past two years, is going into its third season with its second 919 Hybrid, a machine that was in turn a redesign of the 2014 original.

Toyota had a lot to learn in 2016 after its switch to a small-capacity, direct-injection turbo engine and battery storage for its hybrid energy, the same technology used by Porsche since its return to top-flight sports car racing.

"This year we are definitely in a better position: we are in better-known territory with scope for progress, possibly more scope than Porsche, because we are newer to these technologies," says Toyota Motorsport technical director Pascal Vasselon.

Enforced changes to front and rear aerodynamics, to deprive the cars of downforce, could play into Toyota's hands. It has traditionally focused its more limited resources on its low-downforce package for the Le Mans 24 Hours, which has held it back in the regular WEC six-hour races.

"The new regulations, I would say, better suit our resource limitations," ▶



LAT


DUNLOP

says Vasselon. "You will have more things in common between the two car specs."

LMP1 cars, like their LMP2 cousins, will be restricted to four and a half sets of tyres for qualifying and the race, a reduction of eight tyres. That puts a new onus on double-stinting the Michelins that both manufacturers use. Toyotas have traditionally been light on their tyres in the short history of the reborn WEC.

"It was definitely one of our strengths last year," says Toyota driver Anthony Davidson. "And it was the same back in 2014 when we won the championship."

FASTER LMP2 MACHINERY

A new breed of P2 racing car comes on stream in 2017. More power – somewhere in the region of 100bhp extra from the spec Gibson V8 – and more downforce mean lap times are going to tumble.

Expect the new cars – all French-produced ORECAs in the WEC – to lap the Silverstone Grand Prix circuit three to four seconds quicker than their predecessors. And at Le Mans, when all four of the constructors licensed to build cars to the new rules are present, times in the region of 3min 25sec are predicted. That's more than 10sec faster than last year's class pole.

Faster means more difficult to drive, which is significant in what is meant to be a pro-am category. The key to success



LAT

in P2 has been finding a quick silver-rated driver – there must be one per car. Witness the Signatech Alpine team's run to the title in 2016, with American Gustavo Menezes – a refugee of the European Formula 3 seriers – as its 'amateur'.

Alex Brundle, who is returning to the WEC with the team bearing the name of Hollywood action hero Jackie Chan, thinks the dynamic could change.

"These cars are a lot less plug-and-play than what we had before," says the Briton, three times a class winner last year. "You really have to attack from the moment you hit the brake pedal to the moment you turn in. And if you screw up mid-corner, because all the extra power is in the top end, you're going to lose a lot of time.

"We are going to find out who can really drive with these cars. If you manage to get a sneaky ex-GP2 driver as your silver, that's going to be significant with the extra power and downforce."

A FULL WORLD TITLE

The manufacturers and drivers in GTE Pro will battle it out for full world championship titles in 2017. They previously competed for what were known as World Endurance Cups. It might sound like a matter of semantics, but it's a big deal for the car makers taking part, namely Aston Martin, Ferrari, Ford, Porsche and, from 2018, BMW. They were the ones who pushed for the upgrade in status and, after being rebuffed by the FIA at the end of 2015, they got their wish this season.

A new system of equating GTE performance – front- and mid-engined, turbo and normally aspirated – comes on stream this season. This so-called 'automatic' Balance of Performance was desperately needed. The battle in GTE Pro was close in the final points table last year, but rarely so out on the track as a topsy-turvy BoP handed one car and then the next an advantage.

Exactly how it works hadn't been disclosed at press time, because the final details had yet to be thrashed out ahead of the official WEC pre-season test at Monza on April 1/2. It appears that an average lap time over a full stint will be worked out for each make of car based on its performance in its best two stints of the race. The BoP will then be adjusted accordingly for the next event. The idea is to give the process a fresh transparency.

Allied to this system are new sporting rules to put a cap on the tyre war that has lately proved pivotal in GTE Pro title battles. Mid-season tyre development by Porsche in 2015 and Aston Martin in 2016, with respective partners Michelin and Dunlop, gave them a leg-up in the battle for the championship.

Michelin and Dunlop, the only two tyre suppliers in the WEC for the moment, are limited to three specifications of tyre per car over the course of the season. That contrasts, for example, with the seven specs of Dunlop used by Aston last season. The same regulation that limits the prototypes to four sets of tyres for qualifying and the race also comes into force in GTE Pro.

Above, LMP2 lap times will tumble thanks to extra power and aero. Left, former LMP1 privateer Rebellion is switching to LMP2. Bottom, GTE battle is now for a world championship



DUNLOP

VILLA ERBA

27 MAY 2017 • LAKE COMO, ITALY



1935 BUGATTI TYPE 57 ATALANTE
Chassis no. 57254; The Type 57 Atalante prototype; Delivered to Works-driver Meo Constantini; 26,000 km from new; Retains its original chassis, engine, and bodywork.



1930 ALFA ROMEO 6C 1750 GS SPIDER 4TH SERIES
Coachwork by Carrozzeria Sport S.A.; Chassis no. 8513001



1965 ALFA ROMEO GIULIA SPRINT GTA
Coachwork by Bertone; Chassis no. AR 752675

FINAL CALL FOR CONSIGNMENTS

CONCORSO D'ELEGANZA VILLA D'ESTE
dal 1929

BMW GROUP Classic

Rolls-Royce Motor Cars Limited

The RM Sotheby's Villa Erba sale is held in partnership with the revered Concorso d'Eleganza Villa d'Este.

RM AUCTIONS | Sotheby's

www.rmsothebys.com

UK +44 (0) 20 7851 7070 ITALY +39 02 9475 3812 CORPORATE +1 519 352 4575

F1 DRIVING EXPERIENCE

Formule 1

WORLD LEADER IN FORMULA 1 DRIVING COURSES

ON FRENCH RIVIERA RACE TRACKS

The AGS Formule 1 Team offers all enthusiasts the opportunity of taking part in days totally dedicated to the pleasure of driving a real Formula 1 car. As a world leader in F1 driving courses and creators of that concept in 1992, AGS Formule 1 has perfected educational methods that are specifically adapted to Formula 1 practice. Know-how, daily practice, being used to many languages all go to ensure a convivial and relaxed atmosphere for our 'trainees', the guarantee of a perfectly successful day.



>>> DRIVING COURSES
CIRCUIT PAUL RICARD HTTT AND LUC-EN-PROVENCE (FRENCH RIVIERA)

From 1717€
Original price ~~2020€~~



F1 Performance - Paddleshift gearbox
Full Day driving course
AGS SH03 (2003)
Formula 1 cars
Cosworth V8 - 650hp engine
Sequential gearbox with paddleshift

From 1853€
Original price ~~2180€~~



F1 Performance- Prost / Arrows
Full Day driving course
Prost AP02 or Arrows A19 (1999)
World Championship Formula 1 cars
Cosworth V8 - 650hp engine
Sequential gearbox with paddleshift

+33 494 609 700 - www.agsformulel.com



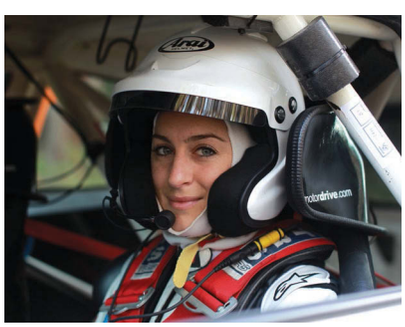
Austin A35s from the HRDC's Academy series will provide mounts for a unique Olympic field at July's Silverstone Classic

Gold-medal Silverstone grid

Olympian winners compete together at Classic | BY PAUL LAWRENCE

AT LEAST FIVE OLYMPIC GOLD medallists will make their race debuts in the celebrity event at the Silverstone Classic in July. Six-time cycling gold medallist Jason Kenny CBE and skeleton gold winner Amy Williams MBE, below, will be joined by rowing winners Mark Hunter and brothers Greg and Jonny Searle in identical Austin A35s from the HRDC Academy.

Other confirmed celebrities for the two-part race include former cricket captain Mike Gatting OBE, comedian Stan Boardman and bike aces Wayne Gardner and Freddie Spencer.



JEFF BLOXHAM & LAT

■ **A new three-hour historic endurance race at Silverstone on September 30 is open to 3-litre pre-66 GT/GTS cars and 2-litre pre-66 touring cars. Competitors can enter a team of two, three or four cars. The race will run as part of the annual AMOC Silverstone meeting.**

■ **The Classic and Historic Formula 3 categories feature at Zandvoort's Historic Grand Prix (Sept 1-3), celebrating the circuit's F3 heritage. The races span the 1-litre cars of the late 1960s through 1600cc cars to the 2-litre cars of the late 1970s and early 1980s.**

A grid of 50 cars will contest the celebrity part of the event on Saturday before the owners take back their cars for a second race on Sunday.

Other confirmed participants include TV dragon Theo Paphitis, snooker player Dennis Taylor and experienced historic racer Neil Primrose, drummer for the band Travis.

Since becoming the first British individual gold medallist at the Winter Olympics for 30 years when winning the skeleton at Vancouver in 2006, Amy Williams has twice contested Wales Rally GB as a co-driver.

"I can't believe the world has ever seen five Olympic gold medallists from different disciplines competing together, so this is going to be something really special," said event boss Nick Wigley.

Tim Brise returns in FF

TIM BRISE, YOUNGER BROTHER of late Formula 1 driver Tony, will return to racing this season, 43 years after he last raced. Brise will make his return in Historic FF1600 as the 50th anniversary of the category is celebrated.

Tim was a leading young single-seater racer in the early 1970s but stopped racing in 1974 after two major accidents in Formula 3. In both cases, the roll hoop failed.



Now, Brise (63) will return to his racing roots to campaign a Merlyn Mk20. He raced a similar car in 1971 but was better known as a works Elden driver. After Tony died along with Graham Hill in a 1975 aircraft accident, Tim turned his attention to rallying with considerable success.

"It's a late-life crisis," he said. "I spent a lot of my career in rallying but I fancied doing some racing. If I didn't do it now, I never would."



JEFF BLOXHAM

Vatanen wows crowds

ARI VATANEN THRILLED THE FANS at Race Retro with spectacular handling of rally cars on the live action special stage, as a record attendance made the 2017 event the best to date.

Former world rally champion Vatanen remains one of the sport's most popular drivers and took to the wheel of a Ford Escort Mk2, BMW M3 and Subaru Legacy on the Stoneleigh Park demonstration stage.

Inside the halls star attractions included a celebration of 50 years of the DFV engine (below: Cosworth 4WD). Cosworth joint founder Mike Costin was on hand to share his memories of developing the standard-setting Grand Prix engine. Le Mans legend Tom Kristensen was reunited with the winning Bentley from 2003 and motorbike ace 'Fast' Freddie Spencer was there to meet the fans. In all, 21,000 fans visited the event. The 2018 date has been confirmed for February 23-25. For a full report on the event see page 145.


JEFF BLOXHAM



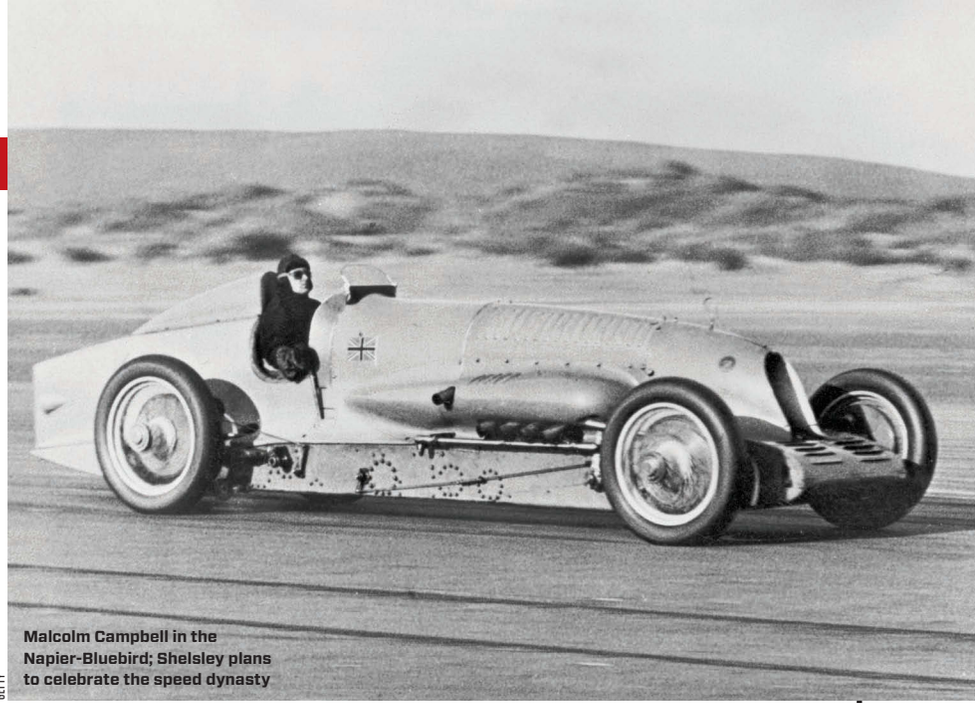
— OBITUARIES —

Patrick Nève

The first driver signed by Williams Grand Prix Engineering, Patrick Nève has died aged 67. Nève worked at the Jim Russell Racing School before winning the 1974 STP FF1600 title. In F3 he raced the one-off Safir in the UK's BP series, winning one race and finishing second in the Monaco GP support. After F1 appearances with RAM Brabham and Ensign in 1976, he joined Frank Williams' new GP team, scoring a seventh at Monza. After a DNPQ in a self-entered March at Zolder in 1978, he later enjoyed success in saloon car racing.

David Render

David Render, who died recently aged 92, was one of Britain's leading speed event drivers. He started competing in sprints in the late 1940s and was twice British champion in the 1980s. Noted for competing in Lotus Grand Prix cars as a result of his friendship with Colin Chapman, he supported the sport by sponsoring the championship through his Warecrete business.


GETTY

Malcolm Campbell in the Napier-Bluebird; Shelsley plans to celebrate the speed dynasty

Shelsley lauds LSR hero

THE STORY OF THE CAMPBELL family will be celebrated at Shelsley Walsh's Classic Nostalgia on July 22/23.

Marking 50 years since the death of land speed record holder Donald Campbell, his daughter Gina will be on hand and will be interviewed on the main stage. The spectacular W12-engined Napier Bluebird replica will perform demonstration runs on the hill.

The busy weekend will also mark 30 years since the introduction of Group A regulations in 1987 and the 20th anniversary of World Rally Cars. On the hill will be Lancia Delta Integrales, Ford Sierra Cosworths and Subaru Imprezas.

Brundle Ralt races again

THE EX-MARTIN BRUNDLE RALT RT3 Formula 3 car from the 1983 season will be racing again this year in the hands of new owner David Thorburn. It will be the first foray into historic racing for the Scot and he will contest the Classic F3 Championship in the car that famously battled against the similar chassis of Ayrton Senna in the British F3 Championship.

Martin bids for NZ double

FORMER WRC CONTENDER Markko Märtin will return to New Zealand in April to drive a Ford Escort Mk2 RS1800 in a bid for a second victory on the Otago Rally. Märtin and co-driver Stéphane Prevot will tackle the April 7-9 rally on the South Island in a locally supplied car. Martin was the star of the 2016 event, winning by more two and a half minutes.

Mountain excitement

THE FAMOUS OLLON-VILLARS hillclimb in Switzerland will be used again in August for a demonstration event celebrating the period from 1953 to 1971 when it was one of the best-known hillclimbs in Europe.

Over the weekend of August 25-27, the original five-mile hill from Ollon to Villars-sur-Ollon will be used for the first time since 2013 and the event is open to cars of a type that competed in the heyday of the hillclimb.

Up to 250 entries will be accepted for one of the biggest events in Switzerland, including F1, F2 and F3 cars, sports-prototypes, motorcycles and sidecars.



SUTTON

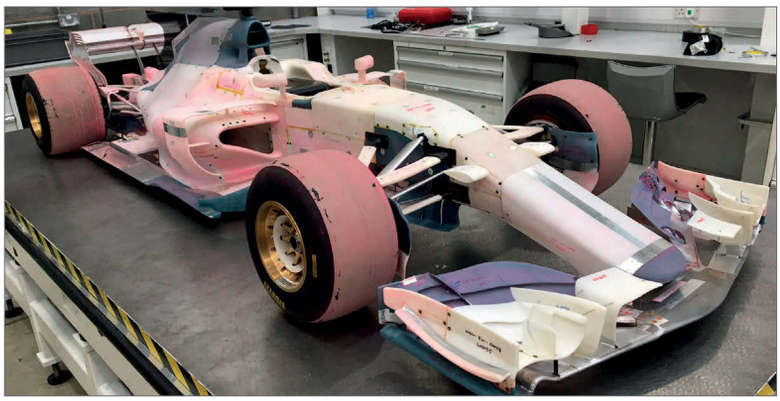
Brundle in 1983, when Senna was his main rival; his Ralt is returning to Classic F3


MICHELIN PILOT SPORT 4 S
GENUINE PASSION
EXCEPTIONAL DRIVES
MICHELIN
A better way forward
Ranked N°1 for braking on dry surfaces and excellent on wet surfaces, the new MICHELIN Pilot Sport 4 S is engineered for superior safety and performance. Thanks to its Dynamic Response technology and ultra-reactive tread pattern, it delivers revolutionary steering control and instantaneous responsiveness. Acclaimed by most performance car makers, it's for those who love driving.
For more information and to find out just how good a sports tyre can be, visit michelin.co.uk

Online Auction...

On behalf of the Joint Administrators of Just Racing Services Limited & the Directors of Manor Grand Prix Racing Ltd

MANOR FORMULA 1 RACING TEAM'S ASSETS FOR SALE *(subject to availability)*









- 2017 Manor Formula 1 Wind Tunnel Model (6:1) and Show Model (6:1)
- 5 x Formula 1 Car Steering Wheels
- 2014/2015/2016 Car Parts to include 3 x Tubs, over 200 Wheel Rims, Wheel Nuts, Tyres, Nosecones, Panels, Engine Covers, Rear Wings etc.
- 2 x Pop Up Trailers and Hospitality Trailer, Pit Lane Equipment
- Manor Racing Drivers and Race Team Clothing & General Merchandise
- Test Jigs, Engineering & Inspection Equipment
- Gazebo's, Banner Boards, Flight Cases, Freight Cages & Large Quantity of Consumables
- Office Furniture and I.T. to include Server Units, Laptop Computers, Monitors, Printers etc.

ON VIEW. 9th - 10th May 2017, 9.30am – 4.00pm
AT. Manor Racing, Unit 1 Chalker Way, Banbury OX16 4XD
BIDDING ENDS. From 2.00pm on 16th May 2017
CLEARANCE. From 30th May 2017 (strictly by appointment)

TO BID. Visit **gordonbrothers.co.uk/assets-for-sale**
(Full catalogue will be available from mid-April)

FOR FURTHER INFORMATION PLEASE CONTACT.
Jenni Pearce DipSurv MNAVA | *t* +44 (0)7788 394 330
e manorF1@gordonbrothers.com or
auction-eur@gordonbrothers.com

Gordon Brothers 1903

F1 FRONTLINE *with*



Mark Hughes

>>AUSTRALIAN GP ANALYSIS >>UNRAVELLING THE NEW-LOOK FORMULA 1

CAPTAIN SCARLET

After qualifying second to Lewis Hamilton, Sebastian Vettel trailed the Englishman during the opening stages of the Australian GP... but then moved ahead after the tyre stops to take his first F1 victory since Singapore 2015.

NEW FORMULA 1 CARS, WITH bigger wings, more powerful diffusers and wider tyres front and rear. Most teams reckoned they had 35 per cent more downforce than last year. So the targeted 4.5-5sec reduction in lap times looked more than feasible. Into 2017's first practice session and yes, Lewis Hamilton's 1min 24.220sec was a whopping 5.5sec faster than last year's fastest time in the same session. No comparison was available for P2, which was held in mixed wet conditions in 2016. But into Saturday and P3, Sebastian Vettel's fastest time this year was a mere 3.2sec faster than that recorded by Hamilton on Saturday morning a year earlier. In qualifying Hamilton's pole lap this year was just 1.65sec faster than he recorded last year with narrower tyres, smaller wings and vastly smaller diffuser.

The comparison was initially bewildering. But recall that the new tyres have been developed – with very little on-track testing, don't forget – to deal with more downforce and greater weight than any in F1 history, as well as transmitting the huge torque of the hybrid engines. So not unnaturally, as well as much tougher constructions, Pirelli has also been more conservative with compounds. These are completely new for 2017 and, although the range carries the same ultra, super-soft, soft and medium labelling, in reality they are at least two steps harder than before.

A combination of a stiff construction with hard compounds means little of the rubber works its way into the surface of the track – and consequently the circuit evolution is vastly reduced. All quite logical, really. And all quite foreseeable in hindsight. Yes, the new cars look better, the drivers much prefer them and the tyres allow them to attack for longer. But it's an oddness, is it not, that the sport has planned at great expense to create cars five seconds faster but which qualify probably no faster than they would have done if the regulations had remained unchanged. A 1.65sec reduction year-on-year would have been considered a perfectly normal development rate for cars in an unchanged formula. It all underlines Ross Brawn's point, expressed in his interview later in the magazine, that any changes need to be planned rather than reactive, need to come from full research rather than knee-jerk opinion.

There was another anomaly of the weekend – but its cause wasn't quite so obvious. Three drivers were caught by surprise by spins, the most high-profile of which was Daniel Ricciardo's in the final qualifying session. On Friday Jolyon Palmer destroyed his Renault when he went off at the final turn and Marcus Ericsson suffered a spin that left him somewhat mystified. Palmer said afterwards: "I was on a tidy lap and attacking the last corner. I did not think too much of it. I just turned it in, had a bit of understeer and then the car just completely let go in the rear. It caught me massively by surprise, really." Examination of the telemetry did not reveal any technical failure and so the assumption was made that it had been just driver error – as it would be with Ricciardo.



This season's fat tyres and big wings have cut lap times – but so far by less than envisaged

LAT

STRAIGHT *talk*

Major car changes – yet the results aren't what we expected



Read more from Mark about Formula 1
@ THE MOTOR SPORT WEBSITE

Watching the replay of the Ricciardo incident it's clear that once past a certain degree of yaw there was no way the rear of the car was coming back, regardless of what the driver did. Once the rear tyres reached a certain slip angle it was as if their grip very sharply fell away. Max Verstappen said that is exactly how the tyres feel when you really lean on them. It could be another manifestation of that much stiffer construction, perhaps. When F1 cars went from cross-plies to the vastly stiffer radials, the sideways action generally stopped.

But Pat Symonds has another theory: "I don't think it's the tyres at all. I think it's aerodynamic – the wake from the shark fin engine covers. Up to a certain slip angle – the sort of slip you'd normally be operating in – the shark fin helps you in the transition from straight ahead to turned, keeps the flow to the rear wing more stable because the centre of pressure is behind the centre of gravity. But once you get beyond a critical angle the wake of the fin begins to have more effect until it's actually taking away more than it's providing for the rear wing and it just stalls it. That's my belief."

The drivers didn't seem too concerned. "We're here to push the boundaries of what's possible, what has been achieved before," said Sebastian Vettel. "I think these are the fastest cars we've ever driven. In terms of mistakes – yeah, probably if you spin at high speed it's more difficult to catch than before. Especially if it's a snap from excess speed rather than a powerslide. You have to be quicker to react but I would still prefer it like this because it's more fun."

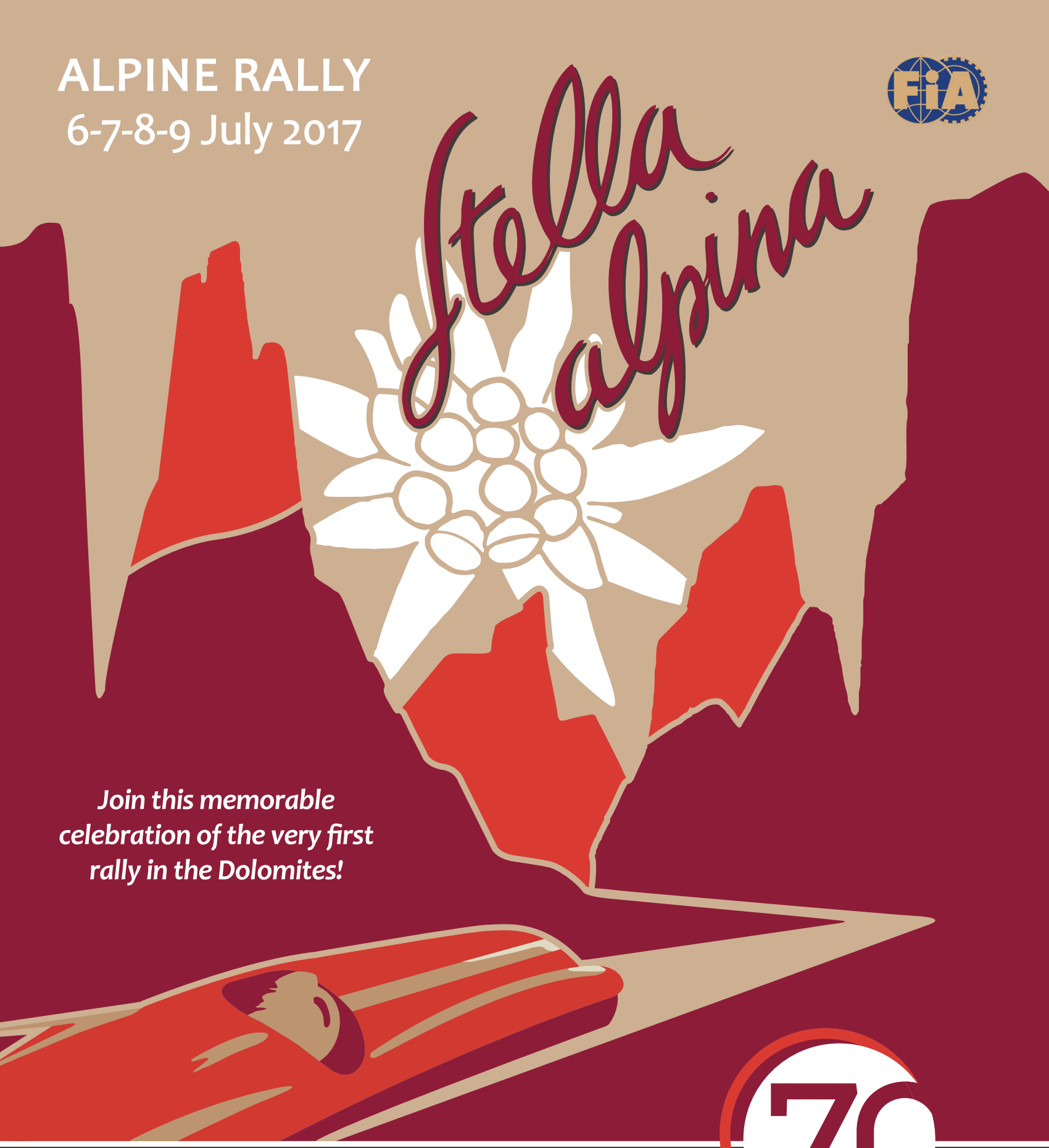
But even so, if the shark fins really are responsible it's just another reason to be rid of them.

In addition to how bad they look.

ALPINE RALLY

6-7-8-9 July 2017

Stella alpina



Join this memorable celebration of the very first rally in the Dolomites!

70 ANNIVERSARY

1947 - 2017

stellaalpinastorica.it

Stella alpina

GRAND PRIX NOTEBOOK

AUSTRALIA



LEWIS HAMILTON ARRIVED IN Melbourne adamant that Ferrari had the fastest car. Yes, he was relieved that the awkward balance his Mercedes had displayed at Barcelona under the new FIA suspension ruling was apparently resolved as soon as he hit the track at Albert Park – and that was enough to allow him his 62nd F1 pole – but still there was a nagging doubt. Vettel was right there on the front row with him. There was relief rather than elation for Hamilton when he was able to keep the traditionally faster-starting Ferrari off the line. But still he couldn't lose him. Everything he did, Vettel was right with him – and the more the leader tried to push on to open a gap, the more he was taking from the tyres. And he knew that was going to be critical – for this wasn't set to be an undercut race. So hard are the new compounds that degradation is low and the switch to the harder compound at the pit stops would likely make you slower.

For the guy behind – Vettel – it was going to be about keeping close enough and staying out long enough to get the overcut. For Hamilton and Mercedes, once it was obvious that the Ferrari could match their pace and was easier on the tyres, it was always going to be a 'damned if we do,damned if we don't' situation on when to come in. Hamilton was already saying his tyres were going. If they stayed out longer and the rubber became really bad, then Ferrari and Vettel could simply undercut them. If they came in earlier, they might have the pace on new tyres to stay ahead – if they could switch them on fast enough. And depending how strong Vettel's pace was once you'd pitted out of his way. But the likelihood was always going to be that he was going to be overcut.

And that's exactly how it played out, Vettel staying out an extra five laps until he had enough time to buy the pit stop and still come out ahead. Ferrari was gifted a present in that Hamilton had exited directly behind Max Verstappen's yet-to-pit Red Bull, and Seb had to get his elbows out upon rejoining to keep Verstappen off his back. But thereafter he was home and dry.

The more realistic rhythm for a Mercedes on this day was that of Valtteri Bottas. Much slower in the first stint than Hamilton as he simply drove to the tyres, under no threat from behind. That allowed him to pit seven laps later and subsequently on his fresher rubber he was much faster than his team-mate – and had to be called off. It all just confirmed that Vettel's pace in the quick and tyre-easy Ferrari had forced Hamilton to go faster than his tyres liked.

Maybe if they'd still had the suspension the car was designed around, but which the FIA insisted was modified (following a late off-season query from Ferrari), that wouldn't have been the case.

Whatever, if we ignore the strange anomaly of Singapore 2015 we had a Mercedes defeated on straight race pace for the first time in the hybrid era. We might just have ourselves a championship… But Ferrari's pace was just one of the pre-season questions answered by the first race. The others were:



Read Mark's definitive race reports
on any device, on desktop, tablet and smartphone
@ www.motorsportmagazine.com



Melbourne provides the backdrop to the dawn of F1's new era. You can just make out the gap absent local hero Daniel Ricciardo has left on the grid...

ALL IMAGES LAT

F1 FRONTLINE *with* Mark Hughes



HOW MUCH QUICKER ARE THE AERO-AGGRESSIVE NEW CARS?

WELL, POTENTIALLY UP TO FIVE-SECONDS FASTER – AS PER the brief. Comparing Friday morning practice with the same session in 2016, that was the margin. But it became progressively less until by the time of qualifying, on Saturday afternoon, Lewis Hamilton's pole was a mere 1.65sec faster than that of a year earlier. For a full explanation of this, see the column on page 26.

They have a lot more aero grip, but Pirelli's reaction to the loads of the new faster, heavier cars has been an increase in the compound stiffness. Which has an implication on how the track evolves. Yes, on a green track they are 5sec quicker.

It remains to be seen if this pattern holds elsewhere or is peculiar to Albert Park. In Barcelona testing the improvement was in the order of 3.5sec, but it might be that F1 has spent all this money and effort just to spin its wheels.

DO THE CARS RACE BETTER?

DEPENDS WHAT YOU MEAN BY BETTER. CAN WE BE SURE the drivers are pushing to their maximum for long stretches of the race rather than just managing tyre temperatures while driving two or three seconds off the pace? Yes.

There is still some tyre management necessary – at least on the Mercedes on the ultra-soft in the high track temperatures of the first stint in Australia. "The tyres do the things they've always done," said Lewis Hamilton. "They get hot, they drop-off, they grain a bit. But they are a bigger, harder tyre, probably two steps stiffer on compounds, so they just go longer." But can they be brought back when too hot? "Yes, but they still degrade."

Vettel's take is different. "You could push much harder. Usually the first couple of laps you were pushing last year and then the tyres were dropping off. Now the tyres are still dropping off a bit but you can keep

WORD *on the* BEAT



We understand that **McLaren** management has looked very hard at whether it would be possible to exit its contract with **Honda**, in order to take on a supply of customer **Mercedes** engines for the balance of the season. The conclusion was that it was contractually impossible, but that does not necessarily mean it won't happen. If it does, compensation will have to be paid. It would also obviously mean foregoing the rumoured **$100 million** annual budget contribution from the Japanese manufacturer. But the team's owner is essentially the Bahrain government sovereign wealth fund...

Sauber is rumoured to be the default team for **Honda** should it part with McLaren. The Swiss team currently runs 2016-spec **Ferrari** motors. The expectation was that it would become the second Honda team in 2018. It could yet become the first in 2017....

Ferrari's third driver, 2016 GP2 runner-up **Antonio Giovinazzi**, made an unexpected F1 debut in Australia, replacing the injured **Pascal Wehrlein** at Sauber from Saturday morning onwards. There was disbelief that Wehrlein's injuries – sustained in the Race of Champions – were the real reason. He had completed



hundreds of test laps at Barcelona and been declared fit by the FIA medical delegate in Australia. Does Ferrari want to get a reading on Giovinazzi's level of performance for 2018?

Renault resolved its winter reliability problems by reverting to the 2016-spec **ers-H unit** for



Melbourne. It's 5kg heavier but proved totally reliable.

Mercedes' new Formula 1 technical director **James Allison** recently turned up to work at the Brackley factory in his classic '70s mauve Volkswagen Camper.

Cockpit halos are still currently being planned for 2018 introduction.





Vettel – the filling in a Mercedes sandwich on both lap one and the podium, left. Some fans were on the track before cars had returned to the pits...

pushing. You can keep braking at the same point. The car is screaming, 'more, more, more!' Also, at the end with the harder tyres there is hardly any degradation so it's really good fun, especially in the fast corners. You could keep going forever."

But if by racing, you mean is overtaking any easier? No.

Is overtaking even more difficult than before? Probably. "The cars have been difficult to pass ever since I came into F1. But these are worse," said Hamilton. "The speed advantage you needed last year to be able to overtake was about a second per lap – though that scattered from track to track. But if it was a second last year, it's about two seconds this year." That much was evident as Hamilton in a Mercedes with fresh Pirellis could not pass Max Verstappen's very old-tyred Red Bull – the very thing that lost him the race.

But is that necessarily bad? Had Hamilton just been able to breeze by Verstappen we'd not have had the fascinating contest we did…

WILL ANYTHING BE DONE TO IMPROVE THE RACING?

ROSS BRAWN WAS AT MELBOURNE AND SAID: "IF WE SEE things this year that we don't think are great for the sport, then we will be fighting our corner, and we will be fighting at every level. You can rest assured that we will be working with the teams and working with the FIA to find solutions if we don't feel the racing is as good as it should be. If you look at the configuration of the aerodynamics we have, we have cars with very complicated bodywork structures that create very sensitive flow regimes around the structures. It means as soon as they are disturbed by a car in front, they suffer. So can we come up with a set of regulations where we can still use the power of aerodynamics to give us the speed and spectacle of the cars, but in a more benign way so they can at least race each other more closely without it having an impact? That is my ambition, that is my objective."

To read how he is going to go about that, go to our interview with him on page 98.

DID THE FIA RULING ON HEAVE SPRINGS CHANGE ANYTHING?

IN THE LEAD UP TO THIS RACE THE FIA'S CHARLIE WHITING asked both Mercedes and Red Bull to make changes to the way their hydraulically assisted suspension systems worked. This instruction came at Barcelona testing. Both teams trialled their cars there with suspension modified to meet the FIA's request and both the Mercedes W08 and Red Bull RB13 were significantly slower and less balanced.

By the time each arrived at Melbourne, the Mercedes had been massaged into a car good enough to take pole by 0.3sec – though slower in the crucial stages of the race than the Ferrari. But the Red Bull remained a long way off the pace. Mercedes had been using the

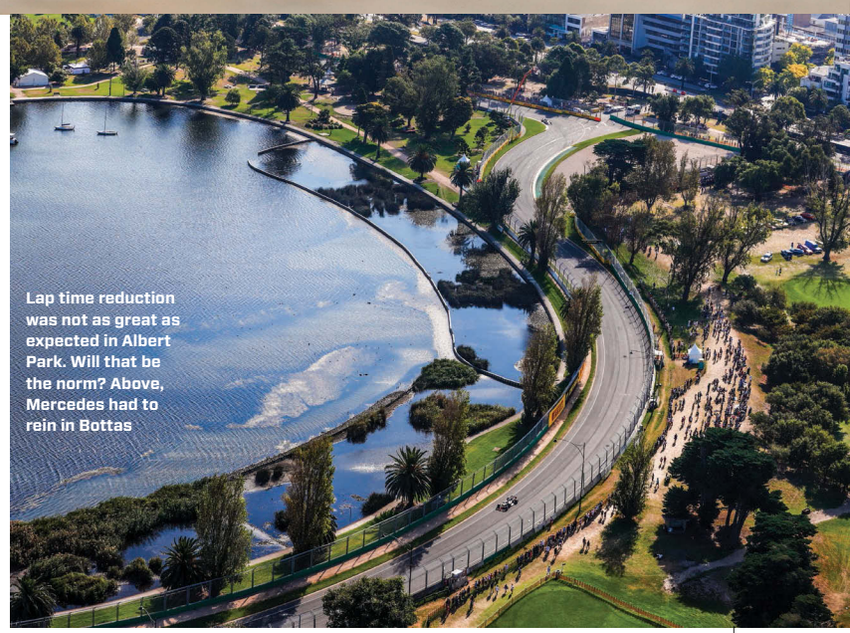
F1 FRONTLINE *with* Mark Hughes



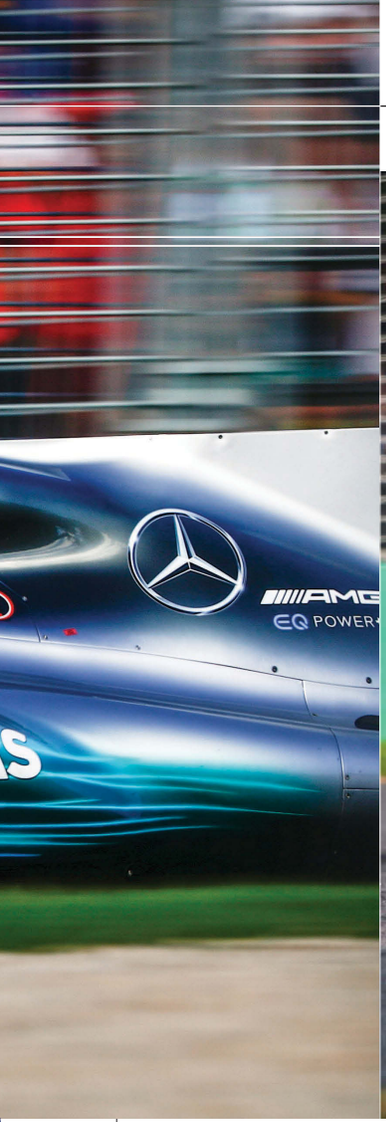
hydraulic actuation of the front heave spring to allow the car's front ride height to collapse to a pre-set level under braking and, through asymmetric valving, rise up only slowly – allowing a lower ride height through the corner. The FIA refused to believe that this was not principally for aerodynamic benefit. Last year Mercedes used the system in only about half of the races, as it didn't always bring the gains expected and it's adamant that its modification did not seriously affect the W08's performance in Australia. But it would say that…

The Red Bull was using asymmetric valving for roll control but also – with a concept introduced by Manor in 2011 – to allow the rear of the car to run lower at speed down the straight, thereby stalling the diffuser, the wake of which contributes to rear wing performance. The combination of these effects reduced the drag and for most of Barcelona testing the Red Bull had uncharacteristically competitive end-of-straight speeds. In Melbourne qualifying Max Verstappen and Daniel Ricciardo were respectively 12th and 16th fastest through the speed trap at the end of the pit straight, 7 and 10kph respectively slower than the Williams-Mercedes. The Mercedes W08 was 2kph slower than the Williams. The Red Bull was also on a knife edge throughout the Australian weekend. At best, the car requires extensive set-up work to unlock its potential in the FIA-approved spec. At worst, the whole aero concept of the car could have been predicated on the banned technology. For the sake of a competitive show, we must hope it's the former.

"At Mercedes I was involved in the early stages of development of these systems," Ross Brawn told us. "They are fascinating technology, essentially just mechanical computers. Like all things you do mechanically, it's dead easy to do with a chip and a valve [which has long since been banned] but extremely complicated mechanically. So you end up with a system that is massively expensive, massively temperamental and difficult to get the same on both cars in the garage. But you do it because the potential advantages are substantial. If you went off with a Moog valve and a box of silicon chips – ie active suspension – you could do exactly the same, more reliably, for a fraction of the cost. So do you just recognise that and bring back active? But F1 being F1 it wouldn't just be a simple active from the '90s so you then have to get into defining it. The teams who don't want it will give a distorted view, those that do will give a different distorted view and you have to see between that. The FIA will form its opinion and we [Liberty] need to form our opinion to bring clarity to the situation. But there's millions being spent on mechanical computers at the moment."



Lap time reduction was not as great as expected in Albert Park. Will that be the norm? Above, Mercedes had to rein in Bottas

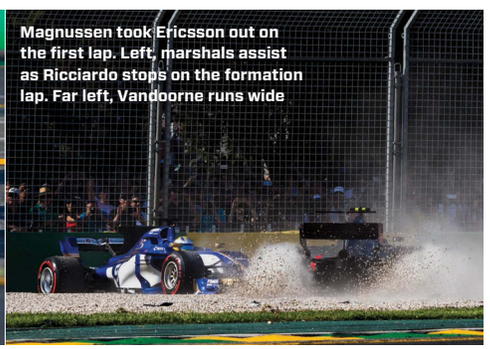




Verstappen leads Ocon en route to fifth. The Dutchman finished close to Räikkönen... but a long way behind Vettel and the two Merc drivers







Magnussen took Ericsson out on the first lap. Left, marshals assist as Ricciardo stops on the formation lap. Far left, Vandoorne runs wide

The FIA's Marcin Bukowski is currently working through the systems of all the other teams to see if they comply with the FIA's recent technical directive.

WILL VALTTERI BOTTAS SLOT IN WHERE NICO ROSBERG LEFT OFF?

MERCEDES' NIKI LAUDA SAID AFTER THE RACE THAT HE WAS delighted with Bottas's progress and that "He is already at the level of Nico." Does that stand up?

Through testing Bottas was finding the Mercedes W08 to be a more operationally complex car than he'd been used to at Williams, requiring more input from the driver even during the course of a lap to optimise its various systems. He was struggling relative to Hamilton, often almost 1sec per lap slower in comparable conditions.

By Melbourne he'd made considerable progress and qualified within 0.3sec around a track at which Hamilton habitually excels. Hamilton qualified 0.6sec faster than Rosberg around Albert Park in 2015 and 0.3sec faster last year (though in 2016 he was adamant he'd simply banked his advantage at the end of the second sector and not chased the couple of tenths he believed were achievable in the lap's final part). In the race Bottas struggled badly with overheating front tyres in the first stint, but was very competitive on the cooler track and harder tyres in the second stint and finished – under team instructions – right on Hamilton's tail in third place.

"It's a start," he said afterwards. "I was feeling very good in the car in the second half of the race." Told of Lauda's comment, he said: "It's difficult to compare. But that's nice. But there's more to come. I'm not surprised by Lewis's speed and he doesn't need to impress me. He's super-quick but I'm confident I can progress further. I'm backing myself."

WHATEVER IS McLAREN GOING TO DO?

NO ONE YET HAS ANY ANSWERS. EVEN McLAREN IS awaiting further enlightenment from Honda. It's somewhere about 2.5sec off a front-running pace at the moment and was 12kph down on the fastest through the speed trap at the end of the pit straight.



HOW DID LANCE STROLL FARE ON HIS F1 DEBUT?

THE 18-YEAR-OLD ROOKIE GAVE HIS CRITICS PLENTY OF ammunition. Things got off to a reasonable start in Q1 when he lapped within 0.6sec of team-mate Felipe Massa. He improved his times further in second practice but a raggedness was creeping into his driving as he sought to find more. On Saturday morning he hit the Turn 10 wall hard, damaging both front and rear suspension and the gearbox. In qualifying he was incredibly ragged in the hastily repaired car – and not quick. Had he repeated his P2 time he'd have scraped into Q2. But he was 0.5sec away from it – 2sec slower than Felipe Massa – and slowest but one.

He was aggressive through the first few corners, but in passing Palmer, Vandoorne and fellow newcomer Giovinazzi he put a huge flat spot on his tyres and had to be brought in for replacements as early as lap four. In mitigation he was avoiding an accident with Ericsson and Giovinazzi at Turn One. But the flat spot ruined his race, which later ended with a brake disc failure (he habitually puts huge energy into the brakes). Up until that time he'd been lapping reasonably well, usually within a few tenths of Massa who was running in sixth place.

In summary, he's not without promise; his attitude is gung-ho but there's a long way to go. We're probably going to see more speed… and more accidents.

Rd 1 ALBERT PARK, MARCH 26 2017

1 SEBASTIAN VETTEL	Ferrari SF70H	1hr 24min 11.672sec	**RACE DISTANCE**
2 LEWIS HAMILTON	Mercedes W08	1hr 24min 21.647sec	57 laps
3 VALTTERI BOTTAS	Mercedes W08	1hr 24min 22.922sec	187.822 miles

FASTEST LAP KIMI RÄIKKÖNEN Ferrari SF70H 1min 26.538sec

POLE POSITION LEWIS HAMILTON Mercedes W08 1min 22.188sec



TURNS 11 & 12, ALBERT PARK

Trackside view

"For the first few minutes, standing adjacent to the approach of the fast Turn 11-12 left-right sweep – seventh gear in the best cars – it's like watching in wide screen. But yes the cars and tyres really are that size and within a few laps it's as if they've always been like that.

Just as it will feel to the drivers that the cars have always felt this planted and stable, allowing them to commit ever-harder until their passing looks quite breathtaking.

Visibly the two fastest cars, the Mercedes and Ferrari look quite different in their behaviour through this sequence. The Ferrari is fluid, taking the sequence in one elegant arc, and its engine note changes only barely under the extra load placed upon it by the corner.

The drivers remain flat on the throttle through 12 and don't even need to use the full width of the track on approach – meaning they exit 11 full to the right-extremities of the exit but don't have to load the car up too much in getting fully across to the left for the next part. They are taking much of the curvature out of the S yet can still remain flat through 12, getting the best of both worlds. The Merc is approaching 11 a few kph faster and is aggressively responsive upon turn-in, but it cannot shorten the sequence in the same way as the Ferrari.

It's going out similarly wide on the exit of 11, but has to stay there a fraction longer, meaning a more decisive – and tyre-draggy – lug on the steering to the left. Even from a less shallow approach angle to 12, both Hamilton and Bottas are having to make a brief throttle lift to make the front end respond fully to the steering lock. Just a small snapshot into a competitively fascinating weekend."

MAP DATA: GOOGLE



1983 Porsche 911 (930) Turbo
Authentic right hand drive 930 Turbo
Estimate: AU$170,000-185,000



1956 Austin Healey 100M. Australian delivered,
genuine right hand drive factory build 100M (Le Mans)
Estimate: AU$220,000–250,000



1954 Alvis Graber Coupé
Geneva Motor Show car. Unique, with outstanding provenance
Estimate: AU$150,000-160,000



1953 Alvis Healey 3-litre Sports Convertible
#16 of just 25 cars. Outstanding provenance
Estimate: AU$35,000-40,000



1959 Maserati Tipo 61 'Birdcage'
Recreation by Crosthwaite & Gardiner. FIVA Historic Technical Passport
Estimate: AU$600,000-700,000



1977 Holden A9X Torana
Ex-Bob Morris Championship winning car
Estimate AU$600,000–700,000

IMPORTANT COLLECTORS' CARS

Auction: Sunday 28 May 2017, Carriageworks, Sydney, Australia

mossgreen
AUCTIONS

MELBOURNE SYDNEY AUCKLAND

MD061883

View catalogue online at: www.mossgreen.com.au

Enquiries:
James Nicholls | +61 2 9195 1900
james.nicholls@mossgreen.com.au

36-40 Queen Street
Woollahra NSW 2025
Australia

RACING LINES *with*



Dickie Meaden

PASSION FOR THE PAST, HIGH HOPES FOR THE FUTURE



The madness of rally spectating in the 1980s and, opposite, the modern world's calmer alternative

McKLEIN

NOSTALGIA. WE ALL LOVE IT. CAN'T get enough of it, in fact. At least if the worldwide explosion of Goodwood-inspired retrospective events is anything to go by. These and the transformation of classic cars from charming, unreliable old money pits to gilt-edged investment-class assets.

I often joke that historic cars are the future, but casting all flippancy aside it's not as daft a statement as it sounds. Especially as top-end contemporary motor racing is prone to mire itself in crises of environmental, regulatory and risk-averse conscience, or ties itself in Balance of Performance knots. Is it any wonder the appeal of road and race cars from a simpler, slower and more straightforward age seems to grow exponentially?

I'll confess there comes a time in life when it's all too easy to fall into the trap of saying everything was better in the good old days. But if that's backed up by supporting evidence there's nothing wrong with that assertion. Lessons can always be learned from the past. In any case, making the time-served transition from bright young thing to Grumpy Old Man is one of the great curmudgeonly pleasures of advancing middle-age, whatever your passion or interest.

As a fortysomething bloke who watched them first time round, the growing reverence felt for Group A, Group C and even GT1 and SuperTouring brings some welcome solace. Unfortunately, and I'm a little ashamed to admit this, it also seems to come with a creeping apathy and cynicism towards some of today's premier categories.

As the pinnacle of the sport, Formula 1 is easiest to knock. I catch myself doing it, even though I know it serves nobody to look backwards. Truth be told, if I'm going to nod off after a good Sunday lunch I'd rather it was to the scream of a Ferrari V12, BMW V10 or Cosworth V8 than today's droning V6 hybrids, just as I wish the aerodynamicists had their wings clipped so drivers can showcase their car control more graphically. But as a faithful fan I try to remain optimistic the racing will come good. Sadly, if word from testing proves correct, F1's Brains Trust could have scored yet another own goal.



LAT

It's a sad testament of circuit racing's premier series that it leaves someone like me feeling conflicted at best, despondent at worst. Sadder still that looking elsewhere does little to stop me railing against the way things are. For instance, what was wrong with obliging manufacturers to build race or rally cars that were closely related to the metal you and I could buy, aspire to own or even just dream of seeing one day? That was the essential magic of Group A, the mythical quality of Group B and the enduring legacy of GT1.

Instead we get Balance of Performance contrivances that make modern GTE, GT3 and GT4 racing more a battle of blatant sand-bagging, hobbling, lobbying and secret high-level motorhome machinations than genuine merit-based competition. It makes for big grids, but what do the results actually mean? A Porsche Cayman GT4 wouldn't see which way a McLaren 570S went on the road, yet we're supposed to swallow both those cars trading paint in British GTs. It's a nonsense on pretty much every level. And don't even get me started on this year's mid-engined Porsche 911.

The one glimmer of hope in recent months has been the revamped WRC. For the last decade or so it has suffered from the dominance of Citroën, VW and freakishly talented Frenchmen called Sébastien. Things became predictable and the cars never connected with me on a meaningful level (refer back to my homologation whinge), but the WRC could have become a backwater if it weren't for Citroën and Volkswagen standing by the sport when manufacturer teams were thin on the ground.

Now, thanks to a big change in regs we have more manufacturer squads fielding ballsy new machinery and driven by re-energised crews excited by the opportunities that come from faster cars and the attendant challenges they pose.

Monte Carlo was mega, Sweden was spectacular and Mexico gave us a Kris Meeke victory. All captured our imaginations and even gave us a Toyota win, which is brilliant for the sport. Yet all too predictably the FIA appears to be doing its best to turn a hugely promising start to the season into a farce by saying the extreme breed of cars it sanctioned are, er, 'too fast'.

Of course nobody wants to see a return to the dangers and tragedies of the Group B era, but nor do we want to lose epic WRC stages or see them neutered with straw bale chicanes. What did the FIA expect when they signed-off cars with more power and DTM-style aerodynamics? Perhaps I'm out of step with these nannying times, but I'm of the opinion the drivers and co-drivers get paid big money because they are the world's best. Danger goes with the territory, in rallying more than anything short of motorcycle road racing. Danger is also a part of spectating and, dare I say it, it's that visceral sense of not being penned behind debris fencing that makes the whole ritual of rally spectating uniquely exciting. The thrill, and the jeopardy, are real.

I hold no nostalgia for the lunacy of rally cars driving through parting seas of spectators. This madness is thankfully well behind us, but unless you clear the forests and roadsides of all spectators the chance a car will crash and injure or kill someone – through driver error or mechanical failure – is always there. It's a thankless task reconciling risk and safety, but if the WRC is santised too much it surely loses the essence of its appeal, both to fans and crews.

"NOT BEING PENNED BEHIND FENCING MAKES RALLY SPECTATING EXCITING"

Look beyond F1 and the special stages and there's cause for me to suppress my inner grinch. As a life-long fan of endurance racing it pleases me that the World Endurance Championship (WEC) has been enjoying a purple patch. The WEC's LMP1 category has enjoyed epic rivalries, mind-blowing technology and blistering racing thanks to teams, cars and drivers that are every bit as extraordinary as the legends of Group 5, Group C and GT1. The loss of Audi is a big blow, but hardly the fault of the category.

A few rungs down the ladder the GT racing calendar is crammed with 6-, 12- and 24-hour races, from Dubai and Daytona in January through to Abu Dhabi's Gulf 12 Hours in December. Fans and drivers have never had more on their plates, even if the cars are little more than silhouettes of their road-going counterparts (see my homologation rant...).

Here in the UK the BTCC has been at its rough-and-tumble best for a number of years. I struggle to like the cars (you know the drill by now), but the continuity of technical regs and race format makes for proper edge-of-your-seat meetings. Add support races brimming with fresh new talent, plus excellent free-to-view terrestrial television coverage and the BTCC package is a blueprint for how to create accessible entertainment for the casual fan, yet build something credible and engrossing for the serious enthusiast.

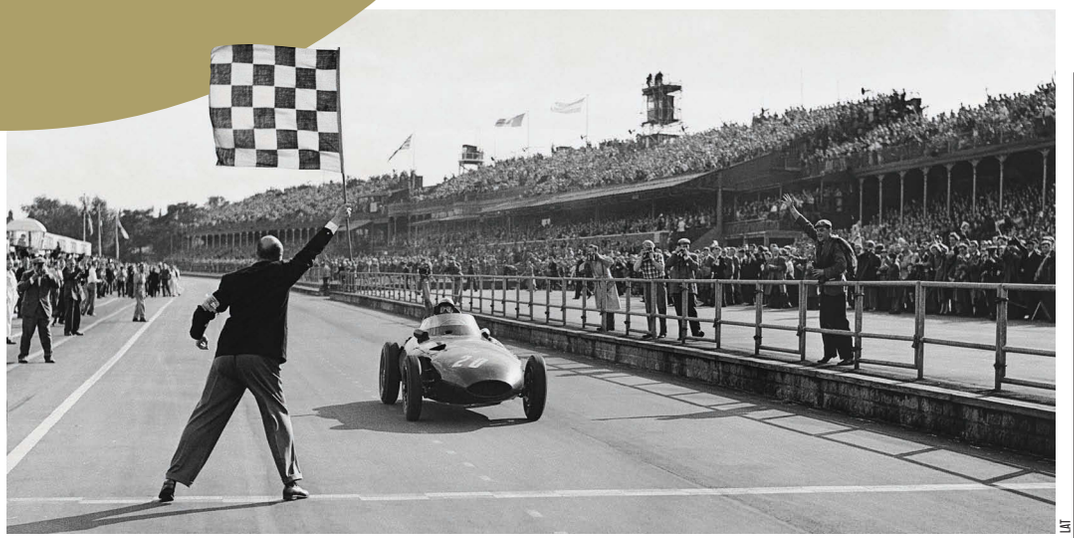
Am I a hopeless nostalgic? Despite all the frustrations with the way things are I'd prefer to think I'm a hopeful nostalgic. Historic cars might be the future for some of us, but historic moments are made in the present. That's why I was awake in the wee small hours on March 26 to watch the Australian Grand Prix, just as I'll be hoping the FIA allows the new breed of WRC cars to run to their full capabilities. Top-flight motor sport has its flaws and frustrations, but it's also what makes me tick. Come what may, here's to a memorable season.

REFLECTIONS *with*



Richard Williams

>>WATERSHED AT AINTREE



LAT

SIXTY YEARS AGO, THE EIGHTH SEASON OF the FIA's Formula 1 world championship started with a race whose runners, riders and results seemed to confirm the well established order of Continental supremacy. At the finish of the 1957 Argentine Grand Prix, held in the broiling January heat of the Buenos Aires autodrome, the first four places were occupied by the Maseratis of Juan Manuel Fangio, Jean Behra, Carlos Menditeguy and Harry Schell. Next came a pair of Ferraris: Froilán González and Alfonso de Portago sharing one car, with a second crewed by Cesare Perdisa, Peter Collins and Wolfgang von Trips. They were followed by two more Maseratis, another Ferrari and – bringing up the rear – a seventh Maserati. Four Ferraris were non-finishers. You would hardly have thought that the era of domination by two factories located barely 20 kilometres apart in Emilia-Romagna was under threat, and that its end would come within months.

Fangio and the Maserati 250F would win the next two races, in Monaco and at Rouen-les-Essarts. But then, at Aintree, came the great convulsion. Held on the clockwise perimeter road of the Grand National course, the Grand Prix d'Europe – incorporating the 10th British Grand Prix – welcomed four entries apiece from the works Ferrari and Maserati teams in a field of 18 starters. A hint of change in the air came when the Vanwalls of Moss and Tony Brooks flanked Behra's 250F on the front row, and although the Frenchman blasted away into the lead, Moss had displaced him by the time they reached the first bend. With Brooks feeling the effects of a leg injury suffered at Le Mans and losing places, Moss led comfortably until the 19th lap, when his engine began to suffer with a faulty fuel pump. As the rules then allowed, he took over Brooks's car, restarting in ninth place. After overtaking the Maseratis of Schell, Menditeguy and an off-colour Fangio and the Ferrari of Musso, he had a streak of luck when the cooling system on Collins's Ferrari broke, the clutch of Behra's Maserati disintegrated and a piece of metal punctured one of the tyres on Hawthorn's Ferrari, while Stuart Lewis-Evans stopped with a broken throttle linkage on the third Vanwall.

In these slightly chaotic circumstances, Moss and Brooks thus became the first British drivers to win a world championship Grand Prix in a British car. "Enthusiasm for this hard-fought victory knew no bounds, and the crowds flooded on the track to acclaim the greatest British victory of all time," Denis Jenkinson wrote in these pages, overcoming his dislike of the "flat and uninspiring" circuit and the smell – "Oh dear!" – from its neighbouring factories. A follow-up would not be long delayed. After Fangio had secured a fifth title with his masterpiece at the Nürburgring, Moss won first in Pescara and then at Monza, the consecutive victories on Italian soil emphasising the shift in the balance of power. Cooper would win a Grand Prix for the first time the following year, BRM in 1959 and Lotus in 1960.



"Enthusiasm for this hard-fought victory knew no bounds, and the crowds flooded on the track to acclaim the greatest British victory of all time"

Would all that have happened, had the catastrophe at Le Mans in 1955 not spooked Mercedes into withdrawing from Formula 1 at season's end, having won two straight titles with Fangio? It's easy to hypothesise that Fangio could have won his fourth and fifth titles with the Untertürkheim cars, before retiring and leaving Moss to assume the leader's role.

Probably the surge of British success and its consequences, including the fact that seven of the 10 teams on this year's F1 grid have their factories in England, would have happened anyway, although not in the same way or at the same speed. All those ingredients – the technical ingenuity of men like John Cooper, Colin Chapman and Frank Costin, the effect on their design concepts of the smooth British airfield circuits that shaped Formula 1 racing from the 1960s onwards, and the supply of talented young drivers denied the chance to fly Spitfires in the war but still yearning for glory – would surely have converged in a moment of destiny.

With Mercedes out, the Italians must have assumed the familiar battle between their two top teams would resume. But the financial troubles that would soon end Maserati's full-scale competitive activity and the conservatism that led Enzo Ferrari to delay building a lightweight mid-engined car opened the way for a generation of British designers and team owners who pared away excess kilos from both their cars and their thinking. It was the British, who had grown up tinkering in sheds with war-surplus bits, whose gift for improvisation and creative thinking led to the Formula 1 of today, in which the drive for continuous development is the engine of success.

Nowhere is that more apparent than in the modern Mercedes team, winner of the last three titles for drivers and constructors. I still pinch myself when I think that the cars carrying the three-pointed star into today's battles were designed and made in British factories – made, in fact, by the heirs to a story that has now dominated almost exactly half of the sport's entire history and shows no sign of wilting as it begins its seventh decade.

Carnet de Passages en Douane
Provided under agreement with FIA and AIT

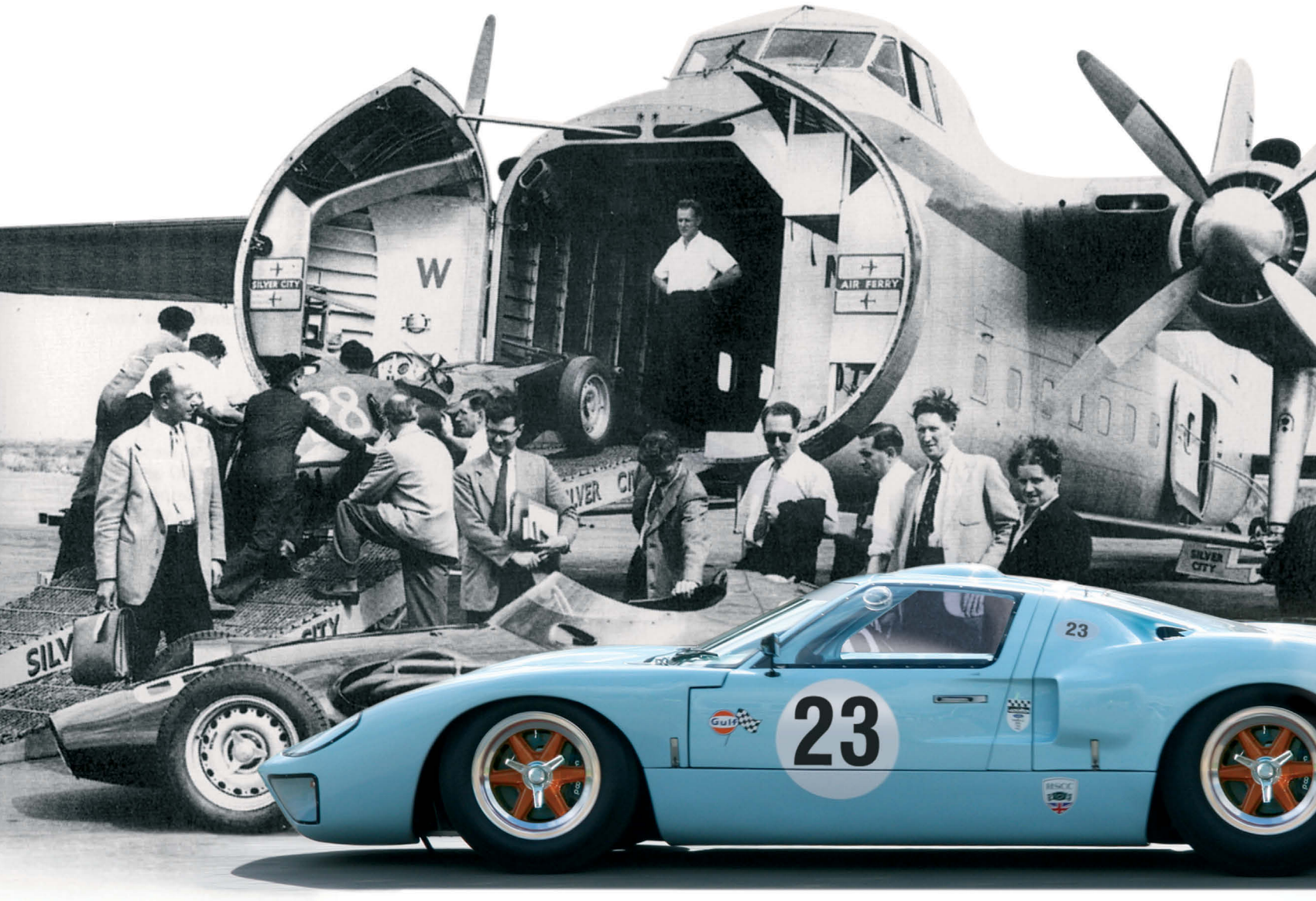
Tel: +44 (0) 1284 333 812
Email: carnetservices@carseurope.net

CARS
Classic Automotive Relocation Services

TRADITIONAL VALUES
MODERN THINKING

- Sea and Air Freight
- Worldwide Customs Brokerage
- Race and Rally Transportation
- International Storage
- UK and European Trucking
- UK Registration

Proud sponsors of
Amelia Island 2017 Concours d'Elegance



DUBAI
+971 52 686 3111
info@carsmiddleeast.com
www.carsmiddleeast.com

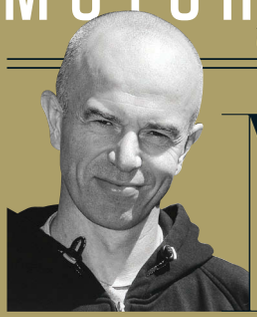
JAPAN
+81 (0) 297 448 671
info@carsjp.net
www.carsjp.net

NEW YORK
+1 516 210 6868
info@carsusa.com
www.carsusa.com

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

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

MOTORCYCLES *with* Mat Oxley



>>THE FAST & FURIOUS WORLD OF WAYNE GARDNER



Gardner in action for Honda at Silverstone in 1986 and, below, with Moto2-racing son Remy

GETTY

GRAND PRIX MOTORCYCLING HAS KNOWN few riders as wild as Wayne Gardner, who gave Australia its first premier-class world title 30 years ago this summer.

Gardner won the 500cc championship when 500 two-strokes were at their nastiest, when engineers had worked out how to make huge horsepower but had yet to learn how to soften its delivery. Like every champion from that era, Gardner started racing on the dirt, so he knew what to do when the rear tyre ran out of grip and the motorcycle slid sideways.

Well, most of the time, because in those days the bike was often too far gone before the rider had a chance to catch it. Gardner spent more time than most in Dr Claudio Costa's Clinica Mobile, getting patched up after he had been ejected over the handlebars.

Gardner's riding technique was that era's version of Marc Márquez's, except even more out of control. He rode a motorcycle like it was a bucking bronco, grabbing big handfuls of throttle and hanging on for dear life.

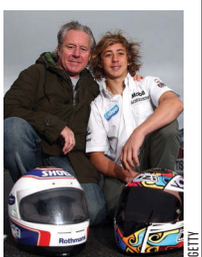
He contested GPs from 1984-92, always staying faithful to Honda. Many of those years were marked by a bitter rivalry with Eddie Lawson, the dry-as-dust Californian to Gardner's wild man of Wollongong, a tough, steelmaking town near Sydney. Lawson won four world titles, Gardner one.

He made his name in Australia riding four-stroke superbikes and came to Europe in 1981 with a thousand dollars in his pocket. "I slept on people's floors and hitchhiked around to meet people and plead and beg to get on a bike to show my skills," he says.

Honda Britain signed him the following year to ride its four-stroke TT F1 bikes. Gardner became the man to beat on British tracks and eventually made his way onto 500s. In 1986 he joined the Rothmans-backed factory Honda squad, as understudy to world champion Freddie Spencer. When Spencer was sidelined by injury problems at the first race, the 26-year-old became Honda's number one.

The unexpected change of circumstances didn't do him any good. Gardner determined to forsake his wild youth, cut out the booze and get himself a sports psychiatrist. However, the new regime was counter-productive. Soundly defeated by Lawson at the next few races, he turned to friend and former British championship rival Roger Marshall for help. Marshall's idea of psychotherapy was to take Gardner out on the eve of the Dutch TT and get him smashed. "I got in at 3am, blind drunk. Next morning I had a massive hangover and was heaving up during warm-up." But Marshall's unlikely medicine did the trick – Gardner scored his first win in five races.

The 'ride hard, party hard' mantra stayed for the rest of his career. Sometimes he didn't even wait for the party, rehydrating with a beer during the post-race press conference.



GETTY

"Marshall's idea of psychotherapy was to take Gardner out on the eve of the Dutch TT and get him smashed"

"After a race I'd be dying for a beer. I'm a typical Australian: I had worked up a thirst so I'd have a beer. Later on there'd be a barbecue, or we'd end up trashing my motorhome or someone else's. There was a big sense of relief after the races, so we needed a pressure release to let off steam."

In 1987 Gardner dominated the world championship, using a very quick NSR500 to leave Lawson's Yamaha trailing. However, Honda's engineers took some wrong turnings over the next few seasons – the company's policy of rotating its design groups every few years worked wonders for education but not always so well for race results.

The NSR became yet more difficult, even for Gardner, who suffered injury after injury and missed much of 1989 with a broken leg. Honda regained the right road in 1990, when he won his most famous victory, beating new team-mate Mick Doohan at Phillip Island, despite a busted wrist and broken fairing.

This was typical Gardner: riding on emotion and producing a superhuman result. "Emotion was a big thing for me," he says. "That emotion sometimes pushed me past what's humanly possible and sometimes it got me into trouble."

Honda finally got the NSR right in 1992, creating its user-friendly 'big bang' engine that transformed 500 racing. Gardner scored his final victory on this bike, just days after announcing his retirement, a decision taken following another fall. "I was knocked out. In hospital they put me in a scanner and I was in and out of consciousness; I thought I was dying. That scared the shit out of me and I told myself, 'I'm not enjoying this anymore.'"

Gardner spent the next few years contesting the All-Japan touring car and Australian V8 Supercar championships. More recently his focus has been older son Remy, who rides in MotoGP's Moto2 championship.

Now nearing his sixties, Gardner has mellowed, but not much. Last October he spent 12 days in a Japanese jail for his alleged involvement in a road-rage incident at the entrance to the Twin Ring Motegi circuit. This was on race morning of the Japanese GP. Remy was also arrested but was freed in time to take part in his race. M

The Woodcote Park Auction

An Auction of Selected Classic Sports & GT Cars | 6th June 2017

AUCTION PARTNER



1996 Subaru Impreza WRC97
Chassis 001 - developed by Prodrive with assistance from Colin McRae

NOW ACCEPTING ENTRIES | CONSIGN TODAY

From 2017 on, H&H Classics will be holding an auction of Selected Classic Sports and GT cars in partnership with the prestigious Motor Sport Hall of Fame event at the Royal Automobile Club, Woodcote Park in Surrey.

HEAD OFFICE
The Motor House, Lyncastle Road, Warrington, Cheshire WA4 4SN
T: +44 (0)1925 210035 E: info@handh.co.uk

H AND H AUCTIONEERS
FOR THE CLASSIC COLLECTOR

www.HandH.co.uk



BOB ATKINS

JOIN US FOR AN AMAZING NIGHT

ROYAL AUTOMOBILE CLUB, WOODCOTE PARK, WEDNESDAY, JUNE 7

TWO NEW AWARDS ANNOUNCED FOR 2017

1. MOTOR SPORT INSPIRATION

There are names in motor sport that evoke such emotion that the *Motor Sport* Hall of Fame simply should not ignore them. Be they inspirational, aspirational or simply those who spent their working lives serving the sport, the names already being considered will spring to your mind as readily as they did ours.

So in 2017 we have a new award to recognise these great folk chosen by the *Motor Sport* editorial team and announced on the night at the Royal Automobile Club, Woodcote Park on Wednesday, June 7.

2. INDUSTRY CHAMPION

In motor racing the driver heroics tend to grab the headlines, but behind the scenes there are a number of equally driven people who sustain this multi-billion dollar global industry. Without their entrepreneurial spirit and searing determination, the sport we love would not exist, nor could it employ the thousands upon thousands of people that it does, nor forge new technologies that seep into and improve our everyday lives.

This year *Motor Sport* recognises these achievements with the inaugural Industry Champion Award. It is an award that should be regarded as equal to any handed to the headline-grabbing racing drivers.

The winner of the first Industry Champion Award will be announced during the Hall of Fame ceremony.



H&H CLASSICS HEAD DOWN SOUTH FOR HALL OF FAME AUCTION

You could be driving out of Woodcote Park with your own classic following the Hall of Fame on June 7, courtesy of our auction partner H&H Classics.

So far the lots include a Subaru Impreza WRC 97, as revealed in our March issue, and a 1958 Tojeiro-Climax.

A special lot is to be sold in aid of the Henry Surtees Foundation: lunch with Derek Bell and a signed print of his and Jacky Ickx's 1983 Porsche 956.

"This auction is important to us," Dominic Lyncker of H&H said. "Although we have a salesroom at Hindhead in Surrey, run by former race driver John Markey, we see our involvement as a real opportunity to fly the H&H Classic flag in the heart of the South-East.

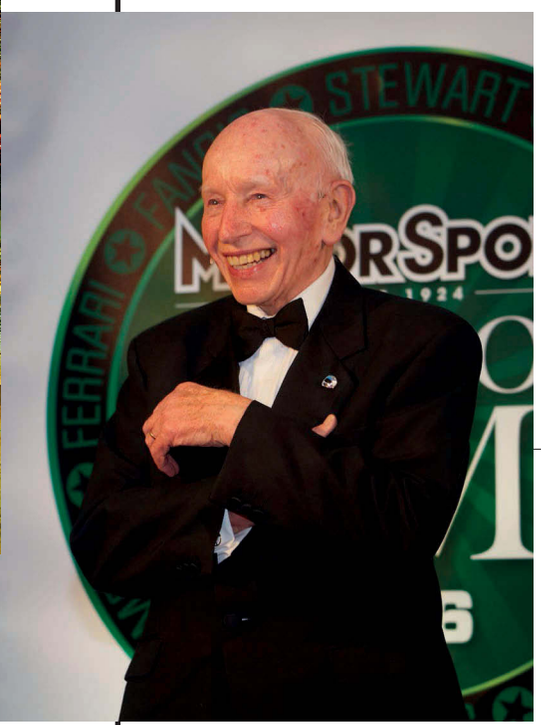
"The company is just one of five classic car auctioneers to sell a car for more than $10m, so we feel it's high time that we make our presence felt down south!"

The auction takes place on June 6 at 1pm. Viewing opens at 9am. For more details, visit www.handh.co.uk.

EXCLUSIVE AUCTION PREVIEW

A special preview evening will be held on Monday June 5, enabling you to get up close to the auction cars and enjoy drinks and nibbles in the picturesque grounds of the exclusive Royal Automobile Club. Tickets for the preview evening cost £17, which includes entry to H&H Classic's Woodcote Park Auction in partnership with the *Motor Sport* Hall of Fame (worth £10) on June 6 and complimentary pocket guide. The catalogue is available to buy during the preview evening or at the auction.

Visit www.motorsportmagazine.com/preview17 to purchase tickets.



JOHN SURTEES BOOK OF CONDOLENCE OPENS

The Henry Surtees Foundation has turned its website into a public book of condolence for visitors to leave messages and their memories of John Surtees. You can also donate to the Foundation, which is this year's official charity of the Hall of Fame. HSF was set up following the death of his son Henry, killed eight years ago in a freak accident at Brands Hatch while he was competing in F2.

To sign the book and to donate, www.henrysurteesfoundation.com

VOTING CLOSES APRIL 7

Vote now to place your motor sport hero in the Hall of Fame

www.motorsportmagazine.com/hof

DATABASE *snapshot*



Derek Bell

Derek Bell was a worthy inductee into the Hall of Fame in 2016, chosen by readers to join Tom Kristensen, Jacky Ickx and Dan Gurney on the sports car roll of honour. With five wins at Le Mans, backed up by three victories in the Daytona 24 Hours, the affable Brit ruled the sports car world twice. His partnership with Jacky Ickx was at times unbeatable, so too his later collaboration with Al Holbert.

LE MANS WINS

1975	With Jacky Ickx
1981	With Jacky Ickx
1982	With Jacky Ickx
1986	With Al Holbert and Hans-Joachim Stuck
1987	With Al Holbert and Hans-Joachim Stuck

www.motorsportmagazine.com/database

Christopher Ward — TIMING PARTNER
race retro — EVENT PARTNER
Henry Surtees Foundation — CHARITY PARTNER
precisioncolourprinting — PRINT PARTNER
HH — AUCTION PARTNER
PRINCESS — F1 CATEGORY PARTNER
Ferrari Owners' Club Great Britain — CAR CLUB PARTNER
Donington 40 Years Anniversary — PARTNER
HORTONS BOOKS — BOOK PARTNER



STAR LOT @ BONHAMS

1968 ALAN MANN FORD ESCORT TWIN-CAM
{ Goodwood Members' Meeting, March 19 }

One of six Escorts loaned by Ford to Alan Mann Racing for 1968-69; when not the spare car, was raced by Jackie Oliver in BTCC and ETCC; then in 1972 by Gill Fortescue-Thomas to develop the BDA engine; now restored to Group 5 specification. Won at Goodwood in 2014 driven by Henry Mann. Fresh FVA engine installed and ready to compete. Sold for : £203,100

UNDER THE HAMMER

Key highlights at classic and racing auctions from around the world

Silverstone Auctions

@ STONELEIGH FEBRUARY 24-25



1961 Emeryson Formula 1 Climax
Sold for £174,380



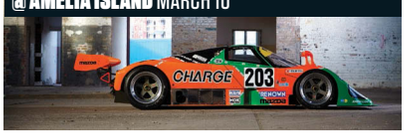
1998 MG Metro 6R4
Tarmac rally car. Sold for £88,300



1956 Austin A30 HRDC
2016 Goodwood Revival winner. Sold for £33,750

Gooding & Co

@ AMELIA ISLAND MARCH 10



1989 Mazda 767B Sold for $1.75m

1998 Porsche GT1 road car One of 20 road versions of GT1 racer. Sold for $5.66m

1947 Cisitalia 202 Cabriolet
Sold for $550,000



1979 Porsche 934/5
Sold for $1.36m

AUTOMOBILIA MECUM



Richard Petty cowboy hat with quail feather trim. Proceeds to charity
Estimate: POA



Sunoco Motor Oil display unit
Estimate: TBA

RM Sothebys

@ AMELIA ISLAND, USA MARCH 10



1929 Stutz M coupé Supercharged straight-eight with crisp Lancefield body. One of only three blown examples. Sold for: $1.7m

1936 Lancia Astura Beautiful Pinin Farina open tourer on superb Lancia mechanicals with 3-litre V8; Milan show car. Sold for £2.14m



1937 Bugatti 57S Cabriolet
Vanvooren body. Sold for $7.7m

1963 Meyers Manx beach buggy
Sold for $68,000

1958 Morris Minor Traveller
Sold for $48,000

@ VILLA ERBA, ITALY MAY 27

1937 Talbot-Lago T150C Dramatic Figoni & Falaschi teardrop coachwork on pedigree chassis. Estimate: TBA



Motostalgia

@ AMELIA ISLAND, USA MARCH 11

1950 Cisitalia Abarth 204
Driven by Tazio Nuvolari. Sold for £1m

Bonhams

@ GOODWOOD, UK MARCH 19



1913 Talbot 15hp
Works hillclimber driven by Malcolm Campbell; won at Brooklands in 1922. Original engine and chassis. Sold for : £169,500



1944 NSU Kettenkrad
Tracked motorcycle used by German army in WWII; restored and running well. Sold for : £51,750

1961 Alvis TD21 drophead Originally owned by WWII flying hero Douglas Bader. Extensive history and Bader correspondence. Estimate: £80-100,000



1997 Subaru Impreza 22B STi One of three limited-edition prototypes; only 51 miles from new. Estimate: £65-70,000

@ NEWPORT PAGNELL, UK MAY 13

1964 Aston Martin DB5
Estimate: £500-600,000

1967 Aston Martin DB6 Vantage
Faster version of the stretched coupé. Estimate: £280-340,000

Mecum

@ HOUSTON, USA APRIL 8



1970 Chevrolet Chevelle SS454
With 450hp Z15 V8, heavy-duty suspension, SS wheels, split-bench seat. Estimate: TBA

1970 Plymouth Hemi Cuda
425hp Hemi V8, dual four-barrel carbs, four-speed manual. Estimate: TBA

Barons

@ SANDOWN PARK, UK APRIL 22



1978 Fiat 124 spider
Estimate: £7-8000

1992 MG RV8
Updated version of MGB with 3.9-litre Rover power and slightly altered body lines. Connolly leather and walnut interior. Estimate: £16-19,000

H&H

@ WOODCOTE PARK, UK JUNE 6

1996 Subaru Impreza SRT
Prodrive test car developed by Colin McRae; later victories in other hands. Believed driven by Valentino Rossi on Rallye di Monza. Original bodyshell. Estimate: £175-200,000

1958 Tojeiro Climax coupé
Very rare closed Tojeiro, with 1100cc Climax. Estimate: £65-75,000

AUCTION CALENDAR

APRIL

1 CCA
Birmingham NEC, UK

22 BARONS
Sandown Park, UK

MAY

11 AUCTIONS AMERICA
Auburn, Indiana

11 H&H
Donington Park, UK

13 BONHAMS
Newport Pagnell, UK

13 SILVERSTONE AUCTIONS
Silverstone, UK

16 MECUM
Indianapolis, USA

20 HISTORICS AT BROOKLANDS
Brooklands, UK

21 BONHAMS
Spa-Francorchamps

27 RM SOTHEBYS
Villa d'Este, Italy

JUNE

2 RUSSO & STEELE
Newport Beach, USA

4 BONHAMS
Greenwich, UK

6 H&H
Woodcote Park, UK

10 CCA
Leamington, UK

13 BARONS
Sandown Park

17 MOTOSTALGIA
Indianapolis, USA

18 ARTCURIAL
Paris, France

30 BONHAMS
Goodwood, UK



FOR SALE @ YORKSHIRE CLASSIC & SPORTS CARS Ure Bank top, Ripon, Yorks. www.ycsc.co.uk

DREAM GARAGE

TRIUMPH TR3

DOOR HANDLES. THAT WAS ONE OF THE notable upgrades when Triumph decided the TR3 deserved some extra appeal. In those less demanding times when canvas roofs were as common as steel and heaters were namby-pamby extras, no one worried much about having to reach inside to open a door. It certainly hadn't held back the TR2, a cute no-frills sportster for the straitened 1950s using a fairly basic straight four and bits from Triumph's parts bin. Helped by victory on the 1954 RAC Rally, in '55 that grew into the TR3 with larger twin carbs extracting an extra few horsepower to hit 95bhp, plus the lavish provision of a radiator grille, previously left off to trim cost, and steel use.

Within a couple of years a 100bhp engine and front disc brakes arrived too, and the tough little vehicle was a regular on rallies from Morecambe to Monaco.

The car offered at Yorkshire Classic & Sports Cars carries the full-width front grille that betokens what's generally known as the TR3A, though this was never a factory designation; the grille and door handles merely arrived as a further iteration of a successful sports car, and it became the peak seller of the side-screen range. By 1959 you could specify a 2.2-litre motor as well, and that's the specification this pearl grey example has been rebuilt to.

"It's been slightly uprated all round," says Dan Powell. "As well as the larger engine it has the overdrive option and slightly stiffer suspension because the previous owner planned to use it for rallies. That's why it has the boot lid-mounted spare wheel, and the hard top has the roof-mounted spot lamp, just like the works rally cars."

Despite having only canvas and celluloid between your shoulder and winter weather, TRs tackled Tulips, Alpines and Monte Carlo rallies, battling snowy passes and icy mountain roads to garner class and team victories thanks to their toughness, and the thorough preparation of the works team.

"They are very reliable," agrees Dan "We've handled many, including some original press cars, and people find them extremely usable. There's a reasonable boot, though many people fit a rack, and they are fabulous cars to drive – like little karts. They corner really flat."

With historic rallies becoming more popular by the year, this might be the ideal way in – it's already on snow tyres. And you get the door handles thrown in.

FACTFILE

YEAR 1958

ENGINE
2190cc, 4cyl, 100bhp

TRANSMISSION
four-speed manual, overdrive

SUSPENSION
front: double wishbones; rear: live axle, leaf springs

TOP SPEED 102mph

PRICE £32,995



The 720S is McLaren's first attempt at replacing an existing model and it stole the show at Geneva

Geneva Show stoppers

McLaren's star car outshines its rivals | BY ANDREW FRANKEL

WE ARE USED TO CAR manufacturers saving their best stuff for the Geneva show in March. They might produce concepts in Shanghai or Beijing, make important announcements in Detroit or Tokyo and, of course, the Germans will always keep something back for Frankfurt, but the greatest concentration of exotic (but real) street machines is shown in Switzerland.

This year the show found a new level, even for Geneva. Almost every sports and supercar manufacturer brought its newest and best: the Ferrari 812 Superfast, McLaren 720S, Porsche 911GT3 and Lamborghini Huracán Performante to name but four, and that's before Bentley did that rarest things and actually managed to keep a car secret until the covers came off. The all-electric and tortuously named Bentley EXP12 Speed 6e might or might not get built but, even as an indication of current thinking in Crewe, it was great to see a low-slung, convertible sports car wearing the wings.

We even found out that Aston's hypercar, hitherto catchily named the AM-RB 001, will be called Valkyrie, which will presumably prompt its well-heeled owners to rechristen their garages Valhalla.



"On a long circuit the P1 would get away from the 720S; on something tighter and twistier? McLaren staff tend to smile knowingly"

If there was a star, it was the McLaren, a car fascinating for many reasons, but none more than the fact it's the company's first attempt to replace a pre-existing product. As reported last month, its 4-litre V8 produces 710bhp. Coupled with a 1283kg kerb weight, that provides a better power to weight ratio than some of the most coveted ultra-high performance supercars of all time, the Bugatti Veyron and McLaren F1 among them. The extra engine capacity has been achieved by using a longer stroke because its bores were already at their limit, so a few revs have been lost at the top end but with lightened internals and variable geometry turbos, McLaren's executive director of programme development Mark Vinnels tell me the power delivery has been "utterly transformed".

The McLaren people all seem rather more excited by the chassis modifications – not just the lighter, stiffer 'Monocage II' replacing the roofless 'Monocell I' monocoque of its 650S predecessor – but changes to both the suspension's hardware and software. As you'd expect with a new car, all the suspension geometry, spring and damper rates are different. It has new uprights and less unsprung mass too, but Vinnels says it is the way the car's hydraulically linked, roll bar-free suspension units keep more of the tyre in better contact with the ground for longer that has made the biggest difference. Thank a doubling of the number of suspension sensors (to 22) for that. The headlight apertures, which double as air-intakes, and a clever system for ducting the air down the sides of the cars without the need for ugly scoops, also mean it has half as much downforce again as the 650S.

So how quick is it on the track? We don't yet know but the bald numbers – 0-60mph in 2.8sec, 0-124mph in 7.8sec and a top speed of 212mph – give a broad idea. After various off-the-record conversations, I believe its track performance is directly comparable to that of the more powerful but heavier P1 hypercar. On a long circuit doubtless the P1 would get away; on something tighter and twistier? McLaren staff then tend just to smile knowingly.

Prices for used P1s start at about £1.6 million. You can order a 720S today for £207,900.

A mid-engined 911?

IT WOULD BE EASY TO CONCLUDE that the new Porsche 911 GT3 is effectively a production version of the massively hyped limited-edition 911R from the previous generation. Like the 911R it has a 4-litre flat six producing 493bhp and at least the option of a manual gearbox, overturning Porsche's much-criticised move to make all its GT 911s two-pedal machines.

But it has not as simple as that. The engine may have the same capacity and output, but it has been dramatically

overhauled, with new heads, a stiffer crank, liners with less friction and deleted hydraulic valve adjusters, allowing the engine to rev to the same 9000rpm as the previous 3.8-litre GT3 – the poor old 911R gave up at about 8750rpm.

Even so, you sense Porsche has spent as much time ensuring the everyday credentials of the GT3 are being maintained as its performance enhanced. Its dampers now operate over a wider range, as much to improve the ride as the handling, and inside Porsche's new navigation and entertainment system has been fitted. There are also track apps, an increasingly obligatory feature in any car even partially intended for circuit work.

But there was far bigger news from Porsche than this. When I asked Porsche Motorsport's manager of high performance cars Andreas Preuninger about the possibility of the mid-engine configuration now used for the RSR racing car finding its way onto the public road, he replied, "There is nothing coming soon, but in the mid-term don't rule it out," before adding, "I think that adding some



excitement to the car in this way wouldn't be bad."

Porsche purists will probably foam at the mouth at the idea of a mid-engined 911, and some have already described it as a contradiction in terms, but the car exists in racing form and uses a competition version of the GT3 engine. In engineering terms, then, it would not be such a difficult job. It will probably come with the next '992' generation of 911s launched in 2019, but the GT cars are always left until later to provide some mid-life spice and it would be no surprise to see the mid-engined car left longer even than that. With the engine showing 608bhp on the bench without any turbos, it might be worth the wait.



Revived Alpine appeals; below, Land Rover's Velar, attractive Volvo XC60





■ **Following PSA's acquisition of Opel and Vauxhall, Volkswagen has refused to rule out some kind of merger with Fiat Chrysler Automobiles. If that were to happen, it would create an automotive conglomerate to dwarf every other on earth. Moreover, FCA's Sergio Marchionne was talking freely about the idea in Geneva and in warm terms. "You need to achieve scale or we will end up delivering an incredibly poor return and margins on this business." For its part, VW says it's had no talks with FCA but CEO Matthias Müller said of the suggested deal, "I would never exclude it."**

Blast from the past

OF COURSE GENEVA WAS NOT ALL unaffordable exotics. Land Rover launched a Porsche Macan rival called the Range Rover Velar (I have no idea what that means, either) and Volvo the conspicuously attractive XC60. But of all the cars that something close to £50,000 will buy, it was to the diminutive Alpine A110 that I was most closely drawn.

I'll preface all that follows with the rider that the last time we got all excited about a cute, light, mid-engined, four-cylinder, two-seat sports coupé, the car in question – the Alfa 4C – proved to be less than the sum of its interesting parts, and the same may yet be true of the Alpine.

But I found the car quite compelling. First I want to know if Renault can finally make a success of the Alpine brand: it's a big ask, particularly as post-Brexit the car will likely cost more than £50,000 and will therefore be inevitably compared to the Porsche Cayman. The last Alpines, the A610 and GTA, were actually fine cars and excellent driving machines, but their plastic bodies and humble origins were their undoing: in a continent of badge snobs, few wanted an Alpine, least of all one built by Renault.

Even so, the new car has most of the right ingredients, including a superb 1080kg kerbweight and double unequal length wishbones at each corner. I hope Alpine makes its 250bhp, 1.8-litre four-cylinder turbo engine sound better than Alfa's and I lament the absence of a manual gearbox, but when you hear its engineers speak more of slip angles than lap times, you sense their priorities are correctly ordered. Modest tyre specifications and three different ESP modes back this up. I also liked the fact that all 6ft 4in of me could get in and out with ease and was comfortable on board. Quality, at least on the show car, seemed first rate too.

Whether the Alpine will drive like its specification suggests or, even if it does, whether the public will embrace it as they failed to do its forebears, is unknown, but all Alpine can do for now is start as it means to go on. It appears to have set off at a decent rate and in the right direction. M



PORSCHE 911 GTS

The GTS is the Goldilocks 911, taking the best that the range has to offer and ditching the worst | BY ANDREW FRANKEL

NO ONE MANAGES A model's passage through life better than Porsche. You might think the various versions come along as and when they're ready, that Porsche puts all its efforts into producing the best car it can and only then turns its attention to how it can be improved yet more. Nothing could be further from the truth: this new 911 GTS may be arriving in the UK 18 months after the second-generation 991 on which it is based first showed its face, but it's been in the product plan from the start, its arrival carefully timed to coincide with that part of the process when interest in the launch model Carrera and Carrera S starts to wane. The GTS exists to spice it all up a bit.

And at first it's just a little hard to see how that's going to happen. Indeed, cosmetics aside, you could almost call the GTS a specification-optimised Carrera S. It has a 444bhp version of Porsche's 3-litre twin-turbo flat six, a worthwhile 30bhp improvement but one you can have just as easily by ticking the power upgrade box on the Carrera S options list. It has PASM active suspension management but so can a Carrera S, and lowered sports suspension on the Coupé version that, once more, is available to any Carrera S buyer who wants it. True, all GTSs have the wider body usually reserved for four-wheel-drive 911s, making this the first wide-bodied rear-drive 911 in a while, but only if that's what you want. You can have your GTS with four-wheel drive if you like, coupé, cabriolet or Targa suspension, manual or PDK transmission. Goodies like rear-wheel steering, carbon-ceramic brakes and active roll bar control remain on the options list as they do for all lesser 911s.

But at least it has a look of its own. It has the centre-lock wheels hitherto only available on Turbo and GT models and a new front spoiler said to increase downforce (but as Porsche is not saying by how much, it's safe to assume it's not a great deal). Even so it's balanced out by a new lip on the rear wing. Otherwise from the black wheels, smoked glass and black sports exhausts on the outside to the Alcantara trim and GTS badging, it's all accessories and no additional substance.

A disappointment then? Well, you can't make that assumption until you've driven it.

Here I need to insert a caveat necessary for all people who read about modern 911s: I can't simply tell you what a GTS is like to drive. You might as well ask what Britain is like to someone who's only ever been to Basingstoke. Even within this new model band there are GTSs and there are GTSs and a four-wheel-drive automatic GTS Targa feels far more different to a rear-wheel-drive manual GTS coupé than said coupé feels to a

FACTFILE

£94,316

ENGINE
3.0 litres, 6 cylinders, turbocharged

POWER
444bhp@6500rpm

TORQUE
405lb ft@2150rpm

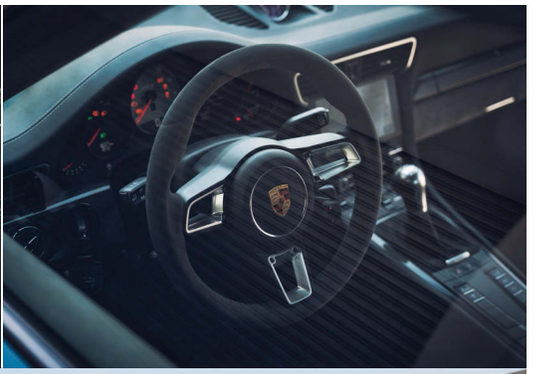
TRANSMISSION
seven-speed manual, rear-wheel drive

WEIGHT
1525kg

POWER TO WEIGHT
291bhp per tonne

0-62MPH 4.1sec
TOP SPEED 193mph
ECONOMY 30.1mpg
CO_2 212g/km







Not so much a new model as a perfect recipe from Porsche's ingredients cupboard, the GTS treads the flexible/fun/fast line to perfection

bog-standard Carrera S.

So for now, join me in that manual GTS coupé, power directed to the rear wheels alone as Butzi Porsche originally intended.

It's interesting to remind yourself just how civilised a 911 is these days. Sure, we were always happy to put up with a certain robust quality to the ride and refinement of old 911s, but it's been a while since there's been a need for that. Inside, the controls are state of the art, you can swipe at the infotainment screen as you might at your smart phone, zoom into the navigation map simply by squeezing your fingers closer together. You can listen to the radio on long wave, medium wave, FM, DAB or, indeed, the internet. This 911 has apps.

And it has an engine that has 20 per cent more torque at just over 2000rpm than the motor of the last generation GTS offered at almost 6000rpm. Indeed it's so effortless you grow suspicious of the fact. Surely it can't be meant to be this easy? Should what you get out of this car not be proportional to what you put in? Is the fact that 911s always forced us to make an effort not the very reason they were always so engaging to drive in the first place? I don't want any car to do it all for me, let alone a 911.

But then something else. A clear road, an even clearer growl from the flat six, spat out through those blackened pipes. Thrust. Proper, eye-opening thrust. The engine may be good low down, but it is magnificent high up. It's here where the bigger turbos do their best work and it's not just because they offer more power. They also offer a less linear response, a sense of power building, always building, not notably flattening off even when past its 6500rpm peak and heading past 7000rpm where normally aspirated 911s used to do their best work. It sounds better than any water-cooled turbo 911 and feels better too. And it's fast, the 4.1sec it takes to hit 62mph being far more a function of limited traction and manual shifts. A far heavier Carrera 4 GTS with PDK and the same engine needs no more than 3.6sec to do the same.

Suddenly the car is alive and so are you as all your limbs start moving faster, stabbing a brake here, kicking a throttle there. The shift quality of a gearbox once so disappointing is now so good I'd take it over PDK every day on a decent road. But seven is still too many gears for my slow, small brain to manage. I try to think of it as six, with an unusually high first. It makes more sense that way and the engine has the torque to maintain the deceit.

And then the corners, flinging themselves at me and this 911. The purists will look askance, but I like the fact that 911s don't understeer any more. And I like even more the fact that the upgraded engine has the torque to make the rear axle really show its mettle. You don't get that in any other 911 – not in normally aspirated GT3s nor four-wheel-drive Turbos. Long before any passenger would notice even a slight reduction of lock, you can feel the rear tyres reach the edge of the adhesion circle and notify you that now you must balance longitudinal acceleration against lateral grip because you can no longer have more of one without less of the other.

The trick is not to think of the GTS as an up-spec S, but a Turbo with all issues removed. Its engine is sweeter than a Turbo's, its body narrower, its kerb weight lighter by 145kg, its price reduced by more than £30,000. The figures say the GTS is slower than a Turbo, but I'd bet plenty that around an even moderately twisting racetrack it would be quicker.

In summary then, a simply specified GTS is the optimum 911 of the current generations, GT3 machines aside. It takes the best of the cars below it, omits the worst of those above it. And, as you may have noticed, as a result I was somewhat taken with it too.

www.motorsportmagazine.com/author/andrew-frankel



TOYOTA GT86 PRO

How do you improve on the brilliant GT86? With difficulty, as this mid-life facelift proves

NOT BEFORE TIME, TOYOTA'S broadly acclaimed GT86 coupé has been given some mid-life attention. But while it has submitted to the usual nip and tuck procedures, with new bumpers, LED lights and wheels on the outside and better materials, a new steering wheel and multi-media system on the inside, it is the car's chassis that has received most attention.

This is curious for two reasons. First, the real reason for mid-life facelifts is to engineer cost out of the car and you don't get that by spending money where it can't be seen. Secondly, the GT86 chassis has received more plaudits than that of any other small sporting car with the possible exception of the new Mazda MX-5. Why mess with an already winning formula?

I guess it's called playing to your strengths, and play they have, not just fiddling with the spring and damper rates at both ends, but fitting an aluminium bonnet and using thinner steel for the front wings to reduce weight and improve its distribution. They've even changed some of the structural steel to improve torsional rigidity. There's a new stability system with a dedicated track mode plus information to show torque, power and G-force.

The more obvious changes are welcome. The interior is considerably less grim, though still hardly palatial. The car I drove was the upmarket 'Pro' version with partial leather and Alcantara seats, bum warmers and a chunky rear wing. And the central information screen is at least easy to understand even if its graphics are rather low-rent.

But I'm less convinced by the modifications under the skin. The car handles superbly, offering hilarious amounts of childishly manageable oversteer at the slightest opportunity, but so too did the last one. This GT86 is meant to be more responsive and maybe it is, but on my usual test route I can't say I had any more, or less fun than in the last. It was a hoot, as it always has been. Really the biggest detectable difference to me was a slight deterioration in ride quality, though it's still good enough for this kind of car.

You might quibble too that all this attention has been lavished on the chassis when the engine, which has attracted some criticism for lacking both power and torque, has been left unchanged. In fact you have to take the two together and ask whether the powertrain is strong enough for the chassis's talents to be fully exploited and, now as then, the answer is undoubtedly 'yes'.

I've been an enormous fan of the GT86 since its launch five years ago and I remain that way today. But is it transformed by these upgrades, or even significantly improved? On balance I'd say not. But perhaps that's not the point: what matters more is that there still remains a proper driver's car in a category populated largely by paper tigers. I wish it a long and successful second half of its life.

FACTFILE

£27,560

ENGINE 2.0 litres, 4 cylinders
POWER 197bhp@7000rpm
TORQUE 151lb ft@6400rpm
TRANSMISSION six-speed manual, rear-wheel drive
WEIGHT 1247kg
POWER TO WEIGHT 158bhp per tonne
0-62MPH 7.6sec
TOP SPEED 140mph
RANGE 36.2mpg
CO_2 180g/km





ASTON MARTIN VANQUISH S

The best Vanquish yet? Perhaps so, but there are better Aston alternatives

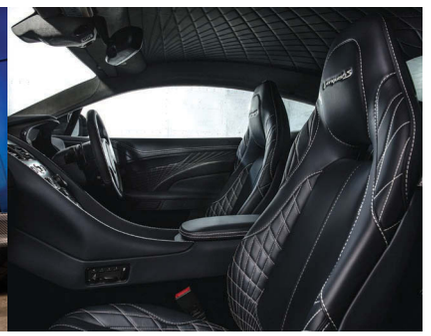
IT HAS GOT THERE. ASTON'S doughty old V12 has finally been coaxed and cajoled into giving 100bhp for each litre of its capacity. Or as near as makes no difference. Even if you trim its claimed 600PS to a true 592bhp, that's all but dammit 0.1bhp for every one of its 5935 cubic centimetres (0.0997 if you have to know), or put another way, 100bhp per litre.

Bearing in mind this engine was first used in the DB7 Vantage some 18 years ago and that it was itself the result of marriage between two Ford Duratec V6 engines, the fact that it remains on such fine form today does credit to the essential rightness of its original design. OK, Ferrari's new 812 Superfast gets almost 200bhp extra from just over half a litre's additional capacity, but that is likely to be £50,000 more expensive than the Aston Martin Vanquish S which, even at this level, is a significant sum.

Anyway, the perhaps more interesting modifications that justify Aston hanging an 'S' on the end of this Vanquish concern suspension that appears to have had a complete rethink. It has slightly firmer springs front and rear, more rear roll stiffness, a new damping strategy and even modified steering. All this to keep the Vanquish attractive to customers until its all-new replacement appears in a couple of years.







And in isolation, it's a wonderful thing. The interior with its state-of-the-ark nav still irritates, but as a device simply to get in and drive it has charm oozing out of every slat and strake. The engine has never been on better form and I'm not just talking about its power: it seems to be spread more widely, unexpected given its higher state of tune, and the sound is wondrous.

The handling is no less impressive. At almost 1.75 tonnes this is a heavy old bus, but it's not one of those cars you feel only works on wide-open roads. I took it down some of my toughest, tightest testing roads and it always felt poised, always felt balanced, always felt fun.

It has just two problems. The first is called the DB11: if you want an Aston Martin as a GT car, it's not just streets ahead of the Vanquish, it's in a different county. Its interior works beautifully, its ride is sublime and the torque of its twin-turbo engine something of which the Vanquish could scarcely dream.

And if you want an Aston Martin purely to enjoy, a V12 Vantage is not just cheaper still, it will be quicker point to point and even more engaging to drive. Only if you want an Aston that covers some of both these bases does the Vanquish S start to make sense. Or, of course, if you just happen to want the current Aston Martin flagship.

I've always had my admiration for the Vanquish under quite close control but this is the best yet, a car I really enjoyed. But given the choice I'd still have the V12 Vantage, and the brand new Porsche Panamera you could almost buy with the change for those days when I just wanted to cruise.

FACTFILE

£199,950

ENGINE
5.9 litres, 12 cylinders, turbocharged

POWER
592bhp@7000rpm

TORQUE
464lb ft@5550rpm

TRANSMISSION
eight-speed automatic, rear-wheel drive

WEIGHT
1739kg

POWER TO WEIGHT
340bhp per tonne

0-62MPH 3.5sec
TOP SPEED 201mph
ECONOMY 21.6mpg
CO_2 201g/km

www.motorsportmagazine.com/author/andrew-frankel



INFINITI Q50

The numbers are good, the manner of its delivery rather less so

Watch all four of our road test cars in action
@ THE MOTOR SPORT DIGITAL EDITION

FOR PEOPLE WHO WANT A compact sporting saloon but are either unable or choose not to go the whole hog, there is a strong seam of competitors below the likes of the BMW M3, Mercedes-AMG C63, Audi RS4 so on. Compared with vaunted stablemates, these cars are more tepid than hot, but still boast 3-litre twin-turbo six-cylinder engines putting out an average of 350bhp or so.

To their number we must now add the Infiniti Q50. But it doesn't have 350bhp, it is just one short of 400bhp, directed to the rear wheels alone through a seven-speed paddle-shift transmission.

You may still be struggling to recognise Nissan's luxury brand and it's true that this marque, confected to steal sales in the US for precisely the same reasons that Toyota and Honda launched Lexus and Acura, has struggled to reach critical mass over here with cars designed for over there. But surely this quite attractive, competitively priced Q50 with its class-leading power should make some headway?

The problem is it tries to put you off before you've even pressed the start button. The interior is awful and would be so even if its predominately German rivals were not so conspicuously good in this area. There is no sense of luxury here, no sense of style, no sense that this really is anything more than a quick Nissan.

But then it tries to win you over. The brand-new engine is lovely: smooth, quite tuneful and commendably responsive over a wide rev range. It feels very civilised, as does the ride quality which is firm but deftly damped. It's practical too: rear room is nothing special but you can say that of any car in this class. But it has a big boot and a huge fuel tank, which remain rarities.

And then it goes and spoils it. For all its power, sleek stance and fat tyres, this is not a car for driving fast. The biggest culprit is the unpleasant electronic steering which provides precious little detail of road conditions, but you notice also that the car doesn't seem as quick as you'd expect from a small car with a notably powerful engine. Drive it really fast and it feels rather cumbersome too.

A look at the spec sheet reveals why: this might be the fastest car in the class, but it's also the weightiest, heavier than the BMW 340i by more than 200kg and significantly heftier than the Merc C43, despite the latter having four-wheel-drive hardware. So you'll not be surprised to learn that it has also convincingly the worst fuel thirst and the highest CO_2 output.

In the face of this, a smooth engine and sophisticated ride is not enough, nor close to it. If you're going to take on the establishment you need to be not just as good as those you wish to rival, but better in order to make up for the fact that no one knows who you are. Seen this way it is impossible to conclude other than that, once more, Infiniti has underestimated the size of the hill it seeks to climb. M

FACTFILE

£45,970

ENGINE
3.0 litres, 6 cylinders, turbocharged

POWER
399bhp@6400rpm

TORQUE
350lb ft@1600rpm

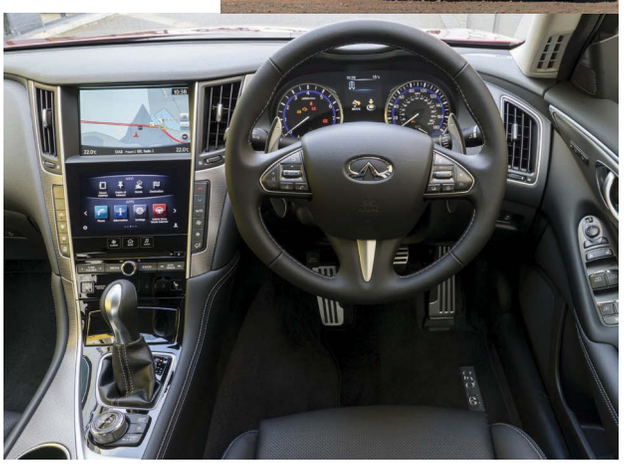
TRANSMISSION
seven-speed automatic, rear-wheel drive

WEIGHT
1813kg

POWER TO WEIGHT
220bhp per tonne

0-62MPH 5.1sec
TOP SPEED 155mph
ECONOMY 31mpg
CO_2 206g/km





www.hankooktire.com/uk

HANKOOK
driving emotion



ventus F200

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

Be one with innovation

Hankook Tyre and Real Madrid

Together as one

BE ONE WITH IT

Global Partner | Realmadrid

Hankook Tyre U.K. Ltd.
Fawsley Drive, Heartlands Business Park, Daventry,
Northamptonshire NN11 8UG, U.K.
Tel : +44 (0)121 551 4589

The truly great John Surtees

I first saw John Surtees at Brands Hatch in 1954 on the REG and his pair of Nortons. That year he competed in 66 races, winning 54 of them. On two wheels he was equal to Geoff Duke and Mike Hailwood – the very best. On four wheels he was second only to Jim Clark and Jackie Stewart.

In 1956 he helped to develop the MV4 into a world title winner and seven years later did the same at Ferrari. He then went on to give Cooper and Honda their first 3-litre F1 wins. My only regret is that he did not persevere with BRM; with the P153 he would have won races in 1970 and could easily have been champion again in 1971.
Richard Bee, Bedford

Second helping

On this sad day I have just finished reading (for the second time) Simon Taylor's *Lunch with...* John Surtees and it is the best thing by him I've read. Taylor was thorough in his research and respectful of the story and the man. I applaud *Motor Sport* for presenting this quality of work.
Neal Weingart, Ohio, USA

Flying halt



I read Doug Nye's article about carbon brakes with interest – and like all stories it has a prequel. During 1972 Dunlop approached John Surtees to test carbon brake materials for Concorde. In the end the programme produced a raceable set-up but, in John's words, "Someone who worked for us told Gordon Murray and Bernie bought the project." As my photo proves, John was never one to throw anything away so these parts were in a box in the rack.
Ian Skinner, John Surtees Ltd, Edenbridge, Kent

Radio silence is golden

Richard Williams had some excellent points in his April article on radio communication to F1 drivers. Obviously, a half-hearted attempt was made not too long ago to limit communications, but it quickly turned into one more poorly thought-out patch.

CONTACT US

WRITE TO:
Motor Sport, 18-20 Rosemont Road, London NW3 6NE

OR E-MAIL:
editorial@motorsportmagazine.co.uk

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

I believe that the issue could be resolved very simply by banning all radio communications between teams and drivers while a car is on the track. Clearly the team needs to be able to warn the driver about a serious problem and the driver needs to be able to warn the team about an upcoming pit stop. The team should be allowed to illuminate one of two warning lights in the cockpit: 'Stop the car' or 'Pit immediately'. And the driver could have buttons allowing him to signal a planned pit stop and to indicate his choice of new tyres.

It is clearly vital for the teams to be able to collect as much data as they can while the car is on track. Anything learned from this data should be available for use as soon as possible. If the team wants to make any adjustments between practice or qualifying sessions, that's fine, but they should be unable to pass on any info once the car is moving. Let engineers engineer and drivers drive.
John Tuleibitz, South Carolina, USA

Calamity Crutchlow

Mat Oxley's article on Cal Crutchlow reminded me of when Cal rode for us in the British Superbike Championship in 2007, having won the Supersport 600 Championship in 2006.

This photo (below) was taken at Croft where Cal had put our Suzuki GSX 1000 on pole. He unfortunately lost the bike on the right-hander just before the start/finish straight, and a photographer caught him and bike in this unusual pose. Luckily only his pride was hurt.

I had been asked to look after the new Japanese boss of Suzuki GB, attending his first BSB race. Both he and myself, in the background in blue, bear rather strained expressions as we watch events unfold. As does Ron Haslam, there supporting his son Leon.



I really enjoyed having a young Cal in our team and very much noted his raw talent, although I must admit he did 'jump off' quite a lot. Though I'm now running the official Yamaha R1 World Superbike project, I've kept in touch and followed his progress. He is the only ex-rider from Crescent Racing to have won Moto GP races. He deserved it and I hope he continues in 2017.

We tried to retain him for 2008, but Honda tempted him with a better package and he went on to win the 2009 World Supersport Championship.
John Denning, Verwood, Dorset

Rue awakening

Michel Mathieu's great pictures of his days at the Reims-Gueux circuit reminded me of one of my own favourite memories from the days of real road-racing.

I was in Paris during the summer of 1965 and thought the Reims weekend was not to be missed. I duly set off by train from Paris on Saturday morning. My French was appalling, but on arrival at Reims I managed to convey to a taxi driver that I wanted to be taken to the circuit. He meandered through the Champagne countryside for about 45 minutes, eventually dropping me off at a T-junction of what seemed like normal country roads in the middle of nowhere.

The tranquil peace of a hot French morning was silently still, not a soul in sight, and as I wondered which direction to take I saw a gendarme strolling along the road. I struggled to convey my need to know which direction to walk so as to find the circuit; all that he could do was to point at a wood on the other side of the road.

As this 'conversation' was struggling painfully I could hear the unmistakable wail of a 12-cylinder Ferrari being given the beans, so I reckoned that at least the circuit was not too far off. Then, suddenly, over a crest to my right came a 25 0GTO absolutely flat out, passing me and my 'friend' without let up although we were standing by the side of the road.

More nonchalant pointing towards the wood and the *centime* dropped: I was standing on the back straight of the circuit, the main Soissons to Reims road, the N31, and practice was now

SilverstoneClassic

28|29|30 JULY 2017

Be part of the ***world's biggest*** *classic motor racing festival*

















All-inclusive tickets are fabulous value, providing:

- *A packed schedule of the best historic motor racing on the famous GP circuit*
- *Full access to the paddocks – get close to the cars & talk to the drivers*
- *Great viewing from the grandstands & on the big screens*
- *Summer of Love tribute on Friday night with The Bootleg Beatles headlining*
- *Sounds of the 80's on Saturday night with both Tony Hadley & The Dire Straits Experience on the bill*
- *A vintage funfair & much more!*

… all included in the ticket price!

> *"The Silverstone Classic is without doubt the best motor racing event on the planet"*
>
> *2016 visitor*

Tickets available in advance only. Book today at:

www.silverstoneclassic.com

/silverstoneclassic @silverclassic @silverstoneclassic /silverstoneclassictv

Official Partners

SILVERSTONE AUCTIONS · JET · ebay · JAGUAR · PORSCHE · MASERATI

Official Charity

PROSTATE CANCER UK

under way with a vengeance!

I swiftly (very!) crossed just as a P2 Ferrari breasted that crest, turned to wave thanks to the gendarme and struggled through the wood. Emerging from the other side there was the magical scene of the paddock and grandstands. For the price of a programme I was in by the back door and for the following 36 hours saw real road racing.

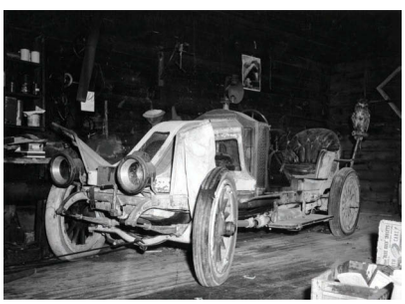
Gavin Ross, Alford, Grampian

Exile on Maine street

Further to Gordon Cruickshank's article (March 2017), the photo below shows my late father Ledyard Pfund's Vanderbilt Renault in 1951. It lived in a barn, protected from rodents by a stuffed owl. It is now in semi-restored condition at the Transportation Museum, Owls Head, Maine, USA. A fund-raising effort aims to get it running once more.

The midships radiator is innovative but troublesome. There is no water pump – cooling is by thermo-syphon effect, with a huge fan built into the aluminium flywheel to pull air through the radiator. Based on my father's experience, the car wanted to be run, not idled.

Unmentioned in Mr Cruickshank's article were the are the exhaust bypass valve and the wonderful oil pump and reservoir tank that sits in the middle of



the dashboard, topped by a row of brass needle valves that discharge oil to various engine systems through glass sight tubes. The oil that did not get consumed apparently drained out onto the road.

Bruce Pfund, Westerley, Rhode Island, USA

One more for the road

Your mention of both Giuseppe 'Campari' and André 'Dubonnet' in your March issue made me think that maybe an article on Pierluigi 'Martini' might be appropriate.

Oliver Venning, Chippenham, Wilts

Champagne reception

That was a great *Private View* feature on the Reims-Gueux circuit in your April edition. Our club, Les Amis du Circuit de Gueux, is working hard to restore the paddock buildings. If you would like to support us, more information and membership details can be found at http://www.amis-du-circuit-de-gueux.fr.

Neil Webster, Chelles, France

Shouldn't happen to a 'vette

In your V8 roadster track test (April 2017) you mention Corvettes being introduced in 1952. I believe their first year in production was 1954. I relish reading your magazine – thanks.

Bill Shepherd, Oshawa, Ontario, Canada

Straight and narrow

I recently acquired a collection of Nürburgring Nordschleife material and amongst it was a programme for a motorcycle race meeting held in the picture postcard-pretty German town of Monschau, near the Belgian border. It is dated June 1, 1951. I had no idea they ever held races there.

Further research turned up a report (September 1966) from none other than Jenks, who raced there in a sidecar alongside Eric Oliver with whom he won the world championship in 1949.

He says: "For old times' sake I detoured to pass through the picturesque village of Monschau, where I raced through the streets on motorcycle and sidecar in 1950/51. I well recall the organisers telling us before practice began that there was a 'no passing zone' down the High Street, and we thought it ridiculous until we arrived at the main street through the village: it was only just wide enough for one racing sidecar outfit and was surfaced with polished cobblestones! The rest of the circuit was in the surrounding hills and was great fun, so we accepted the 'no passing zone' in the right spirit."

Strolling the main street it would be hard to imagine them racing solos yet alone sidecars through the tight confines. For Jenks to think the 'no passing zone' made sense gives you an idea of how dangerous it must have been!

Neil Leigh, Spa, Belgium



DUCKET SUPREME SCULPTURES Hand made in Spain. Mounted on a Porsche 911 engine valve and solid Iroko wood block. Also made to order in any design. From €500 www.rocketsupreme.com



PRODUCTS



TEST ULTIME T-SHIRT £25
www.t-lab.eu



BENTLEY MOMENTUM INTENSE Eau de Parfum £49
www.bentley.com

FORD SIERRA COSWORTH RS500 1:43 SCALE MODEL €14,95
www.ck-modelcars.de



J.D Classics®

For more than 30 years* JD CLASSICS *has built up
A WORLD CLASS REPUTATION ***for restoring, racing and retailing the most significant road and race cars.***



Mercedes-Benz 300SL Alloy Gullwing Coupé

Monaco Historique Grand Prix Winners 2012, 2014 2016

Le Mans Classic Winners 2010, 2012, 2014, 2016

Mille Miglia Finishers 11 Cars 2014, 2015 2016

The Quail - A Motorsport Gathering Winners 2013, 2014

Pebble Beach Concours d'Elegance Winners 2009 to 2015

Salon Privé Concours d'Elegance Best In Show 2015

Goodwood Revival Freddie March Trophy Winners 2012, 2013, 2015

Goodwood Revival Fordwater Trophy Winners 2015

Goodwood Revival RAC TT Celebration Winners 2015, 2016

Goodwood Revival Sussex Trophy Winners 2016

jdclassics@jdclassics.com **www.jdclassics.com**

WYCKE HILL BUSINESS PARK, WYCKE HILL, MALDON, ESSEX, CM9 6UZ, U.K. +44 (0)1621 879579

MAYFAIR SHOWROOM, 26-28 MOUNT ROW, MAYFAIR, LONDON, W1K 3SQ, U.K. +44 (0) 207 125 1400

J.D Classics®



FERRARI 365 GTB/4 DAYTONA
THREE CARS IN STOCK



FERRARI DINO GT
FULL BODY OFF RESTORATION
MATCHING NUMBERS
FERRARI CLASSICHE



FERRARI 575 M MARANELLO
VERY RARE FACTORY SPECIFICATION



FERRARI 599 SA APERTA
1 OF ONLY 8 UK RHD CARS BUILT
DELIVERY MILES ONLY
1 OWNER



ASTON MARTIN DB4 S5 VANTAGE
GT SPECIFICATION
MATCHING NUMBERS



ASTON MARTIN V8 VANTAGE 'X PACK'
FACTORY PROTOTYPE/DEVELOPMENT CAR



FORD GT40
COMPETITION AND ROAD CARS IN STOCK



RANGE ROVER 'B' SUFFIX
UNIQUE HISTORY
TOTAL PROFESSIONAL RESTORATION



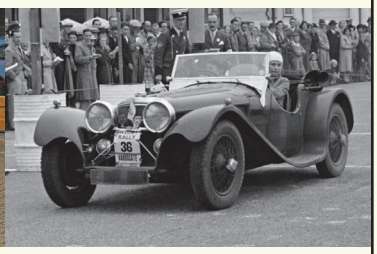
MERCEDES 300 SL
EXTENSIVE PROFESSIONAL RESTORATION



PORSCHE 911E TARGA
VERY ORIGINAL
6K MILES & ONE FAMILY OWNED SINCE NEW



PORSCHE 911 964 TURBO 3.6
1 OF 13 TURBO 3.6 FACTORY X88 PACK
CARS PRODUCED



JAGUAR SS100
2.5 & 3.5 LITRE AVAILABLE



JAGUAR XK120, XK140 & XK150
OVER 20 CARS IN STOCK
INCLUDING PERIOD COMPETITION CARS



JAGUAR E-TYPE S1
EIGHT CARS IN STOCK



JAGUAR XJR-15
1 OF ONLY 16 TO ACTUALLY COMPETE IN THE INTERCONTINENTAL CHALLENGE RACE SERIES
FULLY RESTORED



JAGUAR MKI & MKII
FOUR CARS IN STOCK

SELECTION OF OUR CURRENT STOCK

OVER 100 CLASSIC ROAD & OVER 40 RACE CARS IN STOCK

8 SHOWROOMS, IN-HOUSE WORKSHOPS, RACE SHOP, ENGINE SHOP, MACHINE SHOP, PAINT SHOP, TRIM SHOP

Monaco Historique Grand Prix Winners 2012, 2014, 2016

Le Mans Classic Winners 2010, 2012 2014 2016

Mille Miglia Finishers 11 Cars 2014, 2015, 2016

The Quail - A Motorsport Gathering Winners 2013, 2014

Pebble Beach Concours d'Elegance Winners 2009 to 2014

Salon Privé Concours d'Elegance Best In Show 2015

Goodwood Revival Freddie March Trophy Winners 2012, 2013, 2015

Goodwood Revival RAC TT Celebration Winners 2015, 2016

Dehli Concours 1st in class 2nd Overall 2016

J.D Classics®







ASTON MARTIN BERTONE SPYDER

AWARD WINNING RESTORATION
ONE OF THREE BERTONE-BODIED SPYDERS PRODUCED
THE ONLY EXAMPLE BUILT TO FULL ROAD GOING SPECIFICATION
MATCHING NUMBERS

@jd_classics

jdclassics@jdclassics.com **www.jdclassics.com**

WYCKE HILL BUSINESS PARK, WYCKE HILL, MALDON, ESSEX, CM9 6UZ, U.K. +44 (0)1621 879579

MAYFAIR SHOWROOM, 26-28 MOUNT ROW, MAYFAIR, LONDON, W1K 3SQ, U.K. +44 (0) 207 125 1400

IN ASSOCIATION WITH
HORTONS BOOKS

Crashed and Byrned

2017 updated edition

Tommy Byrne & Mark Hughes

Try and buy a second-hand copy of this book – which was originally published in 2008 – on eBay or Amazon and it will cost you about £150. So it is fair to say that it has become something of a cult classic among racing aficionados. This new edition will set you back a more palatable €23 and comes with new photographs and updated chapters bringing the reader up to date from where the original book finished.

The main story remains the same, however: Tommy Byrne a combustible Irish racing driver from the wrong side of the tracks, powered his way through the ranks of Formula Ford and Formula 3 in the late 1970s and early '80s and briefly competed in Formula 1 in an uncompetitive Theodore. His pace earned him a McLaren test that has since gone down in folklore as one of the great what-could-have-beens of racing history. His times were blistering but after an ill-fated meeting with Ron Dennis his dreams of landing a contract never materialised.

Byrne's career subsequently spiralled out of control in a haze of booze and wild partying and into ignominy – hence the sub-title: *The Greatest Racing Driver You Never Saw*.

The story, written by Byrne and Mark Hughes, *Motor Sport*'s Grand Prix editor, has recently been made into an award-winning documentary film in the mould of *Senna* (a driver whom some felt Byrne might have matched).

This book fills in many of the more scandalous details that the film shies away from as well painting a more nuanced portrait of Byrne himself.

It's a rip-roaring read – and possibly a sound investment, too. ***JD***

Published by Irish Vintage Scene
ISBN: 978-1-5272-0612-0, €23.00

Feel My Story

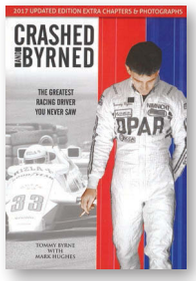
Freddie Spencer

Freddie Spencer is one of the greatest motorcycle racers of all time: in 1983, aged 21, he became the youngest-ever world motorcycling champion and two years later became the first man to win both the 250cc and 500cc championships in the same year. He achieved worldwide fame and fortune but as this book makes clear, life has not been an easy ride.

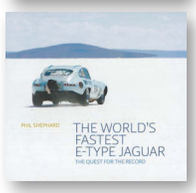
Born in Louisiana, Spencer's earliest childhood memory is of falling into a burning pile of leaves as a toddler and scorching his hand badly (when he started racing he would wear a sock over it to ease the pain). Later, on a biking road trip with his dad, his bike caught fire, singeing his hair and face. He battled his way to the top of the motorcycling world and the book is brilliant on his clashes with Kenny Roberts and Barry Sheene in the 1980s. But it is clear that Spencer feels something was missing: at one point, early on in the book, he finds himself staring at the two trophies he has won for a 250cc race and 500cc race at the Nations Grand Prix, Mugello, en route to winning both championships. "Is this all there is?," he thinks to himself.

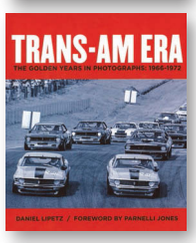
Suffused with spirituality, *Feel* is much more than a list of race results and clichéd sportsman anecdotes, it is a moving and elegantly written account of how Spencer came to make sense of his extraordinary life. ***JD***

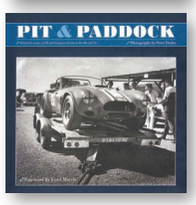
Published by Penguin Random House
ISBN: 978-0-753545-61-4, £20.00











The World's Fastest E-type Jaguar

Phil Shephard

If you enjoyed *The World's Fastest Indian*, you'll recognise the framework of this – a dogged obsession to make a machine travel much faster than intended. Not a record car as such, but a road vehicle – an E-type. There's a long tradition of this – absurd speeds in MGs and a super-slippery Citroën CX come to mind – but this one is a 10-year chase by father and son over Australian salt flats.

There's frankly too much diary detail included for the casual reader, but with generous photos it illustrates a record-chasing culture that's literally a world away from Bonneville. And yes, it ends in triumph with an impressive 170mph from the much-raced Jag. A big book, but expensive. ***GC***

Published by Motoring Past
ISBN: 978-0-9872808-2-4, Aus$99.00
from motoringpast.com.au

Trans-Am Era

The Golden Years in Photographs: 1966-1972

Daniel Lipetz

Common racing parlance translates Trans-Am's 'golden years' as the period from the series' birth, when top-line drivers (Mark Donohue, George Follmer, Dan Gurney, Bob Tullius and others) hustled production-based saloons that were mostly at least Camaro-sized, to the time that they were replaced by tube-frame silhouettes in 1973. With a foreword by Parnelli Jones, another star turn of the era, this is an affectionate throwback that underlines the series' considerable strengths.

Action shots are complemented by lovely paddock candids, and extended captions tie the whole thing together. One of the least likely images features a Plymouth Barracuda leading a Cortina at Virginia Raceway in 1966... with what looks like a BMC 1300 parked on the bridge overhead (unless there was a V8 version for the US market).

Trans-Am lives on, of course, with a multi-class structure featuring both production-based cars and fibreglass-bodied spaceframes. It continues to be contested by Mustangs, Camaros, Dodge Chargers and their ilk and is thus a good thing, albeit a touch less charismatic than the original. ***SA***

Published by David Bull
ISBN: 978-1-935007-20-3, $69.95

Pit and Paddock

Behind the scenes at UK and European circuits in the '60s and '70s

Peter Darley

A celebration of the golden age of motor racing, *Pit and Paddock* is a stunning photographic record of a time when access to cars and drivers was virtually unlimited.

Previously unseen photography from the personal archive of Peter Darley captures the stories, intimate moments and psychology of the starring drivers from the '60s and '70s, from pitlanes and paddocks across Britain and Europe.

Many a reader will doubtless be reminded of intimate trackside moments of their own, from a time when the likes of Clark, Stewart and Gurney were happy to drive any car at any level. Chapters of stunning black-and-white photography are dedicated to 10 principal circuits of the time, from Crystal Palace in south London to the streets of Monaco on the Côte d'Azur, narrating stories of the characters who competed at a time of relative innocence and warm sportsmanship.

A far cry from the paddock paraphernalia of today, Darley's limited-edition collection offers enthusiasts a fine insight into a great era of motor racing. ***MT***

Published by Coterie Press
ISBN: 978-1-902351-60-5, £75.00 plus p&p

FOR THE LATEST MOTORING BOOKS GO TO:
www.hortonsbooks.co.uk

THE VINTAGE SPORTS-CAR CLUB PRESENTS

FORMULA VINTAGE

ROUND 1



MORNING PRACTICE
RACING FROM 1PM

ADMISSION
SAT £20 | ON THE DAY
SUN £20
WEEKEND £35
OR BOOK IN ADVANCE AND SAVE*
CHILDREN U16 GO FREE!

SILVERSTONE

22/23 APRIL 2017

FEATURING THE GP ITALA TROPHY

AN ACTION PACKED WEEKEND OF RACING FOR
PRE-WAR AND HISTORIC RACING AND SPORTS-CARS

FREE PADDOCK AND INFIELD ACCESS | FREE PARKING | TRADE STANDS
VINTAGE CAR PARK | OFF-TRACK ENTERTAINMENT

www.FORMULAVINTAGE.co.uk

OUR PRINCIPAL ASSOCIATES:
Bonhams
HAGERTY
CLASSIC CAR INSURANCE

THE VINTAGE SPORTS-CAR CLUB
FORMULA VINTAGE

***ADVANCE BOOKINGS**
SAT £15 / SUN £15 / WEEKEND £25
VSCC MEMBERS DISCOUNT AVAILABLE
BOOK AT silverstone.co.uk OR CALL 0844 3750740

THE OLD POST OFFICE | WEST STREET | CHIPPING NORTON | OXFORDSHIRE OX7 5EL
t +44 (0)1608 644777 e info@vscc.co.uk The Vintage Sports-Car Club @vintagecarclub

Graphics: Silver Fox Creative / Mediaprint

KEEPING AN EYE ON THE TIME: POWERFUL PLAYERS IN THE WATCH WORLD

by Richard Holt



MONTBLANC Rally Timer 100 (right, alongside a '60s timer) has 50mm titanium case, vintage-inspired knurled monopusher and black calf-leather strap, £32,000

MONTBLANC

When the first cars spluttered into life in the late 19th century, watches had already been around for hundreds of years – albeit the kind you carried in your pocket, rather than wore on your wrist. But the automotive age gave a great boost to the watch industry, because as soon as people started to drive, they needed to know how quickly they were going.

Some watch companies, notably Smiths of London, diversified into making speedometers, rev counters and so on. Others, such as Heuer and Minerva, made dashboard-mounted devices to measure elapsed time over the course of a rally stage or hillclimb.

Minerva, one of the most respected movement makers in Swiss watch history, has more recently been giving a boost to a relative upstart in the watch business. Montblanc has made some great watches in the last few years, but is still best known as the maker of very posh pens. An important step in gaining credibility was when Montblanc acquired both the brand and the factory of the 150-year-old Minerva.

Montblanc has made the most of Minerva's impressive watchmaking prowess, and has mined its impressive back catalogue for inspiration. The piece pictured here is a tribute to Minerva's original Rally Timer from the 1960s. The new piece can be worn as a wristwatch or used as a handheld stopwatch, a desk clock or a dashboard-mounted timer.

At a substantial 50mm across, the Rally Timer might not be one to wear every day, but as a beautifully executed example of where the worlds of cars and watches collide, it is absolutely spot on.

www.montblanc.com



BELL & ROSS BR03-94 RS17 has a 42mm matt-black ceramic case and a carbon-fibre dial, £4800

BELL & ROSS

Bell & Ross takes its name from Bruno Belamich and Carlos Rosillo, who founded the brand in the 1990s. Their first source of inspiration was aeroplanes, rather than cars, and the distinctive design with a round dial over a square case was a tribute to aircraft cockpit instruments. Having won over lots of pilots and plane-fanciers, Bell & Ross is now increasing its scope and aiming to capture the hearts of motor sport fans too.

Last year Bell & Ross became the official watch partner of the Renault F1 team. This February, as Renault unveiled its new RS17 at London's Royal Horticultural Halls, Bell & Ross CEO Rosillo unveiled the BR03-94 RS17, the first of three Renault-inspired watches that the company is bringing out this year.

The watch has a Swiss automatic movement with 30-minute chronograph and features a shock-resistant ceramic case and a carbon-fibre dial with detailing using anodised aluminium in bright yellow – the colour used by Renault since it first entered F1 in the 1970s.

"Renault Sport and Bell & Ross share a common goal of pushing the limits," Rosillo said. "This is extremely important for our brand this year and this partnership symbolises what can be achieved when precision and speed come together."

www.bellross.com

IWC

This classically styled new IWC is the smallest watch on this page, with a case 40mm across. There was a time when that would have been considered huge, but such has been the increase in size over recent years that 40mm is considered positively dainty. There has been much talk recently about the trend for huge watches easing, but big is still definitely in. This is backed up by the fact that the watch pictured here – one of the new pieces in the brand's Da Vinci range – is seen by IWC as being of such modest size that it "appeals equally to men and women".

www.iwc.com



IWC Da Vinci Automatic has a 40mm steel case containing an in-house automatic movement with 42 hours of power reserve, £4450

NANKANG
TYRES



NS-2R

- **MSA List 1B** approved
- **Ultimate grip** without compromising wet weather performance
- **Available** in 13" to 20" sizes
- **2015, 2016 and 2017 Tyre of choice** for BMW Compact Cup

AR-1

- **MSA List 1B** approved
- **Designed** for the track day driver chasing lap times
- **Available** in 13" to 18" sizes
- **2017 Tyre of choice for** 750MC M3 CUP

NANKANG TYRES

www.nankangtyre.co.uk

Nankang Tyre UK @NankangTyreUK



Discover the new breed of watchmaker...
christopherward.co.uk





The Jaguar D-Type is assured of its legacy in motorsport. A three-time winner of Le Mans, a piece of piston from one of these cars has been cut into the shape of its wheel spinner and sits behind the sapphire crystal backplate of our own **C9 D-Type** – limited to just 55 pieces.

Swiss movement
English heart

Christopher Ward



RIDING THE *RS* EXPRESS

Thirty years after it burst onto the scene, Ford's Sierra RS Cosworth remains one of the most thrilling tin-top racers of all time

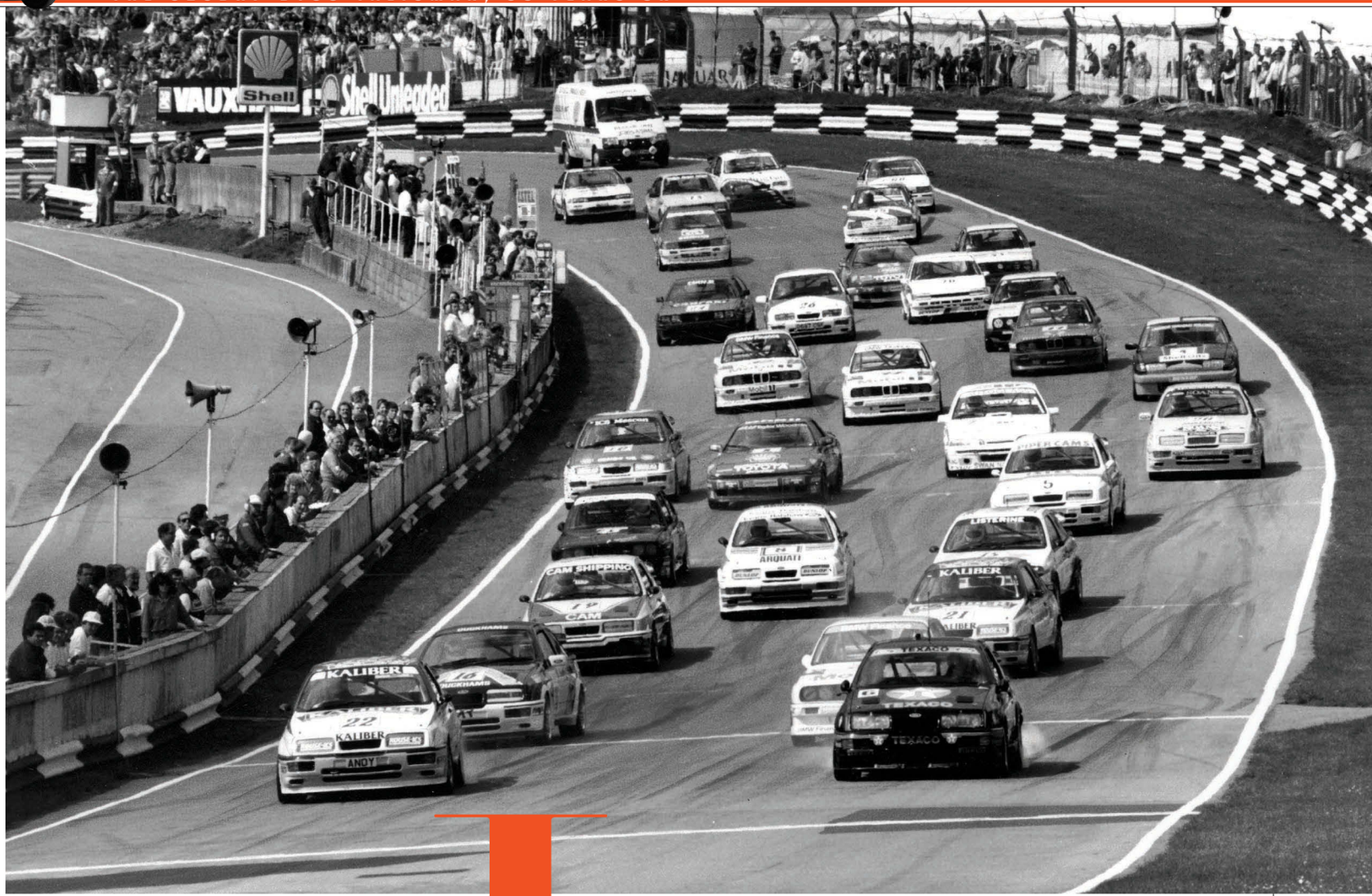
writer DICKIE MEADEN


Ford
TEXACO
MOTUL
eggenberger
motor-sport
MICHELIN
MICHELIN



Ford Sierra RS500 Cosworth

THE 525BHP BTCC TALISMAN, 30 YEARS ON





Rouse and Soper prepare for battle at Brands Hatch in 1988, top. Above, Meaden prepares. Spot the difference, opposite: Meaden (left) and boyhood hero Soper

IT'S JULY 1988 AND I'm at Brands Hatch, waiting impatiently between Druids and Graham Hill Bend for the manic pack of RS500 Cosworths, E30 M3s and assorted Class C and D flotsam and jetsam to come hooning down the hill for the first time.

When they do it's Andy Rouse and Steve Soper who are duking it out at the head of the field, Rouse's pale blue and white Kaliber-sponsored Cosworth leading the mean-looking black and day-glo orange Texaco-liveried Eggenberger RS500 apparently attached to the former's rear bumper. Their battle would prove to be one of the defining highlights of a golden era.

It's March 2017 and I'm in the Goodwood assembly area, standing next to a black and day-glo orange RS500 Cosworth. The light is fading and a cold wind whips across the Westhampnett airfield as the 75th Members' Meeting builds to its crescendo: the Surtees Trophy for big-banger Group 7 Can-Am cars. The plan is for me to have a few precious laps once the racing has ceased, but a red flag in the Weslake Cup race means delays that might shatter my dream of experiencing one of the late Rüdi Eggenberger's iconic Group A projectiles.

The shrill blast of a marshal's whistle pierces the silence. He's pointing at me, gesturing to get my crash helmet on, get in the Cosworth and fire it up. Karsten, the nice man from Ford of Europe's Classic Collection, is nowhere to be seen. The marshal blows his whistle again, waving with more urgency this time. Apparently, if I take it steady past the crew repairing the earth bank and tyre wall after Fordwater the Clerk of the Course is happy for me to have my laps a bit earlier than originally intended.

While editor Trott dashes off to find Karsten, I climb in, desperate not to let the opportunity slip through my fingers. The RS500 fits me like a glove, which is just as well, for the seat is fixed and we have no bits of foam padding to push me closer to the wheel and pedals.

This is a proper Touring Car. No fancy

WITH PAPER & PAPER BY JAMES MEADEN AT GOODWOOD







"IT TAKES THREE MORE UPSHIFTS FOR ME TO KNOW I LOVE THIS CAR. IT JUST FEELS SO RIGHT"

carbon fibre, no dazzling multi-coloured shift lights or myriad switches. Just brittle Eighties-spec showroom standard Ford plastics for the dashboard and door cards, the latter with diagonal slices removed to allow room for the door to close against the roll cage. There's just one instrument set within the red anodised binnacle – an analogue white-on-black tacho – with a basic LCD display to its left. A suitcase-sized Bosch management system occupies most of the passenger footwell.

The car smells just like an old racing car should. That's to say a blend of stale sweat, fuel and tyre rubber. Sounds nasty, but if you could bottle it I'd buy it. By now Karsten is crouched at the open driver's door giving me the shortest of pre-flight briefings. Then it's a case of flicking down the ignition toggle, pressing the small black starter button and waiting for the famous 2.0-litre turbocharged engine to spin into life.

When it does the cockpit pulses with tingles and distant resonances. I give the throttle a firm squeeze and the side-exit exhaust emits that unmistakable spooly blare and cackle as the revs rise and fall. The clutch is weighty, but not too sharp. The gearlever feels heavily sprung in its H-pattern gate, but a dry run up and down the 'box reveals a solid, strong and precise shift.

Pulling the lever towards me and back, I slot it into dog-leg first, feed in the power and pull away. At low revs the engine feels half-asleep, becalmed in a low compression lull, but as the revs build so does the boost. Aware the slicks are stone-cold I short-shift to second to take the sting out of the spike in power. There's another lull until the boost builds again and the motor – good for more than 500bhp in sprint race trim – gets on top of the gear, shoving us towards Madgwick with a proper wallop.

It takes three more upshifts for me to know I love this car. It just feels so right, so purposeful, so exciting. I'd give anything to get to know it properly, but these laps are more than most people have ever had in this touring car hero, so you won't hear me complaining.

What these few laps do tell me is that the RS500 feels as if it would be a transparent and intuitive car to hustle. One with which you'd form a quick, close bond. One you'd trust and one you'd relish pushing to its limits. A car you could race as hard as the tyres and your talent would allow.

A few days after my Goodwood drive I call Rouse and Soper – the main protagonists in that battle at Brands Hatch in 1988 – in the hope they'll share some point-blank insight into what it took to wring the best out of the car. I'm pleased to say that, much like the RS500, they didn't disappoint...

RS

Dickie Meaden Can you remember the time you both first drove the car and what your thoughts were compared to the earlier touring cars you might have driven?

Steve Soper Both Andy and I were racing those Merkurs [US-badged Sierras]. They were okay. They were competitive-ish compared to what was around – Rovers, BMW 635s – and then the Cosworth came along and was better all round. It wasn't night and day, it was just better and quicker on the stopwatch.

Andy Rouse The Merkur was just a stop-gap really until we got the suspension sorted out and everything. We didn't expect to do that well with it, but we ended up winning the 1985 touring car championship. That car had a few tweaky bits on the engine. We had about 330bhp and a lot of torque, where the Rover had only about 310.

When the Ford Cosworth turbo came



Ford Sierra RS500 Cosworth

THE 525BHP BTCC TALISMAN, 30 YEARS ON



Reunited: Eggenberger and Rouse RS500s team up for photo shoot at Goodwood. Opposite, Soper and Rouse as they looked in period

along the power only went up to about 360, but we then had better bodywork and a better rear spoiler and generally a handier car, with a bigger intercooler and everything. That was the next step, and then we got to the RS500, which was obviously a major step forward. We went to 480 horsepower straight away and ended up with about 520 for sprint racing.

SS I think we were on 495 for long-distance racing. Then there are the variations between a Swiss dyno and an English dyno. I don't think there was a great deal between them. At Thruxton I would have said both cars were very similar, but at Brands Hatch I felt Andy had a slightly better engine. At Donington I thought they were much the same, but at Brands I thought either Rüdi had put a poor one in or you had a good one. There seemed a bit of difference at Brands.

AR I think that was more to do with our better traction than the engine, to be honest, but we had quite a good engine there.

DM They must have been pretty wild at Thruxton. Thinking about just the feeling I got at Goodwood, which is fairly similar in character to Thruxton, did you have to hang on a bit?

SS I don't think so.

AR I don't remember it being particularly scary at Thruxton. Once you got on the power and got it balanced under your right foot, it was quite easy.

SS There might have been a bit of movement and a bit of a wobble through Church over the bump, but it didn't feel hairy or lethal. All I remember is always waiting before I could get on the throttle. You're only waiting because of the grip you've got through the corner and what's going on, but I wasn't aware that it was hairy or anything.

AR One of the interesting circuits was Bathurst; it was pretty awful at Bathurst. We were doing 185mph on the straight every lap. There's no run-off area there and it's quite a narrow track.

SS It was seriously quick at Bathurst, and it felt quick at the end of the straight. When you'd tried to stop it, it did feel a bit 'Oh s***, it's going a bit faster than we think'.

AR It picked up speed at Bathurst. You've got that blind brow in the straight; we were up to full speed by the time we got to the brow and we had to stay in the middle of the road or we'd end up in the ditch. It was more or less trying to take off.

DM What are the other memorable circuits you raced at? Steve, did you race at the original Brno road course?

SS Yeah, but the old Brno I did in the Merkur, not the Cosworth. The new Brno is a nice track as well. It wasn't a stupid, man-made circuit. We did the Nürburgring 24 Hours in the car and won it in '87. It was hairy around there because the thing was airborne quite a bit. I think the hairiest the car ever felt was around the Nordschleife.

DM Did you race one at Fuji?

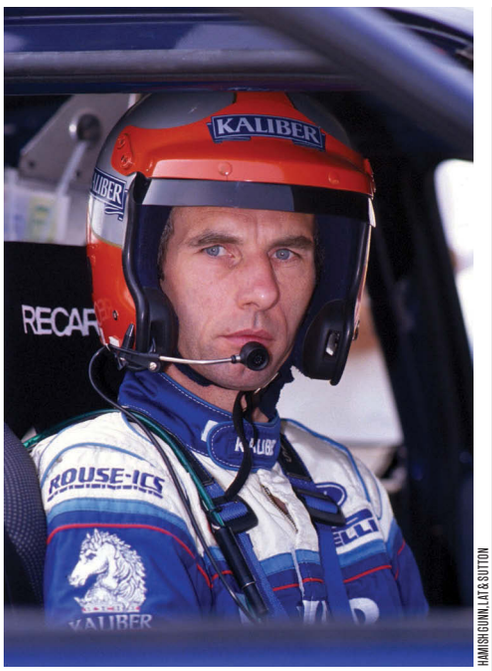
AR Yeah, we raced at Fuji in the World Touring Car Championship. Again, we were doing 185 on that pit straight which was slightly down hill.

SS They are quick cars. What did you think of it when you drove it, Dickie?

DM I loved it. It was right at the end of the day, a bit chilly, getting dark and it was all a bit







HAMISH GUNN, LAT & SUTTON

"WE WERE NEVER TOLD TO DRIVE AT 80 OR 90 PER CENT. WE WERE TOLD NOT TO SCRATCH IT OR OVER-REV, BUT YOU COULD DO ANYTHING ELSE"

of a rush. I had no time to think about it, then it was just an out lap and an in lap. But as soon as I got in it felt comfortable with a nice, precise gearbox. Although it feels quite laggy compared to modern stuff, once you're on the throttle and the car is boosting, when you actually get to drive it you could sense it would have really drawn you in and felt like a proper racing car, but in that touring car sense, still related to a road car.

SS Bear in mind that 1987 is 30 years ago. I was surprised how good the car still felt – competitive, easy, nice to drive. I thought it was going to drive like an MoT failure! You get into some of these old cars and your memories distort. If you get into a Rover SD1, which is only two or three years older than the Ford, it feels vintage.

DM That was the surprise, I guess, although obviously it's an analogue car with no ABS or traction control and a manual gearbox, but actually the car did feel quite precise in a modern way.

SS I found out afterwards that the car you drove at the weekend has been in Ford's heritage museum for 29 years and does some demonstrations, but it's had nothing done to it in that time apart from a set of tyres. So all the calipers, all the slave cylinders, everything is the same. The brakes are the same, the pads are the same. They've changed the oil, and that's it. Which is a bit frightening!

AR The fuel line will be a bit crusty under the bonnet, I should think!

DM Andy, when did you last drive one? Was it in period, or have you had any return to driving it?

AR I haven't driven one in anger since, that's for sure. I haven't driven one for a long time. I think I can still remember how to drive it. When you watch a video on YouTube it all comes back.

SS It's funny, I got into this car and it had a display on it and it was showing me water pressure, oil temperature or fuel pressure or something I didn't want to know. I wanted to know how hot it was in the assembly area. I went straight for the knob to get the water temperature up and I got the knob first time and I turned it two clicks and it came up. I was amazed my brain could remember that. I didn't even have to think about it, I just went click-click and the water temperature was up on the display. Funny, how you remember certain things but not other things.

DM Were the cars pretty robust?

SS Our cars didn't break down with the things that you'd imagine. You'd either have an accident or something silly would go wrong. They were pretty robust.

AR They were reliable once we'd got all the little problems sorted out. If you ran it with lots of horsepower, the thing you had to worry about was the head gasket, really, which Dick Johnson found out a few times. But apart from that, it was quite a strong car.

SS We were never told to drive at about 80 or 90 per cent. We were just told to go out and win. We were told not to scratch it or over-rev it, but you could do anything else.

AR I did the Spa 24 Hours with Win Percy. The thing that worried us was the fuel dilution into the oil over the period of the race. So we devised a way of changing the oil in the pit stop, just as fast as we could refuel the



Office looks quite simple by modern standards, with plenty of entry-level Ford switchgear... plus huge electronic brain in the passenger footwell

car and change the wheels. We made a connection on the front for quick connection, sucked the oil out with a pump that was already in the sump and then heated up the oil to go back in. We had a pressurised container that was pumped up and we plugged that on the front and it shot the right amount of oil into the engine. We didn't even have to pull the dipstick out!

DM I think that's the beauty of Group A regulations. The cars seem very versatile in that they go from a national-level sprint race through to semi-endurance races right the way through to 24 hours.

SS That was the clever bit. Whether you were in Japan, Europe, the BTCC or Italy, the regulations were the same. There was far more scope for everybody to buy and sell cars. You must have sold a lot of Sierras, Andy?

AR Yeah we did. In three or four years we built about 30 cars and more than 100 engines.

SS In my opinion that was the way to go, with united regulations.

AR It gave you a bit of freedom as well to customise your car to suit you, a good set of rules. The homologation specials were the weakness. The Sierra Cosworth and BMW M3 were racing specials and not every manufacturer was prepared to do that. That's why we moved on to Super Touring.

DM I think that's why everyone just loves the Group A era.

SS I'm sure Andy and I are biased because we're from that time, but they were proper touring cars that had a lot of horsepower and not a lot of grip, so all the racing was good and spectacular. And there were lots of good cars and drivers.

AR I think the great thing about the RS500 was that it was a fast car that looked and sounded fast.

If you stood on the outside of the track and watched one go by, it made an impression on you because it sounded powerful and it looked a bit wild, which modern cars don't.

DM Did you have to develop a specialised set of skills to be a touring car driver, because you had to be sympathetic?

SS No, I don't agree with anything like that. Andy could get into any car and be competitive and I think I'm the same. It doesn't matter if it's a Ford Mexico on s****y horrible little tyres, or if it's a Group A Sierra Cosworth or Rover or a sports car. I don't feel we had to think about or put a big effort into driving a Sierra Cosworth.

AR I think you needed more skills for Super Touring, or different skills anyway, because you had to be a front-wheel-drive specialist. I found it really difficult to step over from an RS500 into a front- drive Toyota.

SS You still won races.

AR I did, but front-wheel drive didn't inspire me in the same way.

SS I started in front-wheel drive with Minis, Metros and Fiestas and won in all of those. It doesn't matter what I drove, I treated them all exactly the same. It's only when it all starts going wrong and you're having an accident that you have to engage a different mode.

But in and out of a corner, I drive a Mini or a Fiesta exactly the same. The braking points might be a bit different, but as soon as I've got it turned in, I want to be getting on the throttle. That's never changed whether it's a Sierra

Cosworth or a Mini. Fortunately it seems to come naturally.

AR Yeah, getting the finer points sorted out is the trickier bit. The Mexico looks like a pretty easy car to drive, but there was a real technique involved in making it go fast.

SS It's how quickly you adapt and how hard it is for you to adapt. The people who have to go round and round and round to understand it aren't as natural. Remember when Formula 1 drivers also used to drive touring cars? Ronnie Peterson, Niki Lauda or Jim Clark could get in anything and drive it.

AR They did it on the same day, too.

SS I certainly don't compare myself with Jim Clark, but I don't have to think very hard about whatever I get into.

DM You're both clearly very fond of the Cosworth as part of your careers.

SS It was very competitive and the teams were friendly. If someone was in trouble, people would help each other. It was just a good time to be racing.

AR One of the high points in the BTCC was the British Grand Prix support race in about '88. There were 19 RS500s on the grid! That shows you what a great car it was and how versatile it was, in that so many different people could run it and race it.

SS Back then they always put that race on last because it would keep the crowd there after the Grand Prix. If you're like me, 20 laps before the end of a Grand Prix I'm in my car to miss the traffic, whereas back then everyone would stay to the bitter end because they knew the saloon car race was the last race of the day.

AR And it was going to be the best race!

SS One quick story, I don't know if Andy has heard this. Our car ran a Bosch Motronic management system and, for my first few races in the Cosworth, every time we turned up Klaus Ludwig would outqualify me, which was a real irritation because in all the testing and in all the races I was normally as quick if not quicker.

Then we turned up at Silverstone and I was convinced that I'd have pole there but he did it again.. A little bit later on, everyone was having dinner and I walked into the pits and he was the only one there and he was in the boot of his car. I walked up behind him and he jumped through his skin.

I said 'What are you doing?' and he replied, 'Don't tell anyone, but go and disconnect your battery. Just disconnect it for two or three seconds and basically the Bosch Motronic would briefly lose its memory and on about the second or third lap would overboost before it had reset itself properly! We weren't allowed adjustable boost or anything. From that moment on Klaus never outqualified me…

AR There was a subtle difference between our cars, Steve, which was in the rear suspension. You probably don't know this, but your cars used to have the spring on the damper behind the axle, which was the way Ford had designed it and that's what Eggenberger used. But we used to run the rear end of the car with the spring in the original position, between the wishbone and the chassis, not on the damper, so it was forward of the axle. The effect of that was your car had anti-squat on the rear and our car had squat.

SS So you had more traction?

AR Some people thought we had more power, but we actually had more traction, which made the difference at the end of the straight. We did that from the start. We tried it Eggenberger's way at first, but found from testing that our way was better, so we used to make special wishbones. I don't know whether Rüdi ever knew that.

SS I think he knew, but you could never tell him anything.

AR He had to do what Ford said, didn't he?

SS He was fairly arrogant. It was his way or the highway. Even when we got chucked out of Bathurst, he could have dropped the wheel-arches by 5cm – they're only glued on – but he just wouldn't drop them. He said the car had been passed in every other country, why should he drop them for the Australians? That was his way, and six months later they chucked us out after winning Bathurst.

DM Andy, could you have adjustable boost?

AR Yeah we had adjustable boost. You wouldn't know where it was, but...

SS Was it allowed back then?

AR Sort of, yeah.

DM Would you be able to adjust that during the race, or would it just be for qualifying?

AR I think it was done via the heater blower knob or something.

SS How long could you run it turned up? A couple of laps?

AR We'd turn it up for the whole of qualifying, but not in the race – well, maybe a lap or two if required. It didn't make a massive difference; it was 15-20bhp at most, I suppose. But we had so much power anyway that we couldn't use it all.

"IT WAS VERY COMPETITIVE AND THE TEAMS WERE FRIENDLY – A GOOD TIME TO BE RACING"





Meaden had only a handful of laps in which to acclimatise, but the RS500 felt alive – despite having been a museum exhibit for 29 years

HAMISH GUNN & DREW GIBSON

HOW THE RS500s WERE CREATED

IT WAS A RUSH JOB, PUTTING IT mildly. Demand from teams wishing to convert race Cosworths to RS500 specification was overwhelming and the process couldn't start until Ford had built all 500 and had homologation papers issued. So Ford contracted the job out to tuning firm Tickford, ear-marking the last 500 Sierra Cosworths for conversion.

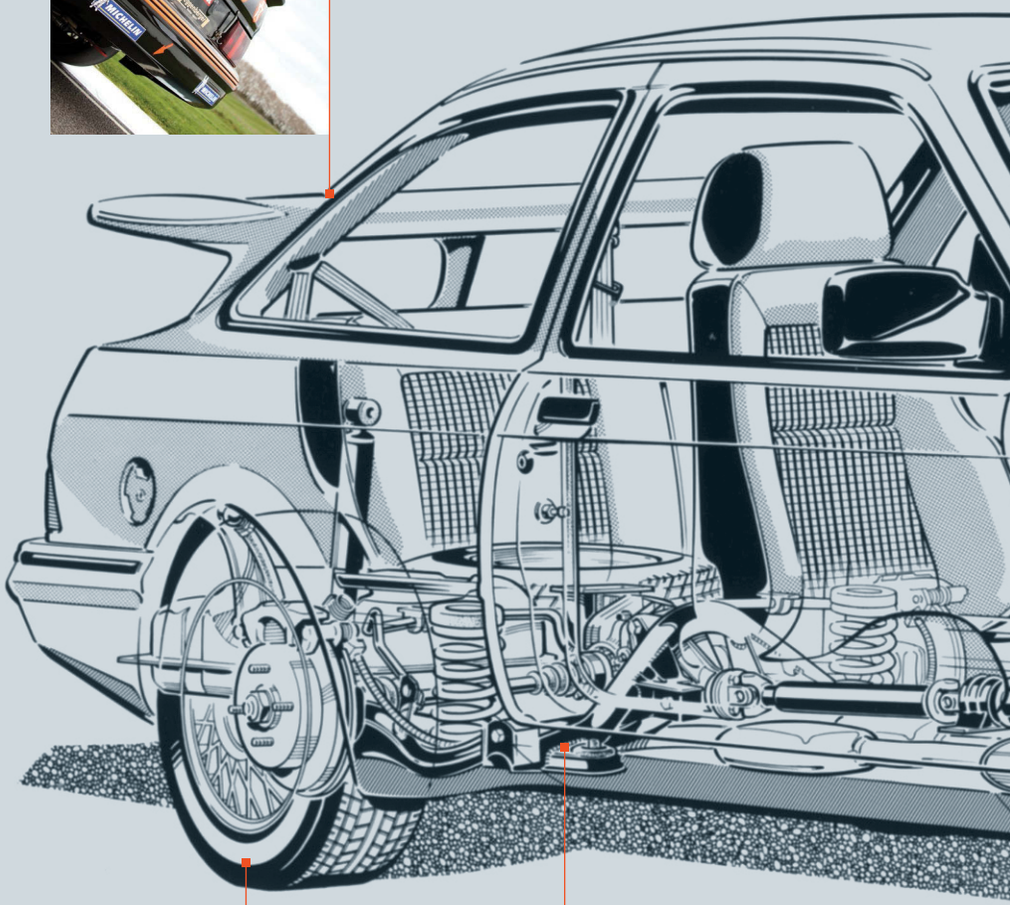
You might think Tickford would receive the cars minus the RS500 components and just complete the job. Not a bit of it: what they got were fully finished Cosworths that then had to be part-dismantled and reassembled as RS500s. Extraordinarily, this meant exchanging engines that had never run for RS500 units. Even more bizarrely, none of the logbooks was altered to reflect this change so to this day all RS500s have the 'wrong' engine number. No one appears to know what happened to the 500 unused Cosworth engines that came out of the cars: Paul Linfoot from the RS Owners Club says Ford just came along and took them all away. It is possible they were used for early Sapphire Cosworths.

The cars were also built in random order, which is why their chassis number relates in no way to the order in which they emerged from Tickford. "Someone would just wander about the 500 cars in the car park with a set of keys in his hand until he found the car to which they belonged, and that would be the next car that got built," says Linfoot. The first car went into build on April 9 1987 and the last emerged on August 30. All were meant to be black, but such was the rush not even that proved possible: 392 emerged in Henry Ford's favourite colour, but there were also 52 Moonstone Blue examples and 56 white, including the four prototypes. *Andrew Frankel*



AERODYNAMICS

With echoes of a Porsche 911 whale tail, massive hatchback spoiler was designed to generate significant downforce to help glue the RS500's rear slicks to the track. It was described in period as "functional", but didn't exactly prevent the cars sliding around. Says Andy Rouse, "It was fun to drive, with its massive excess of horsepower over grip and its habit of leaving snaking black marks on the track when you accelerated out of slower corners."





WHEELS/TYRES

Group A rules permitted full racing slicks rather than road rubber – and several tyre companies took part, including Pirelli, Dunlop and Yokohama. In 1988 Andy Rouse ran his car on 17x10in BBS wheels with 240/630/17 Pirellis on the front and 240/655/17 Pirellis on the rear.

SUSPENSION

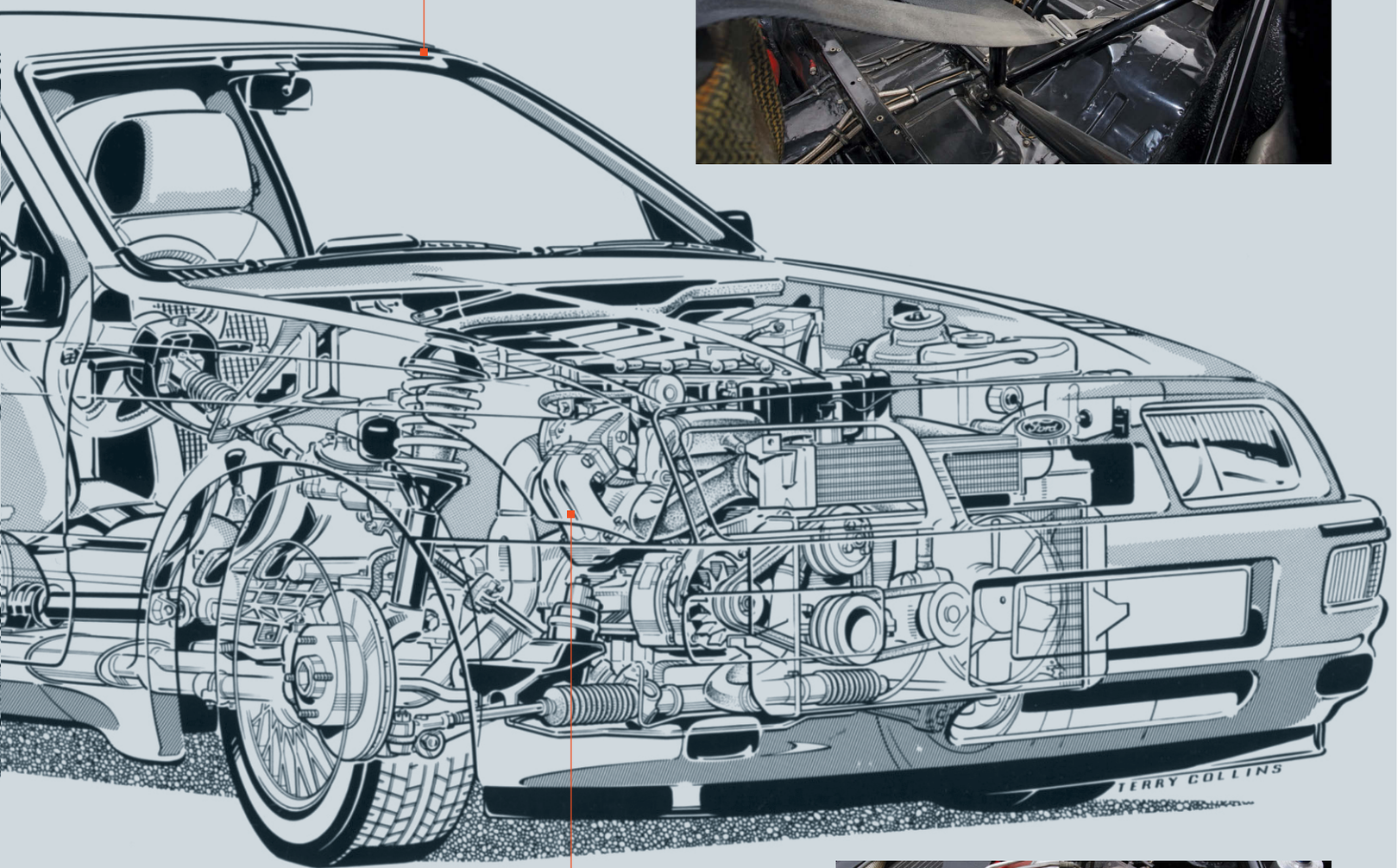
There was a homologated suspension specification that required the standard MacPherson-strut front and semi-trailing arm rear suspension configuration to be retained, but teams were permitted to develop their own dampers and make certain other modifications.



INTERIOR/BODY

Racing cabin is a cocktail of thoroughbred competition kit and standard odds and sods from the Ford parts bin. Bodyshells were seam-welded to optimise stiffness, but the regulations dictated that the rear hatch had to be operational and could not be welded shut to make the car more rigid yet.





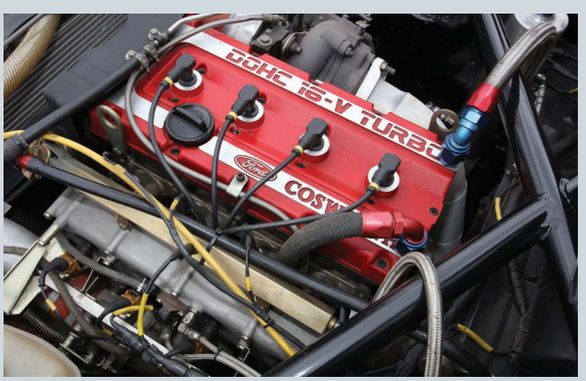
COOLING

Extreme nature of the racing RS500 necessitated fitment of four separate coolers, one for the differential oil, one for the gearbox oil and two for the engine oil...



ENGINE/TURBO

In standard trim the RS500 developed 224bhp – but larger turbo and astute mapping enabled race teams to generate 485bhp out of the box and, eventually, a reliable 525bhp. Rouse and Soper say period claims of 550bhp-plus were exaggerated, but the car would still top 180mph on the long straights at circuits such as Fuji and Bathurst.



HAMISH GUNN & FORD





FORD & MacKLEW

Spooling FOR A FIGHT

In essence the RS500 was a road car – and originals remained that way. The racers, then, weren't all they seemed

writer ANDREW FRANKEL

HERE'S A QUESTION to furrow the brow of even the most ardent fan of late 1980s tin-top racing. In total, how many racing Sierra RS500 Cosworths did Ford build? The answer does not appear easy to come by: in their era these utterly dominant 500bhp monsters raced everywhere from the UK to Australia and all over Europe in the BTCC, WTCC, ETCC and DTM. There were the factory Eggenberger cars, the factory-supported Rouse cars and all those that were built up by smaller teams with more modest budgets. But how many, exactly, were there? Perhaps a touch surprisingly, the answer is none...

The histories of the real Ford Sierra RS500 Cosworths and their racing relatives are indivisible, for both groups relied entirely on each other for their existence. The race cars could never have raced without the road cars first gaining homologation, and the only reason the road cars got built was so the race cars could be created. But the fact is that only 500 RS500 Cosworths were built, including four prototypes, and every one was a road car. The racing 'RS500s' were nothing of the sort, but everyday, common-or-garden Sierra Cosworths upgraded to RS500 specification the moment the real RS500 was homologated. Despite the fact that, famously, all RS500s were right-hand drive, if you look those that raced in the DTM and European Touring Car Championship, you're likely to notice a certain prevalence of cars with steering wheels on the other side of the cockpit. Semantics? Perhaps not if you're the owner of one of the 500…

The RS500 was a homologation special in the truest sense of the phrase. Ford had homologated the original Sierra Cosworth by building the stipulated 5000 units required for Group A racing and rallying; this then entitled them to build a further 500 'evolution' cars. And to look at, an RS500 road car and the RS Cosworth upon which it was based appear very similar indeed. The RS500 has a different front bumper and another element to its rear spoiler, a thin pin-stripe of paint and a badge but inside the cars were identical, even the numbered plaque most carry being an after-market add-on by the owners club. Nor was the engine exactly the animal you might expect of such a car: it was more powerful, but with a mere 224bhp, to the tune of slightly less than 10 per cent.

But changed they were, and to an extent their modest enhanced appearance and performance would never suggest. The 2-litre twin-cam 16-valve engine had a thicker block, with smaller core plugs, and a Garrett T04E turbo the size of a medicine ball in place of the standard T3 unit of the normal car. It had a different inlet manifold and eight injectors, though only four were plumbed in. The throttle body width went up from 52mm to 76mm, a large-capacity intercooler was fitted and a revised cooling system too. At the rear of the car brackets were fitted but nothing mounted to them, so that racing versions could have different suspension pick-up points and rose joints.

Even those small visual changes were critical: the new front bumper had cut-outs to increase airflow and those that were already there were widened. The fog lamps were removed (but supplied in the boot) and mesh grilles fitted



RS500s to the fore as Klaus Niedzwiedz leads the ETCC field at Zolder in 1988. Opposite, road cars ready for homologation checks



while there was a lower front splitter, whose downforce was balanced not only by the twin rear wing but the Gurney flap on the its upper level.

The car, in street form, was a caged lion, claws clipped, padding irritably around its enclosure, waiting for any opportunity to cut loose. And it required remarkably little: a ported head, a pair of hot cams, a lowered compression ratio and a new ECU map and, boom, 500 scarcely controllable horsepower were yours. The crank, rods and even the valves remained standard, despite a rise in boost pressure from 8 or 10psi to something nearer 35psi.

Of course anyone who tried to race such a car without further modification would be inviting failure, just as anyone who tried to drive one on the road would more likely be inviting disaster: the homologation cars provided merely the framework around which a racing car, utterly transformed in every way, could be created. To handle this power even the







Above from left, Merkur preceded Cossie; RS in rally trim – Stig Blomqvist on the 1987 1000 Lakes; Spa 24 Hours victory, 1989; Karl Jones takes flight at Brands Hatch. Below, wall-to-wall Sierras at Thruxton



FORD, LAT, WILLEM STAAT & GARY HAWKINS

Borg-Warner gearbox taken from the Mustang would need beefed up internals, as would the diff, along with bespoke race suspension and all usual racing refinements.

Most of the work was done by two different teams: the aforementioned Rouse and the Swiss-based Eggenberger outfits. And within those homologated hard points and depending on your available budget, they'd start with a Ford 909 seam-welded motor sport shell and from the roll-cage upwards build you the racing car of your choice.

Not that they'd reach the same results. Paul Linfoot is registrar of the RS500 Owners Club. He says: "A complete Rouse car might cost between £80-£100,000, strong money in those days. An Eggenberger car? Nearer £200,000.' Linfoot says they look similar but are in fact completely different and he should know: he owns one of each. "My Eggenberger car has magnesium suspension, Bosch fuel injection rather than Zytek. It has a better wiring loom. While the Rouse car has lots of gauges, the Eggenberger has one rev-counter and digital readout with page after page of data. Really I could spend all day describing the differences but if you just sit in it it feels different,

like a Rolls-Royce to a Mondeo."

Eggenberger cars also tended to have wider tracks than Rouse machines but, oddly enough, less power. |While the Rouse cars all had 500bhp minimum, the Eggenberger cars tended to produce 450-470bhp, because they were intended for longer distance races in the ETCC and WTCC and reliability was crucial."

But regardless of who built your 'RS500' race car, when you went out to race it, chances were the only opposition would be other RS500s. In the BTCC with the driving talents of the likes of Andy Rouse, Steve Soper, Tim Harvey and Robb Gravett at the wheel, RS500s won 40 races on the trot between 1988 and 1990, a feat unapproached before or since. The RS500 won the World Touring Car Championship for Ford in 1987 and the European Touring Car Championship in 1988. It also claimed the Bathurst 1000 in both 1988 and 1989. Indeed it was Dick Johnson, who won the race 1989 race, who probably got the most out of the



RS500, eventually claiming up to 600bhp from its 2-litre engine complete with a six-speed gearbox and strong differential, good enough says Linfoot for the car to be timed at well over 200mph down Bathurst's endless straight, a prospect I find more terrifying than I can say.

Inevitably it all had to end. The Sierras had turned touring car racing into RS500 racing and that was never going to be allowed to last. And in time-honoured fashion, the cars weren't banned, the rules were simply changed to render them ineligible. They were replaced by Super Touring Cars, technologically space-age by comparison to the always rough and ready Cosworths, but with normally aspirated engines, lacking entirely their phenomenal grunt. In Australia, they succumbed to the Nissan Skyline, which not only had the power but the four-wheel-drive system that enabled it to be used effectively.

All that's left are the memories of those fire-belching cars, the wonderful liveries from the likes of Kaliber, Texaco, Mobil 1 and others, and drivers grappling with torque curves shaped like the Matterhorn. We may not see their like again, but how lucky we were to have seen them at all.



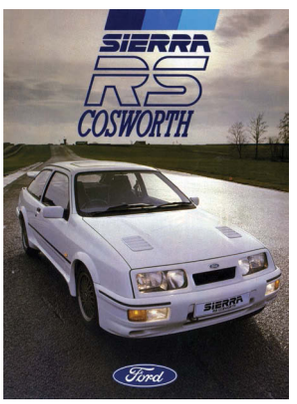
Rear spoilers on road cars weren't exactly new, but few made such a statement as that on the Cossie

LONG LIVE THE KING

The Sierra Cosworth was more than just a race car. For a period of time, it was THE car – for better or for worse.

Big mobile phones, big shoulder pads, big hair, big city bonuses, big coke addictions; recall the '80s (with a twitch and a sniff) and you think BIG.

Porsche captured the zeitgeist with the 911 Turbo. It became the car of choice for the young up and coming; big cost, big speed, big wheels, big wing. But following (well, tail-gating) was the Ford Sierra RS Cosworth. It matched the 911's performance and delivered Porsche-like dominance on the racetrack. Oh, and its wing wasn't just big – it was pornographic.



Crucially, the Cossie was half the price of the Porsche. It democratised the performance car as so many fast Fords did before it. You could blow off exotica with your kids in the back seats and, when you got bored with the performance, you could tune it and tune it and tune it again. A road Cossie, fettled by BBR, Graham Goode or any number of fast Ford specialists that rode the Cossie wave, could deliver 500-plus bhp for a pretty modest sum. Which, lest we forget, was more power (and less weight) than even the mighty Ferrari F40.

Naturally, Cossies got crashed. A lot. The demand for spare parts grew – both for road and competition cars – and therefore insurance premiums soared. Nefarious types recognised the demand for spare parts, and soon Cossies were stolen to order. As our own features editor Simon Arron, who drove a Sapphire Cosworth explains, "It became such valuable currency for low-lifes."

Sure enough, news pages started to fill with stories of Cosworths being involved in robberies and car chases and, when the 4x4 Sapphire and Escort arrived on the scene, its inherent traction appealed to ram-raiders. Legend has it that a gang of thieves used a 4x4 Sapphire to drive up the steps of a shopping centre in Manchester, through the doors and into the centre before reversing through the plate glass window of a jewellers and filling the boot with gems. However, whisper it, many joyriders stole Cossies simply to experience them. They were targeted because their performance had taken on a mythical quality; if you were a petrolhead (clean or dirty) to drive one was to kiss the hand of God. *Max Power* magazine declared the Cossie 'King' on one of its covers.

But by now the shine was wearing off, despite a starring role for the 'Saff' version in the UK detective series *Spender*, while strong results for the Escort on the rally stages started to overshadow the bigger machine. Owners were shocked when annual insurance renewals began to match the value of the car and turned to Subaru Imprezas and Mitsubishi Evos, cars superior to the Cosworth in almost every way, for their kicks. The King was dead. *Nick Trott*



FORD SIERRA RS500 COSWORTH

THE GREATEST RACING CAR OF ALL TIME?

We've crunched some numbers to reveal why a Ford saloon could justifiably stake a claim to the title

WHAT IS THE GREATEST RACING CAR OF ALL TIME? IT'S A SIMPLE question but the answer is anything but easy: ask it around a pub table and the argument might rage until well after closing time. One man's D-type is another man's GT40. And how do you compare a Porsche 917 with the Alfa Tipo B? Or a Lotus 72 with the Mercedes W154?

But what if you narrowed your search down to a prosaic statistical analysis of results, then added rules to ensure that you were comparing like with like? Suddenly the answer to the question 'what is the greatest racing car of all time' isn't so difficult after all. In fact it might be considered quite simple. The answer is the Ford RS500.

Bear with us...

We set out to determine the greatest car using a set of criteria to level the playing field and used win percentages as a fair determinant of statistical greatness. This would account for the different lengths of time that our eligible cars had competed.

To be considered, a car had to compete for at least three seasons. It had to have competed a significant national or international championship – although blue riband races such as the Bathurst 1000 were factored into the equation. Finally, cars had to be essentially the same model throughout their competitive existence – not dramatic evolutions of a previous car so the Porsche 911, for example, was not considered.

Wins tallied, the results were a surprise.

Perhaps most remarkable of all was how dominant the greatest touring cars have been over the years. For a discipline famed for a level playing field and intense racing, touring car racing has produced some of the sport's most one-sided competition.

The Ford RS500 won an astonishing 84.6 per cent of the races it entered; no other car scored an outright win in the British Touring Car Championship for three years. The RS500 was so fast that for a while the championship took on the guise of a one-make series, as the RS500 became the only competitive car to run in its class, no doubt making its win tally all the more impressive.

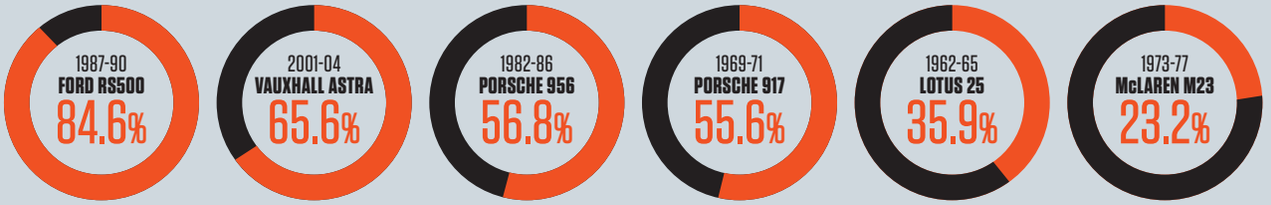
On seven occasions the RS500 locked out the top 10 race positions in the BTCC, and it won the Bathurst 1000 (on the road) in three of four attempts. In the one-off World Touring Car Championship of 1987, it won four out of the six races it entered, proving its credentials against the world's very best. Has another car ever been so comprehensively dominant?

And while we're not about to suggest that the Vauxhall Astra was in any way a better racing proposition than a Lotus 25, its BTCC dominance during the early 2000s does elevate it to second on this list. The Astra capitalised on scant period opposition to sweep the floor in 2001, with a 100 per cent win rate, and delivered four successive driver and manufacturer titles from 2001 to 2004 with Jason Plato, James Thompson and Yvan Muller. And anyone who saw Muller taking one by the scruff of the neck must surely concede that it was at least great to watch.

Next were two sports cars: Porsche's 956 and 917. At its peak, the Porsche 956 was as dominant as the RS500, winning every race in the 1983 World Endurance Championship and claiming an astonishing nine of the top 10 positions at Le Mans that year. Similarly impressive was the 917, winning more than half the races it entered and delivering Porsche's first overall victories at Le Mans in 1970 and 1971.

When the most dominant Formula 1 car of all time is considered, McLaren's MP4/4 first comes to mind. However, competing only in the 1988 world championship it doesn't fulfil our criteria – unlike the Lotus 25 and McLaren M23. Dominant at its time, the Lotus 25 led Jim Clark to the F1 crown in 1963 with an astonishing 70 per cent win rate and, while not as dominant, McLaren's M23 won more than one in five races it entered across four seasons.

So next time someone asks about the world's greatest racing car, you'll know the answer. Statistically speaking, of course. *Michael Thorogood*



40 DK

YEARS OF PERFECTION

Est. 1977

Porsche 904 GTS #083

This car was upgraded in 1964 to series 2 specification (as per 6 cylinder 904s) with a strengthened chassis, short doors, windup windows, a central fuel filler and a Kamm tail. From that point forwards the car led a successful and active life of competition until it was retired in 1968. Left in original time warp condition until the 90's this example was very correctly and sympathetically restored following its discovery. Today the car represents an opportunity to acquire one of the finest examples extant that not only retains its original matching numbers motor but also gearbox (extremely rare for a 904). The original motor accompanies the car but a period correct 6 cylinder motor is fitted making it ideal for tours, racing or road use. **£POA**

Contemporary Photography by Fluid Images | Period images courtesy of Maurice Louche



Mont Ventoux

Tour de Corse 1966

Additional Motorcars Available for Acquisition



Porsche 993 GT2 (RHD)

One of the legendary road specification homologation series built in conjunction with the race cars. This example is especially rare being a "C16" RHD example (1 of approximately just 13 supplied worldwide). Presented in Guards Red and equipped with the desirable specification of a non-airbag steering wheel and bucket seats. With just 12,500 Miles from new, this is the ultimate Modern Classic Porsche. **£POA**



Ferrari 250 Lusso (LHD)

This Classiche-Certified Lusso is amongst the very last examples of the model produced. The car has recently been returned to its original and spectacular colour combination of Grigio Fumo with Nero leather. Restored in 2004 by very well regarded Swiss Ferrari specialists, this Matching Numbers example is in need of nothing and is ready to be used and enjoyed immediately. **£POA**



Shelby American Cobra Daytona Coupe

A faithful recreation built to front running specification and eligible for a Historic Technical Passport. A front running entry for races such as the Graham Hill Trophy (Goodwood Members Meeting), the Spa 6 Hours & the Masters Gentleman Drivers Series. This example is currently being completed and can be finished in the desired colour combination of the buyer. The car will be supplied having been "shaken down" and ready to race. **£325,000**

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

Telephone: +44 (0) 1923 287 687 • Fax: +44 (0) 1923 286 274 • Email: info@dkeng.co.uk

Little Green Street Farm, Green Street, Chorleywood, Hertfordshire, WD3 6EA - ENGLAND

Chorleywood Tube Station - 2 mins

Heathrow or Luton Airports – 20 mins

M25 Orbital J18 - 3 mins

London City Centre 20 miles

Helicopter Landing Facilities

www.dke.co.uk

A Cottingham Family Business

DK Engineering

IL GRANDE JOHN

John Surtees
1934-2017

Rider, driver, team owner, fund-raiser, dad: John Surtees' remarkable life was covered in glory and touched by tragedy

writer DOUG NYE

BACK IN 1996 I STOOD with John Surtees above the Albert Park pits in Melbourne, watching the Australian Grand Prix, freshly relocated from Adelaide. We were gawping up at a big TV screen on which we had just seen Martin Brundle's Jordan barrel-roll, landing in a heap of tangled scrap before Martin was winkled out from underneath, chirpily waved to the crowd to prove to onlooking officialdom that he was absolutely okay (I doubt he was) and then jogged back to the pits to take a somewhat jangled restart in a spare car.

"Now what do you think that tells us about Formula 1?" John asked cryptically, as so often he would. I knew him well enough to appreciate that whatever possible response I could give would never be right. I always suspected that he would frame questions to catch one out, whatever the reply. He wasn't seeking an opinion, he really felt the need to declare his own. So I rather disappointed him by just saying "I really haven't a clue, John, you tell me…" He narrowed his eyes and clearly suspected I was winding him up, but – after the briefest pause to consider that possibility, which he evidently dismissed – he, with index finger raised, then declared his case with the total self-belief of an Old Testament prophet.

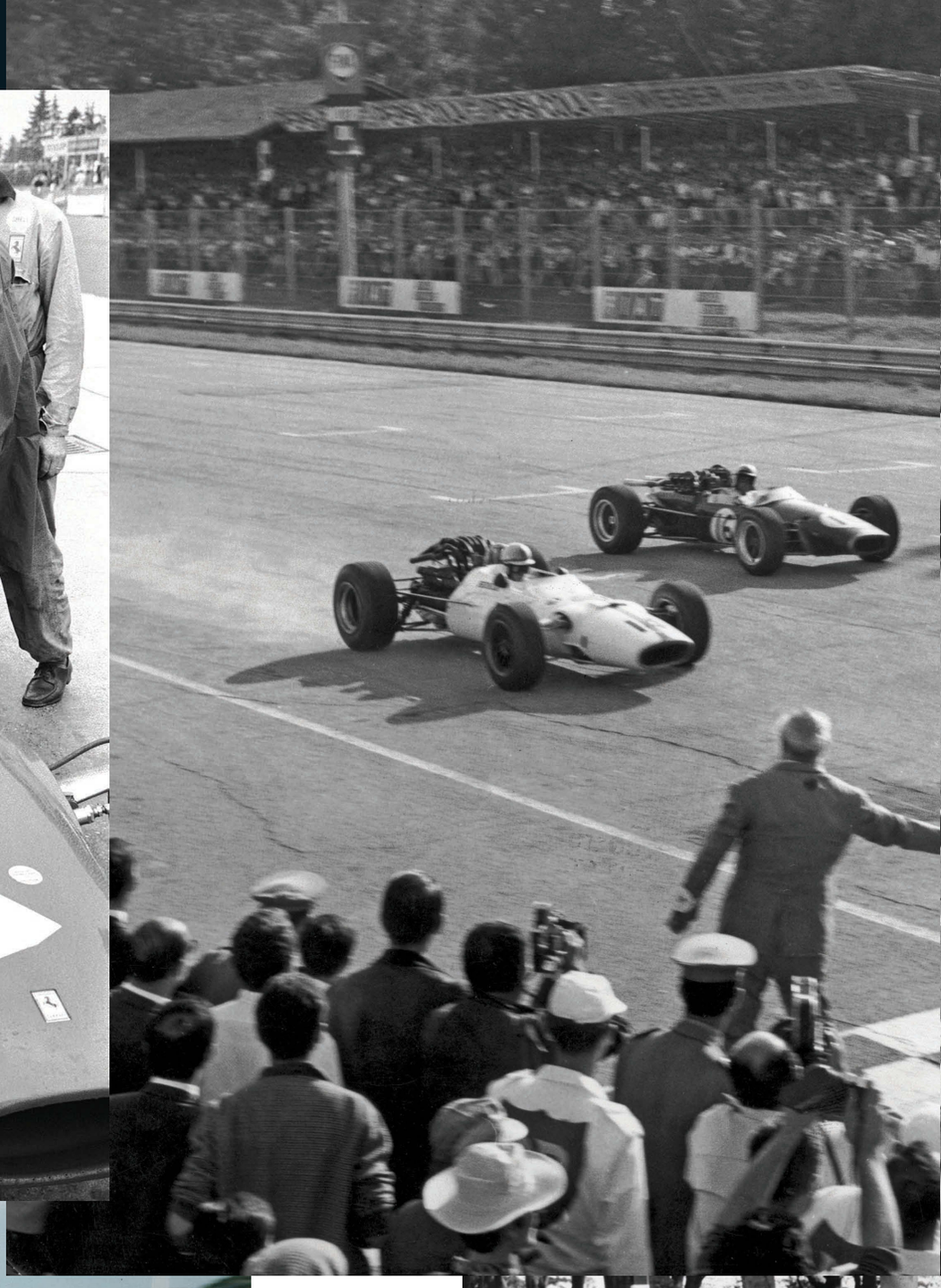
It was to do with clueless, past-it has-beens, bed-blocking younger talent by hanging on to Formula 1 drives way past their sell-by dates. "We've just got to encourage fresh talent," he said. "These days too many drivers have been in F1 just too long. You've got to realise when enough's enough, you've had your chance, move over and move out."

I guess he was thinking back to his own retirement from racing, at what in many ways had become his spiritual home, the Monza *Autodromo*, in 1972. He more or less conducted a race-test there of his latest



GETTY









Clockwise from left: Surtees guides his TS9 to fifth in the 1971 Dutch GP; in a Ferrari 158 at the 'Ring, 1964; pipping Jack Brabham to the line at Monza, 1967; winning the 1958 Isle of Man Junior TT for MV Agusta





GETTY&LAT

"DRAGONI SAID THAT IF I INSISTED ON FINISHING MY SEASON WITH FERRARI, THEY COULD NO LONGER GUARANTEE MY SAFETY"

Surtees-Cosworth TS14, while lead driver 'Mike the Bike' Hailwood in the works Surtees TS9B took second place behind Emerson Fittipaldi's winning Lotus 72. Fittipaldi clinched his first world championship title that day, but it was telling how all weekend the milling Monza *tifosi* had packed around the Surtees paddock area almost as much as around Ferrari's since they perceived the two multiple motorcycling world champions – Surtees and Hailwood – as the second-best sight on offer.

In these pages Jenks then reported: "As darkness settled upon the paddock two brand-new and shiny Gilera motorcycles zoomed off into the gloom, ridden by two ex-world champion motorcyclists. It was John and Mike returning to their hotel in Arcore, the home of Gilera, and the sight warmed the hearts of a great many Italians, for the ex-MV Agusta riders are both still remembered with great affection in Italy." That was an affection John certainly always returned.

❖

ASTRIDE WORKS MV-AGUSTAS, JOHN won four 500cc world championship titles, 1956-58-59-60 and in those latter seasons added three 350cc world crowns. He won five times at Monza, then Mike Hailwood six times more, 1961-66. This duo accumulated 16 motorcycle world titles but only John made the perfect four-wheeled transition to win not only the F1 title but also two more Italian GPs at Monza. Guess his business office address in Edenbridge? 'Monza House'.

In his pomp he could be a difficult, tricky, suspicious, untrusting, sometimes almost paranoid character – more likely to assume the worst of anyone new than to expect the best. But when he built a team around himself – as he certainly did at Ferrari from 1963-65 – the Italian mechanics just loved him for it. He told me once how, when he had first signed up with Count Agusta, the team had gone to test at the *Autodromo*, "But it was raining, so they spread their hands and shrugged and said 'So sorry – we cannot test today.' And I said 'Why not? We race in the wet – so why don't we test in the wet?' And we started testing right away." The MV engineers and mechanics melted in admiration and adored him ever after.

An MV cut-back sparked John's four-wheeled conversion, first testing the water with Vanwall, then racing Cooper, then Lotus, soaring FJ-F2-F1 within 1960. On the rebound post-Ferrari '66 he joined Cooper-Maserati, rather like Lewis Hamilton jumping to Williams mid-year, and the fire he put under them forged Mexican GP victory by season's end. For John, having enabled Maserati to humble Ferrari was just delicious! In contrast, at his Team Surtees works at Edenbridge in 1970 I asked him about the Chaparral he had been driving in the Can-Am Championship. Talk about a straight answer: "That Chaparral was without doubt the worst racing car I have ever had the displeasure of sitting in." His 1969 BRMs were "not just appalling, but unsafe too" – and he told me why he had walked out of Ferrari in mid-1966, something upon which we shook hands not to confide in his lifetime. "It finally became a shouting match with Dragoni – and a bit with Forghieri too – and then Dragoni said that if I insisted on finishing my season with Ferrari, they could no longer guarantee my safety in the cars. I could only read that as a threat."

His wins for Ferrari included the Nürburgring 1000Kms (twice), the Syracuse GP (twice), the German GP (twice), the Italian GP, the Sebring 12 Hours and the Monza 1000Kms, in the rain, despite failed screen wipers. Never forget that he drove again for Ferrari, in the 1970 512S endurance cars. Mr Ferrari – who habitually addressed him as 'Giovanni' had always kept the door open – he loved his motorcyclists, like Nuvolari, Varzi, Taruffi and so many more. And of course John was Mr Lola T70 – developing the open Can-Am roadster and the closed T70GT with Eric Broadley. John shone in British Group 7 racing, won at St Jovite, Riverside and Las Vegas to become the first Can-Am Champion, and later developed and engineered his own Surtees Formula A/5000, F2 and, from 1970, F1 cars.

But his exploits 50 years ago in the slimline 1967 Lola T100 – his 1600cc Formula 2 car

"JACK BRABHAM KNEW EXACTLY WHAT HE WOULD DO, BUT WAS FORCED TO BLINK FIRST AND BACK OFF. SURTEES WON BY 0.4SEC"

– really shone. On consecutive weekends he won at Mallory Park then at Zolder in Belgium – first running rings around young upstart Jacky Ickx's Tyrrell-Matra in pouring Leicestershire rain. So who was the rainmaster that weekend? In a two-heat race at Zolder John, Jim Clark, Jean-Pierre Beltoise and Jack Brabham all locked into a bare-knuckle street fight. The last five laps of the second heat remain an almost-forgotten classic…

On a pulsating final lap, John drew abreast of 'Black Jack' flat out up the hill at the back of the circuit. The two hardest men in road racing simply sat out one another into the final curves... and it was John's tactical sense that positioned his car unerringly upon the right piece of road. Jack knew exactly what he would do, and given the chance he'd have done just the same, but he was forced to blink first and back off. Surtees won by 0.4sec.

❖

FOUR MONTHS LATER, THE FORMULA 1 Italian GP at Monza – John in the stop-gap Indy Lola-chassised 'Hondola' he had hastily co-engineered as a stop-gap to replace the bloated Honda V12, Jack in his minimalist Brabham-Repco BT24. He was leading after Jimmy Clark's Lotus 49 had suffered a puncture. Jimmy had rejoined and screamed around, astonishingly to recatch the leading group regaining a whole lost lap. On the 59th lap everything seemed to happen: Jimmy had his sights on John's second-placed Honda, but Graham Hill's sister Lotus 49 had blown its DFV engine in the biggest way entering the last corner, the Parabolica.

Jimmy catapulted past the Honda but John used the Lotus slipstream to draw even closer to Brabham. Jack was just leading at the end of lap 60, but Clark was closing rapidly, and as they disappeared towards the Curva Grande the jam-packed grandstands rose to a man as the Lotus retook the lead, having regained that whole lap.

After 60 laps the three leading cars were nose to tail and Brabham locked smartly into Clark's slipstream, with the Honda right behind.

Five more laps and Clark had dropped Brabham, which gave John his chance to slipstream into second place. But as they ripped into the last lap Jimmy's leading Lotus was in obvious trouble. The trio tore into the 165mph Curva Grande in line astern, but Clark's engine abruptly cut, twitching the car sideways. John and Jack just managed to dodge by.

So John led, at his beloved Monza, in his brand-new stop-gap car, with half a lap to run. The Lotus was failing to draw the last of its fuel, while the two most rugged, unforgiving Grand Prix drivers of their day ripped down the back straight at more than 180mph.

John: "I knew that Graham's big oil slick was right down the inside line into the Parabolica, but I had to cover the inside or Jack would dive in there with his lighter car. But if I stayed wide and left the inside open – would he chance it on the oil? Knowing Jack I was sure he couldn't resist it, so I stayed wide and made him the offer…"

Jack: "I knew that John might take the wide line, leaving me the inside, over the oil slick, or nothing – but of course I had to go for it. What else could you do?"

These two genuine hard nuts both braked absolutely as late as possible, John wide, Jack inside, and sure enough the Brabham-Repco locked up on the oil-thick cement dust and slid, drifting wide as John crossed his tail, stole the tighter line and led (just) onto the finishing straight. Jack flicked out of the Honda's slipstream for one last lunge, but John won by 0.2sec. And this was just the day job.

Make no mistake – these men were heroes. And by their deeds they are surely immortal, living on within our minds – we need never believe they are really gone. I will miss his smiling "'Ello!" For me John Surtees was a genuine warrior – in recent years a much-mellowed and warm family man, though tragically tormented by the unendurable loss of his adored son Henry at Brands Hatch in 2009.

To his lovely wife Jane, and to their daughters Leonora and Edwina, we offer – I am sure – the *Motor Sport* readership's most wholehearted, and sincere, condolences.

FREDDIE SPENCER
MOTORCYCLE GRAND PRIX CHAMPION

"During the 1983 British GP at Silverstone I was struggling. I couldn't get within a second of Kenny [Roberts] and was pushing my Honda NS500 to its limit and beyond.

Before my last run of the day I was sitting alone in my garage with my head down when I felt two hands touch my shoulders. I still can feel the reassurance and firmness: "Do you know who I am?"

'Of course I do, Mr Surtees!'

'Call me John. I know you're riding beyond your bike's capabilities, but keep doing it because you can and it's going to be OK.' He winked and walked out. I felt better, went out, qualified second and finished second in the race. John always knew exactly what to say. He was a good friend and I will miss him. His accomplishments have been an inspiration for many and especially for me. Winning bike and F1 world titles sets him apart from all others."

VALENTINO ROSSI
SEVEN-TIME MOTOGP CHAMPION

"It's a great shame because he was the only one to win the F1 and 500cc championships, so he did something very special. I am very sorry for his family. I met him three or four times and he was still in a good shape. Eighty-three – that's many years."

MURRAY WALKER
TV COMMENTATOR AND FRIEND

"I was absolutely shattered when I heard the news. I first met him when I was racing bikes on the anti-clockwise grass track at Brands Hatch and he was sidecar passenger for his father, Jack. I guess that was the late 1940s. We became good friends when I subsequently commentated on many of his races, including his TT victories.

When I first met him he had very little to say for himself, but success bred confidence and he became a very eloquent spokesman on a wide variety of subjects. I know his forceful opinions could rub people up the wrong way, but he was nearly always right!"

TRIBUTES TO A HERO

John Surtees insight from some of those who knew him very well



STUART GRAHAM
TT WINNER ON TWO WHEELS AND FOUR

"John's family and mine have been intertwined for years; my late father Les was a race contemporary of Jack Surtees, and John stepped in at MV when my father was killed.

When you met him you were never sure which John you'd get – he could be genial and friendly or, if his mind was on something else, terse and short.

It was something to see John and Mike Hailwood together when Mike was driving for him – they were at opposite ends of the scale. Mike was so laid back while John was a perfectionist; he wanted clear feedback while Mike just got in and drove around any problem. John could cover every angle from nuts and bolts to driving to management, and he'd want to be involved in everything. He pushed himself very hard, maybe too hard in his 80s, but he was a great guy."

BRENDA VERNOR
ENZO FERRARI'S SECRETARY

"I knew John a long time and I admired him firstly as a bike champion and then an F1 driver. He wasn't always easy to deal with and he used to moan quite a lot. When we met he continued to blame Mike Parkes for the problem he had at Le Mans in 1966, when he was dismissed by Ferrari and they put Mike in his place!

However, I went to stay with him a few years ago and passed a few pleasant days in his company talking about old times. He will be missed."

SIR FRANK WILLIAMS
TEAM OWNER

"First and foremost, John Surtees was a true gentleman and a great racer. On a professional level, I remember his team fondly. John always had a special aura in the paddock and, even though F1 is a business and teams come and go frequently, I remember feeling particularly saddened when his team ceased ahead of the 1979 season.

John is, and always will be, a true icon of the sport, on four wheels and two. His dedication to succeed was exemplary. He was without a doubt one of the most naturally gifted people the sport has ever seen."

BILL SISLEY
FORMER CHAIRMAN OF BUCKMORE PARK

"I first met John long after his own racing career had ended, when he came to Buckmore Park with Henry, who was seven or eight years old.

He said those karting days with Henry were some of the best of his life. They brought back that feeling of racing again and memories for him of how he had started out with his father. He was absolutely destroyed by Henry's death. I was amazed at how he pulled himself through it. But the truth is he didn't get over it on the inside, but he would never show that to the public."

PETER CONNEW
DRAUGHTSMAN AT TEAM SURTEES

"I joined Team Surtees in the late Sixties working in the design office. John took his work very seriously and inspired me to do the same. Once, when he'd booked a trip to Kyalami to do some tyre testing, I joked with his PA that he might be using it as cover for a holiday. She replied that he was more likely to book a holiday and use it as cover so he could go tyre testing!



I still have vivid memories of him walking in with a small piece of paper. It had a few outline sketches and he told us we were going to build an F1 car. That was the genesis of the TS7; not quite the way things are done today."

MEL JOHNSON
EMERGENCY RESPONSE VOLUNTEER

"I was an administrator for SERV (Service by Emergency Response Volunteers) and one of our projects was to use motorbikes to transport blood quickly for potentially life-saving transfusions at the roadside, in conjunction with the Kent, Surrey & Sussex Air Ambulance Trust. It was the first project of its kind in the country.

Kent, Surrey & Sussex attended Henry's accident and John was very appreciative of the efforts they'd made. He subsequently contacted me to see if he could help our work through the Henry Surtees Foundation.

Thanks to the HSF's contributions, roadside transfusions now take place in seven regions across the country and I'd estimate that many hundreds of people have benefited. John was an absolute gent and I loved him to bits."

DEREK WARWICK
BRDC PRESIDENT

"I came across John working with young drivers and his passion and ability to understand them shone through. A few years ago I put together a petition to get him a knighthood – he achieved so much and gave so much back to the sport. It is shocking that he was never awarded one.

JACKIE STEWART
TRIPLE F1 WORLD CHAMPION

"What John achieved with bikes and cars will never be forgotten. You have to remember how difficult it was to master both in those days. Bob McIntyre, the first man to average 100mph around the Isle of Man, tested single-seaters but couldn't handle the way they slid. John mastered it immediately. He was a singular man but his name will ever be remembered."

IN HIS OWN WORDS

John Surtees interviewed by *Motor Sport*



"Coming down into Bumenville I kept a wide line, went back onto a more traditional line and took the lead. And that was it. Afterwards the mechanics were all very enthusiastic, and there was a very glum Dragoni over in the corner, all upset. His main criticism was that I'd allowed a Maserati-powered car to stay in front of a Ferrari for a few laps!"
On the 1966 Belgian GP, his 'greatest drive', June 1998

"We went out and tried an unproven car against machines that were perfected, and I think it was pretty impressive. It perhaps wasn't the best car that's ever been built, but there's a lot of emotion tied up in it: Vandervell and I put everything into that car. And when you look at that little department at Vanwall, producing something this good, it makes you wonder..."
Talking to Tim Scott about the Vanwall VW14, May 2003

"I'm my own worst critic. I look back and see things I didn't get right. Yes, we weren't far off and at times we competed with the best, but when compared with my career as a driver, my team was a disappointment. That was not entirely our fault, but I set high standards and we didn't achieve them."
Talking to Paul Fearnley about Team Surtees, November 2003

"I'd first visited Mallory with my father when it was still a pony track. He had a sidecar and I think set the highest speed for a motorcycle on a grass track – he did more than 100mph down the back straight."
Talking to Andrew van de Burgt about winning for Lola at Mallory Park, May 2006

"In some ways running the British A1 GP team is a better job than running my own team was, because I don't have to worry where the money is coming from."
Surtees as guest columnist, June 2006

"In the hotel at Spa-Francorchamps there was loud music coming from downstairs and I couldn't sleep, so I went to sort it out. I found Jimmy dancing with this girl and I told them to turn it off. A year later Jimmy was the best man at my wedding to Pat, the girl he'd been dancing with that night..."
Talking to Rob Widdows about his close friendship with Jim Clark, July 2007

"Then they said, 'One moment – there's a formality. Please stay...' And in came this lady, dressed in black, veiled and everything. She studied me, walked round me, then started jabbering away. The interpreter said to me, 'John, you are accepted into the family...' This was the Countess and that was my introduction to Italy!"
Talking to Nigel Roebuck about signing for MV Agusta, August 2009

"In 1960, there wasn't all this finance in motor sport. The teams were working on very low margins, and were largely supported by the component manufacturers. If someone showed speed they'd get a chance. The only reason I got sat in cars was because I went as quick, if not quicker, than anybody who'd been in them before. Today that probably wouldn't happen."
Talking to Damien Smith about finance in contemporary racing, November 2012

"I'd travel every day to the Vincent factory at Stevenage, then work on my bikes all night. We'd travel to the races in our old van, me in the back with the bikes, wrapped up in a blanket to catch up on sleep."
Lunch with Simon Taylor, August 2015

"Jimmy Clark was moving up from Formula Junior and had already done his first few Grands Prix, so I said I'd like him. Then all hell broke loose, because Innes Ireland was the contracted Lotus number one, and felt he was being pushed out. I didn't want anything to do with all the politics, so I walked away from it. I was probably too sensitive."
Lunch with Simon Taylor, August 2015

"If you can get someone enthused about a subject, it can be a driving factor in their life. Racing activities and the racing environment can be something that makes that imprint, and can drive someone forward into a career. I saw in Henry when he started at eight how it actually helped him develop, to communicate with people. He had to communicate with stewards for one thing! But also with the press, and with us about what was happening out there on the track."
Talking to Damien Smith about the Henry Surtees Foundation and Buckmore Park, July 2016

"Initially I contacted Traco to build us some 5.9-litre V8s and set up with Malcolm Malone, who worked at Lola. He was happy to drive between events and act as my mechanic, so I bought a Chevy van, which we were to pick up in New York, and shipped the T70 across on a trailer.
"That was it, the Team Surtees Can-Am challenge."
Talking to Simon Arron about winning the 1966 Can-Am title, September 2016

BY DSJ...

A few of Denis Jenkinson's period observations

"Surtees took second, almost unnoticed as he had driven such a smooth and unspectacular race. It put many accepted stars to shame."
From August 1960, on the British GP

"It was no lucky win, for he had shown throughout practice that he and the car were ideally suited to the circuit. All Surtees' laps were near-record ones, his race average of 154.2kph being remarkably close to his record of 155.8kph."
From September 1963, on the German GP

"It was much stronger than Ford vs Ferrari, it was America vs Europe. Before practice finished both sides had been struck a severe body blow, for Surtees had an altercation with his team manager and went off in a huff, just when Ferrari and Europe needed him most."
From July 1966, on the Le Mans 24 Hours

"The Surtees Honda team was proudly showing a brand new car, built in six weeks. As it had only run a few laps at Goodwood before leaving for Monza not too much was expected of it."
From October 1967 on the Italian GP, which Surtees won...

"The overall victory by Surtees was exceedingly popular and, as he did his 'slowing-down' lap to a great ovation, Rindt was getting out of the Lotus 72 just past Old Hall and getting into an aeroplane to fly off to a hillclimb in Austria. He left his mechanic to drive the Lotus round for the remainder of the lap, which was exceedingly unpopular with the racing enthusiasts."
From October 1970, on the Oulton Park Gold Cup

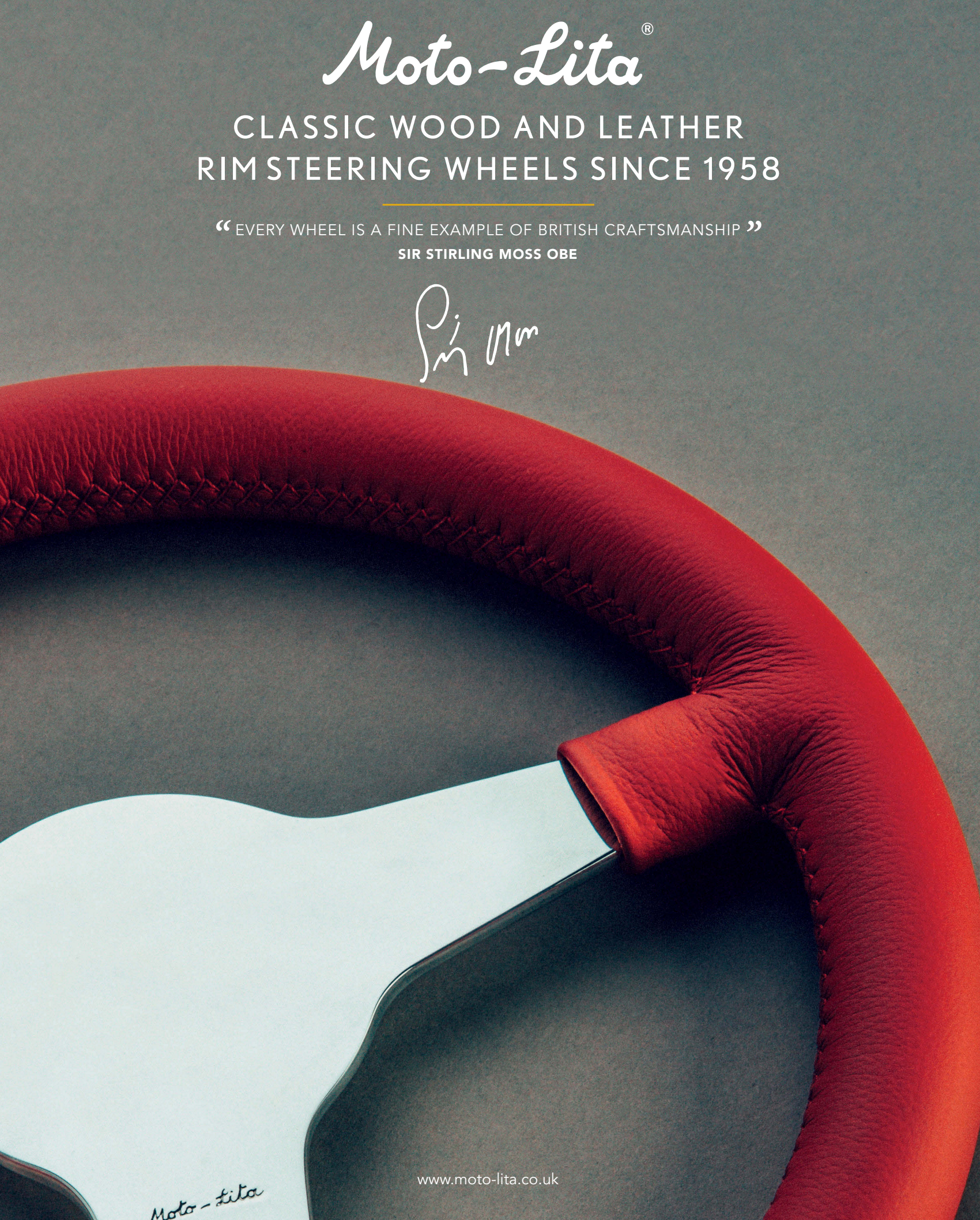
"After struggling along for many years, Team Surtees has withdrawn from the Formula 1 Grand Prix game. Its only claim to fame must surely be that a Surtees car never won a Grand Prix in all the years they have been racing..."
Looking ahead to a new F1 season, January 1979

Moto-Lita®

CLASSIC WOOD AND LEATHER RIM STEERING WHEELS SINCE 1958

"EVERY WHEEL IS A FINE EXAMPLE OF BRITISH CRAFTSMANSHIP"

SIR STIRLING MOSS OBE



www.moto-lita.co.uk

Taming the DANE TRAIN







Vantage pointers: Meaden (left) asks regular racer Sørenson for a few tips

Aston Martin's all-conquering GTE is a one-way ticket to exhilaration – just make sure you have your braking boots on

writer RICHARD MEADEN
photographer DREW GIBSON

CHASSIS #004, OR THE 'DANE TRAIN' as it's known to the Aston Martin Racing team and loyal fans alike, is the most successful Aston race car of them all. With nine World Endurance Championship (WEC) GTE class wins, a Le Mans class victory in 2014 and two GTE world titles for drivers - the first as a GTE Am car in 2014, then having been uprated to GTE Pro spec for Danish duo Marco Sørensen and Nicky Thiim in 2016 - no other modern Aston GT racer comes close.

After repeated rebuilds and upgrades this potentially makes it the car equivalent of Trigger's Broom (search it on YouTube if you're none the wiser), but the car's core has been in action throughout (even during a quick inversion at Spa last year, when Thiim was tagged mid-corner by an LMP2 car and sent spinning into – and tumbling out of – the tyre wall). Factor in the added emotional weight of racing in the memory of Allan Simonsen, Sørensen and Thiim's compatriot who was tragically killed at Le Mans in 2013, and the Dane Train is a true warrior.

In recent WEC seasons the otherworldly LMP1 cars have hogged the limelight, but the road-based (albeit loosely) GTE category is hotly contested by sexy, highly evolved machines. GTE has also been embellished by the resumption of some classic rivalries, most notably that of Ford and Ferrari. Add the ever-potent Porsche threat and Aston's long-running Le Mans foe Corvette and you have some sense of GTE's calibre and intensity.

Until last season the V8 GTE car looked very similar to the V12-powered GT3, but this outward resemblance belied myriad differences under the skin. In 2016 the GTE regs changed, allowing a major aerodynamic upgrade that left little if any commonality between the GTE and GT3 bodywork. Even bigger changes were made beneath, the GTE Vantage now generating much more of its downforce via the floor and a colossal rear diffuser. It might not look like an old-school 'low-drag' car designed for Le Mans, but compared to the GT3 car, which relies on a barn door-sized rear wing, that's exactly what it is.

Of course all things are relative. Compared with the super-slippery mid-engined Ford GT and to a lesser extent the Ferrari 488 GTB, the front-engined Vantage remains something of a battleship, but it's the diversity of cars that makes the GTE category so interesting to fans like us.

Which brings us neatly to the Balance of Performance, or 'BoP', which contrives to level the playing field between what are essentially disparate machines. It's a much-maligned system in some quarters, but Aston is pragmatic and more than ready to accept it's a necessary evil. As team manager Paul Diggins says with a wry smile: "When you're winning BoP is just about spot on, but when you're losing it's the first thing you tend to moan about. It's all part of the game, and on the whole you'd have to say it works pretty well."

To try to avoid the situation where teams hold back in the early races, only to suddenly 'find' a load of pace at Le Mans, for this year the Le



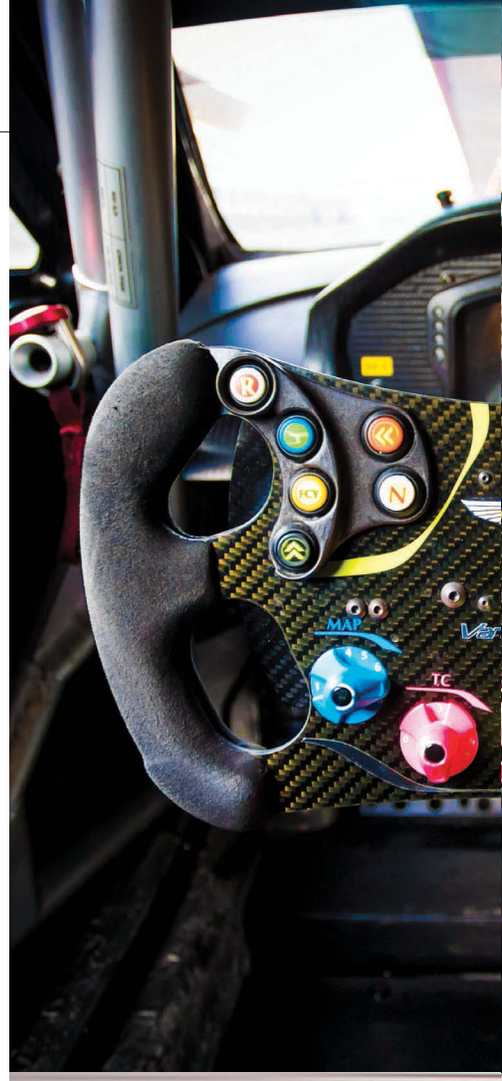


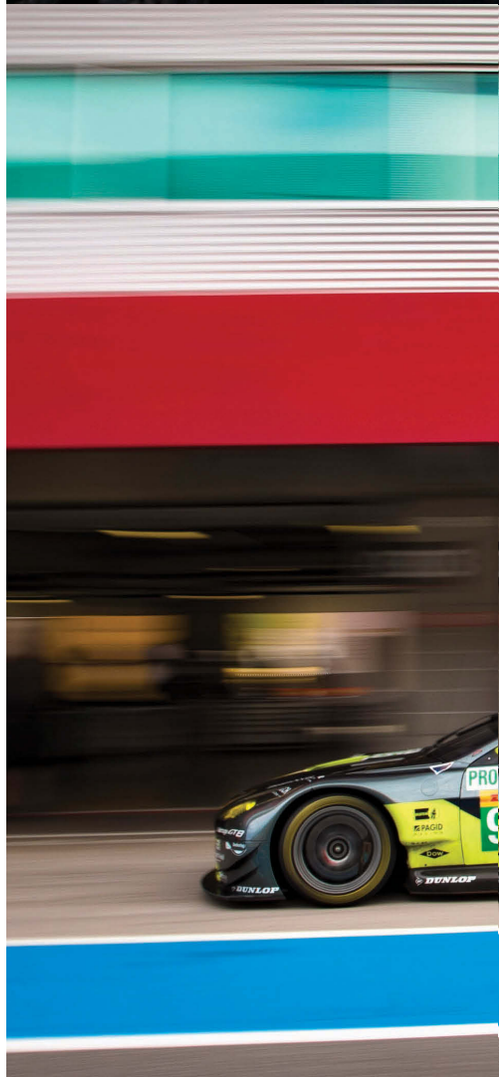
Mans BoP has already been set. That should mean all the GTE teams run hot from the opening round of WEC at Silverstone in April, but with Porsche using its new mid-engined 911 in WEC for the first time there might still be some surprises. Like everything at world championship level, the trick (if you can call it such) is to play a smart hand of cards. With GTE homologation lasting two years it's critical to have a car with latent potential; a car that can raise its game as rivals raise theirs. Rock-up to the WEC Prologue with a car that's been completely optimised and the cupboard will be bare well before you get into the second season.

❖

THE TWO BIG CHANGES FOR THE 2017 campaign are a shift to what's referred to as 'automatic BoP' and a reduction in tyre allocation from six sets of slicks to four across a race weekend. Speaking to AMR boss John Gaw it's clear the changes in tyre allocation will place added pressure on drivers and team strategists alike, though exactly what the effect will be is at present the big unknown: "GTE has become a tyre war more than anything else. BoP restricts the advances and therefore the advantages you can gain through improving the hardware, so tyres are the biggest area of difference. We took the decision to switch from Michelin to Dunlop last year, which was a big step. That meant we had a tough couple of races at the start of the season (Silverstone and Spa), but Dunlop made good progress for Le Mans, and then some really big progress for the latter half of the season. They were vital in winning the title."

To give you an idea of just how tight things are at the pointy end of GTE, and why each of WEC's six-hour races are nothing less than flat-out sprints, if a driver drops just a few seconds in an entire stint it seriously compromises their race. And all this while dealing with LMP1s coming through and poorly driven LMP2 cars potentially getting in your way. That's pressure with a capital P.



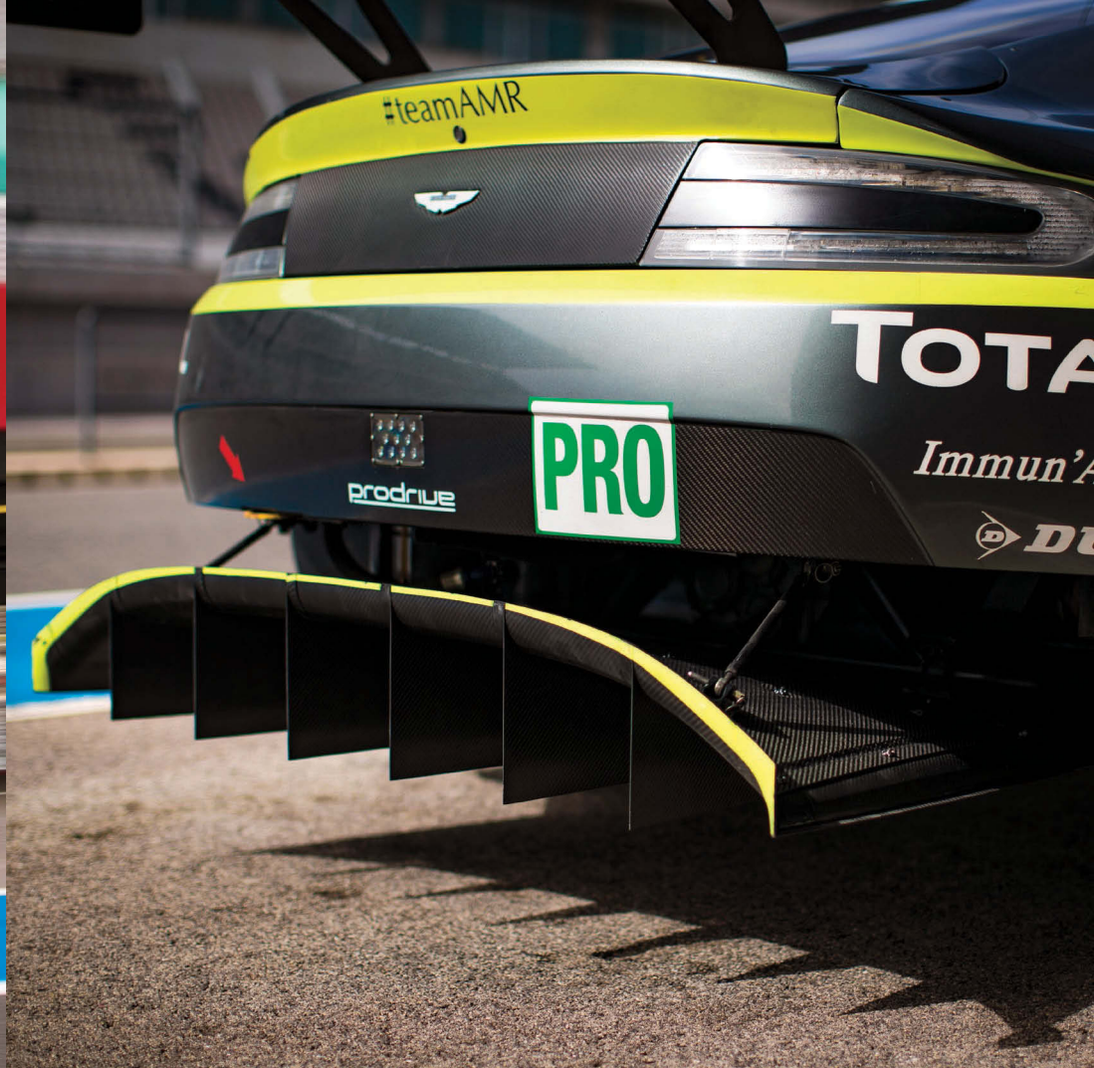




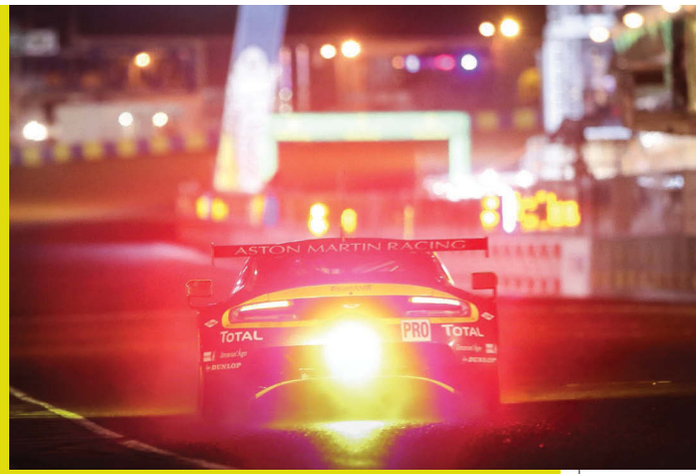


From whichever angle the Aston GTE is viewed, its monstrous rear diffuser is ever apparent. Left, the delicious complexity of the steering 'rectangle'









Thiim and Sørenson in action at Le Mans (far right), Fuji and Mexico (below). The Danes took two wins and four other podium finishes en route to the 2016 title





ALL IMAGES ADRENALMEDIA

❖

THANKFULLY FOR ME THERE'LL BE none of that today, although there's something extra special about being allowed to test a car with championship-winning provenance. Extra trust on the team's part, extra weight on my shoulders. And then there's the whole cult of the Dane Train. Like its drivers Thiim and Sørensen, it has a big personality. Even in a pit lane exclusively populated by Astons, from Vantage GT4s, assorted GT3s and GTEs, and a solitary and utterly spectacular Vulcan, it's the star; the car you're drawn to while maintaining a respectful distance. To drive it you either need to be worthy, or lucky. Right now I consider myself very, very lucky.

Portimão is a big, ballsy circuit. Packed with blind crests, plunging compressions, a long straight and some properly committed corners, it's got a rare mix of character, flow and technical challenge. Bluntly, the pucker factor is high, which is rare for a 21st century facility.

Looking almost as wide as it is long, the Sterling Green Vantage is squat and beautifully bulked-up. Its lines are smoother, the aero more evolved, the detailing (particularly those yellow centrally mounted lights in the grille) eye-catching and evocative. The carbon door still swings up and out like that of the road car, but it's a fraction of the weight and opens to reveal a less than plush interior. The cockpit looks dark and confined, but once you've slotted yourself through the aperture between the reassuringly sturdy roll cage and dropped into the seat it's not as claustrophobic as it first looks.

You sit low, so much so that none of the nose is visible, but the door mirrors (now perched on sleek wing sections) give a better than expected view down each flank, with the conventional rear-view mirror supplemented by a LCD screen for the rear-facing camera. The steering wheel, or rather the steering rectangle, has a dozen or more buttons controlling radio, pit limiter, wipers, neutral selector, plus brightly coloured rotary controls for fuel mixture, engine maps, traction control and something mysteriously labelled 'Pro'. I'm hoping this makes journalists drive like one, but disappointingly it's actually another layer of the traction control system. The centre console houses secondary controls, such as the lights, air-conditioning, ignition toggle and starter button.

Once I'm strapped in, the AMR crew pushes the wheel-less Dane Train from the garage into the pit lane on its trolley before bringing out a pre-heated set of Dunlop slicks. The clonk of wheels on centre-lock splines and the clatter of wheel guns break the silence, followed by the sharp hissss-clonk-hissss-clonk as the front and rear air jacks are bled in turn and the car nods down onto the tarmac.

It's at this point things feel very serious and your mouth goes dry. All that remains is to reach across to the ignition toggle and flick it down to its lowest position, depress the clutch (it is team protocol for the car to be started in gear), press the small green starter button with no throttle applied, let the V8 thump into life, squeeze a few revs, feed in the surprisingly friendly ZF Sachs Racing clutch and pull away.

Trundling down Portimão's long pit lane on the 60kph speed limiter you feel a powerful mix of elation and intimidation. The former because you're out on your own in a factory Aston Martin WEC car; the latter because, erm, you're out on your own in a factory Aston Martin WEC car. It really is a surreal calm before a once-in-a-lifetime storm.

❖

I'VE GOT 10 PRECIOUS LAPS IN WHICH to try to get a flavour of the car, explore its performance – or at least try to scratch the surface – and attempt to say something meaningful to the battery of GoPros mounted around the car for an upcoming video on the *Motor Sport* YouTube channel. It's quite a lot for the Meaden CPU to deal with, so it's a relief to find the GTE Vantage is a simple machine to operate, if not to exploit fully.

Apart from leaving and stopping in the pits you don't touch the clutch. The gearbox (an Xtrac six-speed sequential) is operated by paddle shifters attached to the back of the wheel – left for downshifts, right for up in the usual manner. The steering is power-assisted; light, but with a useful sense of connection so you have some feel for the front end. Once you've inadvertently leant clumsily on the traction control out of one of the tighter corners in the early part of the lap, you can

start to build a patchy, low-definition picture of the car's balance and reactions.

Even with a crash helmet on the noise in the cockpit drenches you in decibels. The V8 engine is dry-sumped and mounted lower and further back in the chassis than the road car. GTE rules oblige it to share its basic architecture with the production engine, plus the basic block, cylinder heads and crankshaft, but that leaves AMR plenty to go at.

This much is clear as soon as you hear and feel it in action. As you might expect AMR is cagey about precise power and torque outputs, but quotes 'in excess' of 480bhp and 500Nm (about 370lb ft) of torque. If the sound it makes is any gauge of performance it's good for every last brake horsepower and lb ft: its war cry hammering from side-exit exhausts that pass through the left- and right-hand sills and exit just ahead of the rear wheels.

Laid over this bassy soundtrack is the melancholy, serrated whine of the sequential transmission, the pitch of which increases relentlessly as the V8's revs rise. Timing the upshifts perfectly relies on you just waiting for the final two shift lights to blink blue, each pull of the right-hand paddle delivering a whip crack gearchange. Downshifts are just as punchy, never more so than when you clack-clack-clack down into a low gear as you pile into one of Portimão's numerous big braking areas.

The brakes are the biggest departure from the GT3 Vantage, or indeed the Vantage road car. Not in terms of hardware – massive Brembo calipers grab colossal vented cast iron discs with Pagid RS pads – but because GTE cars don't have ABS. This immediately sows seeds of doubt in your mind because you know there's nothing to tidy-up your mistakes. It's a bit daft, because as regular Dane Train driver Sørensen tells me later, it's pretty much impossible to lock the brakes into the high-speed braking areas, as is often the case with high-downforce cars.

The difficulty, particularly when you're coming cold to a car of the GTE Vantage's stature, is the sheer physicality of the braking. You really do hit them hard. And I mean hard. Whether you use your right or left foot is down to you. Sørensen and Thiim are both southpaws, but Turner and Adam both use their right feet. Perversely I never normally use my left foot, but I actually find it easier to hit the pedal with the necessary 80 to 100lbs of pressure required to really work the vast discs and calipers to their optimum. After a full race stint I suspect I'd need both feet to muster the necessary poundage.

The first trio of laps goes in a bit of a blur, so it's worth jumping out and letting my senses catch up. A look at my data trace overlaid with Thiim's best from earlier that day is predictably humbling – the mountainous peaks and almost vertical descents of the former's speed trace contrasting with my own tentative efforts.



Meaden prepares to take the Dane Train out on track with a mixture of elation and intimidation

"IT'S AT THIS POINT THINGS FEEL VERY SERIOUS AND YOUR MOUTH GOES DRY..."



I'm glad I took a time-out as the second out-flier-and-in laps feel better, especially through the quick corners, where I really begin to feel the Vantage come alive as it squeezes itself down into the track surface. Where the V12 GT3 feels nose-heavy and reluctant (relatively speaking) to change direction, the GTE feels much more agile and athletic, even though there's very little between their dry weights. It's an easier machine to place where you want it, but this precision puts more pressure on you to point it consistently in exactly the right direction in order to maximise its potential. If the V12 GT3 is a fine 12-gauge game gun, the V8 GTE is a hunting rifle.

Speaking to Sørensen about racing the V8 Vantage, he says its front-engined layout means it doesn't quite have the traction of its mid-engined rivals out of the slow- and medium-speed corners. The art of making it go well is to use the traction control, but only just, so it never truly intervenes. This clearly requires commitment but also tremendous finesse, and is definitely not a case of planting your foot and letting the traction control juggle torque against available grip. Or rather it could do, but you'd be woefully off the pace.

By the time my final run of four laps begins I've started to get a sense of what I should be doing, even if I can't quite summon the courage or skill to do so. The Vantage GTE doesn't seem to mind. In fact it seems a very generous sort, trying to tell me what it needs without hanging me out to dry when I make a slightly ham-fisted effort. This is reassuring when you've been parachuted in for a brief yet vivid taster, but it also throws a spotlight on the stint-long pressure Gaw was describing. Like any precision instrument it will only deliver its absolute best when driven by someone who can operate at the same level. This clearly takes some doing.

❖

KNOWING THAT LEVEL IS SOME WAY beyond mine I try to put my learning into practice, but also savour the experience. Perhaps because of this conscious decision to relax a little, my last laps feel the best. They're the quickest, too. Still a mile off Thiim, but that was always going to be the case. What's rewarding is I've begun to join the dots and at least feel like I'm stringing the beginnings of a lap together: braking deeper and harder (but still not deep or hard enough) into the corners, taking a squarer, more geometric line, then picking up the throttle earlier and more smoothly to avoid shoulder charging quite so hard into the traction control. It's an absorbing and hugely enjoyable process. One that's a bit like learning to drive again; the data-driven contemporary challenge of slicks, wings and absurdly effective brakes completely at odds with the more freeform, expressive techniques required when racing historics.

I won't lie, bringing the Vantage GTE safely back to the pits is a mighty relief, but it's also a brutal comedown. In the deafening silence that comes immediately after snuffing the fast-idling engine there's just enough time to sit and savour the moment, gently perspiring and catching some breath as the significance and magic of the last 10 laps sinks in. Then the driver's door is pulled open and fresh, cool air floods in.

Test over. Spell broken. Ⓜ

FROM THE MOTOR SPORT ARCHIVES

To read more related stories visit www.motorsportmagazine.com/archive

August 1925 | *An Aston Martin road racer*
October 1959 | *Aston wins TT to clinch title*
August 2016 | *Aston Martin DB11 road test*

HORTONS

BOOKS



Hortons Books are the leading suppliers of new and out-of-print motoring literature

We are exhibiting at the following events throughout the year:

Autosport International: The Racing Car Show, UK

Retromobile: Paris, France

Race Retro: International Historic Motorsport Show, UK

Amelia Island Concours D'Elegance: USA

Goodwood Members' Meeting: UK

Techno Classica Essen: Germany

Goodwood Festival of Speed: UK

F1 British Grand Prix: UK

Silverstone Classic: UK

Automobilia Monterey: USA

Pebble Beach RetroAuto: USA

Pebble Beach Concours D'Elegance: USA

Goodwood Revival: UK

email: contact@hortonsbooks.co.uk **tel:** +44 (0) 1672 514 777

www.hortonsbooks.co.uk



"There's never been a long-term plan in F1... until now"

In his first major interview since taking over as director of motor sports, Ross Brawn spells out his vision for the future of Formula 1

writer MARK HUGHES
photographer PETER FOX



ROSS BRAWN, architect of multiple world championships at Benetton, Ferrari and Mercedes over a 20-year period, returns to Formula 1 in the only role that was left – the boss. The acquisition of F1's commercial rights by Liberty Media marked the long-anticipated shift of the championship's control from Bernie Ecclestone's entrepreneurial model to something more modern, from dictatorship to management, ideally from conflict to consensus. Brawn doesn't directly replace Ecclestone; it has taken three men to do that: CEO Chase Carey, commercial boss Sean Bratches and Brawn, who is in charge of sporting and technical matters. But Brawn is essentially both the public face of the sport's ownership and the man tasked with a strategy for adapting F1 to a world changing faster than it's ever done before. While doing that he has to resolve a lot of underlying challenges in a sport that has lived with damaging conflict for many years.

It would be difficult to think of anyone better equipped for the job. His skill set and experiences make him uniquely qualified to pull together the three strands of the sport – the FIA, the teams and the commercial rights holder. Traditionally any two of these have been in conflict at any given point, often for reasons of history. Brawn has been a team engineer and boss, has a deep, successful history and good personal relationship with FIA president Jean Todt and now works for the commercial rights holder. Furthermore, his personal style could hardly be more different from the divide and conquer favoured by Bernie. Yet he's like a tank – slowly but surely advancing towards the goal, nigh-on impossible to deflect.

❖

I CAUGHT UP WITH HIM AT THE pre-season tests in Barcelona, where he was talking to the teams, presenting to them the idea that here's an opportunity for everyone, that this is a new era of consultation and hopefully joined-up thinking, to raise the water level of the whole sport by making it more appealing, so everyone within rises up with it. But just because that's the best outcome doesn't mean it's simply going to happen; the challenges – particularly those of post-2020 when the current commercial agreement with the teams expires – are not inconsiderable. How to improve the spectacle of the sport while retaining or enhancing the technical and driving challenges, how to make it more modern-media savvy and, perhaps most difficult of all, how to keep everyone on board while working towards some sort of cost containment and an income redistribution. In this there is at least one powerful potential opponent in the shape of Brawn's old employer Ferrari. Sailing through these tricky waters to the promised land on the other side will require skill, diplomacy and a quality of thought marked by both subtlety and agility – all underpinned by a steely resolve. Which is a pretty good description of Ross.

With regard to Ecclestone, Brawn was always one of the few who didn't automatically comply, making him something of an irritation for the erstwhile boss. The antipathy was mutual, as Brawn made pretty clear in his recent book *Total Competition*. Working alongside Ecclestone was not something that would have worked and it's difficult not to conclude that Brawn's unmoving position on that is probably what led Liberty to say goodbye to Bernie sooner rather than later. To get Brawn they had to lose Ecclestone. From Brawn's perspective, the opportunity was there and he's played it perfectly. He's now empowered to bring in a very different style of leadership. He's diplomatic in how he says this, but the message is clear.

"In the last few years, there wasn't the opportunity that there is now to change things," he says. "Now with new owners, there can be a new era. That's what I found exciting; that's what got my juices flowing. I'd had one or two opportunities to come back and do what I'd done before but that didn't really appeal; it would have felt like a replay."

Three decades of working in F1 have given him what he feels is a pretty good insight into its snagging points. He intends to adapt its leadership to fit a world very different to when Ecclestone in partnership with Max Mosley controlled teams with powerful, combative bosses – Ron Dennis in particular – who resented that control, who always took the underlying position that Mosley and Ecclestone together had stolen F1 from the teams. Such enmities made navigation through the subsequent challenges almost impossible.

"We've had some very powerful personalities in F1," reflects Brawn, "probably out of necessity. But now we have a much more conciliatory FIA president. He's not someone who wants to stamp his authority on F1. Like me, he wants to see reasoned argument, wants people to be consistent and straightforward. Bernie has an entrepreneurial character and often refers to himself as a dictator. That creates a certain environment, certain adversarial relationships and yes, often two legs of the three-legged stool that is the sport were not joined up. If we can get all three legs joined up it'll be wonderful.

"There's never been a long-term plan in F1. Bernie said there's no point having a long-term plan because it's different when you get there. I kind of understand that but if you have a long-term plan, every step you make along the way is to try and achieve that plan. It may not necessarily end up as you envisaged but if you have a plan with the objectives agreed, then at least as you go along the path you can make sure you're trying to move towards that outcome." Like a tank…

That's how he plans to do it. But what is it he plans to do? What is his vision? "I'm reluctant to be too dogmatic on that. I have my ideas but they are just opinions – and a lot of the difficulties F1 has got itself into are as a result of making changes based only on opinion, rather than through deep study. We've just been through a major rule change [to make cars around 5sec per lap faster but which will probably make overtaking more difficult,



Romain Grosjean leads Max Verstappen as teams get to grips with 2017 set-ups in Barcelona

LAT



"A LOT OF F1'S DIFFICULTIES ARE A RESULT OF MAKING CHANGES BASED ONLY ON OPINION, RATHER THAN DEEP STUDY"

DONINGTON HISTORIC FESTIVAL

get involved



THREE EXHILARATING DAYS

Friday 28th | Saturday 29th & Sunday 30th April 2017

QUALIFYING

RACE DAYS

Featuring: Le Mans cars, Single-Seaters, GT cars, Sportscars and Touring Cars.
Get involved with passenger rides, parades and driving experiences; plus stunt driving shows, live historic rally action, classic car displays and anniversary celebrations.

Advance discounted tickets on sale now

www.doningtonhistoric.com

DUNLOP | The Telegraph | Octane | MotorSport | Motor Racing Legends | Historic Promotions | Donington

undoing the work of the previous overtaking working group] but the background to that change was just opinion. Opinion is important, but could we have done more to understand what the implications were rather than only discovering effects through racing that could have been anticipated with more investigation?

"My idea is to build up a group of specialists in FOM [Formula One Management, a principal subsidiary of the Formula One Group that Liberty now controls]. My knowledge has its limits and these specialists will be able properly to debate and negotiate with the teams on technical and sporting matters. They will have the respect of the technical people on the teams and have the time and resource to start to shape proposals for the future, so that we can then present to the FIA and the teams in collaboration to identify how we want the sport to look in the future. Those proposals would be in line with the three-year plans and five-year plans we will have agreed upon about where we want F1 to be by then. So we could be moving towards those agreed objectives together.

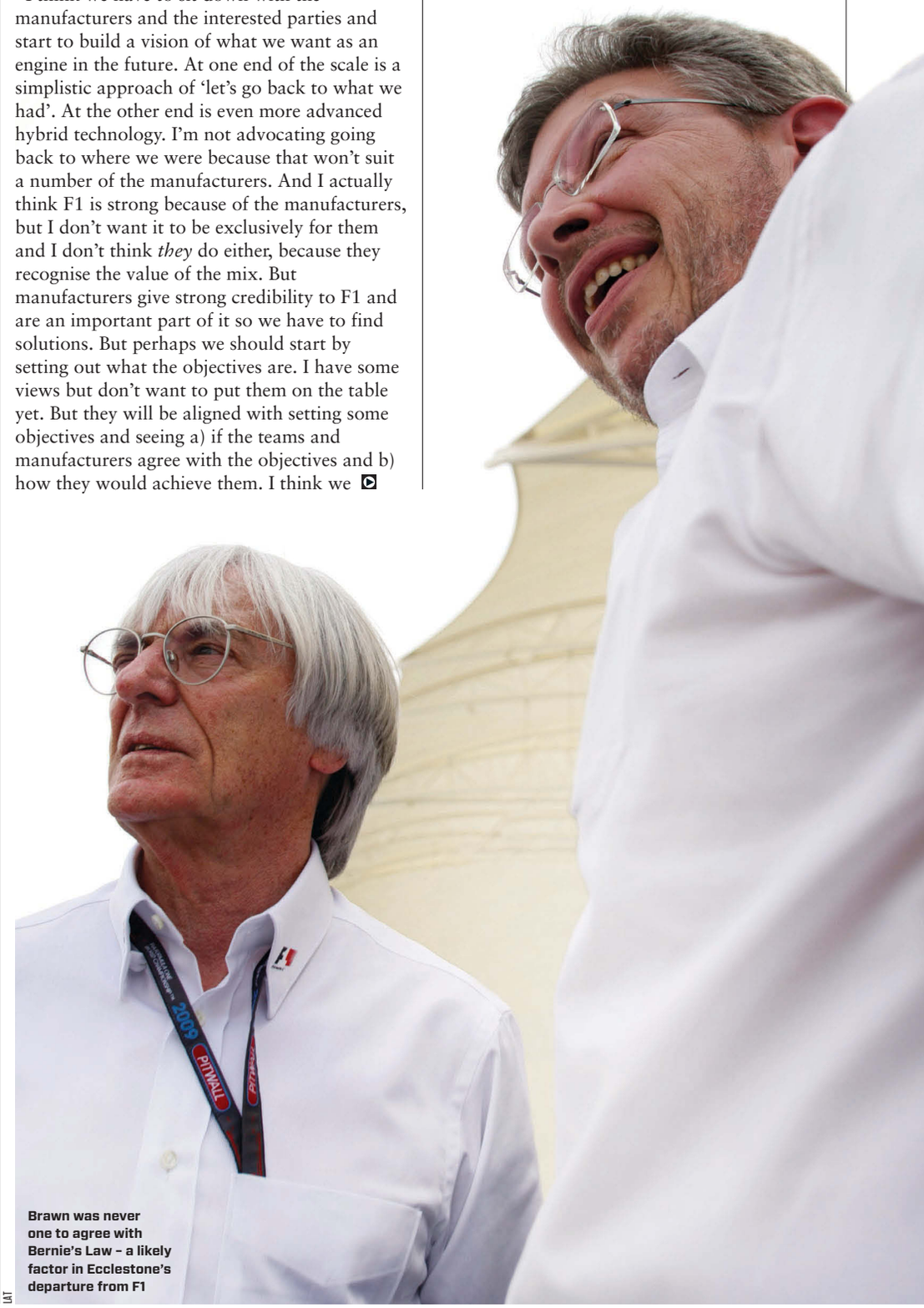
"I DON'T WANT F1 TO BE EXCLUSIVELY FOR MANUFACTURERS AND DON'T THINK *THEY* DO"

"The FIA are regulators of the sport and they have the health of the sport as one of their priorities, for sure. But I wouldn't say they have the resource in that respect, although they have some very good people. The teams are focusing on their own competitive position – and their survival in some cases. But who is actually focused on where the sport should go in the future? In the environment we have now it should be FOM. F1 is a very technical environment. Football is a very basic sport, it has its nuances but it's two goals and a ball, not a sport where you have the necessity to be constantly monitoring and pushing back. Because the players aren't getting a lot faster, the ball's not going a lot quicker. But F1 is such a dynamic sport it needs that input to keep nudging it in the right direction – and we don't seem to have it. My ambition is to create within the commercial rights group the input that at least can put ideas on the table with a lot of background to them."

So Brawn doesn't want to pre-judge anything publicly, but of the obvious current points of difficulty – the noise of the cars, the commercial terms between the teams, the circuits – what is his position?

ENGINES/NOISE

"I think we have to sit down with the manufacturers and the interested parties and start to build a vision of what we want as an engine in the future. At one end of the scale is a simplistic approach of 'let's go back to what we had'. At the other end is even more advanced hybrid technology. I'm not advocating going back to where we were because that won't suit a number of the manufacturers. And I actually think F1 is strong because of the manufacturers, but I don't want it to be exclusively for them and I don't think *they* do either, because they recognise the value of the mix. But manufacturers give strong credibility to F1 and are an important part of it so we have to find solutions. But perhaps we should start by setting out what the objectives are. I have some views but don't want to put them on the table yet. But they will be aligned with setting some objectives and seeing a) if the teams and manufacturers agree with the objectives and b) how they would achieve them. I think we



Brawn was never one to agree with Bernie's Law – a likely factor in Ecclestone's departure from F1

LAT

all know we want a cheaper engine for the customer. The technology has become very expensive. A realistically competitive customer engine is high on the list.

"Also we have to find something that appeals more to the spectators. But we have to quantify not only the noise but also that comment because I'm hearing different opinions on noise. Some promoters tell me fans are telling them they quite like the fact that they can have a conversation with their family in the grandstand. Other fans say the emotion's been lost with the energy and vibration. I wouldn't pretend I have a proper understanding. One of the things I want to do when I go to the races is mix with the fans and find out what they think. Because we have a lot of people who are very enthusiastic on forums and different areas of social media etc. But also the person who has bought the ticket may not choose to use social media to express their views.

"We have to be balanced. Because people don't always know what they like – in the sense that they know what they're enjoying now but do they know what would be better than that? I'm the same. I can see something and think, 'Wow that's fantastic' but I would never have had the idea that that's what I wanted to see. You have to understand the triggers that excite people then see if you can offer them. If you excite the fans at the track you go a long way to moving it in the right direction."

QUALITY OF RACING

"We'll move relatively slowly on the technical and sporting side because we have to get it right. By the time we know what engine we want to have, I'd like us to have a comprehensive understanding of the type of aerodynamics we want on the cars. You'll never eliminate aero but is it optimistic to think you could generate a reasonable amount of downforce in a way that the cars are compatible with each other? The speed and performance of these cars is important and so I don't think if we just took downforce off we'd have the solution. We don't want to lose a dramatic amount of performance. But are there ways? Have we bottomed out the opportunity to create something that maybe is much more benign?"

Looking longer term, Brawn recognises the crucial part circuit design and tyres play in the equation of the quality of racing. "We've hopefully got new races on the horizon and we should be actively involved in how they are configured. Getting it right at the design stage is crucial and, just as with the cars, this needs proper analysis and a full understanding. We will apply the same process. On tyres, we've had discussions with Pirelli already and we've had a big change for this year, so we need to see where we are with those first. It's a difficult challenge getting a degradation slope that



"WE HAVE TO FIND SOMETHING THAT APPEALS MORE TO THE SPECTATORS"

makes the racing more exciting without taking it too far. This tyre looks much more benign and the drivers can push more, which is good. But let's see how it is on hotter tracks. This is one of the areas where the drivers will be part of the process, but they need to be free to give an unpolitical view. They get leant on by their teams and we have to cut through all that."

Freeing up tyre supply, a return to a tyre war? "Not impossible, but difficult…" You sense Brawn has enough big challenges on his hands without introducing a new one just yet.

COSTS

Bringing meaningful cost containment into F1, so as to allow independents to remain healthy and thereby give the sport a strong backbone, immune to the whims of the manufacturers, has proved nigh-on impossible to date. The agendas and interests of the big teams and small are too disparate. An F1 budget is chicken feed to a manufacturer, but dangerously close to being out of reach for about half the grid. Brawn is determined to grab the nettle. "If I walk down the pitlane I can guarantee that 70 per cent of the teams would want a budget cap. You know which the 30 per cent are. A cap is the outwardly simple and appealing solution – limit how much everyone can spend and you might even then be able to open out the technical freedom. But the devil is in the detail. We need to find a way of having a budget cap that is fair and appropriate for all the different entities. Then you might have a chance of something everyone can sign up to. But how far do you push those who don't want it but are going to have to accept it?" That's the big Ferrari-liveried elephant in the room. And that is almost certainly going to be at the centre of post-2020 negotiations, the nub of which is likely to be that chestnut of whether Ferrari needs F1 more than vice-versa. That discussion is going to require skill, diplomacy and balls.

"Related to costs of course is the technology we decide upon, beyond just the engines. What should the performance differentiators be? Can we identify areas of technology that are relevant, good value and available to all the teams that can be those differentiators, that aren't just about how much money you pour into them? Bodywork is high profile and allows fans to see the difference in the cars and see the new bits added to them and while the research that goes into them is very costly, at least it's there and talked about. Conversely there are parts inside the car no one sees, but some are differentiators. Do you want to preserve that? So it's a bit deeper than, 'If you can't see it, ban it'."

There are going to be major changes in the marketing of the sport and the mediums through which it's seen. But with Brawn in charge of what is actually being projected as part of the new broom, the sport would appear to be in a better place than it was. "The teams have got an opportunity to start afresh in terms of their relationship. There should be no prejudice about their intentions. They – and myself – have been charged by Liberty Media to grow the sport and make it as big as possible. The end result is Liberty Media will make more money out of it. We know that. But they are prepared to invest to do it and they've put their team of people in place to do it and said, 'Right, it's your baby, we want plans, want to know what's going on and you have time to build this into something very special.' It's a different attitude to what we had before."

There's a sparkle in those eyes as Brawn prepares for his mission. Ⓜ

FROM THE MOTOR SPORT ARCHIVES

To read more related stories visit www.motorsportmagazine.com/archive

June 1990 | *In conversation with Max Mosley*
April 2007 | *Simon Taylor talks to Ross Brawn*
April 2014 | *Mark Hughes's future F1 vision*

LAP63

by Ludovic A. Parayre

Bruxelles



We are pleased to announce our participation in this year's ***Technoclassica****, taking place* ***5-9 April in Essen****, Germany. Our display will include: Alfa Romeo GTV 1750 Mk1, BMW M6, Alfa Romeo Giulia SS 1600, Alfa Romeo GT 1300 Junior "Racing" and other fine cars.* ***Visit us at stand 1A-135, hall 1A.***

+32 (0) 2 223 34 50 www.lap63.com lap@ludovicparayre.com

VANWALL



Its time in the world championship spotlight was brief but spectacular, with nine wins from 28 starts

writer PETER HIGHAM

HAVING ENTERED A SERIES OF Ferraris as Thinwall Specials to promote and test his bearings, Guy Anthony Vandervell decided to turn constructor in his own right. The renamed Vanwall established a base in Acton, where Leo Kuswicki designed a straight-four twin-overhead cam engine using Norton and Rolls-Royce parts. The Cooper Car Company was commissioned to build the Vanwall Special that Peter Collins drove on its championship debut in the 1954 British GP.

Harry Schell won a couple of non-championship races in 1955 and the following season Colin Chapman designed a new car fitted with Frank Costin's aerodynamic body. Stirling Moss joined the team to win the 1956 International Trophy and Schell scored points in Belgium. Moss and Tony Brooks were regular team members in 1957 and combined at Aintree to score the first world championship GP win for a British car. Moss scored further victories in the Pescara and Italian GPs, finishing as runner-up to Juan Manuel Fangio for a third successive season.

Moss and Brooks both won three times in '58 as Vanwall lifted the inaugural title for constructors. Once again Moss, who also won the Argentine GP in Rob Walker's Cooper, failed to overturn Hawthorn's advantage in the finale. At the height of his team's success, however, Vandervell withdrew at the end of the season on doctor's orders. Brooks later started a couple of GPs in Vanwalls before the firm's name disappeared from F1 after the 1960 French GP.

1st

CHAMPION CONSTRUCTOR

1958

GP **STARTS**

TONY BROOKS	16
STIRLING MOSS	14
STUART LEWIS-EVANS	13
HARRY SCHELL	7
MAURICE TRINTIGNANT	4
MIKE HAWTHORN	3
PETER COLLINS	2
KEN WHARTON	2
JOSÉ FROILÁN GONZÁLEZ	1
ROY SALVADORI	1
PIERO TARUFFI	1

GRAND PRIX **WINS**

6 STIRLING MOSS
1957 BRITAIN, PESCARA, ITALY
1958 HOLLAND, PORTUGAL, MOROCCO

4 TONY BROOKS
1957 BRITAIN
1958 BELGIUM, GERMANY, ITALY
Includes shared 1957 British GP victory

28 RACE STARTS
9 RACE WINS

WIN **RATE**
32%

'Data Trace' was born from *Motor Sport*'s online Database, which includes results from around the world, from the mainstream to the obscure. There are full results for the sport's main championships, while the history of others is detailed with race winners and champions, a feature that is expanding all the time. Add to those 9000 driver profiles (and counting), 750 circuit histories and a compare/contrast function for all F1 drivers.

www.motorsportmagazine.com/database

Spring Highlights

Shipment worldwide

Save extra 10% discount per each order in our webshop!

10% Voucher
Code: MS10

Max Verstappen Toro Rosso STR11 #33
China GP Formula 1 2016
1:18 Minichamps

MINICHAMPS®



Item-Nr.: 147160233

~~189,95 €~~ **£159,95**

Porsche 962 C #14 Winner 24h Daytona 1986 Holbert, Unser, Bell
1:18 Norev

NOREV



Item-Nr.: 187408

~~59,95 €~~ **£51,95**

Ferrari 512 S #27
24h Daytona 1970
1:18 CMR

CMR Classic Model REPLICARS



Item-Nr.: CMR031 Item-Nr.: CMR030

~~99,95 €~~ **£86,95**

Nico Rosberg Mercedes F1 W07 Hybrid #6 Worldchampion F1 2016
1:18 Bburago



Item-Nr.: 15618001R

~~54,95 €~~ **£47,95**

Walter Röhrl Birthday edition
1:43 Spark

spark



Item-Nr.: MAP02020317 Item-Nr.: MAP02020417 Item-Nr.: MAP02020117 Item-Nr.: MAP02020717

~~54,95 €~~ **£49,95**

Order online now!

www.ck-modelcars.de

Tel.: 0049 - 6441 - 200 1977



WEC star André Lotterer won the Super Formula title in 2011 and will be a contender this year. Right, Pierre Gasly moves across after winning GP2 title

HIROYUKI TORIHARA

Japan's Super Formula is becoming a breeding ground for the next generation of Grand Prix stars – but making the grade will never be easy

writer DARREN COX

LAND OF THE RISING SONS



RED BULL



Red Bull has placed Gasly in Japan to help him maintain race sharpness – just as McLaren did last year with Stoffel Vandoorne

HIROYUKI IRIHARA

CAST YOUR MIND back to the early 1990s. McLaren and Williams were in their pomp, Ayrton Senna and Alain Prost were locked in their bitter battle for supremacy and a domestic Japanese racing series was busy prepping the next generation of Formula 1 drivers.

It might seem strange today, but 30 years ago Japan's premier single-seater championship had an enviable reputation as a key feeder series for F1. In the space of a few short years it acted as a springboard for Ralf Schumacher, Eddie Irvine, Heinz-Harald Frentzen and Pedro de la Rosa. Even Schumacher (Michael) raced in the series, logging a podium from one weekend of racing at Sugo just a month before his famous F1 debut at Spa in 1991.

Known back then as the All-Japan F3000 Championship, and later Formula Nippon, the series has evolved into Super Formula but there is growing evidence that it is about to rediscover its knack for producing the stars of tomorrow. Take Stoffel Vandoorne. The Belgian became a McLaren junior driver in 2013 and competed in GP2, winning the 2015 title, but last year was sent by the team to Japan to compete in Super Formula to hone his skills in advance of his eventual call-up to the senior team.

And if he thought that after dominating the GP2 Series the move would be a breeze, he was in for a shock: such is the level of competition that Vandoorne could manage only two wins from his nine starts. Not really a surprise when you consider that the grid had four ex-F1 drivers, Le Mans winners, Japanese Super GT champions and the cream of national racing talent.

Following McLaren's 'gap year' approach for Vandoorne, Red Bull has sent its latest young hope, 2016 GP2 champion Pierre Gasly, to Japan this year to stay race-sharp and wait for a possible chance with Toro Rosso. He will join Formula E racer (and 2015 FIA F3 champ) Felix Rosenqvist and front-running F3 graduate Nick Cassidy. Add to the rookie mix the latest local hot property, reigning Japanese F3 champion Kenta Yamashita, and GT racing star Jann Mardenbourgh and you have one of the most competitive single-seater arenas on the planet.

André Lotterer, who finished second in 2016, says it is one of the most exciting series he has contested, with a genuine mix of rookies and old hands making it the ideal training ground for those wanting to move on up the ladder.

"I believe the level is very high; it's all pro drivers," says the German. "And you don't find this in junior categories in Europe. It's a fantastic school for drivers. I evolved a lot and sharpened my skills over the years."

THE NEW SEASON GETS UNDERWAY ON April 23 at Suzuka, and despite the recent rebranding of GP2 as Formula 2 by the FIA in the hope of making the ladder to F1 more logical, many influential eyes will be trained on Super Formula in a search for the stars of tomorrow.

So what does Super Formula have that other series don't? What challenges will 2017's rookie racers have to overcome in their bid to catch the eyes of an F1 team? And what can





Ex-F1 racer Kazuki Nakajima. Above, Nick Cassidy graduates from FIA F3. Right, European visitors Mardenborough, Gasly and Rosenqvist



HIROMIKI OHARA

"THE GRID HAD FOUR EX-F1 DRIVERS, LE MANS WINNERS, GT CHAMPIONS AND THE CREAM OF NATIONAL TALENT"

European series learn from its success?

For a start, it is genuinely quick. In early season testing at Suzuka Lotterer clocked a 1min 35.1sec in the latest generation of car – exactly the same as Sebastian Vettel's fastest F1 race lap five months earlier. Admittedly Nico Rosberg's GP pole time was a 1min 30.647sec and slowest qualifier Pascal Wehrlein posted a 1min 33.561sec, but even so it's clear Super Formula is not that far off – further proof that F1 needed its 2017 rules overhaul to establish clear air between it and its feeder series. But the fact remains that this season Super Formula drivers will be lapping pretty much as quickly as F1 drivers were during last year's Japanese GP.

Vandoorne is clear about where he saw the difference in speed. Unsurprisingly, perhaps, he points to the Yokohama tyres used in Japan versus the 2016-spec F1 Pirellis. "The Super Formula car has a very good aerodynamic platform," he says, "and also very good tyres – this makes it quick through the corners, especially at Suzuka, which is a high-speed track where we can see the car on the limit."

Indeed, Super Formula in 2016 generally had faster cornering speeds than F1 and drivers experienced higher *g* loadings. The F1 cars gained on the straights through KERS deployment, less drag and the qualifying benefits of DRS. As well as being quick Super Formula is properly exciting, too, and the series has always prided itself on maintaining a good mix of local hot-shoes and foreign raiders in the top seats, to keep spectators interested.

VETERAN ENGINEER RICARDO DIVILA, who has worked in Japan for more than 20 years, says the single-make aspect of the series (everybody uses the same Dallara chassis and Yokohama tyres, though there is a choice between Toyota and Honda engines originally developed for GT racing) helps increase the competitiveness as well as differentiate top drivers. "Qualifying gaps can be in the tenths across the top 10," he says. "With the high level of drivers and teams the field is always very close, especially after a season or two of new regulations. It really becomes a driver-focused formula at that point, but one in which a driver has to engineer the car well and be able to work closely with the team to extract the final tenths."

There are less obvious reasons behind the series' success, too. Firstly, teams and drivers can dovetail programmes with Super GT. Super GT comprises eight rounds, Super Formula seven, and date clashes are avoided. This allows teams to share personnel, overheads and kit across the two programmes. Drivers can compete in both series, so foreign visitors can avoid commuting to Europe while gathering experience of the Japanese circuits and motor sport culture more quickly. The result is that in 2017 nearly half the Super Formula drivers will also be racing in Super GT and the majority of the teams have parallel programmes in both series.

But potentially the biggest impact and benefit is that Super Formula and Super GT currently share the same engine regs. Development mileage can be spread and shared across both series, while engine development costs can be amortised across two programmes. The 2.0-litre turbo four-cylinders produce about 540bhp in Super Formula trim and require only minimal changes for use in Super GT.

THE SERIES CAN ALSO COUNT ON strong support from two automotive giants: Honda and Toyota. This support is evident across the board, from marketing and promotional activity to nurturing young local drivers through lesser series. The two manufacturers also collaborate on engine development, further reducing costs.

Add Nissan to the mix and you stumble across some interesting inter-brand conflicts in the highly competitive local racing scene. Divila was working for Nissan and remembers his employer's reaction when he started helping out his great friend Michael Krumm in Super Formula.

"Michael was using a Toyota engine and wanted some engineering support, as the small team he was with wasn't at the level he expected. When Nissan found out what I was doing the team got a huge bill for my services! From that moment on I could not be seen at the circuit, so Michael used to phone me as soon as the session ended and I'd give him my opinion on set-up changes."

This year Mardenbourgh faces the same balancing act, as he is racing for Nissan in his debut season in the premier class of Super GT, GT500, and in parallel moving up from F3 to Super Formula with a Toyota engine.

"I have been with Nissan throughout my career, so to have a Toyota badge on my overalls looks strange," he says. "NISMO (Nissan's Motorsport arm) is happy to have me racing in Super Formula because it will speed up my learning of the tracks we race on in Super GT. I also race for the same team [Impul] in both series, which means I work even more with the key guys on the engineering side."

For drivers like Mardenbourgh, getting to grips with racing in Japan isn't easy. Perhaps the biggest challenge is learning the Japanese tracks. Mardenbourgh describes them as, "Old school, with bumps and no run-off."

Tilkedromes these are not.

Although the series races at well-known circuits such as Suzuka and Fuji, others are less familiar. Mardenbough has a left-field choice of favourite track after one year racing in F3 in Japan. "Sugo Sportsland is situated in an area you would not expect a race circuit to be, yet they get good crowds. The circuit reminds me of Brands Hatch but is even more of a challenge. Imagine racing around Brands in something as quick as an F1 car. Mega!"

Divila believes it takes at least one season to acclimatise to the local culture. "Everything is different, the food, the accommodation and most importantly the way that the teams and engineers interact with the drivers. If a driver can adapt quickly then they have a bright future. I can name several drivers who have really struggled in the early days in Japan and never recovered."

But for those who can meet such challenges, the future in the land of the rising sun has never looked so bright. M

"I CAN NAME DRIVERS WHO REALLY STRUGGLED IN JAPAN AND NEVER RECOVERED"



Nissan GT Academy graduate Mardenborough steps up after finishing second in Japanese F3

HROYIKIORIHARA



The 2016 field lines up at Suzuka. Yuji Kunimoto took the title after winning two of the seven races

BIG IN JAPAN

The changing face of a national racing institution

1973 Founded as Japanese Formula 2000
1978 Renamed Japanese Formula Two
1987 Renamed Japanese Formula 3000
1991 Michael Schumacher makes a one-off appearance at Sugo
1995 Japan Race Promotion (JRP) established
1996 Renamed Formula Nippon / Ralf Schumacher champion
1997 Pedro de la Rosa champion
2003 Lola supplies spec chassis, replacing free-chassis formula
2006 2012 WEC champion Benoît Tréluyer wins Formula Nippon title
2009 2013 WEC champion Loïc Duval wins Formula Nippon title
2011 2012 WEC champion André Lotterer wins Formula Nippon title
2012 Kazuki Nakajima crowned Formula Nippon champion
2013 Renamed Japanese Super Formula continues with standard Dallara chassis and Yokohama tyres
2014 Kazuki Nakajima champion again
2016 GP2 champion Stoffel Vandoorne races in Super Formula en route to Formula 1
2017 GP2 champion & Red Bull junior Pierre Gasly to compete in Super Formula

FROM THE MOTOR SPORT ARCHIVES

To read more related stories visit www.motorsportmagazine.com/archive

June 1963 | *Suzuka's first Japanese Grand Prix*
May 2006 | *Cult heroes: Tetsu Ikuzawa*
April 2015 | *FIA F3000 30th anniversary*

FIND
MORE
FREE
MAGAZINES

FREEMAGS.CC

Regtransfers.co.uk
PERSONAL NUMBER PLATES

01582 967777
8am-10pm 7days

RMI CHERISHED NUMBERS DEALERS ASSOCIATION

THE UK'S LARGEST PRIVATE NUMBER PLATES DEALER
Established 1982 • Over a Million Satisfied Customers
Over 48 Million Numbers Online • Free Celebrity Magazine

NAMES • WORDS

BA5I AFC	XAB I	BEC 6K	BYF I3ID	CUR 50N	EDY 7A	GAII DYZ	GGU 35T	HOG 63T	JUII ENS	L42I SSA	M466 OTS	MOT 7H	PII3 RRE	SEL II6K	TI20 UTY
P4II ELA	A8I0 DUN	BEE 2R	BYW 473R	CUS 742D	LEK 72IC	GAII TRY	GUII NER	HOL I3Y	JUN 6G	LAR I2Y	MAG IIIL	MOU 55E	PI76 HER	SHII GGY	TUI2 VEY
MEE 3K	AI3I ETT	B33 RRY	84 CAB	CY55 TER	33 ELF	G42I AND	HAB 600D	HOL 5T	KAG 3D	L4 TCH	M44 GOR	MOII THY	PI4 GUE	SHA 42P	UGII EST
W44 LES	ADE 3IE	BES 55IE	CAII LAN	DAC 6K	ELS 3Y	G42 TON	HAII ATT	HOII TER	K4I5 OOM	LAU 23L	M4I LER	MOW I4M	PI0 VER	SHA 7IIE	UNC IIIE
JAN II6E	ADR 2I4N	3 ETS	C4II ARD	D46 GER	EI VES	GI4 UGE	HAL I37T	HUL 832T	KAR IIIA	MAJ 3IIA	MOX IIE	PI UMP	SHE 423R	UUN I7E
EI YRE	AGA 7E	BI6 DAY	CAL I3R	DAII LEY	SI ELY	GI47 NOR	94 HAM	HUII ACE	KAY II3Y	MAII ABY	MUII VEY	POII DER	SHE II4A	USE I
H44 LEY	92 AGE	BLA I2R	CAM 83R	DAM I4N	EMM 377T	GEA 2Y	HAM 3S	HUN 63R	K342 NEY	MAII ORY	MUII DAY	POII AND	SHE IIC	VAS 3Y
NAN 5	AGE 3R	BI ANE	CAII ELS	DAR IIA	EMS 5IIE	GEII EVA	HAII PER	HUR I3Y	KEN 4	M4II SER	MUI2 TON	POL I7T	SHE I7ON	VA55 ELL
FOS 73R	AHE 2N	BLA IIK	CAN 7T	DAR 2E	END 3R	GEN 7T	H420 EEP	HVR 5T	KES 50N	M42 CEL	MUS 73R	POR 2I7T	SHO 2E	VEE IIA
HOL 647E	ALD 23D	BLI3 ACH	CI4 PON	DAR I4N	ENN IIS	GIII HAM	HAR 20ID	HU6I ERS	K357 REL	MAR 33E	MUT 7I3Y	PPO 773R	SHO 2E	VEG 5
NEW 64R	ALE 6C	8I END	CAR 2D	D422 AGH	ESC 607T	GI3 NYS	HAS 7E	HYII TON	KEY I	M42 GOT	MUT 2	PRA 7T	SHO 2E	VEII OUR
LOV 3IL	AII4 WAY	BIII OOM	CAR IIIL	DAR I24N	ESS 6X	GI0 OLD	HAV 42D	HYW 33L	KEY 7S	M42I ENA	MYII ERS	PRII ZES	SHO 2E	VEN 70N
M49 KAY	ALII SOP	BLU IIE	CI4 RNE	DAR 2IN	EII9 ENE	M42I SER	NAI7 SER	PI20 WSE	SHO 2E	VI3 NUS
POR 2T	ALU IIN	BOA 77S	C420 LAN	DAT 3D	EVE II7N	MAS 553Y	NAL 50N	PUB 80Y	SHO 2E	V32 NON
COM 8S	AMB 83R	BOB 88IE	CAR 2R	DAV II0E	EVE 235T	M477 YMC	NCU 8E	PUG 55Y	SHO 2E	VES 7A
EI4 RLY	AMB 8I3R	BOL 4N	C42 RON	D333 MER	EYR 2E	MAX 73D	NEII ONE	PUI2 VES	SHO 2E	VI3 ENA
DI2 LAW	AME I2R	BON II7A	C4I2 SON	DEL IIE	EI YRE	MAY 32S	NE55 STA	RAD I3Y	SHO 2E	W4 CKO
MAR 2Y	AND 234A	BOII NAR	C4I2 VER	DEL I3R	F4 BRE	MAY 7S	NEW 3IL	I RAT	SHO 2E	W444 GER
THII MBS	AND 23S	BOO 7S	CAT 7IE	DEII UXE	FAII OUT	M64 DAM	NEW 550N	R47 HOD	SHO 2E	WAK 3IIN
BI23 NDA	AND 26W	BOR 220W	C47 TON	DEN I55E	FAN 6G	M647 EER	NI ALL	RAW 60N	SHO 2E	W8 LKY
FI66 GHT	ARG 7IIE	BO55 WEL	CEC 3IIA	D3 NNS	FAN 770M	MCC 4I3E	NI8I ETT	RAY 750N	SHO 2E	WAII GUY
	ARR 24N	BOT II4M	CEL IIIA	DEN 50N	FAR 976	MCC II0Y	NII6 HOL	REI4 DER	SHO 2E	WAII ETT
	A25 LAN	BOT 770M	CEL IIIE	DER II6K	F4 RGO	MCC IIE	NI3I SEN	23 GAN	SHO 2E	WI4 LLS
	ASA I2E	BOU 2IIE	CII4 NCE	DER 2I6K	F42 RAH	MCG IIIN	NOE IIIL	REH 4IIA	SHO 2E	GWA I5H
	ASK 3Y	BOV 3Y	CHA 77IN	DE5I CFC	F42 ROW	MC6I ONE	NOE IIIE	R6 LAY	SHO 2E	WAM I54
	ATH I37E	966 BOW	CHE 322Y	DES I2E	F457 DOG	M662 ADY	NOR 832T	R3 SCU	SHO 2E	WAII DAS
	AUB I23Y	BOW 32S	CHE 573R	DI3 SKS	F4 WKE	MCL 823N	NO5I BOY	RI03 OUT	SHO 2E	WAN 35
	AVE 2IIL	BOW I3E	CHE 773R	DEZ II	FEA I20N	MCR 43E	NUT 5IE	R0A 6H	TAII EST	WAN 7T
	BAG I3Y	BOX 4IL	CHI3 UNG	DEX 70N	F347 HER	MEA I2S	NUT 73R	RI0 BOT	TAN IIG	WAS 372
	BAK 33S	B240 LEY	CI34 NER	DIII VYA	8 FED	MEE 3K	ODE IL	ROD 632S	TAS I33M	W444 TTS
	BAII LDY	824I D	CLE 6G	DIII XON	F3I LOW	MEH II3T	OLL I3Y	ROD II3Y	T455 ELL	W33 MAD
	BAL I4D	BRA 555S	CIII FFE	DI0 LBY	FER I2IE	MEH 74A	ORI2 ELL	ROL 4I7D	TED I	W3 ALE
	BAM 95	BRA 76H	COA 7S	DI0 LLS	FER 22IS	M3II KLE	OSC 64R	ROII ERX	TER I2IE	W33I DER
	B4II BER	82I GGS	C0I3 URN	DOT 5	FI3I DEN	MEII LON	OSW 4ID	ROII LPH	73 SSA	WEII SBY
	8 ANE	82I LL	60 HEN	DOW IIS	FLA 8	M3I LOR	PAD I3Y	ROS 4IIE	TES 73R	W35 SON
	B42 DEN	B2I ONY	COL II3Y	DOY IIIE	FLA 66G	M3II ORS	PAG 37T	RI0 WDY	TEX 7	W357 ALL
	B42 LOW	B2I7 TEN	COL 70N	D247 TON	FI4 XEN	MEII DES	PAI2 DOE	ROW 6E	THE 235E	WES 732N
	B42 RAS	820 CK	COM 8S	D2 OWN	BFL 333	MEN 5	P42 ESH	ROW 3IL	7I NYS	WES 770N
	BAI2 RON	BI20 OME	CON 3Y	DRU 6E	FLI6 KER	M3I2 CER	P4I2 KES	20 XY	TOE I8	WHA 270N
	B4I2 TLE	BI20 PHY	ROY 600K	DII0 LEY	FI0 REY	MER 237T	PAR 20T	RUS 550N	7 OFT	WHE 3L
	B453 DEN	B2 USH	600 NEY	DUII HAM	F00 7E	M3I2 VYN	P45 TOR	RUT IIIH	TOII LEY	WHII NES
	84 TES	B27 DEN	COP 3E	DUN 570N	FOX 70N	MES 53R	PAT 2I6A	RYS 242D	TI00 MBS	GWH I7E
	BAU 6H	B27 DON	CI0 RKE	DYE 2R	F2 AME	MET 64IF	PAT 73N	SI4I EEM	TON 6E	WII COX
	BAX 773R	B27 ONY	COR 2R	EAD 3E	FRA 23R	JMII LEN	PAX 70N	S4II DOR	TON IIIE	WOL 70N
	BEA 6H	BUII MER	COS 57A	E420 LEY	FI2 OUD	M0A 7T	PEA 25E	S4II KEY	7 OUT	WO05 NAM
	BEA 6IE	BUN I30Y	984 COT	EAR 3	FUII ARD	M0B 8S	PEA 53E	S4II TER	TOY 4H	WOI2 LEY
	B34 KER	BUI2 DON	COT 7IE	EA5I JCT	FUR 5E	MOD 357Y	PEA 4T	S426 ENT	TRA 6IIE	WOR 2IJL
	83 ARD	BUS 73R	C0U 246E	EAS I	FYF 333E	M00 53Y	PEII DER	SAV 3I0Y	724 CY	WOR 5I3Y
	BEI4 TON	BUT 70N	CI20 SSY	EDG 9E	GAM 8I3S	MOR 264N	PEII NEY	S62I VEN	TI24 PPA	WI2 ATH
	BEA 777S	BUX 770N	CUI2 LEY	EDN 3Y	GAII MER	GII ARD	HOG 683N	JUD 63E	LAII GAN	M46 RAE	MOS 70N	PEW 96	S3II ENA	TRO 7T	WYM 3R



EXECUTIVE

FD 6	888 AE	2 BN	3 DCA	I ECL	FBF I	I FWJ	99 GV	HMO I	JWG 28	I KYD	I LNP	I MTB	I NVH	PPW 3	RKM I	8 SJE	THG I	I VML	555 WM
200 EX	I AEA	I BNE	I DCC	I ECN	FBG I	I FWL	I GVG	HN 4	I JYC	KYO I	I LNR	MV 4	I NWF	20 PRD	I RLD	I SJJ	I TJN	I VMP	WMG 6
NV 9	7 AEJ	5 BPR	I DCE	EDP I	I FCF	GA I	GWT 7I	I HNB	KAA 97	20 LAA	I LPV	I MVN	ODR I	I2 PRG	RLG 20	I SJU	I TKC	VMW 45	WN 6
I BV	9 AEM	6 BRS	DDD I4	I EEC	I FCP	9 GAD	HAS I	96 HR	I KBD	LBS I0	I LRG	MVS	I ODY	6 PRP	I RLO	86 SKL	4 TL	I VOB	I WND
LF 7	AFF 50	I0 BSG	DDF I	I EEF	FD 5	I GAO	96 HB	I HRT	3 KCL	20 LBW	I LRT	MWG I	I OPR	I PRY	I RLW	SKT I	I TLJ	I VPF	I WNH
I VSW	4I AFH	I50 BT	7 DDG	EEM 4	FD 6	6 GCC	HC 222	HSS 79	I KCY	I LBW	LS 8	I MYP	32I OT	PSD I	RMD I	I SKU	I TLN	VPL I	WPK I
TOT I	I AFL	I BU	2 DEJ	EF 2	I FDD	I GCD	HC 4	I HW	I KCY	7 LCD	LSD 27	I6 NAJ	OY I	PTD I	3 RN	I SKW	TN 63	I VPR	WPS 4
I XZ	I AFO	I6 BU	4 DEJ	EF 3	I FDP	GDJ 5	40 HCG	I HWA	KE I	4 LCE	I LSG	NAK 35	I PAC	PTG 77	RNF I	I9 SLK	I TNH	I VRB	WR I
VGH I	4 AFP	BV 8	DFB I	EF 8	37 FE	I GDK	90 HD	50 JBR	KF 4	700 LD	I LSW	NBV I	7 PBD	PVG I	55 RNM	SLR 3I	I TPS	233 VS	WRG I
I LWP	I AFP	I BV	5 DFP	77 EFD	I FEX	GDN I	I HD	JCF I	I KFA	3 LDF	I LTK	NCA 66	8 PCA	I2 RBP	I RO	5 SNP	TPS I	VS 6	I WRJ
WJB I	AG I	CA I	I DFT	I EFE	FFB I	6 GDR	I HDN	9 JCJ	I KFO	LDL 7	900 LW	I NCJ	9 PCA	RBR 5	RP 2	6 SNP	I TRD	VS 9	WRR I
I LRT	I2 AGL	CDT I	969 DG	EFL I	I FFJ	GEB 35	HDP I	II JDD	I KFR	I LDO	I LWD	II NCP	5 PCJ	9 RCA	RPA 69	I SRK	I TSF	VSB I	97 WS
AN I	I8 AGR	II CDT	7 DHD	EFP I	70 FJ	I GEK	3 HEG	8 JFJ	89 KG	LE I	I LWW	NCW I0	I0 PCM	RCE I	6 RPP	I STG	I TVH	I VTB	I WSF
I TGJ	AHC 777	I5 CGS	I DHV	I EFP	FJC 88	II GEP	I HEH	II JFJ	I KGA	2 LEF	MB 2	3 NDP	II PCM	RCG 87	90 RRB	STK 5	TWD 8	8 WAG	I WSJ
	9 AHD	II CJK	DMM I	EHA I	I4 FJF	GF 476	HET I	JGL 34	I KJF	LF 7	5 MBL	5 NDP	6 PDK	RCT 45	RSE 6	I SWR	I TWJ	I WBE	WSS I
	ALG 34	I CJV	I DMP	I EHA	FJO I	GF 6	I HEX	JGM I9	I KJV	LFS 50	MBS 63	6 NF	329 PE	7 RDA	RSJ 9	TAA 50	TWP I	WDC 3	I WWD
	I APD	I CKS	80 DN	EJE I	FJS 22	GFT I	HFB 48	I JHR	I KKE	9 LG	I0 MCF	I NFE	3 PEF	5 RDJ	4 RTP	I TBL	I UY	WDP I	I WWL
	9 ASE	2 CL	3 DPN	I EK	29 FK	I GFW	59 HG	I JKV	I KKF	I LGF	I MDO	I NFH	I PEF	RDO I	I RVR	I TBN	V 58	I WDT	I WWP
	ASE 70	I CPO	I2 DRG	77 EMP	I FKW	GJE II	I HGP	I JKW	2 KLE	I LGG	98 ME	6 NJJ	PEK 6	I RDT	I RWO	I TBS	I VAD	I WEJ	XJR I
	AWC I	90 CPT	8 DSA	I EMT	69 FLH	444 GK	HGS 6	6 JN	KLK I	I LGJ	MEO I6	I NLT	I PFO	I RDY	7 SAG	I TCK	I VAF	WEZ I	I YAB
	I AWM	I CPV	9 DSE	I ENC	50 FLS	I GKE	I HHG	5 JNC	I KLP	LGM 4	MFT II	I NMO	I PFV	RFA 54	SAG 96	I TCO	VAF 88	WFP I	2 YB
	I0 BDB	32 CSL	5 DSF	EP 2	9 FLW	I GKV	HHS I	8 JND	KMJ 78	3 LGP	9 MGT	4 NMR	PGW I7	RFF I	SBG II	I TCP	VAJ I	I WFR	YB 39
	4 BDF	8 CTL	DSL 50	I EPN	866 FM	GN 99	8 HJA	I JNH	I KMO	LGR 9	I MHE	I NOP	75 PHW	RFT 7	I SBJ	I TCR	I VAM	WGK I	YEC I
	BDR I	I CTS	8 DTL	ESN I	5 FMR	I GNG	HJC 35	25 JPD	67 KMT	I LHB	I MLO	I NPD	5 PJV	RFW 73	8 SBP	3 TDD	I VCS	WH 4	YEF I
	I BFF	80 CU	9 DTL	2 ESW	49 FP	I GNJ	5 HJE	82 JPF	I KNL	LHB 2	7 MLP	II NPM	PKA I	3 RGG	SBW I	TEG 9	I VD	I WHM	YEG I
	BGR I	60 CV	I8 DU	I ET	I23 FR	I GNL	6 HJG	44 JPR	I KNR	88 LK	MMG 78	NRD 8I	I PKF	RGL 6	I SCY	TEP 2	VDS I	WJ I49	YH I
	74 BJM	95 CV	DVB I	I ETH	FRS I	57 GPJ	HJK 3	JPS 23	KR I	I LKF	MMR 75	NRD I	I PLN	I RGM	9 SDA	TEP I	VEJ I	WJE 4	2I YJ
	20 BJR	I CVE	6 DWE	92 EW	I FSD	GRC 77	HJP I	JS 3	I KSE	3 LKG	MMT I	NRM I	I5 PMR	RHM 79	99 SDR	TEW 47	VGH I	WJE I	I YJL
	7I BJT	I CWM	EAD I	I EWR	I FSP	II GSP	I HJT	3 JSE	4 KV	7 LKP	MND 74	NTB I	I PMW	RJG I8	SFE I	TFP I	VHC I	I WJL	YOP I
	I BJV	92 D	9 EAK	52 FA	I FSW	GSW 90	I HJW	9 JTL	I KWB	I LKV	I MNT	I NTH	I PNF	I RJO	SFP 2	I TGE	9 VJB	2 WJT	YPS I
	36 BK	I2 DAK	EBK I	I0 FAD	FV 25	6 GU	HLC I	JVL 83	7 KWC	I LMG	25 MPA	I NTP	I PNL	RK I	7 SGA	I TGG	I VJT	WJ I49	YRS I
	BLS 7	DBH I	98 EC	FAH I	I FVG	I GUD	HLH I	I JWA	KWC 8	LMR I	77 MPL	I NUS	I PNS	5 RKC	SGT I	I THF	I8 VL	85 WL	I YW
	BMF I	II DBT	I ECA	3 FAP	FWJ I	25 GV	8 HMK	JWC 74	48 KY	LN I	4 MPN	NV 9	PPN I	RKM 40	5 SHD	THF I	I VLS	I WLN	II YW













{ LUNCH WITH }

MALCOLM WILSON

Few careers in any domain are as durable as this. It began more than 50 years ago in the rear seat of a Mk1 Ford Cortina... and he's still going strong

writer SIMON ARRON | **photographer** GAVIN HAWORTH

GIVEN THAT HE WAS versed in the fastidiously timed world of rallying from an age when most of his peers were cramming for their 11-plus, it is no surprise that Malcolm Wilson strolls into the Sharrow Bay Country House Hotel at precisely the appointed moment. His chosen restaurant is a former fishing lodge on the edge of Ullswater, about 45 minutes by road from Dovenby Hall, the stately home that became a hospital before its closure enabled Wilson to acquire it for his thriving motor sport preparation business. Today, the trim 61-year-old has 246 people working for him in Cumbria plus 38 at a secondary facility in Krakow, Poland – quite an empire for one who left school with no qualifications at 15.

An hour before his arrival Ullswater had been bathed in sunshine, perfect hill-walking weather, but things have changed. A fierce wind has whipped up horizontal rain as Wilson selects West Coast scallops followed by Herdwick lamb and [restaurant founder] Francis Coulson's famous and original Icky-Sticky Toffee Pudding, washed down with water and two modest glasses of Pouilly-Fuissé.

Four seasons in one morning: the Lake District was ever thus. It is a wonderful part of the world, far removed from the UK's traditional motor sport hubs. "I was born in this region and absolutely love it," Wilson says. "The fact my business is here is down to typical Cumbrian doggedness. Over the years, so many people have said, 'You need to move south and make yourself more accessible.' But I wanted to prove I could make the business work locally. I've always believed that if something is good enough, people will travel to find it."

The evidence suggests he's right: as well as running Ford's World Rally Championship programme since 1997, Wilson's M-Sport is involved with countless rally privateers, was commissioned to build and run Bentley's Continental GT3 racer and also developed the Ford Focus that's currently being used in rallycross. Quite busy, then.

"My interest started because my parents ran a tyre distribution and vehicle dismantling business," he says. "In the late '60s and early '70s all the local rally boys would come in

for spares. Fords were the thing at the time and people would turn up looking for a 1500 Cortina engine to stick in their Anglia and so on. I thought it was fantastic seeing all these cars coming in with wide wheels.

"I had no real idea what a rally was, but one day a customer arrived to buy an engine. I watched him and his pal removing it and got chatting to them. I was only 10 and wanted to know what they were doing, so they told me about a road rally they'd entered and invited me to ride along in the back. I went to ask my mum and eventually persuaded her to let me go. Road rallying was massively popular at the time and there were loads of events in our area. We were in a Mk1 Cortina and at the first junction the driver flicked the car sideways – that was it for me, I was hooked.

"I'D ALREADY STARTED DRIVING CARS around the yard, which was one thing, but now I'd discovered the speed element. I got the bug very early and my mum said, 'Right, if you want to do this you'd better attend navigation classes' – and the fact they existed shows you how big the sport was in those days. I did that and started navigating from the age of 11 or 12, until I was old enough to drive. If there were any field events – autocross or autotests, anything that didn't require a licence – I did those, too. I used cars that came into the yard and started doing my own work – I put a 1500 Cortina engine in a 100E Ford Popular, for instance, and all of this gave me a good understanding of cars and what you could do to them.

"Once I'd started to drive all I wanted to do was compete, though I didn't initially imagine that I'd be able to turn it into a business or make a living as a driver. I had done a little bit of karting when I was younger – my dad helped found the Rowrah circuit with a guy called Iredale Edgar – but once I got into rallying I became very blinkered. There was nothing else that interested me. I had great access to spares and occasionally a juicy bit of stuff would come in – a Lotus Elan, maybe, so you could pick up a twin-cam engine. I had a great start in terms of being able to find equipment."

At 16 he began building an Escort 1300 with which he would commence his driving career on the 1973 Peak Revs Rally, a road event on which he finished as leading novice. One year later he repeated the feat on the *News & Star* Derwent Rally, officially his first stage event… although he had already tasted life at the wheel across classic local terrain. "I was co-driving for a local guy in a Mk2 Cortina when we broke down in Kielder," he says, "and we had to wait for the crew to arrive to get going again. The rest of the competing cars had long gone, so the driver asked if I wanted to take the wheel to the end of the stage – you can imagine what that was like at the age of 14 or whatever I was.

"In all I think I did only three road rallies, because after I got a taste for the stages that's all I really wanted to do. I wasn't particularly bothered about asphalt rallies either, if I'm honest, I just wanted to be on the gravel!"

For 1975 Wilson kept the same Mk1 Escort, albeit with the 1300 swapped for a twin-cam. "Back then there was a thing called Ford Rallyman of the Month, which earned you vouchers to get parts from Ford Rallye Sport," he says. "I did the Lakeland Stages, a national championship round, and finished second in my old Mk1 to John Taylor. That result got me Ford Rallyman of the Month, then I had a few seconds and thirds on Scottish Championship events, so I got recognition quite quickly. Towards the end of 1975 people had started to take note and Ian Parry, later a co-director with David Richards at Prodrive, was at that time with Castrol. He was the first guy to offer me support and acknowledge my potential. For 1976 I still kept my old Mk1, but now with a 1700 BDA, and won the Lakeland Stages and a few other events, which helped me win another Ford Rallyman of the Month award. At the end of '76 Ford was looking for some youngsters to drive the new droop-snoot RS2000 in Group 1 – myself, Graham Elsmore and David Lang were selected. It wasn't a paid drive, but Ford provided the car, I maintained it and did the 1977 British championship."

He also made his WRC debut that season, on the RAC Rally.







MALCOLM WILSON CAREER IN BRIEF

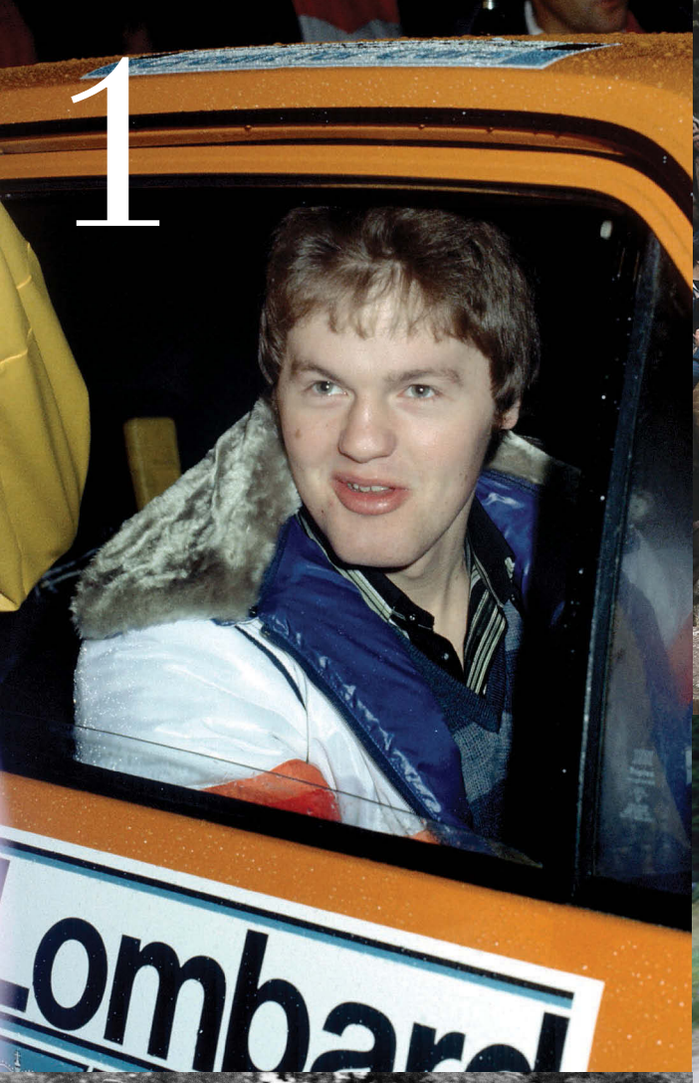
Born: 17/2/1956, Cockermouth, UK **1973** Contests first road rally, having navigated for several years **1974** Stage rallying in Ford Escort Mk1 **1977** WRC debut, RAC Rally **1978-79** Castrol *Autosport* national champion **1980** First salaried drive **1984-85** BRC, Audi Quattro **1986** WRC, Metro 6R4 **1988-89** Works GM driver **1990** Rejoins Ford **1994** BRC champion **1995** Retires from driving **1997-present** Running Ford WRC team and several privateer programmes under M-Sport banner **2006-07** Ford wins back-to-back WRC titles **2009** Awarded OBE **2013** M-Sport enters GT arena with Bentley



"MY TWO BIG TARGETS IN '77 WERE TO score class wins on the Scottish and the RAC and I managed both. I put a tremendous amount of effort into the RAC in terms of preparing the car, training, practising wheel changes and so on. It was an incredible rally and everything ran like clockwork until one of the Dalby stages on the final morning. I got a puncture early on, but all that pre-event practice paid off. I didn't win the championship, for which the prize was a fully paid drive in 1978 – Graham Elsmore scooped that, but Ford still helped me with limited funding.

"They then offered me a favourable price on Billy Coleman's 1976 Escort Mk2, which I campaigned successfully in the national championship – winning it for two years on the trot. I had some fantastic runs in 1979, finishing second on the Scottish and leading the Welsh, and at the end of the season Total decided it wanted to increase its rallying involvement. For 1980 I started my own team on a formal basis, still based in the family yard with a full-time staff of two and an assortment of weekend warriors, and on the Scottish I

LAT, MCKLEIN













1 At the wheel of a Total Escort in 1980, his first year as a paid driver **2** En route to fourth place in Portugal, 1981 **3** Wilson developed Ford's RS200 and gave the car a winning debut on the 1985 Lindisfarne Rally **4** A three-year deal with Austin Rover was cut short when Group B cars were banned from rallying **5** Winning in Ulster during successful 1994 BRC bid **6** The Astra – low power, great fun **7** Wilson the team boss



was fighting for the lead with Hannu Mikkola and Ari Vatanen. I'd just got ahead of Ari, into second, when I had a massive accident, running wide and hitting a bridge parapet. It impacted the end of the chassis rail and bent the car back into my feet, breaking both ankles. That put me out of action for a time, which was disappointing, but I got home to discover that David Richards wanted to see me. Rothmans was looking to get into rallying and he was very involved in setting up a team. He told me they wanted me in one of the Rothmans Escorts, with a limited WRC programme in David Sutton-run cars. That was a great boost.

"On my comeback event in Scotland I finished second. I wasn't worried about crashing, but was apprehensive about how I'd feel when I really had to press the brake pedal hard, wanting to know that I was still OK. I never thought about the accident side at all. It was just about getting my head around rallies again after a four-month layoff. Next time out, on the Pirelli Rally in September, I felt in great form and beat Tony Pond's TR7 into second place. That was also a confidence booster for David Richards, in terms of my seat with Rothmans."



THERE WOULD BE SOME PODIUM finishes in 1981, but no victories, and for much of the following year he split his time between competing and developing Ford's new – but ultimately stillborn – Escort RS1700T.

"We got that car to a very good level in terms of performance," he says, "though the reliability was never where it needed to be. We reached a point where we were roughly 2-3sec a mile quicker than a Mk2 Escort on gravel – and when we did all the back-to-back stuff we used Hannu Mikkola's 1979 RAC-winning car, which was obviously a proven package. On the final day we had Markku Alén with us, so he was definitely on Ford's radar for 1983, but around that time there was a big reshuffle within Ford. Stuart Turner came back in as team manager, looked at the whole thing and asked a lot of questions. The Audi Quattro and four-wheel drive were now established in rallying, so looking back the decision to can the rear-drive RS1700T was correct, but it was another knockback for my career.

"I'd already signed to drive for Ford in selected 1983 WRC events, but I ended up hiring a Quattro for the 1982 RAC and then doing a small programme in the UK with the Escort RS1600i. I still had my contract with Ford and knew the RS200 was coming, but I also knew I needed to do something in the short term to re-establish my career. Four-wheel drive was clearly the future so I spoke to Audi UK about buying the car Stig Blomqvist used to win the 1983 British title."

Wilson took a solitary podium finish in 1984, but the following year won all three of the BRC events he finished (there were six rounds, but the greater consistency of Russell Brookes and Jimmy McRae enabled them to finish first and second in the standings). At the same time, Wilson had busily been developing Ford's new low-line RS200 4x4 and gave the car a debut victory on the Lindisfarne Rally.

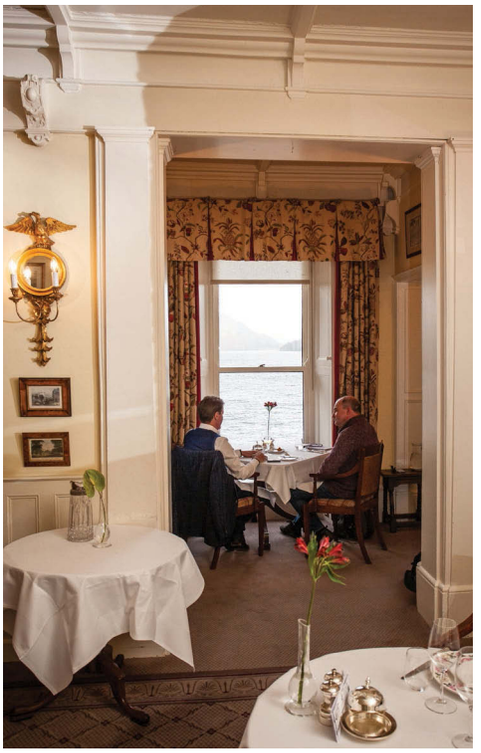
"Ultimately the RS200 could have been fantastic," he says. "It was brilliant on the toughest rallies – the Acropolis and stuff like that – with its twin shock absorber system, low centre of gravity and double wishbone suspension. The one problem we had was weight – it was about 200kg heavier than the Peugeots. I'm sure that could have been rectified, but we had a very complex 4wd system. With development and lightening I'm absolutely confident the car could have won WRC events, no question."

While developing the Ford, however, he had also been approached by Austin Rover motor sport boss John Davenport, about driving the new MG Metro 6R4. "It was very, very difficult to think about leaving Ford," he says, "because I'd been with them for so long. I had similar offers on the table from both companies, but I went to test the 6R4 at Gaydon. In those days we didn't have the internet, smartphones or social media, so you could do stuff like that without anybody finding out. At that stage we were having lots of problems with the Ford, then at Gaydon I drove the 6R4 all day without the slightest hitch – it was 100 per cent reliable, which gave me a difficult decision to make.

"I told John I had a very clear plan. In the first year I wanted to learn the rallies and didn't want to push too hard, except perhaps on the RAC, then the idea was to go a little harder in year two and try for the title in year three. There was also the chance to do the 1985 RAC in a 6R4, so I decided to sign. You can imagine how that felt, given the strength of my links



Wilson loves his native Cumbria – and also the occasional sticky toffee pudding. Above right, the view across Ullswater



"A LOT OF PEOPLE STRUGGLE TO UNDERSTAND THIS, BUT COLIN HAD AMAZING MECHANICAL SYMPATHY. HE WON ALL THE DIFFICULT RALLIES..."

with Ford, but my business was still ticking along in the background and a lot of that involved Ford so we still had a relationship.

"After having no problems at all during that first test, we started rallying the 6R4 and had nothing but trouble. Tony Pond and I both had problems on the Monte, then I was lying third in Sweden when the cambelt went. I had a huge shunt during testing in Greece, because of a mechanical failure, then a core plug fell out in Corsica and the engine lost all its water. I'd gone from having this bulletproof missile to something that never seemed to finish."

Corsica also sounded the death knell for Group B, the FIA announcing that the category was to be axed at the year's end following the accident that claimed the lives of Henri Toivonen – Wilson's team-mate in 1980 – and co-driver Sergio Cresto.

"That was a very tough time," he says. "Henri was the most naturally gifted driver – he had incredible ability. He wasn't like most Finns – he was as good on asphalt as he was on gravel, and perhaps even better."

Had Wilson sensed that speeds were escalating beyond reason?

"No," he says. "The cars were wild and awesomely brutish, but never felt too quick when you were at the wheel. OK, I didn't try a 600bhp Lancia Delta S4 – I drove the 6R4, RS200 and Sport Quattro, and the Audi was a handful. Having said that, it was incredibly satisfying to master. They weren't at all like the current cars. Nowadays, you turn and it goes. If it doesn't, the driver will want the engineer to explain why. The cars are all pretty much the same today, too, but back then they had different characteristics. The Quattro had what, 100kg or so hanging out past the front axle? They were all so different in terms of set-up, transmission and handling. It was a challenge and the pre-Sport Quattro was the biggest of all, with no anti-lag. Trying to get the best from a car with massive amounts of lag and hardly any power below 5000rpm was a real test. It was like learning to drive again, but when you crack it…

"The Quattro gave me my best ever sense of personal satisfaction, though the Escort was the most fun in terms of what it was and the sound it made. To this day, nothing sounds as good to me as a BDA at full chat around 8000-9000rpm. That's absolute music."

With Austin Rover withdrawing as GpB fizzled out, Wilson was back to square one.

"I had nothing lined up for 1987, but then Peugeot asked me to do some BRC rounds in a 205 and GM came in with an offer to drive an Astra on the RAC and also for the following two years. I didn't have much else on the table and they had some interesting plans, including an opportunity to do some WRC events. Those two years with GM were fantastic. Even though I was only in an Astra, we had some fantastic results because I was driving for a great bunch of committed individuals. It was one of the best teams with which I've been involved. We had some stunning results for a two-wheel-drive car – third in New Zealand and sixth in Australia in 1989, second on the Scottish, 10th overall on the RAC and first two-wheel-drive car, ahead of quite a few Sierra Cosworths. That's when Ford came back to me about a new programme, so the results hadn't gone unnoticed."

He would spend the balance of his driving career with Ford, finishing second in the 1993 British Rally Championship before finally winning it one year later. "That was a box that absolutely had to be ticked," he says, "and once I'd done that it was time to move on. My last rally was the 1995 RAC. I've always had goals and always said I'd stop driving when I was 40, irrespective of what I was doing. I probably didn't achieve as much as I should have done as a driver – and if I hadn't done that by the time I was 40, I certainly wasn't going to do it later."

Then still known as Malcolm Wilson Motorsport, his team was having considerable success with customer programmes – winning 11 titles around the world from 1994-96 – and Ford initially asked him about running the factory rally team. "We went a long way down the line and they wondered whether I'd

LIGHTS... CARS... ACTION!

ROAD • TRACK • STORE

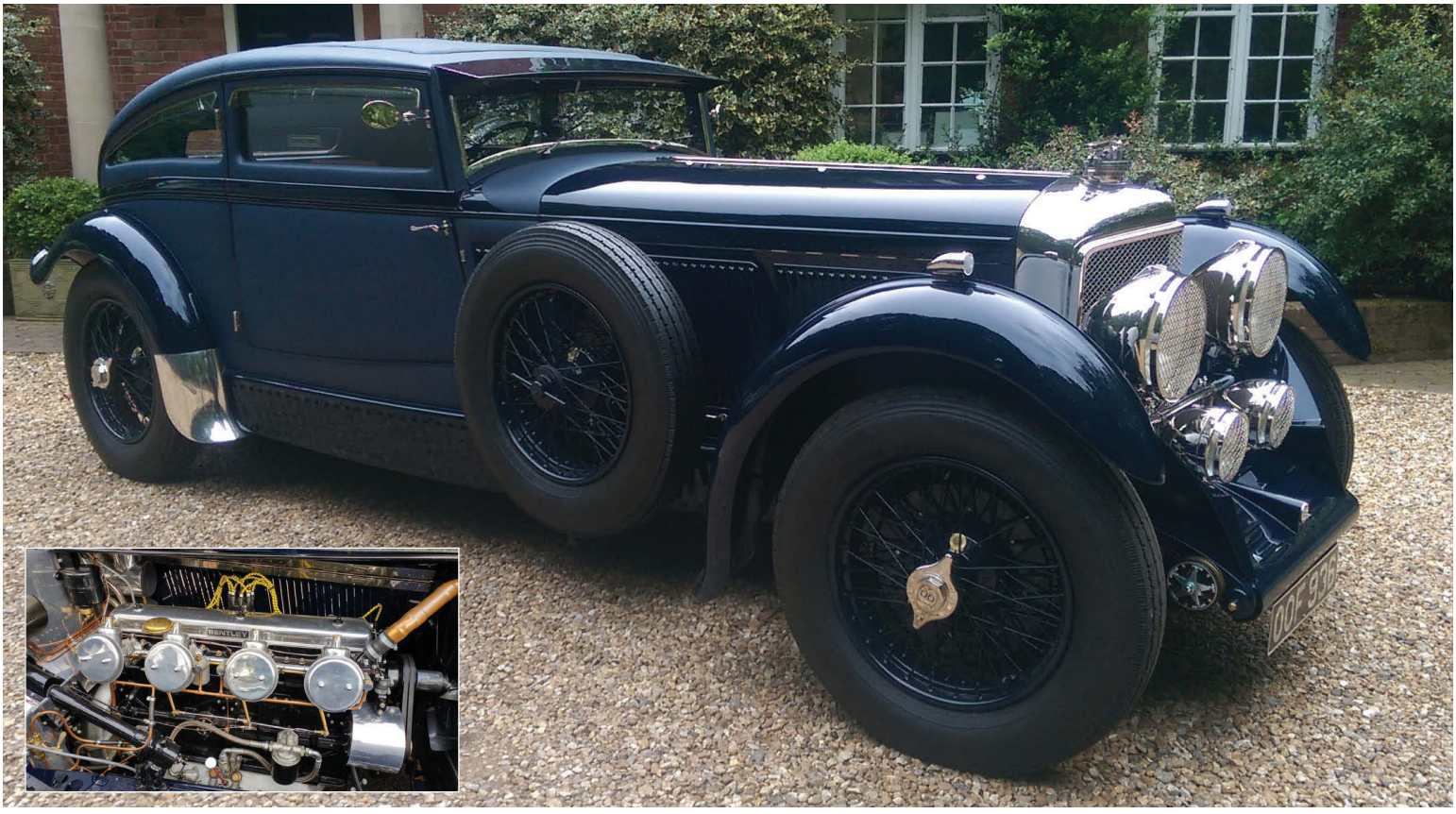
Website: www.lightscarsaction.com

Email: enquiries@lightscarsaction.com

Tel: 01420 47 44 11 • 07501 32 22 22

Lights Cars Action is a specialist automotive company which houses a wide range of vehicle services within a 24,000 sq foot premises. Our unique & resourceful workshop allows us to carry out maintenance, race car preparation, restoration, detailing, valet & more by our highly trained and experienced technicians. Also we have unique state of the art paint oven enabling a one stop shop for all of your automotive needs.

RACE & CLASSIC CARS FOR SALE



Bentley "Blue Train" by Vintage Racing Green - As new 650 miles only, fully detailed 6.5 Litre straight 8 engine, full sunroof, only approx 24 built, full burr walnut interior with drinks cabinets, monogrammed glassware with Bentley logo, Stereo, blue leather, Bentley Drivers club registered, etc.. **P.O.A.**



Porsche 718 RSK Spyder Replica - Great Patina, 1642cc Engine, MOT, New Brakes, Much Work Done, Exciting Summer Fun! **£19,995**



1976 Penske PC3 F1 Race Car - Chassis 01 of only 2 built. Raced by John Watson in period, has also raced at the last 8 out of 10 current Monaco Historique Grand Prix's. Important competitive car, well looked after, no expense spared, ready to race with Masters Etc, globally. **P.O.A.**



1983 Fiat X1/9 Bertone - Incredibly original, just 2,457 miles from new, a definite Carling car. 'Probably the best in the world' expensive but find another? **£18,995**

Finance available for cars for sale, personal collections & individual cars, please contact for more information

All our cars are on our website: www.lightscarsaction.com/sales

OR Call direct for more information 01420 47 44 11 • 07501 322222



Ogier won on his M-Sport debut in Monte Carlo. Below, Bentley GT3 and Focus RX projects have been fruitful

consider running the Ford WRC team from Boreham, because they didn't think it would be possible from Cumbria. We agreed terms, but one Sunday night I was chatting to my wife Elaine and said, 'Right, I'm not going to do this.' I'm sure she was relieved, though she didn't say as much, and the next day I called to tell them I wasn't going to accept the deal, imagining that would be it in terms of getting any more work from Ford. I'd just have to get on and run my business for privateers.

"Then in 1996 we went to Finland and finished third with Jarmo Kytölehto, while the works Fords didn't feature. We just did our own job and finished on the podium, an incredible achievement for a private team, and after that Ford spoke to me again about a works deal. I didn't think it would ever happen – and didn't believe it until I had the press release in my hand. I'd never told anybody else, because we'd been down this route in the past, but I was doing a Ford forum in London before the Rally GB and somebody asked me what I thought would happen with the Ford WRC programme, 'because it was such a mess', but they didn't know about the contract I had in my pocket.

"None of my 18 staff had any idea and when I drove back the next day Elaine had arranged for them to meet me. I opened a box of champagne and said, 'Right, this is what we're doing… but there will be no holidays over Christmas or New Year.' By the time we got to Monte Carlo we had more than 100 people, including weather crews and so on. We had growing pains, as any business would, but we finished second in Monte Carlo with Carlos Sainz, a few seconds behind Piero Liatti, and Armin Schwarz was sixth – so that was a good start."



MIG McKEEN, BENTLEY & RED BULL

AND 20 YEARS ON, WITH THE TEAM long since rebranded as M-Sport, he's still running Fords. For much of that time the WRC has been dominated by three drivers – Tommi Mäkinen and the two Sébastiens, Loeb and Ogier – but M-Sport Fords have taken more than 50 outright victories (new recruit Ogier notched up the 51st in Monte Carlo this year) plus back-to-back successes in the championship for manufacturers in 2006-07. During that time Ford has run several of rallying's all-time greats, including Colin McRae and Carlos Sainz.

"Colin was one of the fastest WRC drivers at the time and we made a big push to get him in 1998, the last year of the Escort," Wilson says. "We felt he could have been in pole position to do all the Focus testing for 1999, but he had a water-tight contract with Prodrive. There were big expectations when he agreed to join us, which put us under a lot of pressure – although by that stage of my life I was ready for it. We then had water pump problems on the Monte, so Colin was understandably unhappy, but we went from that to winning the Safari, which for a brand-new car was astonishing.

"A lot of people struggle to understand this, but Colin was incredible on the most challenging rallies because he had amazing mechanical sympathy. People never appreciated that because of his flamboyant style. He won all the difficult ones – the Safari, Cyprus, Argentina, Acropolis and so on. OK, we built a strong car, but he had this amazing mechanical sympathy and understanding of what it could take. If I had to pick one driver who knew how to look after a car on a punishing rally, Colin would be right at the top. He didn't set a single fastest time on the 1999 Safari, but he understood what was required. To win like that when you knew how much effort your rivals have put in, and you hear that Carlos Sainz has said to [then Toyota team boss] Ove Andersson, 'When is that bloody Focus going to break?' Carlos couldn't get his head around that.

"Colin was supremely spectacular on events like Finland or Sanremo. You'd watch and think 'Bloody hell…' But those events weren't likely to inflict damage on the car – that's when he tended to have accidents, which did…

"Carlos was never as natural a driver as Colin, but you didn't know that until he was

in your team. But his work ethic and commitment were astounding. The thing that impressed me most about Carlos, even though he had other businesses, was that his career always came first. If I rang him up unexpectedly and said, 'I need you in Sanremo tomorrow morning to test,' he'd be there. He never questioned stuff like that – and when he got there he'd push everybody. 'Where's the water bowser? We need to try this in the wet.' Once he arrived he was like the boss, a real dynamo. He and I had some battles, because I had my vision of how we should take the car forward and he was a very strong character, but we ended up having this great relationship. Of all the drivers who pop back to see us on rallies, he's the one who commands greatest respect. You can hear people whispering, 'Look, Carlos is here' – he was a big driving force in taking us forward, a huge asset, and because we had Carlos we learned how to handle the demands we're getting now from somebody like Séb."

LATE LAST YEAR A LOVELY VIDEO CLIP did the rounds on social media, showing Wilson giving his staff a pep talk. Just as it appeared to be over, he paused and said, "Oh, just one small thing… Sébastien Ogier will be driving for us next year." He then punches the air in jubilation – and its clear the recruitment of the four-time world champion meant a lot.

"I'm still a competitor and I remain very passionate," he says, "and we'd just had four seasons without a victory. I'd always planned to chat to the team, to talk them through what they'd done and let them know how proud they should be, but I made the announcement at 5pm and Séb had only let me know he'd be driving at nine minutes past four. He'd kept me hanging on for about six weeks, so I thought I was entitled to have a bit of fun with the staff and keep them waiting. Their response was fantastic.

"Séb reminds me very much of Carlos Sainz in terms of his commitment and attention to detail – not just him, but also his co-driver Julien Ingrassia. They are incredibly professional and it's easy to see why they've been successful. Every little detail is on their radar – we'd planned to put proper winter jackets in the car for Monte Carlo and Sweden, in case of a breakdown, but they insisted on something lighter to save weight – however little that might be. That's the level they're at. Having the world's best on board has given everybody a lift."

Extra prestige was added to the M-Sport portfolio when Bentley approached the company to develop its Continental GT3 racer, which made its debut in Abu Dhabi at the end of 2013.

"We were 100 per cent rallying, 100 per cent Ford and I had no interest in diluting the business," Wilson says. "I wasn't looking for anything else until [Bentley motor sport director] Brian Gush called. I had no idea Bentley was looking at a racing programme. I told Brian that we had no relevant experience, but he said he'd researched us and would like to pay me a visit. I asked when and he replied, 'Tomorrow.' He turned up with a few people and I gave them a guided tour of our facilities.

"He returned soon afterwards with Wolfgang Schreiber, Bentley's chairman at the time. We were having a meal in one of our boardrooms and halfway through Wolfgang walked around to my side of the table and said, 'Malcolm, I'd like to shake your hand and that confirms we'd like you to take on the Bentley project. We're owned by a big group but still like to operate as a small company.' That was it. We were going GT racing. I looked around the company and found we had quite a lot of collective racing experience, through things people had done before they joined us, and 12 months later the GT3 was launched at Goodwood." It soon became a race winner in the Blancpain Endurance Series, too.





Wilson's long Ford stint includes working with Sainz and McRae, below

Future M-Sport projects include construction of a new manufacturing facility at Dovenby, because the site is presently at full capacity, and an on-site test track that should be operational by the middle of 2018. Does he pay much attention to F1? "If I'm at home on a Sunday I'll watch the start," he says, "then have a few glasses of red wine and wake up for the finish. That's about it. I look and keep thinking – hey, who knows in the future? – but I've got more than enough on my plate to keep me going for the foreseeable future."

Given his longevity as both driver and team principal – "The first of those jobs is by far the easier" – it seems odd that Wilson started only 42 WRC events in 19 seasons. "You have to remember that things were very different then," he says. "For one thing the British Rally Championship was absolutely massive at the time – look at the calibre of competing drivers in the late 1970s and early '80s, with Hannu Mikkola, Ari Vatanen, Björn Waldegård, Henri Toivonen, Pentti Airikkala, Tony Pond, Timo Salonen and so on – and there were fewer WRC opportunities, with not so many rallies and relatively little manufacturer involvement. It wasn't like it is now, when you have to sign up and contest every event. And then Ford dropped the RS1700T, the GpB ban stopped the Austin Rover project and the GM thing was just building up when they decided to withdraw, so…"

It was a golden period for rallying in Britain, but Wilson remains optimistic for the sport's future. "We all look back and say 'Those were the good old days' but we have to be realistic. You couldn't now do some of the things we used to consider routine, such as filling up with a jerrycan at the roadside and spilling half a gallon all over the place. They were great times, but attitudes to safety have moved on. Consider the Safari or the Ivory Coast, when teams used to have a spotter helicopter following each car. If somebody told me we were going back to Kenya we simply wouldn't be able to contemplate it on the grounds of expense. Last time I was there I think it cost £78,000 for each helicopter.

"The sport has evolved. Is it better or worse? I think we're back on the right track. The 2017 cars look aggressive and they're fast. We've been through a period during which we perhaps needed a little something extra and I think we've now got that."

FROM THE MOTOR SPORT ARCHIVES

To read more related stories visit www.motorsportmagazine.com/archive

January 1978 | *Full 1977 RAC Rally report*
January 1993 | *Young Colin McRae profiled*
April 2015 | *A conversation with Carlos Sainz*

Southwood CAR COMPANY

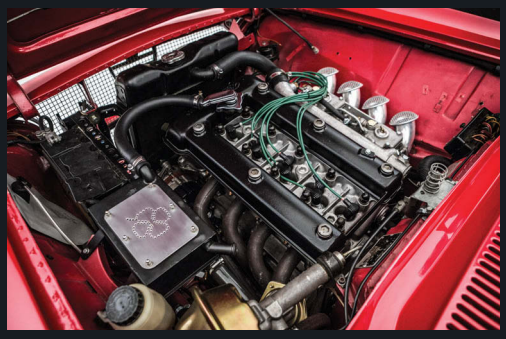
Alfa Romeo Giulia GTA 1300 Junior 1968

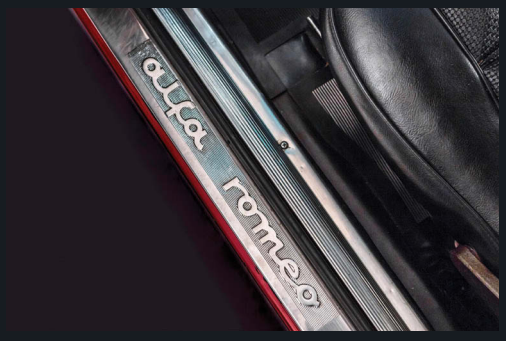
















We are always looking to purchase good quality Alfa Romeos
Please contact us if you have something of interest

T: 01883 344226 M: 07442 506123 E: info@southwoodcarcompany.co.uk W: southwoodcarcompany.co.uk

M25 J6 - 5 mins | Gatwick 20 mins | Heathrow 40 mins | Central London 19 miles

MOTOR SPORT
www.motorsportmagazine.com

MEMBERSHIP OFFER

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

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

Bundle options

	15 issues	30 issues
UK	☐ £55.99	☐ £95.99
Rest of World	☐ £70	☐ £126
USA	☐ $94	☐ $159

Print options

	15 issues	30 issues
UK	☐ £49.99	☐ £89.99
Rest of World	☐ £64	☐ £120
USA	☐ $85	☐ $150

Digital Only ☐ **15 issues** £49.99 ☐ **30 issues** £89.99

Digital Plus ☐ **15 issues** £52.99 ☐ **30 issues** £92.99

MY DETAILS

Title Forename Surname

Address

Postcode Country

Telephone

E-mail

GIFT RECIPIENT

Title Forename Surname

Address

Postcode Country

Telephone

E-mail

A valid email is required for all Bundle and Digital subscriptions

PAYMENT OPTIONS – 3 EASY WAYS TO PAY

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

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

To the Bank Manager (Bank/Building Society)

Address

Postcode

Name of account holder

Bank/Building Society account number

Bank sort code

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

Originator's identification number

5 5 6 9 6 5

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

Signature

Date

☐ **2.** Please debit my: ☐ Visa ☐ Mastercard ☐ Amex ☐ Maestro

Card no:

Expiry Date:

Maestro: *(Start date)* Issue number: *(If applicable)* Security number: *(Last 3 digits on reverse of card)*

Signature Date

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

Terms & conditions: Free gift will be sent to subscription donor. Offer closes 31/5/17. Subscriptions by Direct Debit will automatically renew upon expiry. Should the price increase thereafter you will be notified in advance. You can cancel at any time and receive a full refund on any issues yet to be mailed, with no questions asked. This offer is available to new subscribers only. Motor Sport may send you details of our products and services which we think may be of interest to you. Please tick if you do not wish to receive such offers by post or telephone ☐. Please tick if you do not wish to receive such offers by e-mail ☐. Occasionally we may pass your details to selected companies. If you do not wish to receive their products or offers, please tick this box ☐. QUOTE CODE EP17

Available in...



Bundle

SAVE 70%

The total *Motor Sport* experience

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



Print

SAVE 40%

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



Digital

SAVE 40%

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

NOW AVAILABLE ON
DESKTOP, SMARTPHONE & TABLETS



15 ISSUES FOR THE PRICE OF 12

Receive up to 6 free issues

WHEN YOU SUBSCRIBE TO *MOTOR SPORT*

Subscribe to *Motor Sport* magazine today and you will receive 30 issues for the price of 24, or 15 for the price of 12.

For the very best in our sport in all its forms, you need to read *Motor Sport*. Each month the magazine covers every aspect of the business, with exclusive interviews, industry insights, in-depth features, uncensored commentary on F1, endurance racing, historics, MotoGP, the US scene and much, much more.

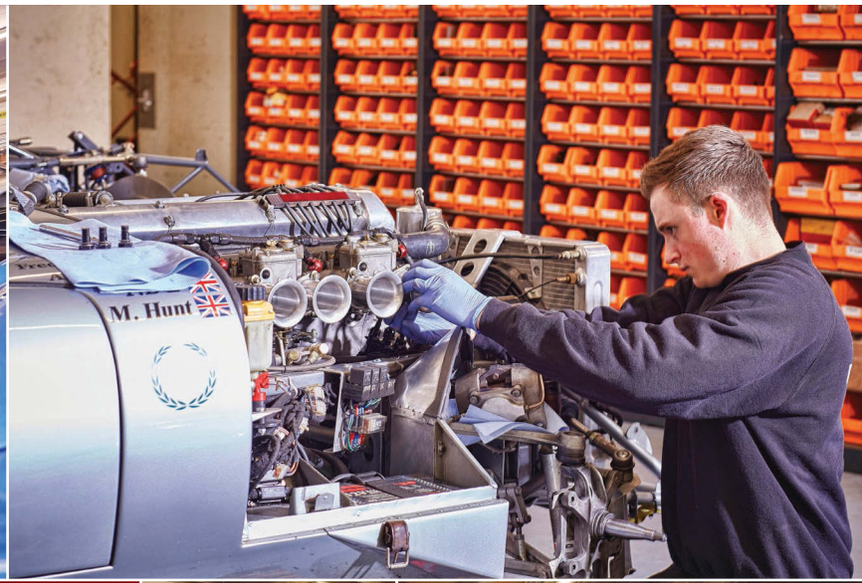
3 EASY WAYS TO SUBSCRIBE

Visit www.motorsportmagazine.com/EP17

Call +44 (0) 20 7349 8484
or USA Toll Free on 1-866-808-5828
and quote EP17

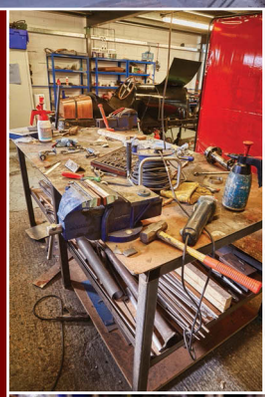
Complete and post the form on the opposite page



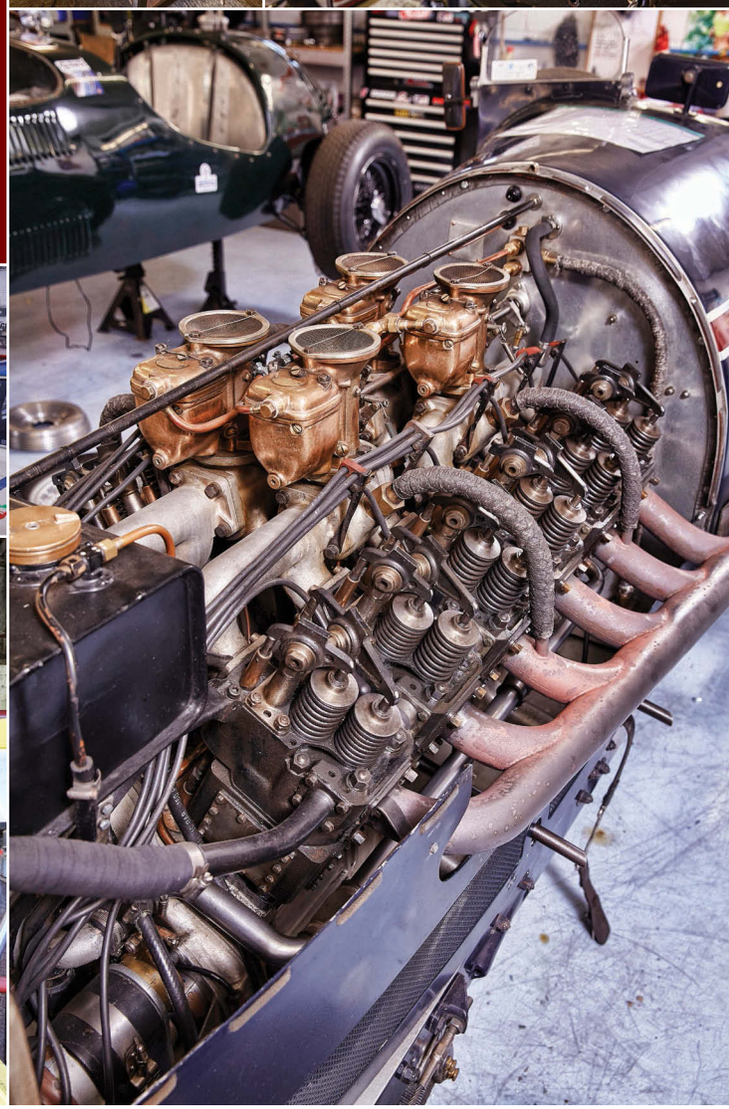




V12 Delage towers over younger craft. Below, V8 GN and Lola T70 are all headed for Goodwood













Deadline GOODWOOD

Before the first flag fell at the Members' Meeting there was a frenzy of preparation. We visited one prep firm as the big day approached

writer GORDON CRUICKSHANK | **photographer** HOWARD SIMMONS

EVERY RACE PREPARATION firm goes into overdrive as the season's first races loom, but now that Lord March has created another plum date, this time before spring has fully sprung, the deadline has leapt forward. High-profile outings used to be in May or June so that earlier meets provided a shakedown, but this kick-start to the season means historic racers now have to hit the ground revving.

You'll already have enjoyed the Members' Meeting in person or streamed on the *Motor Sport* website when you read this, but all that excitement only happened after the intense effort of thousands of people in dozens of establishments around the country. Before the first race grid could form up, anxious owners were calling up stressed preparers all over Britain to check their precious mounts would be ready, while transporters were cleaned and fuelled ready to head for Sussex bearing glistening race cars worth millions of pounds.

In the run-up we thought we'd raise the pressure by picking one of these firms and sticking our lenses into the workshop as the days ticked away. Our choice was Herts-based Blakeney Motorsport, who fettle and field anything from vintage specials to '70s touring cars, often at the same meeting. They took eight cars to Sussex – there was a dramatic Blakeney 1-2 as the boss's GN chased home the LSR Delage in the SFEdge event.

If you've watched a tall, narrow saloon with a Frazer Nash radiator towering over vintage rivals round Castle Combe or Donington, then you've seen Patrick Blakeney-Edwards enjoying himself. Owlet, as the device is called (look at it from behind and you'll see why) is his careful recreation of a 1928-built car whose body was later destroyed. The original chassis is in other hands with different body and engine, and Patrick's first hope was eventually to get his body onto that chassis. "But now it's been in its current form for so long that wouldn't be right either." It's a sign of his love of 'Nash history, which has been at the centre of his restoration and preparation firm since it started.

We announce ourselves at an unpretentious main door. Patrick, dark and cheery, bounces down the stairs from his office, plonks himself down on a tyre in the workshop and tells me why from vintage origins we're now surrounded by a Cobra, Healey 3000 racer, a C-type and a Le Mans Bizzarrini. "Sometimes we take 22 cars to an event," he grins. "But this was never the plan. I baled out of anything academic because I'm too thick. Until I was 30 I played drums in a rock band – main stage at Glastonbury one year! It was hand to mouth, but I still managed to race a 'Nash." That was the fault of a father who raced them, and finally Patrick submitted to the urge, learning the restoration business with pre-eminent specialists Dan Margulies and then Paul Grist, whom he calls his mentor.

Blakeney Motorsport started in the 1990s with a single building; now there are five units and plans for another. "Slow and steady growth has been the secret," he says. "We have maybe 85 cars here and there but the new unit will allow us to separate restoration from race preparation – the business is split about 50/50 between them. I'm lucky to be surrounded by excellent staff, and when we take on a trimmer, we'll be doing everything in house bar painting. Including engines – we have a full shop with dyno."

❖

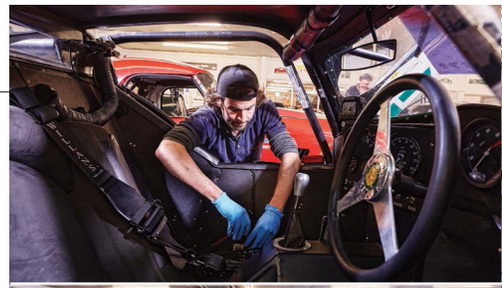
PATRICK IS NOT ONLY READYING CARS, at Goodwood he will be sharing some of them with their owners too, like Fred Wakeman's ex-Tommy Sopwith Cooper-Jaguar, sitting on axle stands nearby (look at its curly gearlever if you can – it threads through chassis tubes like climbing ivy), and Martin Hunt's E-type. The splendour of a historic paddock is a long way from Glastonbury mud – yet in Patrick's office, surrounded by pedal cars, trophies, tether racers, posters and car models, sits his drum kit. What a great way to wind down. Although he tells me he has recently discovered another escape valve – shooting. "Sensational! And sociable too. Like trialling." Patrick is still buzzing after a muddy weekend bumping a Bentley up some absurdly muddy hills on the Exmoor Trial.

He's a handy racer, whether in vintage, saloon or GT races, solo or sharing with a car's owner – it's useful when your preparer knows exactly what your car is capable of, and Patrick has twice won MRL's RAC Woodcote Trophy with Wakeman in the Cooper. Driver tuition is part of his portfolio, while after our meeting he is taking six Members' Meeting entries to Goodwood for testing, including the sinewy V8 GN that he'll drive in the S F Edge race and the Lister Costin coupé that Sargent and Lumsden took to Le Mans in 1963, a Goodwood regular. Yet while he's at home giving Mini, Mustang or Lola T70 the beans around Silverstone, chains still rattle round his system. He has won the VSCC's Pomeroy Trophy three times in a 'Nash. "And my goal is to win a vintage sports car race at Goodwood in the saloon 'Nash. I've come third before, but I'm sure a win is on." The Sussex meetings sit high in his estimation; he is full of admiration for what Lord March and his organisation have done for the sport.

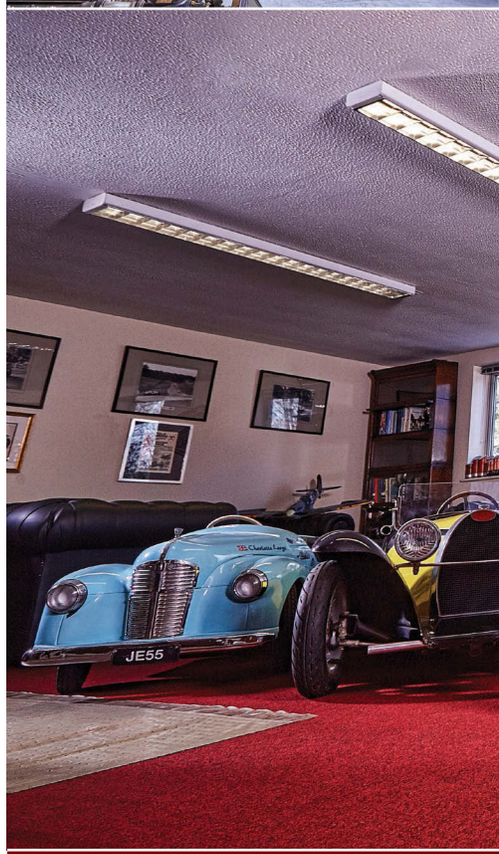
Patrick and his 25-strong team enjoy a novel challenge, too. They restored Jonathan Turner's rare as hen's teeth Triumph Dolomite 8C (the pre-war Alfa Romeo copy, not the '70s saloon), they look after two steam-powered London-Brighton regulars, and in another shop I find Tudor Summers at work on a sleeve-valve Voisin C27 Aerodyne.

"UNTIL I WAS 30 I PLAYED DRUMS IN A BAND. IT WAS HAND TO MOUTH BUT I STILL RACED A 'NASH"

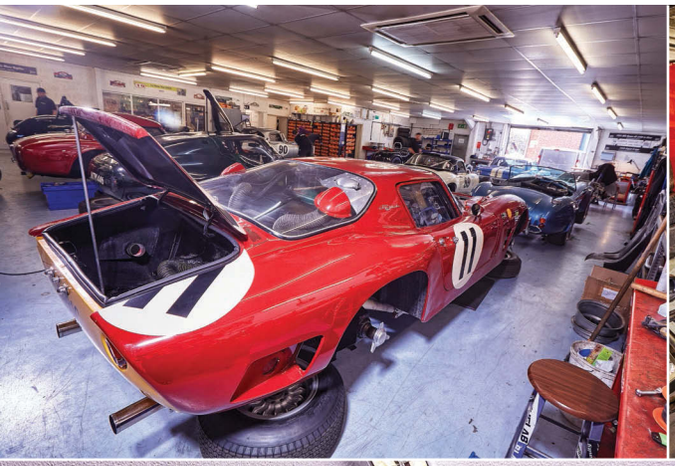
That's the huge saloon with curved roof featuring three portholes which slides back in an arc. Among other things it's being restored to its original, and frankly odd, paint scheme with clashing yellows, while the jazz-era interior fabric, considered to be a touch late for the car, is coming out in favour of orange leather. Don't judge – there's evidence inside that this was how it left the Voisin works. As Tudor shows me, almost every part was specially made by the French aircraft designer who created these bizarre, impressive machines. He didn't even buy in a tail lamp or a door lock. Tudor points to the complex row of five knoblets which locate each door, like tiny fingers striving to keep it in place as the body



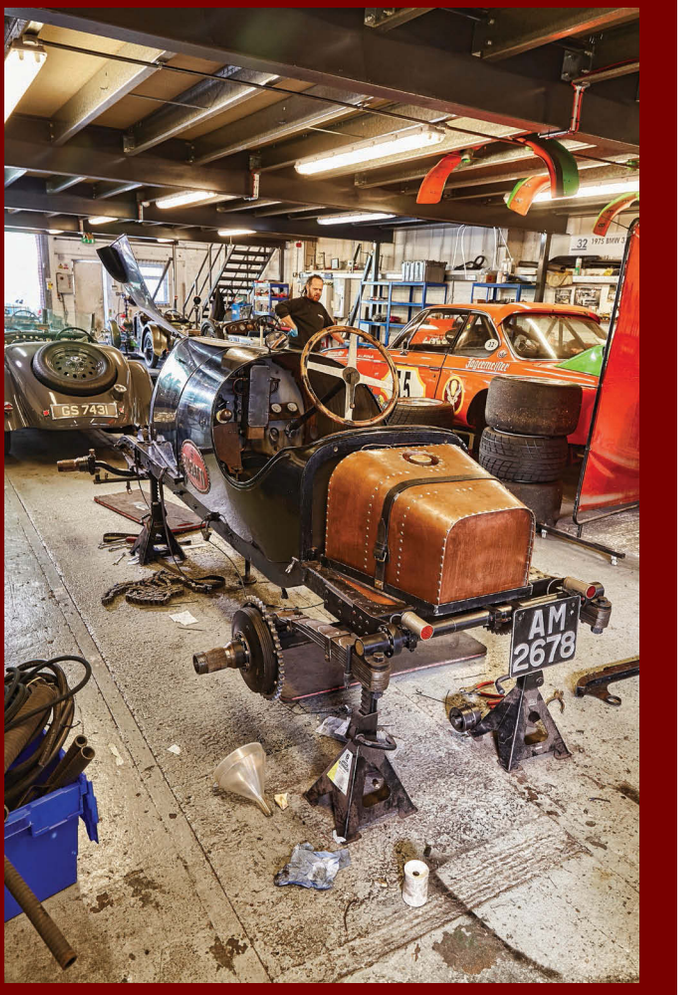
















Multiple sheds are packed with various machines, either under restoration or being prepped for racing. Below, pre-Easter bonnet parade

Above, *le patron* surrounded by smaller toys than downstairs – and drum kit. Below, Patrick races Duncan Pittaway's 8.2-litre Curtiss aero-engined GN











Left: wing fence of CSL peeks past monumental Type 18 Bugatti. Below, E-type, Cobra and Bizza – very different strokes

flexes. "I get sucked in to details like these," Tudor tells me, "so it's not a quick job." Which is why Patrick later says "We never estimate, we never quote. It costs what it costs. And we constantly have more than enough work." Luckily, while most of the staff around us are pushing to get cars on the button for the forthcoming meeting, the Voisin is not facing the same deadline.

❖

IF BLAKENEY IS TYPICAL OF ALL THE race prep firms sprinting to ready cars for the Members' Meeting, and it must be, there are millions of man-hours racking up on hundreds of build sheets all around the United Kingdom. Recent figures from the FBHVC estimate that the old-car business in Britain directly employs almost 35,000 people and turns over some £2bn. With the surge in interest in historic motor sport, specialist firms like this are clearly contributing substantially to the economy. Racing old cars may seem an indulgence, but it keeps many hands at work.

Swishing through rain to another building there's a true contrast – a Jaegermeister Alpina BMW 3.0 CSi, ex-Derek Bell, Dieter Quester and John Fitzpatrick, gleaming in Satsuma orange right across from the looming radiator of one of the three surviving Type 18 Bugattis, the Garros-type 5-litre, also being readied for the Members' Meeting. In front of another TT Replica Frazer Nash there's a complete engine, one of the Gough units Frazer Nash manufactured. Now they have an heir: "Gough parts are so scarce that we now make the whole thing – block, crankcase, everything," says Patrick, before picking up a hefty, beautifully machined stub axle from the Land Speed Record Delage V12, also heading for Goodwood in March. "We found a little crack in one, so we have to replace them. We strive to keep every piece of original metal, but safety comes first."

"PATRICK'S EYES SPARKLE WHEN HE TALKS ABOUT THE AFP FANE FRAZER NASH"

Another example of that desire for originality: the CSL ran on lovely gold Alpina wheels, but the 30-year-old ones aren't a safe bet for racing. Patrick shows me one of the set he has ordered up in the correct magnesium alloy; there are less costly alternatives, but they just wouldn't be right.

Squeezing past a sensational dual-screen Hispano-Suiza H6B and Patrick's Speed Model Bentley, there's no time to nip upstairs and admire the Rimoldi Alfa, the 8C 2300 that stayed in one owner's hands for over 50 years, or CMH 500, the twin-supercharged works development Frazer Nash campaigned by AFP Fane. I swear Patrick's eyes sparkle when he talks about this car, one of the gems of marque history.

But replacement, repair and restoration is just part of the story for each car heading for a race meeting. Even if it's in perfect shape all the brake and engine fluids must be changed, compressions tested, brake pads bedded in, tyres scrubbed, dampers tweaked, tried and tweaked again. And as I don't know of a prep firm with its own test track, that all means loading, transporting and unloading hundreds of cars to and from various test venues ahead of every meet.

There are still entrants who prepare their own cars and tow them to events, but as the profile of the top meetings rises you are more likely to see the articulated lorries of firms like this disgorging half a dozen cars each than the estate car and trailer of yore.

It's pretty full-on, this place, even off-season, yet Patrick seem relaxed, confident that the cars will be ready on time. "It's always busy," he agrees. "We're going to 30 meetings this season, but I still manage to do the school run and read bedtime stories to my kids." It's only later in the pub he admits that after the bedtime stories he goes back to the office. "I am a bona fide workaholic," he grins over a pint of Doom Bar, before we release him to reapply nose to grindstone. It can be hard work being an enthusiast. Ⓜ

FROM THE MOTOR SPORT ARCHIVES

To read more related stories visit www.motorsportmagazine.com/archive

November 1950 | *Rescuing the LSR Delage*
December 1958 | *Interview with RGJ Nash*
December 1995 | *Bizzarrini and his cars*

AVON DUNLOP Firestone

PIRELLI CINTURATO™

Longstone CLASSIC TYRES



We recommend Blakeney Motorsport because they do what they say they are going to do when they say they are going to do it; Blakeney Motorsport buy tyres from Longstone tyres because we do what we say we are going to do when we say we are going to do it.

Fit is everything...

We will be fitting tyres at the following 2017 events:

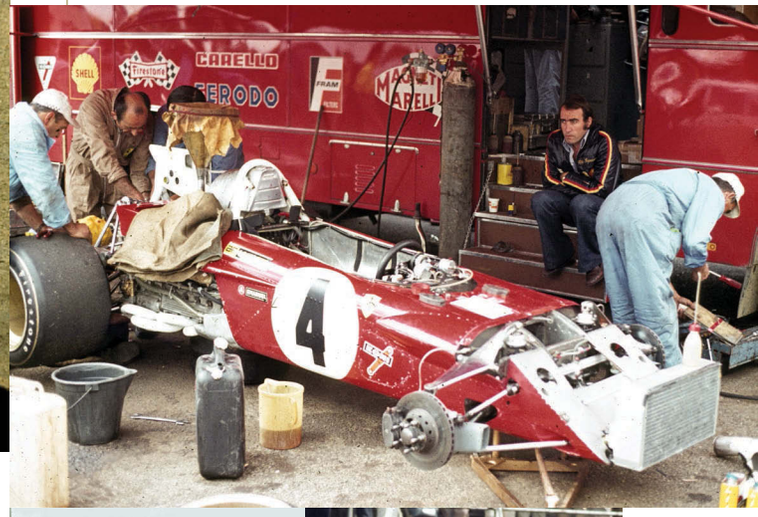
22nd-23rd April VSCC Silverstone Spring start 27th/28th May VSCC Loton Park 10th June VSCC Oulton Park
23rd July VSCC Cadwell 5th-6th August VSCC Prescott 12th August VSCC Mallory
1st-3rd September Beaulieu Autojumble (no fitting service available here) 16th September VSCC Snetterton
23rd September VSCC Prescott Long course

The way your tyres fit the wheel arches of your car can make all the difference to the feel and look of your ride
Contact us to find the best tyres for your car www.longstone.com Tel:+44(0)1302 711123





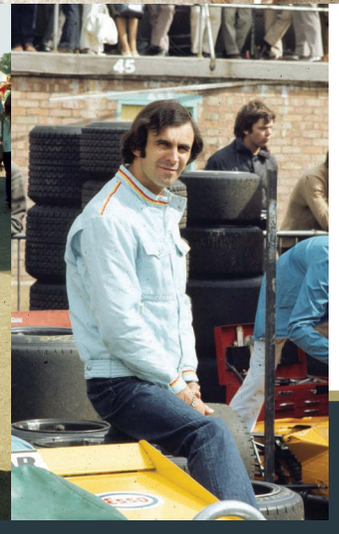
Silverstone 1971 again: Tim Schenken gets ready in his Brabham BT33. Below, clockwise from top: Clay Regazzoni sits on the transporter steps as mechanics service Ferrari team-mate Jacky Ickx's 312B2; Schenken again; Derek Bell on Surtees duty.





The above has added poignancy, as this page was designed just as news of John Surtees's passing broke. He finished sixth at Silverstone in the 1971 British Grand Prix, at the wheel of his TS9. Left, Denny Hulme retired his McLaren M19A with engine failure.









And more from the '71 British GP. Above, Frank Williams oversees preparation of Henri Pescarolo's March 711. Below, Regazzoni qualified on pole but retired his 312B2 with failing oil pressure.

PRIVATE VIEW

A 'YOU WERE THERE' SPECIAL

We have featured Dick Lees's great pictures before but were sad to learn he had passed away. These pictures serve as our tribute

As a USAF captain, Dick Lees was thrilled to be based in England from 1969, from where he could indulge his passion for motor sport of all types. In between going to as many races as he could, he made trips to teams and car builders, visiting Lola, buying an MGB GT from Sid Beer, riding in a K3 MG and avidly reading the words of Henry Manney, Bernard Cahier and our own Jenks (whom he snapped, right). He took a camera everywhere, capturing racing around Europe and in the States with an enquiring mind and a natural eye for composition, whether he was at a Grand Prix, a 1000-kilometre sports car race or a club event back home.



Most of those photographs remained unseen once their time had passed, until much later when our *You Were There* feature prompted Dick to dig them out. He then sent us a stack of DVDs with hundreds of scanned images, which is why we've been able to select such a diverse range of colourful and interesting images, not just for *YWT* but as *Private Views*. We already had this selection lined up when we heard of Dick's death, but we think he'd have liked it.



The Ferrari 312 PBs of Regazzoni/Redman, Ickx/Andretti and Peterson/Schenken lead at the start of the 1972 BOAC 1000Kms, Brands Hatch. Below, from left: the winning car;Schenken salutes despite finishing second; the 32-year-old Mario Andretti.











The pastoral charms of Brands Hatch in 1972 and, left, F3 chaos at Druids on October 22. Featured drivers include Val Musetti (Royale RP11, 79), Bernard Vermilio (GRD 372, 19), Ulf Svensson (Brabham BT38, 6) and a spinning Mike Wilds (Ensign LNF3).





RACE CAR PREPARATION

RACE PREPARATION
RESTORATION
MACHINING AND FABRICATION
TRACKSIDE SUPPORT
ENGINEERING SOLUTIONS
CAR SETUP
DRIVER TUITION
LOGISTICS
BODYWORK REPAIRS AND PAINT
GEARBOX REBUILDS

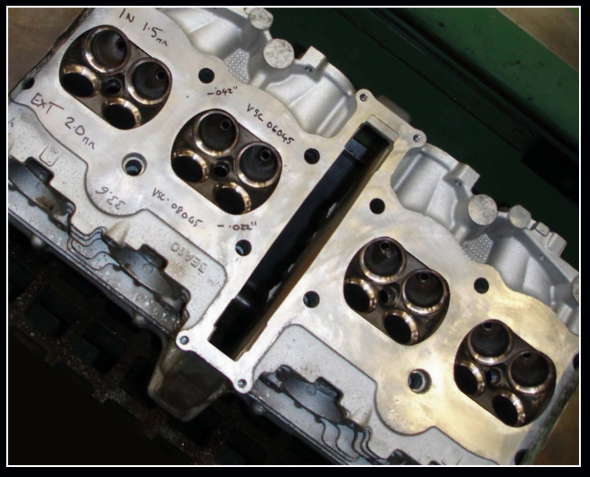
+44 (0) 121 308 7716
AKRONSPORT
www.akronsport.co.uk

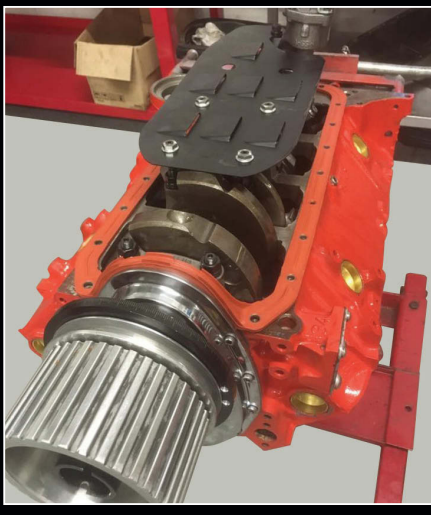
Full Engine Builds/Rebuilds
Machining Services
Full Workshop Facilities

es
Competition Engine Services

Full Race Car Preparation
Dynamometer Testing
Race Day Support







Cross Street, Burton Upon Trent, Staffordshire. DE14 1EF Telephone & Fax: +44 (0) 1283 566783 Email: ces@jswl.co.uk

www.competitionengineservices.co.uk

JSW Group

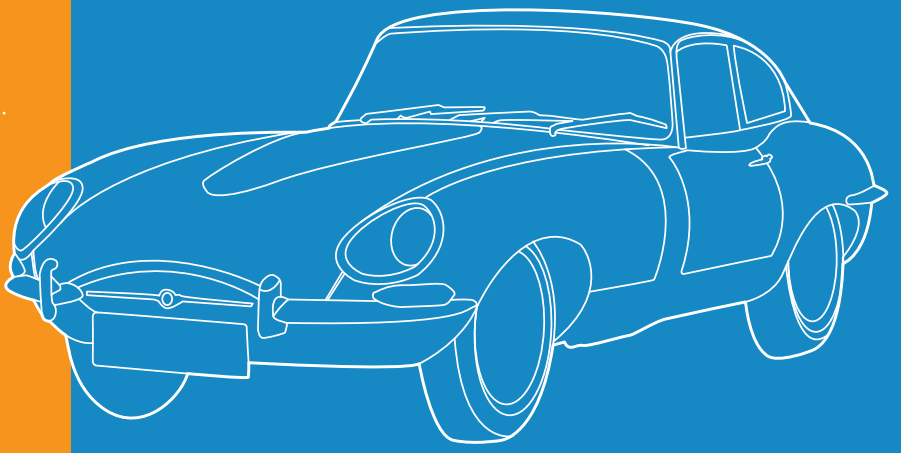
Classic Car Insurance

Adrian Flux know how much you love your car, that's why we are dedicated to finding you a great policy tailored to your specific requirements and driving history. Call us today for a free, no obligation quote.

ADRIAN FLUX

40 YEARS OF EXCELLENCE

Your Pride and Joy



0800 085 5000

adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

Benefits available can include:

- Agreed Value
- Modifications Cover
- Track Day Cover
- FREE Legal Cover
- Limited Mileage Discounts
- Club Member Discounts



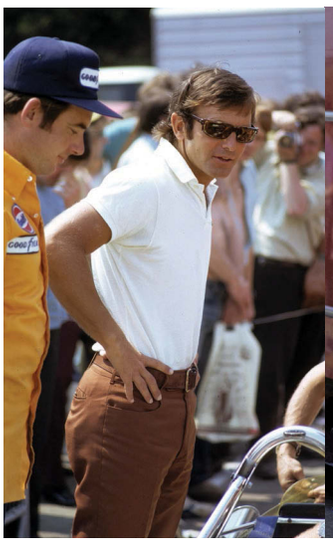




Start action from the 1970 Race of Champions, Brands Hatch (NB mildly unprotected marshals, photographers, hangers-on etc). Stewart is on pole from Brabham, but Jackie Oliver's BRM makes the best start. JYS eventually won in Ken Tyrrell's March.



1972 British GP, Brands Hatch: Niki Lauda tries his March 721G for size. Right, Oliver's BRM and Carlos Pace's Williams March on the grid.





More from the 1972 British GP: Ronnie Peterson and Tim Schenken in relaxed mood; left, Peter Revson would go on to finish third in his McLaren M19A.





Silverstone International Trophy, 1971: Matra mechanics fettle the cars of Amon (14) and Beltoise. Below, a brace of Tyrrells for Jackie Stewart.





When did Ron Dennis last go to Mallory Park in March? Here he chats to Carlos Reutemann, who took one of Ron's Brabhams to third in the 1972 Euro F2 opener.



Jackie Stewart greets admirers at the 1971 Race of Champions. The Scot finished second on this occasion, more than 20sec adrift of Clay Regazzoni's Ferrari.

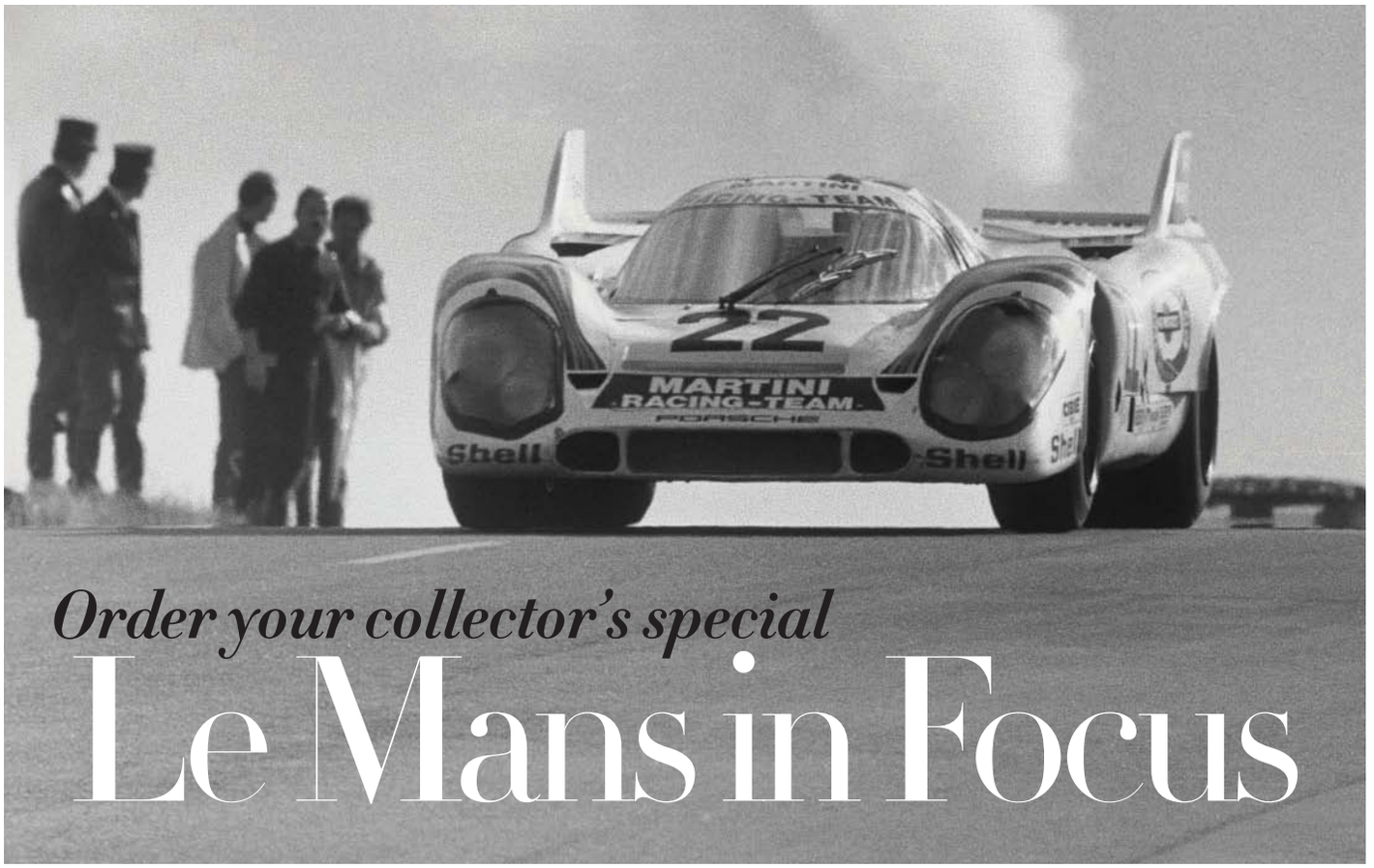
SEND US YOUR IMAGES

If you have any images 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.com*

or send them to us via www.motorsportmagazine.com/YWT



Order your collector's special

Le Mans in Focus

Rare and unseen photographs from the world's greatest endurance race

This bookazine, the third from our *In Focus* series, celebrates the Le Mans 24 Hours' greatest drivers, marques and teams. It presents rare and unseen images depicting more than 90 years of racing, from the event's inauguration in 1923 through to the complex hybrids that grace the event in the modern age. It's essential for any motor sport fan – the definitive photographic history of the world's most celebrated endurance race, produced by the team behind *Motor Sport* magazine.

To order your copy of *Le Mans in Focus* for just £9.99 visit:

www.motorsportmagazine.com/LMinfocus

Or call +44 (0)20 7349 8484. US (Toll Free number): +1 866 808 5828

Le Mans in Focus will be available for despatch from April 21. Postage and packaging not included.



Also at shop.motorsportmagazine.com

TOUGH STUFF

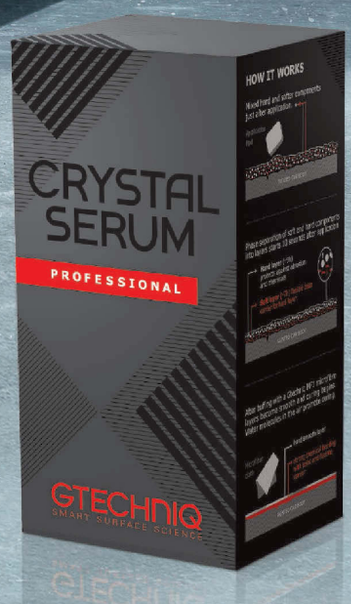
GTECHNIQ
SMART SURFACE SCIENCE

7 YEAR GUARANTEE

COMPOSITE CERAMIC TECHNOLOGY

LEADING THE WAY IN AUTOMOTIVE DETAILING TECHNOLOGY





Like no other product, **Crystal Serum** provides paint protection with previously unachievable levels of gloss, durability, scratch and chemical resistance.

Its composite structure offers the ultimate in **ceramic protection** plus the same slick finish and candy like gloss as the very best carnauba waxes.

PROFESSIONAL

service.gtechniq.com

ON THE ROAD WITH

SIMON ARRON



From Abu Dhabi to Zolder via Interlagos, Jerez and, obviously, Oulton Park. Where next..?

www.motorsportmagazine.com/author/simon-arron



Dave Manners chases FF1600 rivals Ernie Blane and Johnny Hayes-Harlow as they head from Quarry towards Weighbridge

ALL IMAGES SIMON ARRON

MOORS THE MERRIER

Longridge, 1976-77: Remembering one of Britain's least likely racing circuits, often overlooked but unforgettable if you were there

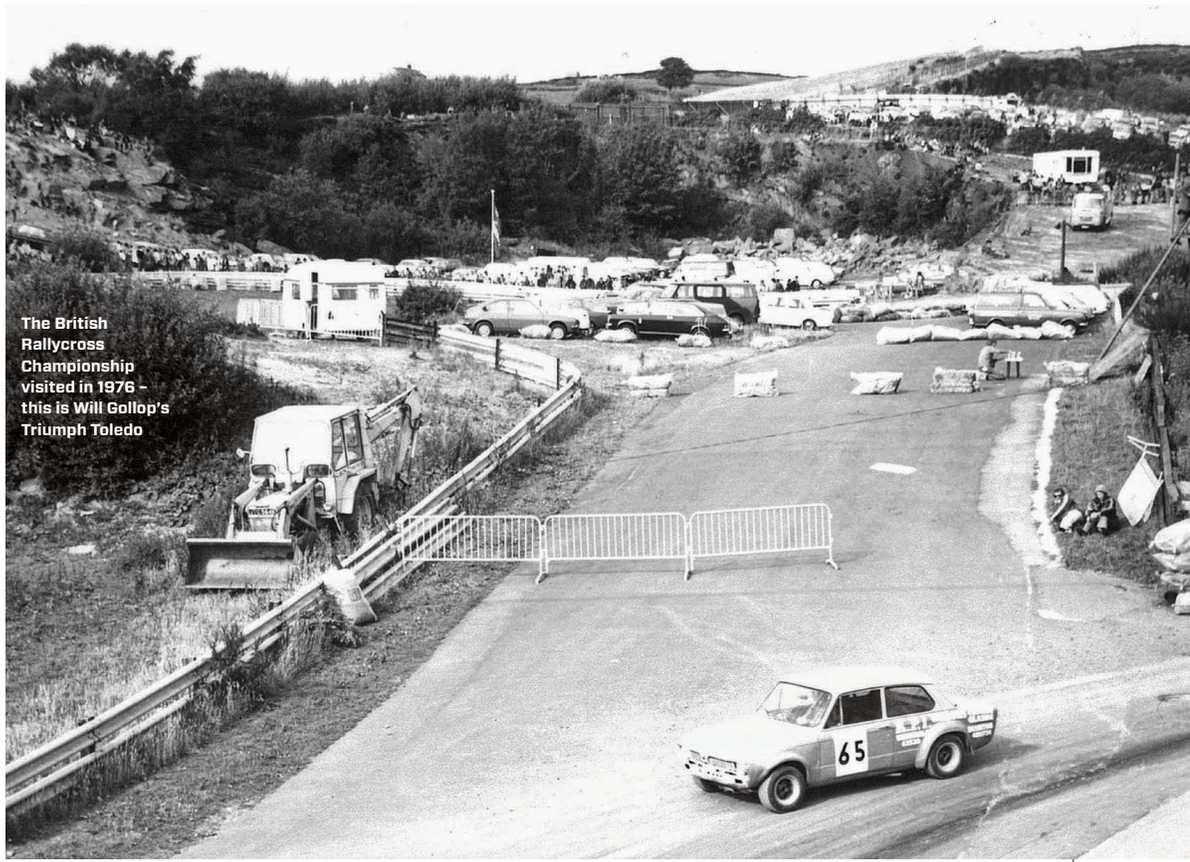
"WHILE BRITISH racing circuits have been closing down, a group in Lancashire has built a little 800-yard track just five miles north-east of Preston in a quarry at Longridge. The first meeting will be held on April 29 and several others are scheduled for later in the year…"

Those brief lines, published in the April 1973 edition, seem to be the only coverage Longridge ever received in *Motor Sport* (although I did sneak a featurette onto our website a year or so ago). The reference to 'closing circuits' smacks slightly of exaggeration – true, Crystal Palace had shut its doors at the end of 1972, but future casualties Rufforth and Llandow were at that stage still active while Knockhill and the reopened Donington Park were somewhere on the horizon. The quoted dimensions weren't quite correct, either: the track measured only 756 yards rather than the full 800 and was licensed to run races with no more than 10 cars (later increased to 12).

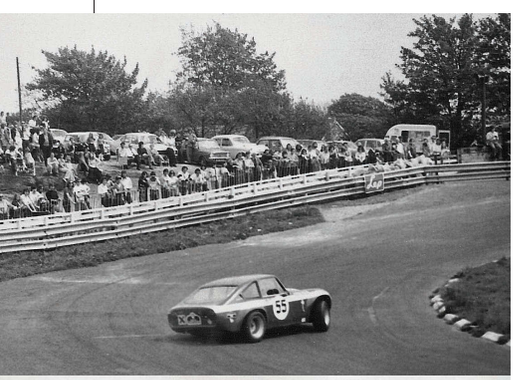
As the 40th anniversary of my last

Longridge race attendance approaches (I went about 10 times during a two-season spell, as and when parental lifts were available), the moment is perhaps ripe to give the circuit its due. Used for kart racing and rally stages prior to 1973, it fast became one of the nation's most diverse – if least celebrated – motor sport venues, hosting sprint events and races for cars, karts and bikes, while a rough-surface loop was subsequently introduced for rallycross (and 2CV-cross, which happily still exists in France).

Located high on the Lancashire moors, with views across the Ribble Valley, the circuit was built in the basin of what was originally the Tootle Heights stone quarry and little attempt was made to mask its roots. It featured two straights (one with a slight kink, the other lined by a rockface upon which spectators could stand to obtain a clear view of the whole track) and a couple of hairpins, the first of which had a significant crest at its exit. Not the most technical place on earth, perhaps, nor the easiest at which to pass, but the racing was often close and my evidence of having been there – assorted photos, a few programmes – proves that it attracted decent crowds.

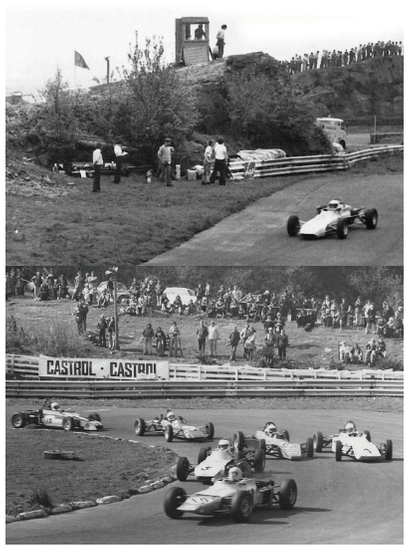


The British Rallycross Championship visited in 1976 – this is Will Gollop's Triumph Toledo









It drew some interesting cars, too, including discarded and arguably unsuitable Grand Prix machinery. Local star Kim Mather used a BRM P153 – thought to be ex-Pedro Rodríguez – in early Libre events, while a sprint in March 1977 featured two F1 cars from three seasons beforehand, David Render's Lotus 76 and John Ravenscroft's Token RJ02 (the latter ending the day rather rumpled after it speared left into the quarry wall, separated from the track by a sliver of grass and two-tier Armco). In September '77 Mather contested a Libre event at the wheel of the Chevron B34D/35 he would drive a month later in a European F2 Championship race at Donington Park – extreme juxtaposition of a kind that no longer exists, more's the pity.



Clockwise from top left: Roger Hewitt presses on in his Lenham; Alan Stringer (Crosslé 30F) heads into Quarry; Graham Hill leads FF duel; Bob Trotter's Anglia and Brian Walker's Escort front paddock clutter

Longridge's time (almost) in the spotlight was brief. Racing ceased in 1978 and the land was sold to become what is now the Beacon Fell View Holiday Park. I returned a few years ago – out of curiosity rather than any desire to rent a caravan – and many of the venue's signature features, including the quarry face and the scruffy former paddock area, were exactly as before, though there were no clues that racing could ever have taken place.

In October 2016, a reviewer on TripAdvisor gave Beacon Fell View a one-star rating and wrote, "The section for tourers needs a massive overhaul. The area is muddy with patchy gravel and no suitable area to sit out. The toilets don't appear to be cleaned often enough, with grubby sinks etc."

That bit appears not to have changed, either, but 40 years ago such things mattered not. It was a racing circuit unlike any other I've known and being there was only ever a privilege.



AND THEY'RE OFF...

Brands Hatch, March 4: The domestic clubbie season commences on two wheels

AS I PEEL FROM THE DESERTED A20 through Brands Hatch's main gate, Radio 5 Live is discussing England's 'expected' victory against the West Indies in the opening one-day cricket international – a symbol of how the balance of power has shifted. It's not the only thing that has altered in recent years: time was that the first weekend in March heralded the dawn of a new car racing season, but no more. Bikers, though, were primed for action on a day featuring seven qualifying sessions and 16 races – a decent return for anybody that booked an advance ticket for £10 (including complimentary programme).

Despite many riders testing the previous day, there was some evidence of rust. Brothers Kade and Luke Verney collided on the warm-up lap ahead of the opening race, triggering a slight delay, and later three riders fell simultaneously at Paddock – again while making their way to the grid. For the most part, though, it was slickly run and embellished by the post-race camaraderie that seems to exist only on two wheels. One accepts that it's harder for car racers to exchange high fives immediately after the chequered flag, but I'm not sure many would if they could.

Highlights included the unwavering commitment of quicker riders as they picked their way between hesitant backmarkers and the joyously acrobatic Hondas in the Thundersport 500 series, which the promoter describes as, "Absolutely the cheapest way to go road racing. A whole race package can be picked up for less than the cost of a top-of-the-range helmet and gloves." That probably explained the 57-bike entry.

And being able to stand to the inside of Surtees, with riders flashing by a couple of metres away, eyes staring through me towards a prescribed point a few seconds in their future, remains one of the most intoxicating benefits of a media tabard.



CAPITAL PUNISHMENT

Wimbledon, March 5: When it comes to spectacle, a shortage of cars is not necessarily an impediment

MUCH FUSS HAD BEEN MADE – and justly so. Formula 1 stock cars were returning to London for the first time since April 2007 – a final opportunity for BriSCA's headline act to grace Wimbledon Stadium before the bulldozers moved in. Admission was only by advanced ticket (£20) and these were briskly snapped up. It was an event that had almost everything: a sell-out crowd (including Nick Tandy, possibly the only Le Mans 24 Hours winner in attendance), vibrant atmosphere, the distinctive echo of 750bhp V8s... The only thing missing? A decent grid. There are presently more than 220 racers registered with the British Stock Car Drivers Association, yet only 12 turned out.

There were valid reasons. It was a non-championship event and, with the start of the main campaign several weeks away, many competitors simply didn't yet have a car available. And then there was the matter of distance: BriSCA F1 drivers are not extinct in southern Britain, but the vast majority are based in East Anglia, the Midlands and all parts north, so getting to and from London SW17 on a Sunday evening is not the work of a moment. Absenteeism did not, however, dilute the show. The sound alone would have justified the cost of admission, even if there had been only a couple of cars circulating. And the support categories – superstox and stock saloons – both attracted packed entries.

Making their first appearance at the venue since 2006, stock saloons were new to me. Featuring armour-plated Ford Sierras, the only stipulation seemed to be that everybody had to hit everybody else as hard as possible all of the time. Wimbledon is just about wide enough to accommodate two cars abreast, but this lot proved that four into two is just about feasible with a little imagination. Such are the grimy delights I will forever associate with a stadium that has appeared in this column quite often of late, though it is due to close by the time you read this (last-ditch salvation efforts were continuing as this was written, mind).

The F1 races were enlivened by an escalating grudge match between star-grade drivers Mick Sworder and Todd Jones. They came together a couple of times in the second heat – Sworder at one point dispensing Jones and another car with such force that the race had to be stopped to allow a fence post to be restored to its mountings – and retired simultaneously from the final after yet another hefty impact. Victory eventually went to Paul Ford – a just desert, as he'd travelled down from the Scottish Borders.

Via Twitter Sworder described his evening's work as a "little bit of rubbing". Had he and Jones been able to continue, though, chances are that the developers' looming wrecking ball might not have been required. M

MOTOR SPORT
www.motorsportmagazine.com

HALL OF FAME TICKETS

TICKETS NOW ON SALE

JOIN RACING GREATS FOR AN EXCLUSIVE AWARDS EVENING

Royal Automobile Club, Woodcote Park, Epsom – Wednesday, June 7 2017

Witness the inauguration of the next inductees to the *Motor Sport* Hall of Fame at an awards evening taking place in the stunning Royal Automobile Club on June 7 2017. Who will join the greats such as Tazio Nuvolari, Ayrton Senna, Jim Clark and Jackie Stewart? With only 150 tickets on sale for this intimate event, you and your guests will enjoy a three-course dinner in beautiful surroundings, rub shoulders with famous names from the motor racing world and have the chance to enjoy rarely seen racing cars and bikes on public display.

To find out more, visit:

www.motorsportmagazine.com/HOF

Tickets start from £360pp. Ticket offers available to Motor Sport subscribers. Please call 0207 349 8484 for further information.

Champagne and canapé reception ■ Three-course dinner ■ Demonstration runs by motor sport stars ■ Historic displays from F1, sports car racing and Moto GP ■ Live interviews and much more...



BOB ATKINS

HISTORIC SCENE WITH

GORDON CRUICKSHANK



One wheel in the past: searching out what's new in the old car world

www.motorsportmagazine.com/author/gordon-cruickshank



Clive Chapman talks restoration on the *Motor Sport* Live Stage, flanked (l to r) by Simon Arron, Bob Dance and Nick Trott

ALL IMAGES JEFF BLOXHAM

OPENING SCENES

Our Live Stage and extensive displays were a big hit as Race Retro kick-started the season

SOME OF MY 'BUSINESS' trips produce great driving – Goodwood away from Revival days, Silverstone before they stuck confusing up/down/up speed limits all over the A413, and many a workshop hidden in the country down hedge-lined lanes. Race Retro, though, gives me the dullest drive ever – packed dual carriageway/motorway the entire route, bar two winding miles at the end. I dislike the trip. Why do I keep doing it? Because there's so much to relish at Stoneleigh, so many people to meet. Race Retro is *the* gathering place as the historic season opens up.

This time I wanted to see the Jim Clark Lotus 33 we featured recently, on show as part of *Motor Sport's* display, and what a wonderful timewarp sight it is. Age seeps through it, from grubby suspension parts to creased seat padding, the seat where Clark sat while propelling R11 to another Lotus victory – four in all, on the way to the 1965 world championship. The same seat that later welcomed Mike Spence, Pedro Rodríguez and then Graham Hill in its remarkably long front-line career.

Alongside the car, engineless and

with its body top placed nearby on trestles, were dusty cardboard boxes crammed with parts and spares still wrapped in 1978 newspapers, just as they were put aside back then. In case anyone disputes originality after Classic Team Lotus's restoration, this was the visible evidence.

Even better, I was able to talk to the man who saved it from a life of declining club racing, the man Doug Nye interviewed last month whom we agreed only to call Hugh. He's been an arch-enthusiast for years, owning the Rob Walker TT-winning 250SWB and driving it many thousands of miles on the road in its later Drogo-bodied form, as well being a long-time friend of Rob Walker himself. We had a long talk about the complexities of restoration, though in this case the target is clear: "I'm determined to make it look as though Jim has just stepped out of it after winning the 1965 British Grand Prix," he says. Mind you, it will retain the dashboard oddity of a tachometer mounted above the fascia to allow the steering column to fit through the gap where the rev counter had been – so that lanky Graham Hill could fit below the wheel. Once restored the car will of course run – as we described last month the correct 32-valve flat-plane-crank Climax engine and 'box are standing by – but Hugh is firm that he didn't want it prepped for racing. "I can't stand the thought of the FIA telling me what to do to it."

He also related a tale of Andy Middlehurst, who restored the H16 Lotus 43. Hugh had both of the 43 chassis plates and agreed to pass the correct one to Middlehurst, who drove from Merseyside to Hampshire to collect it, then all the way over to Hethel just so that Lotus mechanic of Clark's time Bob Dance could apply the four pop rivets to fix it to the chassis. That's dedication to originality.

Part of *Motor Sport's* extensive display – alongside eight DFV-powered machines, the 1957 British GP-winning Vanwall, the Le Mans-winning Bentley Speed 8, a GT3 Bentley, Aston Martin GTE, Subaru Impreza, Super Touring Audi A4 and several Group B rally cars, not to mention the live stage where a succession of packed crowds listened to our various presentations – the 33 was headlining a crowd-funding push to expand the Jim Clark Museum in Duns.







Clive Chapman and Bob Dance (r to l) unveil unrestored Lotus 33 on *Motor Sport* and Jim Clark Museum stand; left, boxes of parts

Much loved but currently very small – just a couple of rooms in a house – the museum aims to extend so that the great driver's cars can be displayed as well as artefacts, trophies etc. The crowd-funding campaign must hit £300,000 by April 21 to top up the £1.2m already in place, so get clicking: www.crowdfunder.co.uk/jim-clark-museum.

I've done my bit.



Nine-time Le Mans victor Tom Kristensen was a popular speaker on *Motor Sport*'s stand



❖

THERE'S A LOT OF GROUND TO cover at Race Retro between the main hall and the diminishingly glamorous sheds toward the rear where cheap tools, Hillman Minx cylinder heads and Dinky Toys mingle with automobilia and old books. Odd things attract the eye down the aisles: a book on Monteverdi (car, not composer), an original film poster for *One Million Years BC*, a Brabham-tuned Vauxhall Viva estate. Further on sat one of the Napolina Alfa GTV 2000s that contested the BTCC (I once had an Alfa GTV6 – only car I've ever actually kicked in annoyance... and that's including my TVR) and the top-heavy Eifelland 21 Formula 1 car designed, or at least streamlined, by free-thinking Swiss artist Luigi Colani. With its cockpit snout air intake, tea-tray nose spoiler and huge central pillar periscope mirror, this 1972 device performed notably worse than the March 721 it was based on – no fun for poor Rolf Stommelen. It's now racing again, albeit with a more conventional winged nose.

Always with an eye for the miniature, I was captivated by some of the work of Kit Lotus, a kit-building collective of Lotus fans, showing fine models of Lotus transporters right back to an early converted coach and the scary Zephyr-engined Thames van, plus a lovely 1/24 diorama of mechanics unloading 25s onto a grassy paddock.

I didn't enter the HERO classic tour that ended up at the show, but the group's MD Patrick Burke made me smile when he told me that world champion rally co-driver David Richards has entered their Flying Scotsman event – though as he'd never done a regularity event he was getting some personal coaching…







From top: Lotus paddock diorama; DFVs aplenty – ditto wheels; main hall packed with historic racers; Colani-shaped Eifelland



HELICOPTER HERO

A generous bequest will turn a unique Ferrari into a project that could save lives

ANOTHER TRIP TO THE RAC, WHERE H&H Auctions held a reception about a wonderful bequest involving a Ferrari. Collector Richard Allen left his beloved car to be sold for the benefit of the East Anglian Air Ambulance Service – and since this unique car could be heading for £500,000 or above it was quite a legacy. The sale will be over when you read this, but I wanted to support the gathering as it was an air ambulance that rescued me after my big accident, and also because I wanted to see this fabulous car up close.

If you like, it's the fourth of the three Nembo Ferraris built: Neri and Bonacini were two Maserati engineers who went on to work with Drogo and Lamborghini before starting a bodyshop where in the 1960s they rebodied three 250GT Ferraris in a distinctive, swooping-hipped shape. By the 1980s the partners had split, but a British collector commissioned Giorgio Neri to rebody a 330 GT in the same style, with shortened wheelbase but using the 330's 4-litre motor. The project foundered for lack of funds, but in the 1990s Allen, a director of the Ferrari Owners' Club, took it on and completed it.

In the flesh it's deeply impressive, like a better-balanced 275, compact and curvaceous in a deep metallic grey with a simple tan interior. It even looks good with the hood up. Later rebodies sometimes miss the mark, but with the original man in charge, this one looks period-perfect. Hard to gauge a value with its complex story, but Patrick Peal of the EAAA told me the proceeds will build them a hangar for 24-hour readiness. Thank you, Richard Allen.

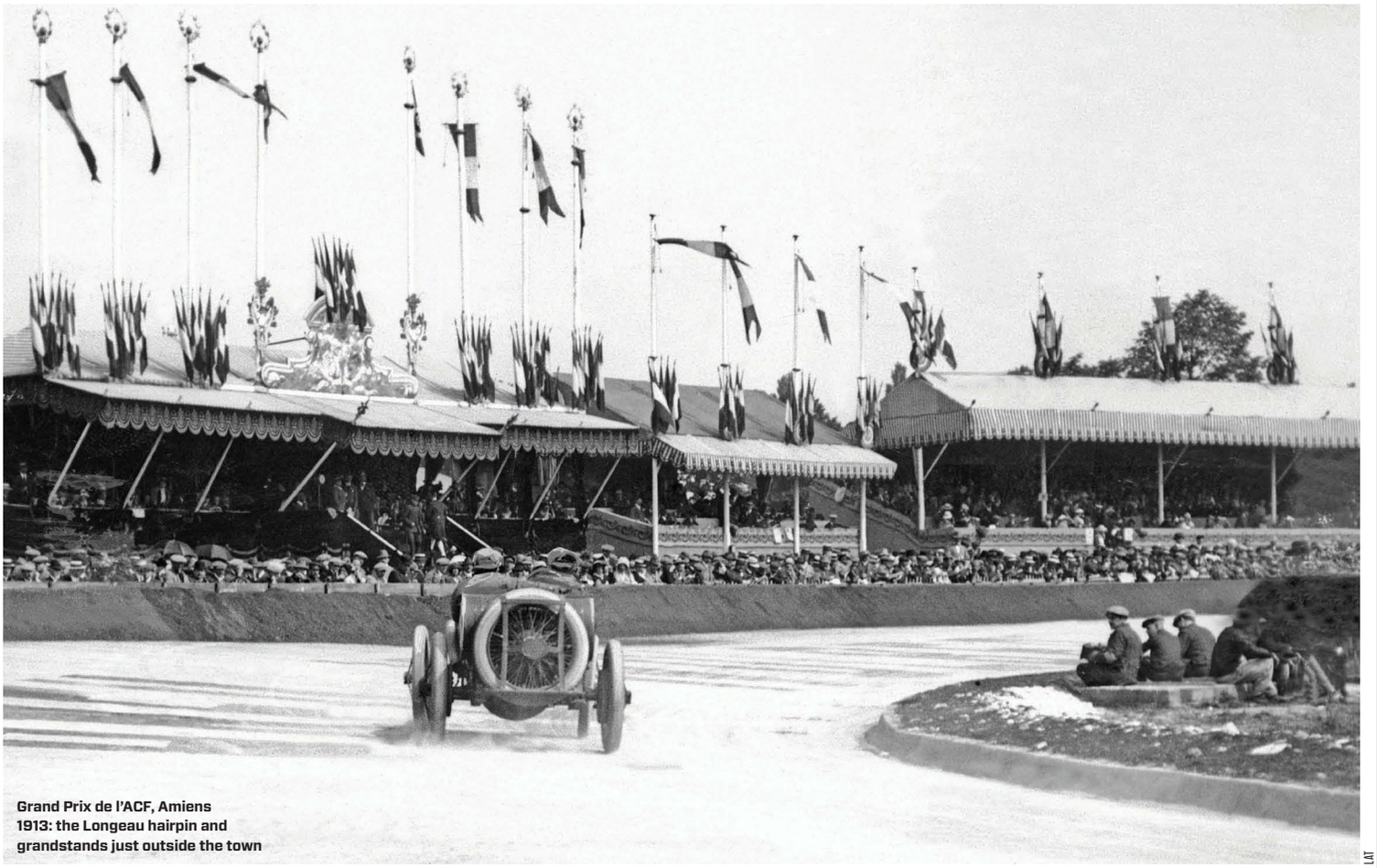

1907-2017 110TH ANNIVERSARY
BROOKLANDS
SAT.&SUN. JUNE 17 & 18
DOUBLE-TWELVE
MOTORSPORT FESTIVAL
BROOKLANDS 12/12
BROOKLANDS MUSEUM
IN ASSOCIATION WITH THE VINTAGE SPORTS CAR CLUB
THE VINTAGE SPORTS-CAR CLUB
SPEED TRIALS • DRIVING TESTS
CONCOURS • TEST HILL CHALLENGE
CLUB DISPLAYS • TRADE VILLAGE • FAMILY ENTERTAINMENT
MOTUL
MOTUL
Since 1853
MOTOR SPORT
www.motorsportmagazine.com
GRAND REOPENING OF THE FINISHING STRAIGHT
Visit www.brooklandsmuseum.com or call 01932 857381
Brooklands Museum, Brooklands Road, Weybridge, Surrey, KT13 0QN

FROM THE ARCHIVES WITH

DOUG NYE



Our eminent historian dips into the past to uncover the fascinating, quirky and curious



Grand Prix de l'ACF, Amiens 1913: the Longeau hairpin and grandstands just outside the town

LAT

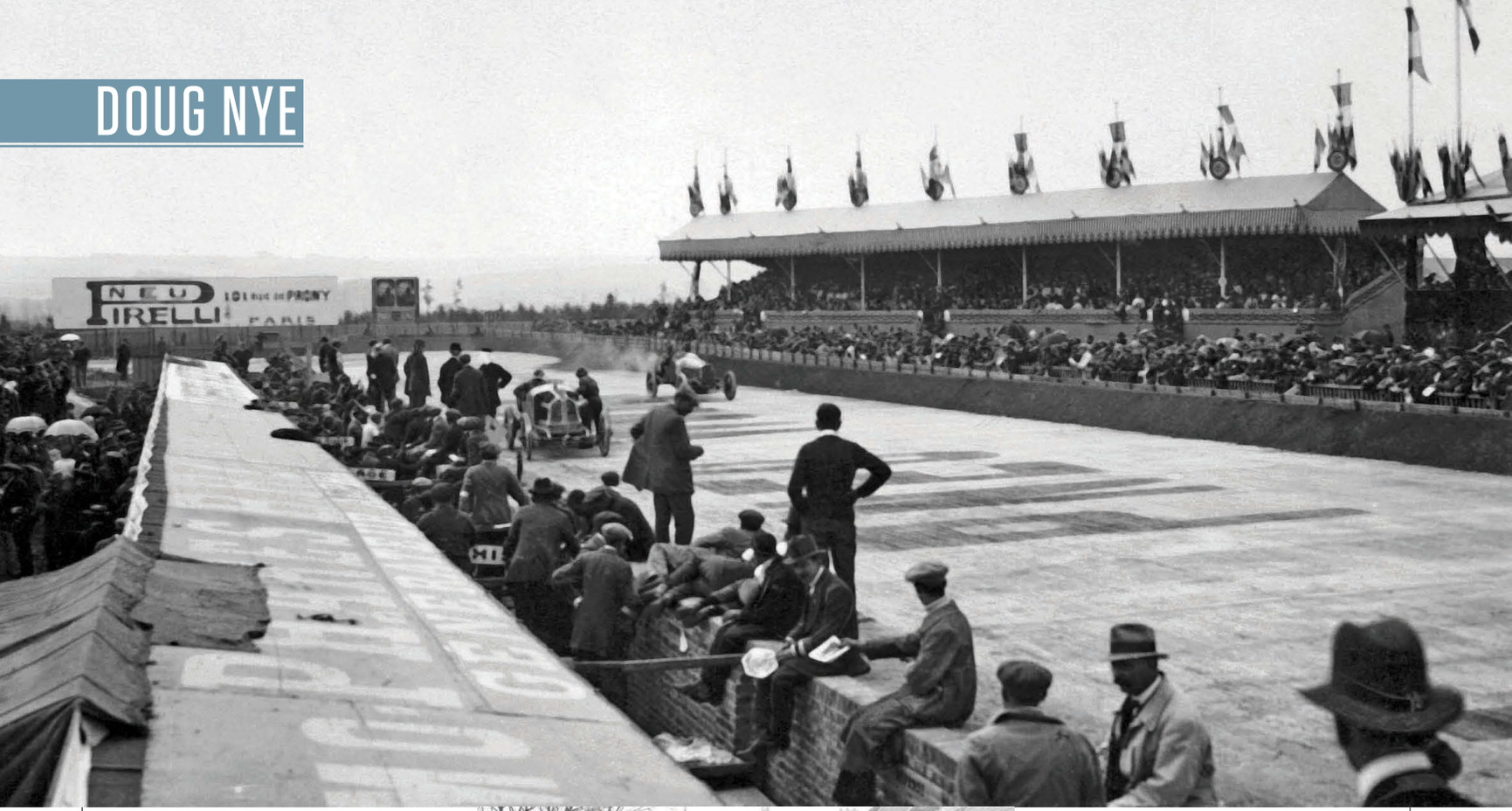
GUINNESS IN THE DRINK

How a top-line racer came to grief during the 1913 French Grand Prix

MOTORING AROUND on what we used to call The Continent – you know, as in "Fog in Channel, Continent cut off" – my Irascible of Camberley photographer pal Geoff Goddard and I often took time out to view roadside historic sites. It didn't matter whether its connections might have been Napoleonic, or Great War, or Second World War but the most common of them were motor racing sites where something momentous had once occurred.

Now back in 1913, just over a year before something really noisy engulfed western Europe, the Grand Prix de l'ACF was run on a 19.65-mile triangle of public roads just outside the northern French city of Amiens. The course was much shorter and simpler than its predecessors selected by the great French club – 47 miles per lap at Dieppe and, before that, 64 miles round, just east of Le Mans. While the first Grands Prix, of 1906-08, then 1912, had all been run on anti-clockwise courses, the 1913 Amiens event was to lap clockwise.

The pits and grandstands were built just outside the city, close by the



Longeau hairpin that turned the cars away from the buildings and south-eastward on an enormously long straight, undulating and rising slightly to reach a crossroads, at which the course turned 90-right. A short section then descended towards the village of Moreuil, where the course swung hard right again and into the return leg. The roadway there was narrow with plenty of deceptive bends. Eventually a tight left-right Ess was encountered, where the road swerved beneath a railway line between Fouencamps and Boves, then back towards Longeau with its pits and grandstands.

One awed reporter wrote of the course, "What a sight for the Gods of Automobilism to see the meteoric Boillot hurtle by on his great Peugeot at over 100mph! Here it was that the car seemed to spring into one's view, shriek past with loud-barking exhaust and a dazzling vision of dithering wheels, instantly to lose itself in the haze of tree tops on the thin film of road in the distance." Yes, well, calm down George…

Teams were entered from Peugeot, Delage and Schneider of France, Mathis and Opel of Germany, Itala from Italy and Sunbeam of Wolverhampton. The regulations allowed 20 litres of fuel per 100km (14.12mpg) and a weight range of 800–1100kg (1763–2425lb) dry.

The GP Sunbeams had the smallest engines in the race, peaking at 2600rpm (which converted to 108mph on the long swoop from Domart). They were also quite rare in racing history since they were GP cars equipped with radiator blinds to ensure optimum engine temperatures.



LAT & IPP LIBRARY

Top: the pits (literally) and grandstands after the Longeau hairpin. Above: the site of Guinness's crash at Boves. Wooden pailings now replaced by railings

Sunbeam's drivers were the Italo-Welshman Dario Resta, the upper-crusty Kenelm Lee Guinness (of not only black-stuff fame but also – later – KLG spark plugs) and the Frenchmen Jean Chassagne and Gustave Caillois. Club officials supplied each team with a painstakingly measured finite amount of fuel of various French brands – most recipients chose to strain their ration very carefully.

Start time was literally an eye-opener – 5am. It was in fact postponed 30 minutes due to fog. Peugeot's 1912 Grand Prix winner Georges Boillot led on time after a blazing first lap, some drivers less used to the course still groping their way through the fog-filled dips. After 11 laps Sunbeams were running 4-5-6 – but Resta's reserve oil tank sprang a leak.

Albert Guyot's Delage led at 15 laps from the Peugeots of Boillot and Jules Goux, but three tyres blew in quick succession, and as he swept into the pit lane for fresh his mechanic, Semos, jumped out prematurely, stumbled, and Guyot promptly ran him over. Grumbling, Guyot had the unfortunate fellow change a wheel before lifting him back into the cockpit, and pressing on…

Boillot forged ahead, and despite dramatic stops for water, and to fix a burst radiator hose, he managed to win for the second consecutive year, despite his car's ignition control shearing off and leaving the system fully advanced. Chassagne's Sunbeam finished third and Resta's sixth.

On his 16th lap Lee Guinness suffered a front tyre blow-out at speed in Boves village. He nearly caught the Sunbeam but it reputedly clipped the roadside fencing, was snagged and rolled. Guinness and his mechanic, Cook, were thrown out, luckily escaping severe injury, while their car tumbled down into the River Avre.

Guinness would still be driving for Sunbeam 11 years later, when he crashed during practice for the San Sebastian GP in Spain. His mechanic was killed and he suffered personality-changing head injuries that led to his early death, 80 years ago, in April 1937. He was only 49. That day we were at Boves – the scene of his Amiens escape – we looked down into the meandering river and paid tribute.

BRING BACK DIVERSITY

Why Formula 1's sleek modern world is all the poorer for the absence of makeweight teams

RIGHT NOW WE ARE POISED TO SEE the first season of what is hopefully a very new kind of Formula 1 racing. Can't say I'm optimistic, but perhaps engineering of the non-technical kind might emerge to plug the leaks in what some are convinced has been a sinking ship. Frankly, engineers of the technical kind have done quite enough to screw up competitiveness within the category for many years now, perhaps even as far back as the 1970s.

We are down to a diet of 20 starters – not quite as bad as the FIA World Championship's nadir at the 1968 Spanish GP, when there were only 14 entries (one of those non-started) and only five survived until the finish. So don't swallow all that "better back in our day" stuff without adequate perspective.

Note that I am charitably ignoring here the total fiasco of the 2005 US GP at Indianapolis, with its mere sextet of starters after safety fears for Michelin's tyres persuaded most teams to opt out – and after a Toyota had qualified on pole too... That's right – a jaw-dropping advertisement for Formula 1. At least Austin in recent years has worked real wonders in recovering America's respect for F1.

My point is that Formula 1 racing sorely needs really full grids, and a fleet of more or less cannon-fodder backmarkers, purely to provide the backdrop against which the big teams and their genuinely star drivers can look really good.

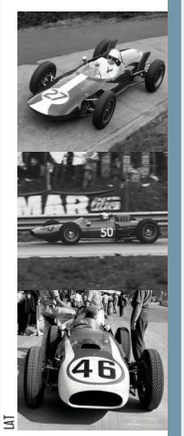
Given the vast commercial investments embodied within big teams today, the likes of Mercedes-Benz, Ferrari, Renault, Red Bull – yes, and even much-humbled McLaren – simply cannot afford the widely broadcast humiliation of downfield finishes, of finishing last, or fourth from last. They need the extras – the walk-ons, the humble spear carriers – just as much as a Shakespeare history play.

When a new F1 was launched in 1954 the humble spear carriers included the likes of left-over F2 Cooper-Bristols, A-type Connaughts and rent-a-drive Gordinis. When the new formula of 1961 effectively made 1500cc F2 heavier, and welded roll-over bars on top, there were plenty of year-old F2 candidates to upgrade to world championship status. At least then such delicious independent efforts as Keith Greene's Gilby-Climax, and Argentine-in-Italy-built de Tomasos with OSCA and Alfa Romeo engines could step up to the plate and have a go. But over the years there have been dozens of optimistic bit-player F1 teams until Mr E tightened the rules, shook out the chaff and took the whole activity supposedly 'upmarket' and so introduced the thin end of a charmless wedge.

Something for which Liberty's script writers might well end up yearning could well be future successors to the Cromard, the DB-Panhard, the Derrington-Francis-ATS, Elios, Emeryson, ENB-Maserati – all the long way through to the Pearce-Martin, Sacha-Gordine, Scarab, Scirocco, Stebro, and TecMec.

But then I'm a fan of private entrants, running customer or ex-works cars. They used to do us a favour, not least by just populating the set. We can but hope.

They also ran... Below, Gilby, Derrington-Francis, Scarab. Bottom, 1954 British GP mid-gridders include Gordinis, Vanwall Spl, Maseratis and Connaughts



LAT





GP LIBRARY

A TOSS OF THE COIN

Similar accidents, dramatically different outcomes

MOTORING THROUGH ITALY, WE ONCE found another motor racing roadside memorial, at Alessandria. An imposing edifice (above), it reflected the wealthy origins of unfortunate young Maserati driver Carlo Pedrazzini, and the evident affection of his grieving family and friends.

While the illustrious Alfa Romeo Tipo B Monoposto had established the open-wheel, centreline single-seat form of the major-league racing car, Maserati responded quite quickly with its 1933 8CM – batch-produced for customer sale. Into 1934 the bodies of those cars had to be widened to meet the latest 750Kg formula rules. But the 8CMs remained extremely whippy, their powerful 3-litre straight-eight twin-cam engines exacerbating the risk in ambitious, yet inexperienced hands. I have driven one, so can vouch for this.

In April 1934, Alessandria's Pietro Bordino GP was run in relentless rain. Pedrazzini was the 24-year-old engineer son of a wealthy architect from Locarno, Switzerland. Early in that first heat Pedrazzini tragically got out of shape on the Ponte Nuovo bridge over Alessandria's River Tanaro, clipped the parapet and somersaulted into trees and a wall. The luckless young Swiss-Italian was fatally injured. In the final Nuvolari had a near-identical accident, hitting a nearby tree but escaping with a broken leg.

The Pedrazzini monument was moved, I believe, a few years ago when road changes were made. It was re-erected in front of the Automobile Club d'Italia building in Alessandria. Somehow – despite necessity – that does jar as a desecration. But near-novice Pedrazzini and the standard-setting Nuvolari had both confronted motor racing's challenge. A toss of the coin – and one had lost. M

DEALER GALLERY

To advertise, please call Kit Brough on **020 7349 8480**
or email **kit.brough@motorsportmagazine.com**

GraemeHunt Ltd

The largest classic car showrooms in central London



1971 Rover 3.5 Coupe
35.500 miles only



1995 Porsche 993 RS
Club Sports



1993 Range Rover Vogue 4.2 LSE
Cosmetically restored



1957 Bentley S1
Continental Fastback by
HJ Mulliner - restored condition



1972 Fiat 500L Cinquecento



1978 Bentley T2
1 of 2 available



1972 MGB Roadster



1976 Chevrolet Corvette
Stingray L82



1989 Range Rover Classic
1 owners & 41.000 miles only



1962 Rolls-Royce Silver Cloud II
Adaptation
LHD Restored condition



1962 Bentley S2 Continental
Full History



2003 Ferrari 575M Maranello
Fiorano handling pack

www.graemehunt.com

18-23 Radley Mews, Kensington, London W8 6JP • +44 (0) 20 7937 8487 • mail@graemehunt.com

ESTABLISHED OVER 40 YEARS

TOM HARTLEY

THE ULTIMATE NAME DEALING IN LUXURY, PERFORMANCE & CLASSIC CARS

OVER 60 SUPERCARS IN OUR INVENTORY



CLASSICS

1979	**FERRARI 512 BB** Rosso/Black, 1 Of Only 101 RHD UK Cars, Recently Restored By Ferrari, Only 21,000m, 1 Owner	£299,950
1995	**FERRARI 512M** Rosso/Crema, E/Windows, 1 Of Only 41 RHD UK Cars, Great History File, 3 Owners, 38,000m FSH, Perfect	£229,950
1971	**FERRARI 246 GT DINO** Rosso/Beige, E/Windows, Spare Wheel, 1 Of Only 488 RHD UK Cars, Ex-Eric Clapton, Massive History File, Immaculate Condition, Just Serviced	£329,950
1988	**FERRARI TESTAROSSA** Rosso/Black Hide, E/Windows, 7,000m FFSH, Just Had Major Service With Graypaul Ferrari, Immaculate Condition Throughout	£179,950
1998	**FERRARI TESTAROSSA** Rosso/Black Daytona Seats With Rosso Inserts, E/Windows, 1 Of Only 438 RHD UK Cars, 23,000m FFSH, Immaculate Condition Throughout	£149,950
1991	**FERRARI TESTAROSSA** Argento Nürburgring/Black, E/Windows, 1 Of Only 438 RHD UK Cars, 2 Owners, 41,000m, Just Serviced	£129,950
1983	**LAMBORGHINI COUNTACH 5000S** Black/Cream, 1 Of Only 23 UK RHD Cars, Large Rear Wing, Great History File With Books, 5,000m, 1 Owner, Great Investment	£499,950
1983	**LAMBORGHINI JALPA P350 TARGA** Red/Cream, 1 Of Only 35 RHD Cars, Featured In Many Articles, Original Tools, Books & Spare Wheels, Award-Winning Example, 40,000m	£109,950
1973	**LAMBORGHINI URRACO P250** Orange/Cream & Orange, Extensive History File, Very Rare RHD, UK Supplied, 24,000m, Concours Condition	£99,950
1959	**JAGUAR XK150 3.8 DROPHEAD COUPÉ MANUAL** Cream/Black Leather, 92,000m, Restored, Ex-Rock Hudson	£129,950
1973	**RANGE ROVER 2 DOOR** White/Beige Interior, Nut & Bolt Restoration With Invoices Totalling Over £60,000, 28,000m, 2 Owners, Beautiful	£49,950

FERRARI & LAMBORGHINI

54	**ENZO** Rosso Corsa/Black Medium S/Seats, Red Dial, Full Luggage, Classiche Certified, 15,000m FFSH, Perfect	£1,795,000
97	**F50** Rosso Corsa/Black & Red, Original Tools, Books & Roof Flight Case, Classiche Certified, 12,000m FSH, The Best Available	£1,200,000
64	**AVENTADOR LP700-4 ROADSTER** Bianco White/Black & White, Sat Nav, R'Camera, Transparent Engine Cover, PDC, Gloss Black Alloys, Red Calipers, 7,000m FSH, As New	£279,950
64	**AVENTADOR LP700-4 ROADSTER** Grigio Estoque/Black Stitched Orange, Full E/Seats, Sat Nav, R'Camera, Interior Carbon Pk, Transparent Engine Cover, Upgraded Alloys, Orange Calipers, 2,900m FSH, As New	£269,950
13	**F12berlinetta** Yellow/Black Alcantara, Sat Nav, E/Seats, Shields, Suspension Lift, High Powered Hi-Fi, Carbon Driving Zone & LEDs, 20" Grey Alloys, Massive Spec	£209,950
54	**360 SPIDER MANUAL** Rosso Corsa/Nero Hide With Red Piping, Red Carpets, Challenge Rear Grille, 1,200m, 1 Owner, Just Serviced, The Very Best Available	£149,950
98	**F355 SPIDER F1** Giallo Fly/Black Stitched Yellow, Yellow Calipers, Shields, 14,000m, Fantastic Service History, As New	£109,950

ROLLS ROYCE & BENTLEY

14	**WRAITH** Black/Cream, Sat Nav, Starlight Headlining, Bespoke Interior, Cameras, Night Vision, Headsup Display, 21" Polished Alloys, Massive Spec, 12,000m FSH	£169,950
14	**WRAITH** Gunmetal Grey/Seashell Hide, Sat Nav, Bespoke Audio, Comfort Access, Night Vision, Starlight Headlining, 21" Forged Alloys, Massive Spec, 19,000m, As New	£164,950
03	**AZURE FINAL SERIES** Crystal Silver/Nautic Blue, Unstained Burr Walnut, Many Bespoke Featured, The Last RHD Bentley Azure To Ever Be Delivered, Only 4,000m	£139,950
17	**FLYING SPUR V8 'MULLINER'** Onyx Black/Linen Hide, Sat Nav, R'Camera, Paddles, WiFi Hotspot, 21" Graphite Alloys, Big Saving, 500m	£129,950
64	**CONTINENTAL GT V8 'S' MULLINER** Kingfisher Blue/Black, Piano Black Veneer, Turned Aluminium Fascia, Sat Nav, R'Camera, Sports Exhaust, 21" Alloys, 12,000m, As New	£99,950
64	**CONTINENTAL GT V8 'S' MULLINER** Granite/Beluga Hide, Sat Nav, Red Stitching Throughout, Ventilated Seats, R'Camera, Sports Exhaust, 21" Limited Edition Alloys, 1 Owner, 35,000m FSH, As New	£84,950
10	**CONTINENTAL SUPERSPORT GTC** Silver Tempest/Black S/Seats, Naim Premium Audio, Rear Seats, R'Camera, 7,500m	£84,950
12	**CONTINENTAL GTC W12 'MULLINER'** Moonbeam Silver/Black, Piano Black Veneer, 30,000m, Immaculate	£79,950

OTHERS

54	**PORSCHE 996 GT2 CLUBSPORT GEN 2** Slate Grey/Black Leather S/Seats, Guards Red Belts, Factory Carbon Rear Spoiler, 1 Of Only 16 UK Cars, 17,500m	£199,950
07	**PORSCHE 997 GT3 RS** Black with Orange Decals/Black Bucket Seats, Sport Chrono, A/C, Cruise, Xenons, 19,500m, Perfect	£124,950
63	**PORSCHE 991 TURBO 'S' PDK** White/Red Leather, PCM, Carbon Interior, Glass Sunroof, Ceramic Brakes, Black Pack, Gloss Black Alloys, 20,000m FSH	£104,950
07	**PORSCHE 997 TURBO TIP** Arctic Silver/Stone Grey, H/Seats, PCM, BOSE, Sport Chrono, Red Calipers, 26,000m FSH, Immaculate	£54,950
15	**McLAREN 650 S SPIDER** Aurora Blue/Black Alcantara, Sat Nav, Phone, Meridian Sound, Vehicle Lift, Carbon Interior, Carbon Side Intakes, Sports Exhaust, Great Spec, 2,500m FSH	£169,950
66	**MERCEDES-BENZ GLS63 AMG** Iridium Silver/Black Nappa, Comand, Apple Car Play, Panoramic Glass Roof, Harman Kardon Logic 7, 7 Seats, Massive Spec, Big Saving 2,000m, As New	£99,950

WE ALWAYS PAY MORE FOR YOUR CAR & WILL COLLECT TODAY

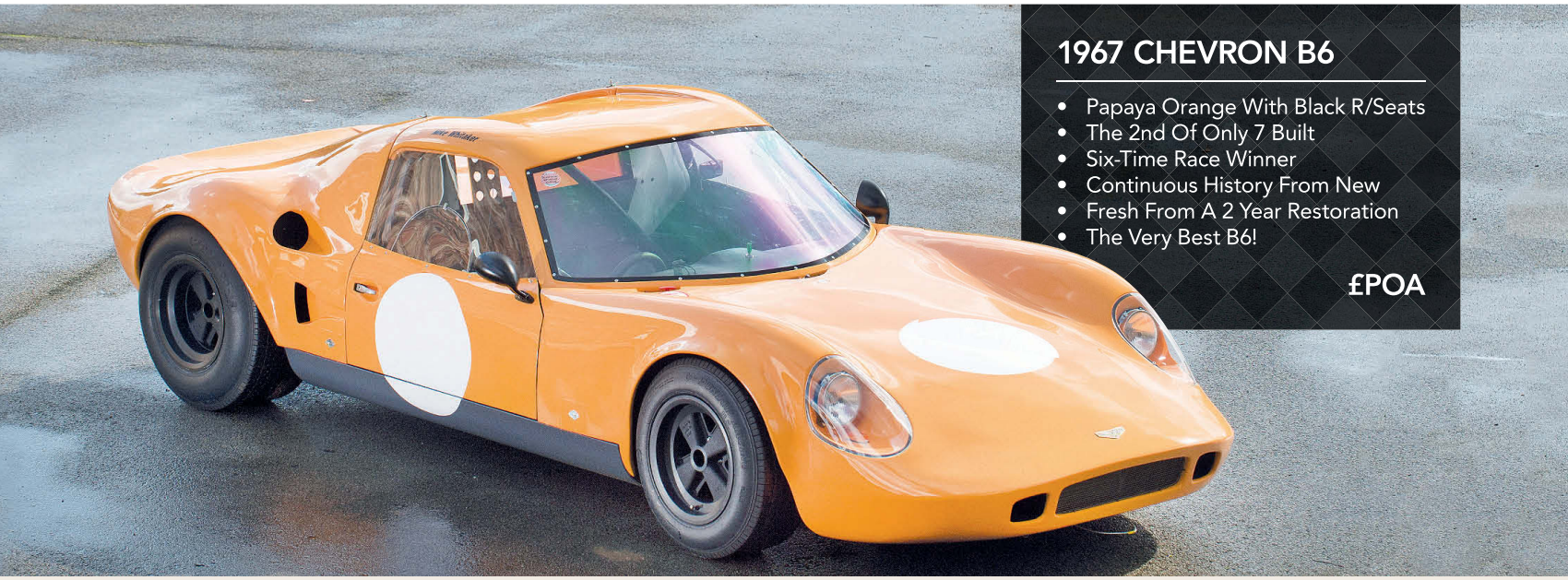
Telephone: +44 (0)1283 762762 Email: info@tomhartley.com www.tomhartley.com

Follow us: @TomHartleyCars TomHartley

SHOWROOM VIEWING BY APPOINTMENT
OPEN 7 DAYS: 9AM-8PM

TOM HARTLEY JNR

EXQUISITE CLASSIC & PERFORMANCE CARS



1967 CHEVRON B6

- Papaya Orange With Black R/Seats
- The 2nd Of Only 7 Built
- Six-Time Race Winner
- Continuous History From New
- Fresh From A 2 Year Restoration
- The Very Best B6!

£POA

A HANDPICKED SELECTION OF OUR CURRENT STOCK



1971 MERCEDES-BENZ 600 PULLMAN LANDAULET
Black/Cognac Leather, 1 Of Only 59 Pullman Landaulets & 1 Of Only 9 Six-Door Long Roof Examples Ever Produced, Previously Owned By President Josip Broz Tito, Only 27,378km From New, A Very Important Car ..... **£POA**



2003 FERRARI ENZO (U.S. CAR)
Rosso/Rosso, Only 263m From New, Never Titled Or Registered Anywhere, Complete With; Original Fitted Luggage, Spare Key, Certificate Of Origin, Books, Wallet, Car Cover, Tools, Classiche Certified, Must Be The Best Example Anywhere In The World..**$POA**



1968 MERCEDES-BENZ 280SL PAGODA AUTO
Black/Cream, Hardtop, Soft-Top, Beautifully Restored Throughout By Pagoda Specialists Silchester Garage, Complete With Jack, Spare Wheel & Good History File
..... **£164,950**



1963 ASTON MARTIN DB4 CONVERTIBLE
Caribbean Pearl/Dark Blue Connolly Leather, Original Colours, Fresh From Restoration, Uprated To 4.2-Litre Spec By R S Williams, Full Documented History, 1 Of Only 70 Ever Produced
..... **£POA**

Telephone: **+44 (0)1283 761119**

TOM HARTLEY JNR

EXQUISITE CLASSIC & PERFORMANCE CARS





2008 BUGATTI VEYRON

- Blue Black Metallic Over Graphite
- Havanna Interior With Sports Seats
- A U.K. Supplied Example With Total Documented History
- 2,000m From New
- Complete With Its Original Handbook/Service Booklet, Spare Key, Speed Key, PDA, Battery Conditioner & Car Cover
- Indistinguishable From New

£POA





WE ARE ALWAYS LOOKING TO BUY SIMILAR VEHICLES

Call today for an instant quote and decision

www.tomhartleyjnr.com

MERIDIEN MODENA

We'd like to buy your car



If you have a classic or modern Ferrari you wish to sell,
please contact Warren Butt for an immediate offer.

mobile: 07860 530 703 email: warrenbutt@meridien.co.uk



2008 Aston Martin DB9 £64,995



1995 Porsche 993 RS £215,000



1976 Porsche 911 2.7S £78,000



1937 Bentley 4¼ Coupe by Vanden Plas POA



2016 Porsche GT4 POA



1967 Alfa Romeo Giulia Sprint GT POA

SALES, ACQUISITIONS, RESTORATION, SERVICING & PORTFOLIO MANAGEMENT OF EXCEPTIONAL CARS

"You need great passion, because everything you do with great pleasure, you do well."

Juan Manuel Fangio

TROFEO

Alastair Iles | 01328 831974 | 07798 764467

www.trofeocars.com | alastair@trofeocars.com

TALACREST

TALACREST



1964 FERRARI 250 GT LUSSO







OTHER CLASSIC FERRARI AVAILABLE



1955 Ferrari 250 GT Comp Sport Speciale



1949 Ferrari 166 Inter Coupe



1962 Ferrari 250 GTO



1960 Ferrari 250 GT SWB Berlinetta Comp

THE QUEEN'S AWARDS FOR ENTERPRISE: INTERNATIONAL TRADE 2016

WWW.TALACREST.COM

TALACREST ARE THE BIGGEST AND MOST EXPERIENCED BUYERS OF CLASSIC FERRARI IN THE WORLD AND HAVE SOLD OVER $1 BILLION WORTH OF THOROUGHBRED CLASSIC CARS INCLUDING EIGHT FERRARI 250 GTOS, MANY PROTOTYPES AND NUMEROUS OTHER DESIRABLE ROAD AND RACE CARS. IF YOU'RE LOOKING TO BUY OR SELL BLUE-CHIP, COLLECTOR FERRARI CLASSICS THEN MAKE TALACREST YOUR NUMBER ONE CHOICE.

+ 44 (0)1344 308178 | +44 (0)7860 589855 | JOHN@TALACREST.COM

THE NUMBER ONE IN THE CLASSIC FERRARI MARKET

williamloughran

– THE LEADING SPECIALIST IN SOURCING THE RARE AND UNOBTAINABLE –





1980 FERRARI 312 T5 (048)

- Ex Gilles Villeneuve car
- 30th of 30 312 T's and 6th of 6 312 T5`s
- Last Flat 12 cylinder F1 Ferrari built
- Last Normally-aspirated, pre-computer Ferrari single-seat racing car
- Just been through the Ferrari Factory Clienti Dept in September 2016
- Comes with a quantity of tools and spares

£POA









+44 (0) 1772 613 114 // sales@williamloughran.co.uk // www.williamloughran.co.uk

Cheshire Classic Cars

Sales, Service and Restoration. +44 (0)1244 529500



1965 Gelscoe Ford GT40
Price: £299,995

This immaculate and well known GT40 was constructed in February 2016 and has just been fully refreshed and prepared for the 2017 season, following wins at Donnington and Jarama Masters last year. Superb!



2016 XP-CR1 IRL
Price: £210,000

This unique XP-CR1 IRL Sports Prototype is based around the Aquila CR1 concept but features a powerful ex-Indy Car IRL V8 racing engine delivering over 600 bhp at the rear wheels. Great spares package and back-up.



1965 FIA Ford Mustang
Price: £94,995

Fabulous example with US racing history. Fully rebuilt to 350 GT-R specification with a superb Peter Knight engine and T10 close ratio gearbox. Complete with current HTP papers and ideal for Spa, pre-66 GT etc.



1965 Lotus Elan 26R
Price: £84,995

Lotus Elan S2 fully rebuilt in 2012 with a correct 26R chassis and body, all steel engine, Quaife gearbox and a comprehensive specification. Only two short races since full engine rebuild. HTP papers and fully road legal.



1976 Porsche 911 Historic Rally Car
Price: £64,995

This professionally restored and prepared Porsche 911 competed successfully on last year's Monte Carlo Historique and is ready for use on European regularity events. Complete with original bonnet and spares package.



1991 SPA Judd
Price: £54,995

One of the most powerful sports racers ever to have competed in speed events, the SPA Judd has an ex Leyton House F1 3.5 litre V8 and is a fabulous piece of engineering. Only one event since extensive rebuild.



1965 TVR 1800S
Price: £49,995

This lovely TVR is one of the best prepared competition cars we have ever seen, and is the result of a four year labour of love from its fastidious owner. Excellent specification and comprehensive set up and running info.



1965 TVR 1800S
Price: £49,995

This very well prepared TVR has competed successfully at the Nurburgring and Spa, and is suitable for long distance events. Newly refreshed and ready to race.



1976 Lola T460
Price £29,995

A well-proven example of Lola's Formula 2/Atlantic car. Offered as a rolling chassis with gearbox. Zero miles BDA available by separate negotiation. Unexpectedly available again and offering great value for money.

ENQUIRIES Tel: 01244 529500 | Email: info@cheshireclassiccars.co.uk | www.cheshireclassiccars.co.uk

Vintage & Prestige

CLASSIC CARS



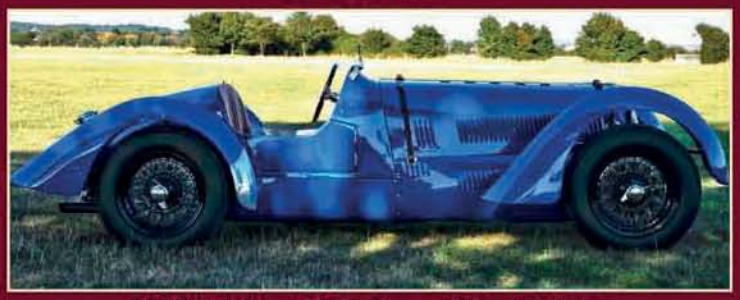
1922 Fiat 501S Corsa Mille Miglia
£125,000.00



1925 Bentley 3/8 Litre Supercharged Special
£850,000.00



1930 Lagonda 3.0 Litre Special T1 Tourer
£148,000.00



1939 Delahaye 135C Competition Roadster
£245,000.00



1952 Siata Daina Gran Sport Type A Barchetta
£270,000.00



1960 Jaguar XK150 SE Drophead Coupe Auto.
£215,000.00



1962 Mercedes-Benz 190SL Left Hand Drive
£160,000.00



1990 Frazer Nash Le Mans Werner Oswald
£185,000.00

CARS WANTED!
We buy cars for cash & take consignments

FREE valuation & probate service: ask for Richard Biddulph

www.vandp.net

01375 379719 07967 260673

Prestige House, 9 Globe Industrial Estate, Grays, Essex, RM17 6ST

VISIT OUR SHOWROOMS!

Over **120** cars in 4 showrooms



NISSAN NPTI90 #03

3LTR 2 VALVE TWIN TURBO, HEWLAND GEARBOX,
ENGINE REBUILD BY NICHOLSON MCLAREN
1 RACE ONLY SINCE REBUILD

Sebring Hall of Fame, 1991 IMSA Championship Winner
Race Winner in current Group C Championship

POA

PhilStott motorsport ltd
HISTORIC WORLD SPORTS PROTOTYPE TEAM

PHIL STOTT MOTORSPORT
01283 821147 WORKSHOP
07973761073 MOBILE

RMD bvba

We specialise in classic competition cars and look forward to helping you find the right car.

1972 De Tomaso Pantera Gr4

(#2858)

One of only 14 genuine Gr4 Panteras. Well documented clean history w/ long-term ownership. Race-ready with current HTP and spares. A rare opportunity!

P.O.A.





1989 Porsche 962C

(962-006BM)

Ex-Brun Motorsport Jägermeister 962C. Latest spec w/ Thompson tub and 3.2 liter water-water engine w/Motec. Race-ready. Iconic and competitive entry for Group C.

P.O.A.



1965 Chevrolet Corvette C2

Big Block Sting Ray C2 meticulously prepared with fresh Tim Adams engine. Belts and fire system are current. Sold with new, 2016 HTP and good spares.

GBP 125,000



1965 McLaren M1B (30-04)

The ex-Bill Amick 1966 inaugural CanAm M1B. Known history from new, 100% race-ready and excellent overall. Eligible for Goodwood, Masters, CER, etc.

P.O.A.



Chevron B26 (74-07)

John Lepp factory B26 with continuous well documented history. Race-ready with fresh XTEC Hart 420R engine. Spares & current HTP.

GBP 225,000



1970 Chevron B19 (70-S-10)

The B19 “Secret projects” prototype ! Well documented continuous history and freshly restored with Richardson FVC. Spares & current HTP.

GBP 215,000

We have a wider variety of great cars for sale. Please call or visit our web-site for more information.

www.rmd.be – salesinfo@rmd.be – +32 (0) 475 422 790 – Schoten, Belgium

The School Garage

(MARTIN J DALY) Est 1979

A small selection of up to 60 Prestige and Classic Cars in stock.

47 Buxton Road,
Whaley Bridge, High Peak,
Derbyshire SK23 7HX
Telephone 01663 733209
Mobile 07767 617507
www.classiccarshop.co.uk



1969 JENSEN INTERCEPTOR MK1. Graphite grey with black leather trim. 69,000 genuine miles. Stored for 26 years and then fully recommissioned to a very high standard. Superb documented history file. One of the finest available. **£59,950**



1967 LOTUS ELAN S3 FHC. Fast road spec, c 145 BHP, stunning car, fully sorted for road, sprint, Or Race. Please enquire. new **£39,950**



2012 FERRARI 458 ITALIA. Rosso Scuderia with Nero leather and red stitching, Red calipers and wing shields. Superb factory spec, 9000 miles only with Full HR OWEN Ferrari service history. As new..... **£159,950**



Fully restored by leading expert. Full history. All documents, FIA historic passport. 2 races since restoration. Fully eligible for, historic Pau, Monaco, Goodwood, etc etc.Very rare, and the BEST example thought to exist. Ford Cosworth engine and disc brakes. The exacting detail of restoration is perfect!!. **£54,950**



1983 FERRARI 308GTS. QV. LHD. Rosso Corsa with tan leather trim, Alloys, Aircond, and stainless exhaust. 48,000 miles, 1 owner from 1983 to 2008. One private owner since. Full and documented history from new. All books, tools and paperwork. Just had recent service. From our own collection and one of the finest known to exist. **£89,950**



1961 AUSTIN HEALEY 3000 MK2 LHD. Triple Carb fast road spec. Goodwood Green with Black trim. Overdrive, black cobra wires,side sports exhaust, Uprated brakes and suspension, Factory hard too. Mint and rust free, with heritage cert. As good as it gets!..... **£69,950**



1988 MERCEDES 560 SL (LHD) Signal red with beige full leather. Hard and soft tops, alloys, aircond, cruise. Plus huge factory spec, 2 previous owners. Interesting and full documented history, 124k and in superb original and Rust free condition. ..... **£32,950.**



1964 MERCEDES 220 SEB MANUAL LHD. Matching numbers, factory sunroof, PAS. A superb and very original low mileage example..... ..... **£44,950**



1988 JAGUAR XJS V12 HE CONVERTIBLE. Clear water blue with grey leather and blue. Mohair power hood, lattice alloys, aircond and full electric pack. 57,000 miles only from new with full history. Sold by us to its last owner 14 years ago. One of the finest in existence..... **£29,950**



1983 JAGUAR XJ6 4.2 SERIES 3 AUTO. Masons Black with light tan leather.One family owner from new, and 24,000 genuine miles from new. 2012 Norwich Union "Champion of Champions, described as the "BEST XJ6 in BRITAIN". All books, Tools, MOTS, Service History with Jaguar. A MINT and totally original XJ6. Serious enquiries only. **£22,950**



1963 MERCEDES 220 SEB "RARE"! OPERA COUPE. Manuel with power steering. White with full red leather, factory aircond, two owners and 28,000 miles only. Spent many years in famous collection. Magnificent throughout..... **£59,950**



1994 BENTLEY TURBO R. In Wildberry with parchment leather. Usual high spec and 52,000 miles only with fully documented Bentley history from new. One of the best in the UK. Truly stunning example. ..... **£22,950.**



1969 JAGUAR E-TYPE 4.2 SERIES 2 FHC. Manual, red leather and chrome WW. Sold by us over a 20 year period to the last 3 owners. One of the best you will find. Please view our website for more details. ..... **£79,950.**



1967 AUSTIN HEALEY 3000 MK3 PHASE 2. LHD. BRG with black trim and black hood. 2 owners, matching numbers and Heritage Certification. Many concours wins to it name with last owner of over 30 years. The most stunning and correct Healey we have ever seen!g... **£69,950**



1966 JAGUAR 3.4S TYPE MANUAL WITH OVERDRIVE. Oxford Blue with original grey leather. Chrome wire wheels and stainless exhaust. Stunning original matching numbers RHD low mileage, time warp, example. All books, tools, etc **£34,950**

www.classiccarshop.co.uk

GRAND PRIX Classics

(858) 459-3500
7456 La Jolla Boulevard, La Jolla, California USA 92037
www.grandprixclassics.com info@grandprixclassics.com





Laguna Seca 1964



Monterey 1964

1964 BRABHAM bt8

Chassis # SC-7-64 – Jack Brabham's personal car. Successful race history, professionally restored, and full ownership history. 2.5 Liter Coventry Climax and Hewland FT200 gearbox and has original HD5 gearbox available. USD $175,000



Monterey 2008

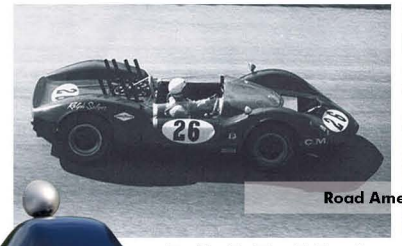




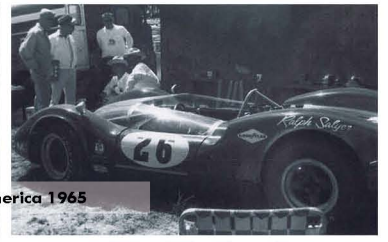
1973 LOLA T292

Chassis # HU40 – Driver Guy Edwards, sponsored by Barclays, Lola factory entry. Winner of three European Sportscar races. Outstanding race preparation by J and L Fabricating. Low time Cosworth BDG. USD $275,000





Road America 1965



1965 McLaren M1A

Chassis # 20-06 – Professionally restored, excellent records, full ownership history, and great race history. 4th place at Road America 500. Pole position at Road Race of Champions. Race built Chevrolet V8. Hewland LG500 gearbox. USD $250,000

Porsche 911 2.7 RS Lightweight "M471" (RHD)

One of just 17 UK "C16" cars delivered this example was originally retained by Porsche GB and registered as "RGO 3L" during which time it was utilised as their spare car for the race and rally season of 1973 as well as being the subject of many magazine road tests and articles. The sister car (RGO 2L) was found to be so reliable that this car was rarely used and was therefore sold to its first private owner following the RAC Rally of 73. Since then the car has had just 4 private owners from new and retains much originality including its matching numbers engine whilst having been meticulously cared for by its custodians. A rare opportunity to acquire one of the best and most iconic 911s in existence. **£POA**

40 DK Engineering
YEARS OF PERFECTION
Est. 1977





Additional Motorcars Available for Acquisition



Ferrari Testarossa (LHD)

An original & early "Monospechio" & "Mono Dado" Testarossa. The car is presented in its original Rosso Corsa with Nero Hide. Recently the car has benefited from a full major service including timing belts. Presented in superb condition & accompanied by its original tools and books. **£POA**



Porsche 997 GT3 RS 4.0 Litre (LHD)

This Clubsport version was formerly part of the Petter Solberg collection and has covered just 15,000 Miles. An excellent specification example which has been recently serviced at Porsche Great Britain to ensure it is the finest health. **£324,995**



Porsche 993 RS (RHD)

Delivered in 1996 in Polar Silver over Grey Recaro Sports Seats. Factory Aero Kit, Electric Windows, Airbags & Air Conditioning. Just 2 private owners and only 23,400 miles from new. One of finest 993 RSs available for sale at this time. **£244,995**



Ferr Ferrari 360 Challenge Stradale (LHD)

Delivered new to the racing driver Ralph Neunteufel in Dresden, Germany in 2004. This 360 Challenge Stradale is presented in the unique specification of Nero Daytona with a full Giallo & Charcoal Alcantara interior and rare Lexan sliding windows. Less than 7,200 miles & extremely well maintained. **£214,995**



Ferrari 599 GTO (LHD)

This 2010 LHD 599 is presented is in the stunning specification of Giallo Modena with a Matt Grigio roof with Nero Hide and Giallo contrast stitching. Only 3,750 Miles from new and recently serviced. Supplied with its original tools, spare key and all books. **£454,995**



Ford Mustang (Appendix K) (LHD)

A genuine 1965 Ford Mustang with race history from new being owned and raced in its early years by David Tallaksen and Gene Felton. A regular Goodwood Revival competitor and recently prepared by WDK Motorsport which included a full engine rebuild. **£99,995**

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

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

Chorleywood Tube Station - 2 mins
Heathrow or Luton Airports – 20 mins
M25 Orbital J18 - 3 mins
London City Centre 20 miles
Helicopter Landing Facilities

The Ferrari Specialists

www.dke.co.uk
A Cottingham Family Business

DK Engineering

ASTON MARTIN SPECIALISTS

NICHOLAS MEE & COMPANY LTD

ASTON MARTIN HERITAGE

A SELECTION OF OUR CURRENT STOCK

1956 ASTON MARTIN DB2/4 FHC £POA



Aston Martin DB2/4 MKII Fixed Head Coupe. Chassis No:-AM300/1185. Manufactured and delivered when new to French dealers Majestic Automobile in Montbeliard, in 1956. Built with Left Hand Drive and Finished in Sea Green over Deep Carriage Green with Burgundy hides. This discerning car can undoubtedly lay claim, to be compliant with the Q car definition. Reportedly returned to Aston Martin on two occasions with engine failure the car subsequently had fitted to it, an all alloy 3.7 litre Tadek Marek designed engine of the type designated and used in the later DB4 series cars. Combined with a DB4 David Brown 4 speed gearbox and revised axle ratio, disc brakes to the front, the performance of this car, firmly establishes its Q car credentials.

A near 60% increase in BHP, cannot be ignored when driving this dynamic and yet unassuming car. As installed the engine carries an early Aston Martin Pre Production engine number and is to original specifications. AM300/1185 was maintained for some years in the 1980s by Aston Martin Heritage specialists R S Williams in its current configuration, before being sold to a prominent AMOC member based in Germany. Last changing hands in June 2014 and car was delivered to Aston Martin Works for complete assessment, prior to a body restoration and a bare metal repaint, with restoration of various features to its original specifications.



1954 DB2/4, FULLY RESTORED TO CONCOURS STD £POA



1988 V8 VANTAGE ZAGATO, JUST 4K MILES FROM NEW £POA

www.nicholasmee.co.uk Telephone: 0208 741 8822 Email: info@nicholasmee.co.uk



PHOTOGRAPHY: RÉMI DARGEGEN

WWW.HISTORIKA.COM
INSTAGRAM.COM/HISTORIKA911
FACEBOOK.COM/HISTORIKA911
TWITTER.COM/HISTORIKA911
YOUTUBE.COM/HISTORIKA911
CALL 07836 384 999 OR 07717 212 911



HISTORIKA

KLASSIK PORSCHE

YESTERDAY'S PORSCHES. PRESERVED FOR TOMORROW. ENJOYED TODAY.

FINE CARS // RESTORATION // RACE PREPARATION // RARE PARTS







TOM HARTLEY

THE ULTIMATE NAME FOR MORE THAN 40 YEARS

URGENTLY WANTED

Classic Ferrari, Porsche, Aston Martin and Lamborghini, etc.

We always pay more and will collect today

Call now for a free valuation. Avoid the auction commission and hassle.

Attractive commission paid for a successful referral

Telephone: 01283 762762

Follow us: @TomHartleyCars TomHartley

www.tomhartley.com

Showroom viewing by appointment

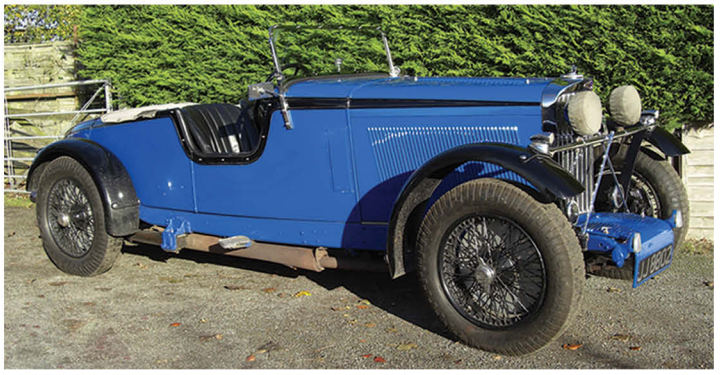
Open 7 days : 9am-9pm

I.S.POLSON

TALBOT SPECIALIST

VINTAGE & PVT RESTORATION AND SALES

WE SPECIALISE IN ROESCH TALBOTS





We are pleased to offer an excellent Alpine Trial bodied Talbot 105.

Cars of this type have been very successful in recent events such as the ALPINE TRIAL and the FLYING SCOTSMAN RALLY.

They are also very suitable for continental touring and many VSCC events including races, hill climbs, sprints and road rallies.

PLEASE SEE OUR WEBSITE FOR FURTHER DETAILS.

Tel: +44 (0) 1440 820371 www.ispolson.com i.s.polson@btconnect.com

DHG RACING



Ford Mustang 1965
Two times class winner Spa 6H race, frontrunner Masters Series



Lola T70 MKI Spyder - 1965
Successful Lola in Masters Series and 4 times Goodwood Revival participant



Chevrolet Corvette Cabriolet hardtop 1964
USA race history from '64, raced in Masters Series and Spa 6H



Chevron B36 1976
Five times Le Mans 24H participations '76-'80, CER champion Peter Series

DHG Racing has the above displayed exceptional race cars for sale

For enquiries please contact Freddy Rijshouwer +31 653 161 525 / freddy@dhgracing.nl
All cars are based in The Netherlands and come with necessary papers.



1978 Shadow DN9A

Chassis DN9-4A, Ex-Clay Regazzoni, 5th place in the 1978 Swedish Grand Prix (Regazzoni), Competitive in 'Fittipaldi' class of FIA Masters Historic F1, Unique and competitive entry for Monaco Historic 2018, Glorious DFV power and an opportunity to compete at the world's most glamorous international historic race meetings. Race-ready. £295,000



1986 Arrows BMW A9 Formula One

Raced by Thierry Boutsen + Christian Danner in '86 F1 season and more recently Goodwood FoS – immaculate, outrageously fast and ready to drive! £175, 000



1986 Spice SE86C Hart

3-time Le Mans 1987-'89, including class pole in '88, race winner, very powerful Hart Turbo engine, competitive package for historic Group C £295,000



1973 Triumph Dolomite Sprint

Ex-Works Group 1 car, with fantastic, continuous history. Highly eligible and race ready. £85,000

For further information, please call +44 (0) 1256 765000 or email sales@duncanhamilton.com
www.duncanhamilton.com

Unit 5-6 Brands Hatch Park
Scratchers Lane
Fawkham
Kent DA3 8PU

Foskers

The UK's oldest independent Ferrari specialist

@FOSKERS
FOSKERSFERRARI
@FOSKERS

Thinking of selling your Ferrari? We always require top quality used Ferrari



Ferrari Dino 246 GT **£349,950**
Ferrari Classiche, wallet & tools, 48,600 miles.



Ferrari 458 Italia **£164,995**
13,000 miles, balance of 7 year service package.



Ferrari 360 Spider **£84,995**
Convertible V8, manual 6 speed, 31,000 miles.



Ferrari 599 GTB F1 **£ please call**
Elegant & powerful, 6.0-litre V12, full service history,



355 Spider **£ please call**
Excellent service history, only 23,000 miles.



Ferrari California 2+2 **£109,950**
Presented as new, 7-speed dual-clutch transmission.

+44 (0) 1474 874555 - +44 (0) 7921 430 430 - sales@foskers.com - www.foskers.com

BELL & COLVILL®
HORSLEY - LIMITED

EXIGE 380 SPORT

CONTACT US FOR DETAILS OF CURRENT FINANCE OFFERS • Call: 01483 286467
Find us: **Epsom Road, West Horsley, Surrey KT24 6DG** Email: **enquiries@bellandcolvill.com**
www.bellandcolvill.com

MORGAN

LONDON MORGAN

Beautiful Bespoke Automobiles

Morgans Travel.....

www.londonmorgan.co.uk
020 7244 7323

Export

ريدصت
Экспорт
輸出する



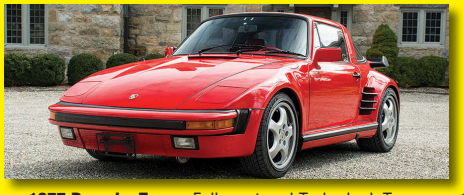
1974 FERRARI DINO 246 GTS, 2 owners. Blue/blue, A/C, P/W, leather, 26K miles, new paint, rebuilt motor. Excellent.



1973 PORSCHE 2.4 911S, matching #s, 5-sp, factory a/c, power sunroof, limited slip and oil cooler. Silver/black. Completely restored in 80's. Collector/investor quality.



Rare 1994 Porsche 3.6 C-4 Wide Body, Midnight Blue/ Cashmere. One of 238. 52,000 careful miles, A/C, 6-speed, sunroof, Alpine radio, books, tools. Runs/looks new.



1977 Porsche Targa, Fully restored Turbo look Targa, all steel, 3.2 motor, G50 5-speed, A/C, SS exhaust, Turbo look wheels, fully sorted and ready to go!



1957 PORSCHE SPEEDSTER 1600S, Red/tan leather. 1600 super engine. Dual solex carbs, ground-up resto. 1992. Show-quality condition, stunning performance. Ready for show / rally circuit.



1966 MERCEDES-BENZ 230SL, Green/cinnamon leather. 4-sp, 2-tops, a/c. Ground-up restoration incl: new paint, top, leather, chrome & rebuilt engine. Looks/drives new.



1988 FERRARI TESTAROSSA, 12K miles, belt service, books, tools, red/tan, tubi, flawless.



1964 MORGAN 4-4, Matching #s. Green/black, wire wheels. 1600 cc Ford, 4-speed. Side curtains/top, Tonneau and jack. 2-owner California car. Ready for show and go. 33,000 miles.



1970 SHELBY MUSTANG GT350, The only triple white 4-speed. 31K original miles. Ford and Shelby documentation. Excellent.

MOTOR CLASSIC & COMPETITION CORP

WE WILL BUY ALL FERRARI AND ALL VINTAGE SPORTS, RACING AND GT CARS • CONSIGNMENTS WELCOME

350 Adams Street, Bedford Hills, NY 10507 • Tel 914-997-9133 • sales@motorclassiccorp.com • www.motorclassiccorp.com



1958 **Jaguar MK1 2.4** manual
Flawless, unrepeatable condition
£39,995



1997 **Ferrari 456 GTA** RHD 6,000mile
Complete history, keys & luggage
£89,995



1951 **Jaguar XK120** RHD
Completely correct and original
£129,995

YORKSHIRE
CLASSIC & SPORTS CARS

WE WILL BUY YOUR CLASSIC – PLEASE CONTACT US

Selection from our current stock

1986 **Ferrari Testarossa**	**£224,995**
1964 **Porsche 356C Coupe**	**£99,000**
1971 **Porsche 911T 2.2 Coupe**	**£89,995**
1958 **Triumph TR3A**	**£32,995**
1935 **Riley 12/4 Special**	**£44,995**
1954 **MG TF 1250**	**£34,995**
1971 **Toyota FJ40**	**£29,995**
1964 **MG Midget 1098cc 'Appendix K'**	**£18,495**

Yorkshire Classic & Sport Cars
The Studio Ure Bank Top Ripon North Yorkshire HG4 1JD
I www.ycsc.co.uk **E** sales@ycsc.co.uk **T** +44 (0) 1765 609798



1968 **Alfa Romeo F12 Ambulance**
Manual, Original & immaculate
£29,995



1961 **MGA Coupe**
Flawless, unrepeatable condition
£34,995



1973 **Porsche 911E 2.4 Coupe**
Porsche COA, 2.7RS spec engine
£129,995



A full race prepared original **Lotus Cortina MK 1 1965 LHD** airflow full FIA appendix K, period F, HTP FIA Int valid 31 Dec 2020. Same owner last 10 years. Imported from UK in 1987 with custom document available. Extensive chassis nuts and bolts restoration just finished (3 months work). Pictures available on request. Spectacular and immaculate condition, Ermine white. New engine zero miles 180 HP at 8100 RPM, gearbox, brakes, differential in perfect condition. New seat and belts, 8 wheels, Quaife LSD, all C/P ratio available, gearbox and differential in alloy case, quick steering, reinforced halfshaft, huge spare parts (2 discs set, leaf spring, 1 front glass new, front grill, alloy head used in VG condition, track tie road, wheel bearing etc etc). Italian overall historic championship winner in 2008 and 2013, very well known car in Italy, lap record on all the circuits, fly like the wind. Must be seen. Race ready immediately.

For further details (no time waster pls) **fastandfuriouscars@libero.it** • Mobile: **0039 3489990118** • **WhatsApp** also.
Price **£90,000** to be collected in Reggio Emilia

SPEEDMASTER

PLEASE CONTACT THE SALES TEAM AT SPEEDMASTER
T +44 (0)1937 220360 M +44(0)7768 800773
INFO@SPEEDMASTERCARS.COM
WWW.SPEEDMASTERCARS.COM



Lotus 87 - Ford Cosworth DFV

Built for the 1981 Formula 1 season the Lotus 87 was driven by Nigel Mansell and Elio De Angelis. The Lotus 81 was the first Lotus F1 car to be built from Carbon Fibre and also used aluminium to provide additional rigidity to the chassis. This chassis was initially run as the 88 specification (the twin chassis car) but was banned at its first appearance at the British GP as the officials did not agree with Colin Chapman's interpretation of the rules. The cars were hastily converted to 87 specification overnight in order to race.

This particular car was raced by future world Champion Nigel Mansell during his first season of F1 with a best result of 4th place.

Complete with a good spares package and with Richardson built DFV engine.

Please call for more information.



NISSAN R90-CK. THE ULTIMATE LOLA BUILT GROUP C CAR. COMPREHENSIVE SPARES INCL ENGINES. **P.O.A**



1973 GRD FORMULA 2 BDG 2 LITRE. EX REINE WISELL GRD F2 CAR, NEW FIA HTP, AVAILABLE WITH / WITHOUT ENGINE. **£62995**



1982 FERRARI 512BBI. RESTORED AND FERRARI CLASSICHE CERTIFIED **£275,000**



ARGO JM19 C2. ROLLING CHASSIS FRESHLY REBUILT. ELIGIBLE FOR GROUP C. **PRICE: £130,000**



TAYDEC MK3 - FORD FVC 1970 SPORTSCAR IDEAL FOR MASTERS / CER FRESH ENGINE, INTERESTING INTERNATIONAL HISTORY **P.O.A**

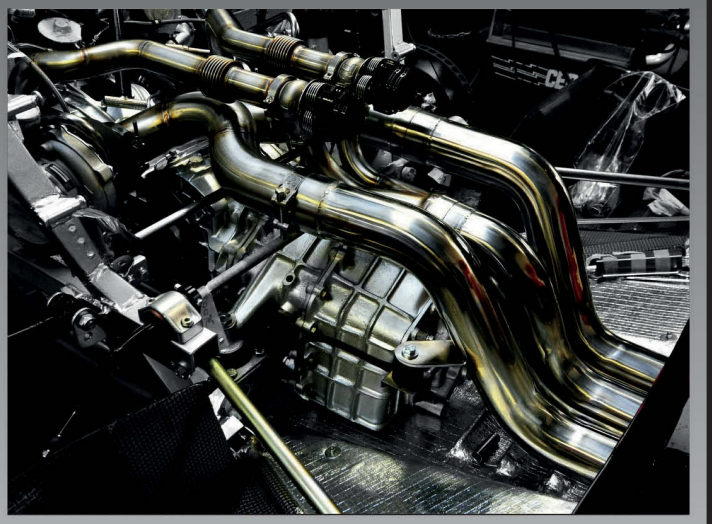


LOLA T70 MK3B COUPE ONE OF THE MOST SUCCESFUL LOLA T70 MK3BS BUILT **P.O.A**

WWW.MOTOTECHNIQUE.COM

The one stop Exotic Sports Car Specialist

Check out our amazing website or @mototechnique



Ferrari F40 uprated to 720 Bhp; In-house work included full engine transmission and suspension re-build, carbon fibre work, interior trim, paintwork and exhaust system plus fitment of the latest hybrid turbos' and Motec ECU's.

Call for Carbon Fibre Work, Chassis Repairs, Servicing, Mechanical Rebuilds, Restoration, Paintwork, Interior Trim and Crash Repairs.

Contact 0044 0 208 941 3510

141, Molesey Avenue, West Molesey, Surrey. KT82RY

Melvyn Rutter Limited

International Morgan Sales, Service, Parts and Restoration for Morgan Cars from 1936 to Present Day

MAIN DEALER



2012 Superdry 3 wheeler- £24,950

Superdry model, centra drive, steering comfort kit, Garage 56 air filter, sports straight through exhaust, black mohair tonneau, 2 ear spinners, engine turned stainless dash panels, dust sheet for garage. 2,825 miles.



1998 +8 - £32,950

Connaught green with stone leather piped green, folding and reclining seats, green mohair weather equipment, centre lock alloy wheels, walnut dash, Moto-Lita steering wheel, spot lights, radio/CD, wind deflectors, organ throttle pedal, three running board strips, cherished registration included in sale. 25,094 miles.

MORGANS WANTED – PURCHASE FOR CASH

The MORGAN WORLD Magazine
www.the-morganworld.com

BRAND NEW RUTTER PARTS CATALOGUE
40 Year Anniversary Edition, 84 Page Parts Catalogue
£5 UK, £7 Europe, £9 overseas elsewhere

Melvyn Rutter 40 years OF FUN AND PASSION

The Morgan Garage, Little Hallingbury, Nr Bishops Stortford, Herts CM22 7RA England

Tel: 01279 725725 www.melvyn-rutter.co.uk Email: mr@melvyn-rutter.net

IVAN DUTTON LTD





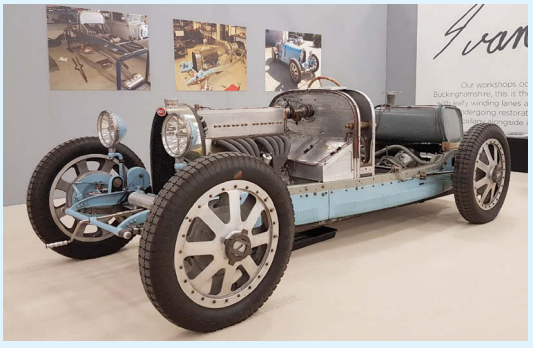
Olympia, London

In February we took the Type 38 Olympia Show car of 1926 back to Olympia for the Historic Automobile Fair just a few miles from where Victor Dutton (my Grandfather) had our first workshop in Leinster Mews, Baywater.

Bugatti Type 35T

2.3 Ltr Unsupercharged Grand Prix car with touring luggage rack and twin aeroscreens, great little road car all set to go.

€280,000



Peacehaven Farm, Worminghall Road, Ickford, Bucks, HP189JE

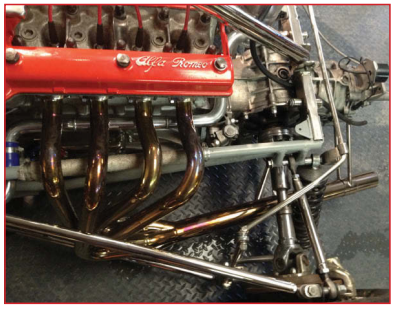
Tel: 01844 339457 • Fax: 01844 338933 • Ten minutes from M40 Junction 8a • www.duttonbugatti.co.uk

FOR SALE - Formula 1 Assegai

The Assegai is a South African Formula One car built in 1960 by the late Tony Kotz. The car has benefitted from a complete rebuild from the chassis up carried out by Kendle Adams.

The car has a new 1.5 litre engine built by Jim Evans Alfa and has only dyno hours running time. It is beautifully presented and ready to race. It benefits from a very large spares package including bodywork.

The Assegai has raced at Monaco, Goodwood and raced in the Silverstone Classic. It is an extremely competitive car, it has featured in Octane magazine in October 2016 and has current FIA papers together with a full history.







For further information please contact me
John Carpenter (07770) 925153

ART & REVS
THE FINE AUTOMOBILES GALLERY











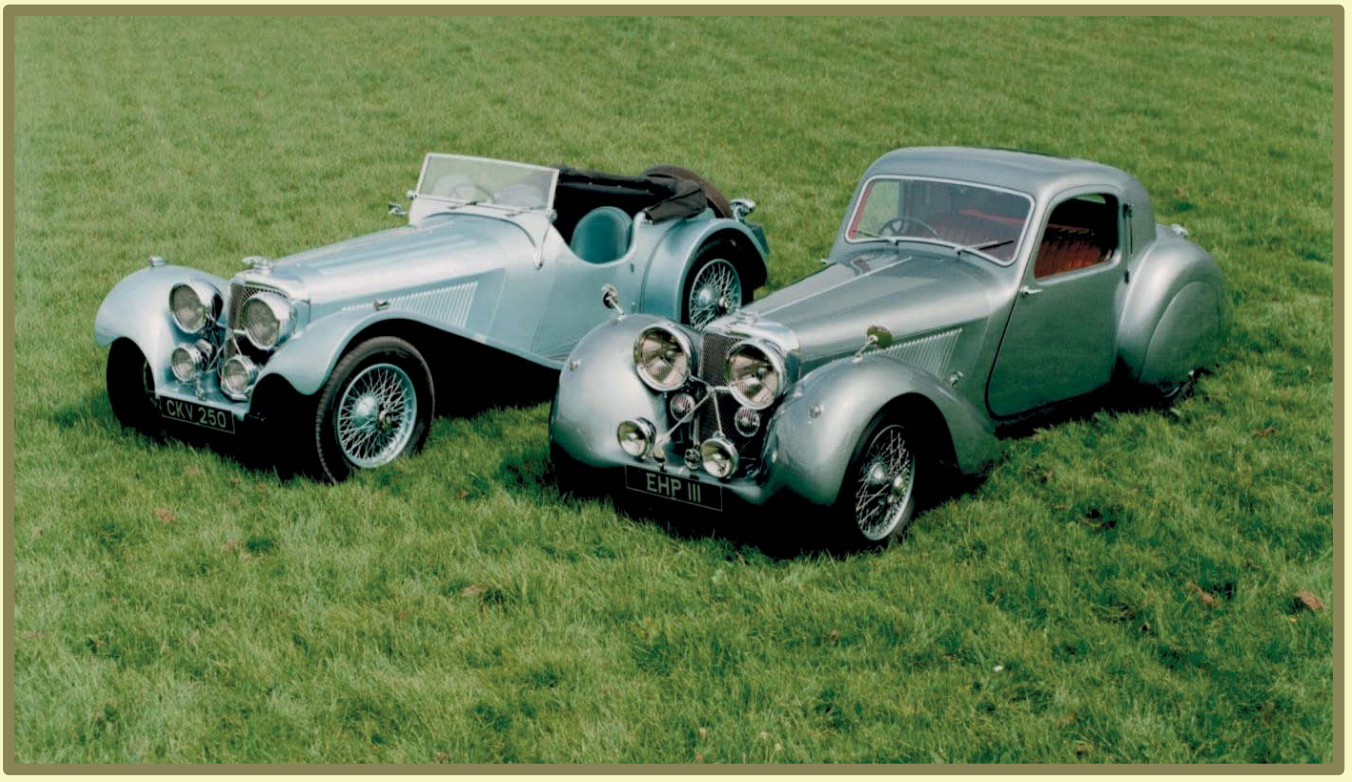

- **Alfa 8C Spider :** 1100km, white & brown leather, full options, like new
- **Arrows A11 F1 :** Totally restored, new NME DFR engine, crack tested and ready to race, originally fitted with a Porsche V12
- **BMW Z8 :** 50000km, black on black & beige interior
- **BMW 635 CSI Group 2 :** built to 100% correct specifications, FIA HTP, ready to race and win
- **Chrysler Viper GTS-R :** 2000 ORECA factory car, ALMS champion with Wendlinger/Beretta and 2nd IC at Le Mans, totally restored
- **Ferrari 308 Group 4 :** Built by Cazzola (period builder of Michelotto), full Michelotto specifications, fabulous race car
- **Ferrari 328 GTB :** 1987, red on natural leather, 60 000 km, full FSH, excellent condition
- **Matra MS630 :** Chassis 05, built by Matra people under license in 2012, FIA HTP and race ready
- **MG TD :** Ex Bernie Eccelestone, concourse restoration, currently owned by F1 Team owner
- **Mercedes 190 EVO2 :** 40000km, ex Mercedes France press car, retained by Mercedes until 2003, mint condition
- **Porsche 996 GT3 - RS :** FIA GT2 race car, raced in US, Daytona 24H 2001, totally serviced and 2h engine

ART & REVS - Howald, Luxembourg - www.artandrevs.com / contact@artandrevs.com - Tel 00352 661 700 777 / Mobile 00352 24 87 34 60
All the listed are Located in our Showroom and visible only by appointment - We are always looking for similar cars do not hesitate to contact us if you wish to sell one

MOTORS EUROPE

ZWAKMAN

The real world of historic Jaguars



WWW.ZWAKMANMOTORS.COM

CARS FOR SALE



For sale Formula 1
Benetton B192
Chassis n°1 ex. Mickael Schumacher

Carbon monocoque Carbon brakes.

Transverse Gearbox Xtrac 6 gears.

Price on application

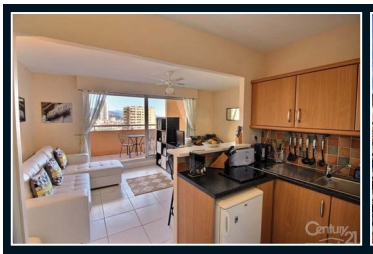
For further information:
contact@circuitdecroix.com

Four bedroom detached house with extensive outbuildings sitting in approximately one acre of land with twenty mile views over the Cheshire plain.

The property is eminently suitable for a car collector small racing team or restorer, and in easy reach (under two hours) of seven race circuits.



For more details please 'phone John on **07831104020** or go to **www.hewittsracing.co.uk** and click on house.





FOR SALE

Furnished studio apartment with large balcony and underground garage and cave. 50 metres from Monaco, less than 10 minutes stroll from Port Hercule. Great panoramic views over Monaco and the Med.

215,000 Euros

(the property is being marketed through a French Estate agent who will assist in the buying process and arrange viewings)

For more details please phone Geoff on **0044 7976722612** or email **g.craik@btinternet.com**

A

Buying or Selling Aston Martin

allastonmartin.com



1961 AUSTIN HEALEY 3000 MK2 LHD. Triple Carb fast road spec. **£69,950 Tel: 01663 733209**

Classic Alfa

www.classicalfa.com

GT/GTV (1964-77)
Spider (1955-93)
Super (1962-77)
750/101 (1955-64)
Montreal

Mail order parts worldwide
Tel: **+44 (0)20 8688 4443**

B



1963 Bentley S3 Continental by HJ Mulliner Park Ward - Now available. **www.graemehunt.com. Tel. 020 7937 8487**

F



1965 FIA Ford Mustang Fabulous example with US racing history. Fully rebuilt to 350 GT-R specification with a superb Peter Knight engine and T10 close ratio gearbox. Complete with current HTP papers and ideal for Spa, pre-66 GT etc. **£94,995 Tel: 01244 529500**



1983 Fiat X19 Bertone - Incredibly original, just 2,457 miles from new, a definite Carling car. 'Probably the best in the world' expensive but find another? **£18,995. Tel. 01420 474411**

G



1965 Gelscoe Ford GT40 This immaculate and well known GT40 was constructed in February 2016 and has just been fully refreshed and prepared for the 2017 season, following wins at Donnington and Jarama Masters last year. Superb! **£299,995 Tel: 01244 529500**

J



1951 Jaguar XK120 RHD Completely correct and original **£129,995. Tel. 01765 609798**



1958 Jaguar MK1 2.4 manual Flawless, unrepeatable condition **£39,995. Tel. 01765 609798**

To advertise, please call Marc Butler on **020 7349 8470**

J

LANES CARS

Specialist buyers and sellers of 'E'type Jaguars



contact Martin Lane

www.lanescars.co.uk

Call 07831 334608

1983 JAGUAR XJ6 4.2 SERIES 3 AUTO. Masons Black with light tan leather.One family owner from new, and 24,000 genuine miles from new. 2012 Norwich Union "Champion of Champions, described as the "BEST XJ6 in BRITAIN". All books, Tools, MOTS, Service History with Jaguar. A MINT and totally original XJ6. Serious enquiries only. £22,950 **Tel: 01663 733209**

L

CLASSIC LANDROVERS

Parts 1948 to Date
Retail Trade Export
Restorations
Modifications
Manufactures
Country Workshops

Risegate, Nr Spalding, Lincs, PE11 4EZ
Tel / Fax: 01775 750223
www.british4x4centre.co.uk

L

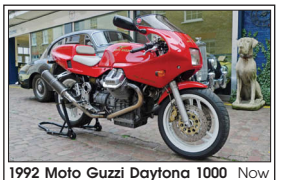


1965 Lotus Elan 26R. Lotus Elan S2 fully rebuilt in 2012 with a correct 26R chassis and body, all steel engine, Quaife gearbox and a comprehensive specification. Only two short races since full engine rebuild. HTP papers and fully road legal **£84,995 Tel: 01244 529500**



1967 Lotus Elan S3 FHC. Fast road spec, c 145 BHP, stunning car, fully sorted for road, sprint, Or Race. Please enquire. new **£39,950. Tel. 01663 733209**

M



1992 Moto Guzzi Daytona 1000 Now available at **www.graemehunt.com. Tel: 020 7937 8487**

CARS FOR SALE



S1 E-TYPE ROADSTER | HEALEY 3000 | 77 PORSCHE 911 TARGA
TR4 | 356 SPEEDSTER | FERRARI 308 GT4 | LOTUS ELAN S3
66 V8 MUSTANG CABRIOLET | 73 FIAT 500R

T. (+34) 618 307 909 | E. info@rentaclassiccarmallorca.com
www.rentaclassiccarmallorca.com



Datsun 240Z 1972 R.H.D.
UK car, 2 owners (last one 1980), original provenance, perfect historic car, low mileage, MOT July, some spares, **£19,500.** Tel: 07802 925577

MURRAY SCOTT-NELSON
www.classic-spares.com
Austin Healey Specialist
www.murrayscott-nelson.com



Austin Healey 3000 Mk 3 BJ8 Phase 2.
Rare RHD home market, numbers matching car. Finished in Colorado Red and still retains its original black ambla vinyl interior with black weather equipment. Fitted with silver painted wire wheels and overdrive. The car has been well maintained but would benefit from some cosmetic TLC. **£45,000**



Austin Healey 3000 Mk 3 BJ8 Phase 2.
Original Ice Blue car supplied as a LHD personal export delivery to the USA. The subject of an older but extensive restoration by leading Healey specialist. Finished in Healey Ice Blue with blue trim, blue hood and blue tonneau. Fitted with overdrive, chrome wire wheels and spot lights. **£69,950**



Austin Healey 100/6 BN4.
1957 Longbridge EX US car. The subject of a no expense spared restoration to the highest standards. Only 70 kms since completion. Finished in Colorado Red with black trim, black mohair hood & tonneau. Fitted colour coded 72 spoke wire wheels and overdrive. Stunning example. **£90,000**



Austin Healey 100/4 BN2.
Original Blue LHD dry climate car. The subject of an older cosmetic restoration but still in excellent condition, structurally superb with extensive history file. Finished in classic colour scheme of Blue/ Ivory white with tan/cream interior and black hood. Fitted wire wheels and overdrive. Mille Miglia eligible. **£55,000**

01723 361 227 | info@murrayscott-nelson.com
Murray Scott-Nelson, Beaconsfield Street, Scarborough YO12 4EL

M



1963 Mercedes 220 SEB "Rare"! Opera coupe. Manuel with power steering. White with full red leather, factory aircond, two owners and 28,000 miles only. Spent many years in famous collection. Magnificent throughout. **£59,950. Tel. 01663 733209**



2012 Superdry 3 wheeler Morgan. Superdry model, centra drive, steering comfort kit, Garage 56 air filter, sports straight through exhaust, black mohair tonneau, 2 ear spinners, engine turned stainless dash panels, dust sheet for garage. 2,825 miles. **£24,950 Tel: 01279 725725**



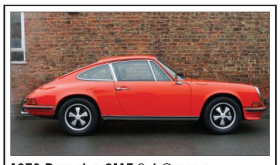
1998 Morgan +8. Connaught green with stone leather piped green, folding and reclining seats, green mohair weather equipment, centre lock alloy wheels, walnut dash, Moto-Lita steering wheel, spot lights, radio/CD, wind deflectors, organ throttle pedal, three running board strips, cherished registration included in sale. 25,094 miles. **£32,950. Tel: 01279 725725**

M



1988 Mercedes 560 SL (LHD) Signal red with beige full leather. Hard and soft tops, alloys, aircond, cruise. Plus huge factory spec, 2 previous owners. Interesting and full documented history. 124k and in superb original and Rust free condition. **£32,950. Tel. 01663 733209**

P



1973 Porsche 911E 2.4 Coupe Porsche COA, 2.7RS spec engine **£129,995. Tel. 01765 609798**



1976 Porsche 911 Historic Rally Car. This professionally restored and prepared Porsche 911 competed successfully on last year's Monte Carlo Historique and is ready for use on European regularity events. Complete with original bonnet and spares package. **Price: £64,995. Tel. 01244 529500**

P



1976 Penske PC3 F1 Race Car - Chassis 01 of only 2 built. Raced by John Watson in period, has also raced at the last 8 out of 10 current Monaco Historique Grand Prix's. Important competitive car, well looked after, no expense spared, ready to race with Masters Etc, globally. **Call for details. Tel. 01420 474411**



Porsche 718 RSK Spyder Replica - Great Patina, 1642cc Engine, MOT, New Brakes, Much Work Done, Exciting Summer Fun! **£19,995.** Tel. 01420 474411

R



1986 Range Rover Classic 4 door - 51,500 miles only. Available from **www.graemehunt.com. Tel: 020 7937 8487**

S



1991 SPA Judd One of the most powerful sports racers ever to have competed in speed events, the SPA Judd has an ex Leyton House F1 3.5 litre V8 and is a fabulous piece of engineering. Only one event since extensive rebuild. **Price: £54,995. Tel. 01244 529500**

STEERING WHEELS

Steering Wheel Restoration



Steering wheel restoration, vintage to modern cars, tractors, lorries, buses, boats. Bluemels, Celluloid, Bakelite, Wood & Plastic.
tel:+44 (0)1843 844962
www.SteeringWheelRestoration.co.uk

WANTED

St Andrews Autos

Enthusiastic buyers of Classic Cars
All interesting classics wanted by a genuine enthusiast
From Barn finds to Concourse show winners. Anything considered from Exotic, Sports, Hot Rods, American, RS Fords & replicas to quaint old English Tin.
Discretion assured.
sales@standrewsautos.co.uk
07836 226228 / 01245 248888
www.standrewsautos.co.uk

X



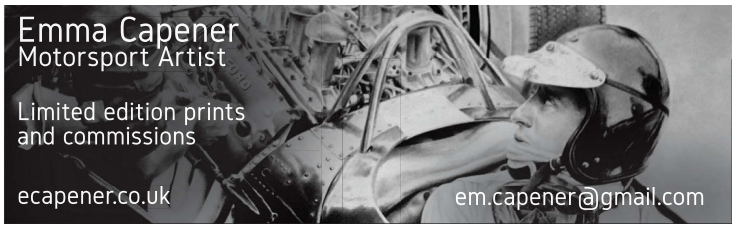
2016 XP-CR1 IRL This unique XP-CR1 IRL Sports Prototype is based around the Aquila CR1 concept but features a powerful ex-Indy Car IRL V8 racing engine delivering over 600 bhp at the rear wheels. Great spares package and back-up. **Price: £210,000. Tel. 01244 529500**

To advertise, please call Marc Butler on
020 7349 8470 or email
marc.butler@motorsportmagazine.com

DIRECTORY

To advertise, please call Marc Butler on **020 7349 8470**
or email **marc.butler@motorsportmagazine.com**

ART, AUTOMOBILIA & MODELS



ORIGINAL SALES POSTERS-FRAMED TO MUSEUM STANDARD FOR DISPLAY

DARRACG (TALBOT) – London edition – including LAGO SPECIAL • **£395**

GRAHAM-PAIGE – London edition • **£295**

AUBURN 1936 – All models – unframed • **£120**

BOOKLETS & BROCHURES

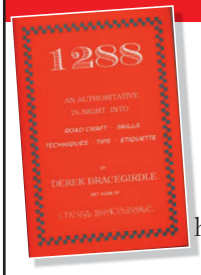
AUBURN – Illustrated booklet (all models +utah record) – unframed • **£130**

SCHNEIDER – Illustrated London sales brochure – unframed • **£240**

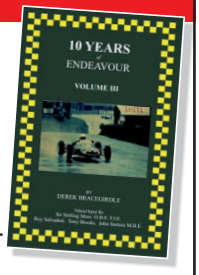
CARMAN HISTORIC

E-mail: **johnscanlon2@aol.co.uk**

BBS BOOKS



1288 has 2000 driving hints & techniques tips for the family. Also a 50 minutes DVD.



The **10 YEARS TRILOGY**, plus the 117 mins DVD, is historical motor racing. '50-'60s.

BBS BOOKS
Tel: **01477 533787**
Web: **www.bbsbooks.co.uk**
Email: **1288@bbsbooks.co.uk**

motorsportclassics.com



Limited Edition Photographic Prints
By Photographer Steve Theodorou
info@motorsportclassics.com • Tel: 07711 654685

FORMULA ART **DAVID JOHNSON**

Ayrton Senna– 1984 Monaco Grand Prix Print



Ayrton Senna started 13th on the grid and thrived in the wet conditions to make it up to second place by lap 19. As the rain got heavier Senna was reeling in leader Alain Prost by three seconds per lap. The race was stopped at the end of lap 31 giving Prost the victory but highlighted Senna's brilliance.

CONTACT
32 Stratford Street Oxford OX4 1SW
info@formulaart.co.uk
TWITTER.COM/@formulaart

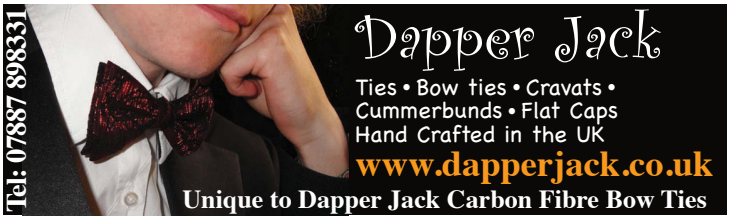
Artist signed edition
£34.99

These prints are from a limited run of 500 that have each been signed and numbered by artist David Johnson.

All orders can be made through the website plus P&P

WWW.FORMULAART.CO.UK

ATTIRE



EVANS®
WATERLESS ENGINE COOLANTS

ADVANCED COOLING TECHNOLOGY



POWER COOL 180°
WATERLESS COOLANT

High Performance Synthetic Formula

Improves Cooling for Efficient Fuel Burn & Maximum BHP
Eliminates Boilover, Lowers Pressure & Prevents Cavitation

Power Cool 180° is the coolant of choice for many professional racing teams and performance car specialists including - Noble, Honda MX Mosler Racing, Eagle, The Historic Porsche Collection, John Surtees and many more.



www.evanscoolants.co.uk

as used by...

HISTORIC PORSCHE COLLECTION
MOSLER
NOBLE
NATIONAL MOTOR MUSEUM

CAR ACCESSORIES

BROOKLANDS STEERING WHEEL



The Brooklands We manufacture the BROOKLANDS 17" Steering Wheel from the original BLUEMEL tooling. It is not a Far Eastern copy and is made using the original methods and traditional materials. The CENTRE BOSS fixing kit, again from the original tooling, not only fits the MG TC and pre-war MGs, but the TD, TF and MGA. There are boss kits for other makes and kit cars too.

BROOKLANDS AERO SCREENS are made using laminated glass to original specification to suit all vintage and sports cars.

Established 1969

KIMBLE ENGINEERING LTD
Tel: 01803 835757
Fax: 01803 834567
Email: john@johnkimble.co.uk
www.johnkimble.co.uk
Unit 5, Old Mill Creek, Dartmouth, Devon TQ6 0HN





THE BEST PROTECTION FOR GARAGED CARS

KEEP YOUR GARAGED CAR DUST AND DAMP FREE WITH A SUPER SOFT FABRIC METEX CAR DUST COVER.
EASY TO USE, THE COVER SIMPLY DRAPES OVER YOUR CAR COVERING IT COMPLETELY.
WE COVER *ALL* MAKES, MODELS AND SIZE OF CARS.
EXAMPLE CAR COVER SIZE: CLASSIC MINI 15FT x 10.6FT

from only
£37.50
Postage cost £7.50 per order

Phone now with your order: **01254 704625**
or order online at: **www.cardustcovers.co.uk**

GARAGE

The finest of British Country Outbuildings

"The Garage was perfect for our situation. Help and advice was given all along the way. It was delivered on time and erected perfectly by your excellent team."
Mr T. Cambridgeshire



Oak fronted Carriage Houses, Open Barns, Free standing Timber Garages

Above: Our versatile range of Carriage Houses. Right: Traditional Double Garage, Open Barn.



www.passmores.co.uk

Rochester, Kent ME2 4DR Telephone: 01634 290033

Passmores Est.1909, Kent's best manufacturer, FSC certified, erecting service, tiling service planning service available, nationwide delivery, large showground, full colour brochure.

JonWilliamStables.co.uk

1965~2015 50th Anniversary



Garaging ~ Carriage Houses ~ Workshops

Call us today on 01380 850965





monarchoak

• Garages • Garden Rooms • Complexes • Gazebos • Pergolas

01323 765410

Quality in its finest form

Over 50 years' experience in oak framed buildings

www.monarchoak.co.uk

HAMLET



GARAGING • OUT BUILDINGS • BARNS • CART SHEDS
HOME OFFICES • GAZEBOS • BESPOKE HOMES

OAK FRAMED BUILDINGS

CONTACT: 0800 08 59 699

www.hamletbuildings.co.uk

STRONGMAN TOOLS LTD
EST. 1998
Innovation & Excellence





Car Storage Solutions

Strongman Tools offer an exceptional range of products & services from product design, installation & servicing.

Strongman is the UK's leading provider of parking solutions.

Economical & scalable designs from 1 to 1000, to suit every domestic garage, and commercial business.



"Conception to completion"

Strongman manufacture a range of unique 240V 4 Post and Mobile Scissor Car Lifts specifically designed for the home garage.



Call us on 01926 298800
sales@sm-eng.co.uk I www.sm-eng.co.uk
Strongman Tools, Warwickshire

GEARBOXES

BPA Engineering

SPECIALIST TRANSMISSION SERVICES

HEWLAND BUILD & REBUILD • NEW & S/H SPARES

GEARS, SPARES & COMPETITION GEAR

KITS DESIGNED & MANUFACTURED

CASTINGS PRODUCED FROM DRAWINGS OR SAMPLES

Tel: +44 (0)1256 895757 • Fax: +44 (0)1256 895151

www.bpaengineering.com

PARTS

PROTECT ALL FOUR WHEELS

BRITISH MADE

for less than it normally costs to refurbish just one!

- Protect your wheels from kerb damage
- Suits 98% of wheel and tyre combinations
- Tyres can be changed with AlloyGators in place
- Suitable for run-flat tyres
- Protects tyre wall from damage



PROTECT ENHANCE CUSTOMISE



ALLOYGATOR® WHEEL PROTECTION

For more information please visit www.alloygator.com or call us on 08450 707078

PARTS

VINTAGE ENGINEERING



www.vintageeng.com | vintagem6b@gmail.com

Flying Spares

Post-war Rolls-Royce & Bentley Parts Specialists

New



Reconditioned



Recycled



www.flyingspares.com | 01455 292949 | sales@flyingspares.co.uk

Quote discount code 'MSPORT17' and save £10 on orders over £75

Image® WHEELS INTERNATIONAL LTD EST 1987

• Manufacturers of two & three piece aluminium road / race wheels.

• All our wheels are made to order with a range of classic & modern styles available.

• Checkout our website for the full range of wheel styles... Available from 10" to 22" diameter & widths from 3" to 16" wide.

CLASSIC & MODERN ALLOY WHEELS

MADE IN ENGLAND SINCE 1987 so...

...Celebrating 30 years of manufacturing!



www.imagewheels.co.uk + 44 (0) 121 522 2442

PARTS



LOCKHEED & GIRLING
BRAKE & CLUTCH HYDRAULIC CYLINDERS

FOR BRITISH VEHICLES 1935-1980. MASTER CYLINDERS, WHEEL CYLINDERS, CALIPERS, CLUTCH SLAVES, FLEXIBLE HOSES, PADS, KITS ETC.

WORLDWIDE MAIL ORDER

MasterCard VISA

POWERTRACK Ltd

Tel/Fax: 01753 842680

www.powertrackbrakes.co.uk

REGISTRATION PLATES

REGISTRATION PLATES

CLASSIC NOUVEAU REGISTRATIONS

01949 851000

www.CNReg.com

A+B		1 FY	£99,000	JKD 555	£3,900	5 NAT	£22,000	PCC 7	£7,500
AC 7	£69,000	**G+H**		JNW 854	£1,850	NAT 11	£19,500	PCM 300	£2,750
ADA 7	£8,250	GCS 6S	£1,750	12 JON	£18,500	NAT 7Y	£11,500	1 PF	£120,000
ADP 92	£3,800	6ERS	£POA	JON 99	£21,000	NAT 7S	£8,995	POO 1E	£59,000
480 AJD	£3,250	GMA 71	£3,995	WH07 JOY	£695	NCM 25	£2,950	**R+S**	
AMY 60	£12,500	155 GPB	£2,850	JS 4994	£4,499	7 NJ	£22,500	RB 17	£17,500
ANG 5	£24,995	90 GO	£12,500	JUD 9	£42,500	NJH 723	£2,750	RD 222	£5,500
36 ANN	£7,500	GSJ 20	£2,900	JVG 49	£1,699	NMS 857	£1,450	REJ 3	£8,800
370 ANP	£1,250	H3 AVY	£25,000	**K+L**		NNH 10	£3,250	RES 19	£5,450
ATC 1	£45,500	H3 LGA	£45,000	8 KDM	£7,500	NNW 1	£21,500	RFT 1	£19,995
BAM 670	£1,699	HLC 1	£21,500	KF 8	£29,000	5 NPJ	£8,500	RJC 8	£13,500
I34 RRY	£12,500							7 RJF	£6,995
BHW 1	£37,500							9 RJT	£4,995
BEN 1F	£5,950							ROB 20	£18,500
24 BK	£4,750							10 ROS	£6,995
190 BMW	£2,600							69 RR	POA
V8 BOO	£2,800							RS 8	POA
C+D								777 RS	£15,000
1 CAE	£28,500							RSA 83	£3,600
CAT 1	£220,000							RTG 74	£4,400
CAT 1R	£4,995							12 RTP	£3,195
CAX 70N	£2,995							1 RV	£120,000
CH 7	£85,000							4 RWG	£5,900
CII LOC	£6,950							SCW 8	£10,500
CHO IIE	£2,750							SEJ 1	£36,500
65 CT	£6,600							SER 39	£3,700
1 CTE	£14,995							SP07 TED	£1,950
DD 1	£149,000							5 SPY	£19,500
581 DFM	£1,550							981 SPY	£13,500
DHE 35	£3,750							90 SR	£12,900
DL 77	£14,750							SSJ 8	£8,250
DMM 1	£49,950							**T+U**	
DMP 85	£4,995							7 TED	£20,000
88 DMS	£5,995							1 TEE	£44,500
2 DOG	£23,500							TJG 16	£4,995
222 DP	£8,500							5 TJM	£8,000
E+F								TMW 1	£29,500
4 EAP	£4,995							TOT 1Y	POA
58 EG	£3,900							TOT 44L	£4,500
1 EP	£149,000							TUC 7	£8,500
911 ER	£8,500							TV 2	£35,000
FAY IE	£12,500							**V+W+Y**	
F4YES	£19,500							VKY 7	£8,800
FEB 1	£18,500							4 XS	£32,500
5 FGB	£6,800							99 XX	£11,500
F1 YER	£34,500							9 YH	£18,500
FP 3	£29,500							12 YH	£25,000
2 FT	£37,500							YP 9	£28,500



1 HLV	£6,995	477 KM	£4,250	3 NPS	POA
2 HN	£19,000	KST 1	£23,500	17 NR	£6,800
HR 9	£28,500	500 KW	£9,850	NSJ 5	£5,200
HR 99	£17,500	LBF 3	£3,995	**O+P**	
HRM 9	£9,500	LE 65	£28,500	O 19	£59,000
I+J		3 LEO	£14,500	OAB 534	£1,650
IEZ I	£12,500	LOV 3Y	£8,750	1 OAC	£22,500

This is just a selection. Over 260,000 available at www.CNReg.com
Free Valuation Service • We also Buy • Some + Vat

12 J	£38,000	1 LV	£145,000	1 OBH	£22,500
JAK 3S	£40,000	**M+N**		1 OGM	£25,000
JCG 1	£39,500	M 2	£380,000	OI IO	£199,000
31 JCG	£3,250	99 M	£45,000	O IIO	£150,000
7 JDR	£6,400	MAM 118	£2,795	OO IOOI	£27,500
76 JF	£7,495	MARI0 IY	£8,750	OOO 1E	£7,995
1 JGV	£17,500	MB 8	POA	1 ORF	£25,000
JHD 621	£1,850	MEJ 2	£9,500	OSH 2	£9,900
11 JJ	POA	MF 9	£34,500	1 OSW	£25,000
JJ 8681	£2,995	16 MJD	£8,700	OUI 1	£19,500
JKD 77	£5,600	7 MRK	£17,500	777 OW	£11,500

THE UK'S SPECIALIST BROKER OF TOP QUALITY REGISTRATIONS

SIMPLY REGISTRATIONS

0113 288 7553

SimplyRegistrations.co.uk



"I will personally handle the transfer of your chosen registration. You will deal direct with me from start to finish. All clients are given my mobile phone number and can call me anytime. I guarantee you a professional and efficient number plate buying experience." *James Saperia, Managing Director*

Visit SimplyRegistrations.co.uk and browse over 3,000 quality personalised plates

AB 787	8 CRN	1111 HB	82 ME	72 PK	96 SK
95 AF	43 CS	91 J	MEW 909	80 PN	79 SL
9 AGH	19 CT	34 JB	5 MF	73 RB	7 SLC
59 AM	DDA 1	750 JET	7 MKS	7 RCH	9 SMJ
7 AWG	71 DL	31 JH	3 MPW	9 RGD	338 SPY
700 BM	98 DM	JH 155	9 MSC	4 RGT	5 TRS
93 CB	5 DSR	750 JJS	5 NAM	96 RM	TS 12
9 CD	534 DVJ	97 JM	1 ODB	RT 119	9 VP
3 CHG	16 ES	600 KS	PAU 11L	RW 75	3 WMS
76 CL	9 GAV	6 KTH	7 PCT	7778 S	111 WP
79 CL	97 GB	9 LH	7 PGT	7 SAP	7 WV
81 CL	15 GP	7 MBA	54 PK	7 SCB	1 XJB



" The plate looks fabulous and is just what I was looking for. Thank you for making the process so simple."

Colin Seller

"Thanks for calling in with the documents for 81 ME. Really pleased with the service and the end result."

Martin Edmondson
sterlingmotors.co.uk





"Just like to say thank you for your help and the smooth purchase of the number plate. You made it very easy."

Stuart Ellis

Simply Registrations Ltd. 52 Goldsmith Drive · Robin Hood · Wakefield · WF3 3TF - Registered in England and Wales Number 5368542

HM Historic Metalworks
reputation is everything



Historic Motorsport Restoration specialists

Unit 35 Gordleton Industrial Estate,
Hannah Way, Sway Road, Lymington,
Hampshire, SO41 8JD
t (0) 1590 683 702
f (0) 1590 683 634
e enquiries@historicmetalworks.com
w www.historicmetalworks.com

Contour - Academy

Car body metalwork courses

Generations of industry experience distilled into the best traditional sheet metalwork courses money can buy - that's what Contour Academy can offer you.

- Four-day intensive courses covering beginner to advanced skills
- Practical hands-on structured training by time-served craftsman
- Courses throughout the year

"I would recommend this to anyone intending to attempt any type of restoration large or small." Tim Sugars, Cambridgeshire



For more details call:
01406 330504

EAL RECOGNISED PARTNER
APPROVED ASSESSMENT CENTRE

Email: courses@contouracademy.com
Visit our website: www.contouracademy.com



Nuts, bolts and two smoking barrels



Whether your car needs restoration or an annual service, we have the skills and experience to hand. Although we are Ferrari specialists we provide servicing and restoration for Maserati, Aston Martin, Jaguar, Bentley, Rolls Royce and de Tomaso, from our Surrey base near Guildford.

SMDG Ferrari Specialists

Classic and modern servicing, restoration and race preparation
01360 627770 www.smdg.co.uk
Ridge Farm, Rowhook, Horsham RH12 3QB smdg@btconnect.com

HARDY HALL
RESTORATIONS



JONATHAN HALL,
RIPPLEWOOD MANOR,
COLLINGTON, BROMYARD,
HEREFORDSHIRE HR7 4NA
TEL 01885 410481
MOBILE 07977 010209

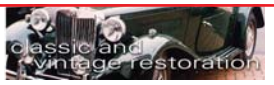
SPECIALIST HISTORIC MOTOR SPORT RESTORATION,
PREPARATION & FABRICATION
WWW.HARDYHALLRESTORATIONS.CO.UK

THE
CLASSIC CAR WORKSHOP Ltd
Winners online award for Classic Car Specialist of the Year 2012

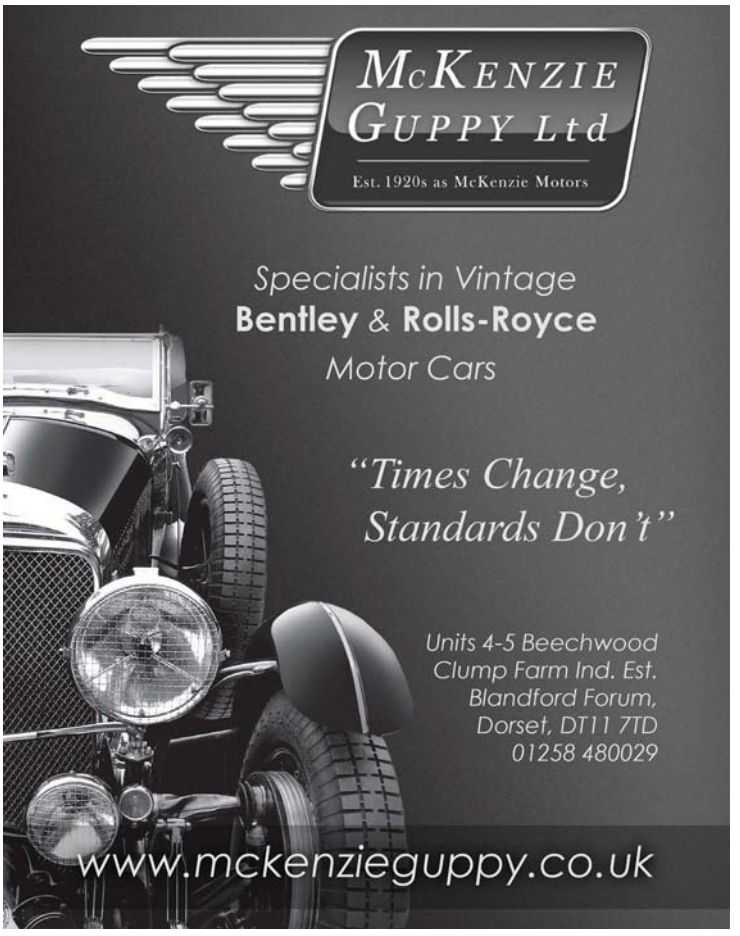


Dalton on Tees, Darlington DL2 2PP
Email: wasroyle@aol.com
www.theclassiccarworkshop.co.uk
01325 713127

REES
BROS



2 - 4, Elms Road, Aldershot, Hants. GU11 1LJ
Tel: 01252 323 038
Web: www.reesbros.co.uk Email: info@reesbros.co.uk
Long established specialists in the restoration & repair of all makes of classics, especially MG, Triumph, Jaguar & Mercedes





R&J Simpson
ENGINEERING Ltd.
www.randjsimpson.com 01827 67898

- Full chassis and tub construction
- Fuel tanks, oil tanks and swirl pots
- Uprights and axles
- Suspension components
- Aerofoil construction
- CNC machining

DE-CORROSION SERVICES



We specialise in the cleaning of vehicle bodies and panels by the process of ultra-fine grit blasting, using abrasives such as aluminium oxide, garnet, gel blast, glass soda and walnut shell. We feature extra-large blast rooms up to 12 metres by 10 metres by 8 meters and offer full powder coating in most colours. All work is fully protected after treatment.

Tel: **01932 564666** **www.decorrosion.com**
Email: **De-cor-serv@hotmail.co.uk**
Brett Trading Estate, Littleton Lane, Shepperton, Middlesex TW17 ONF

SIFAB
ENGINEERED SOLUTIONS

Tel: 01788 568475
Mob: 07788 728156
simon@sifab.co.uk
www.sifab.co.uk



Design and fabrication of performance automotive components for race. historic and classic

ALUMINIUM RADIATORS, FUEL/OIL/COOLANT TANKS, BAFFLED SUMPS, SUSPENSION & DRIVETRAIN COMPONENTS

IN HOUSE CAD & RAPID PROTOTYPING SERVICE

Classic Power For Classic Cars



New Applications just released

Aston Martin 6 cyl
Datsun 240Z, 260Z & 280Z
Fiat 124,125,131,132 Twin Cam
Jaguar XK3.4-XJ3.8-4.2 & V12
Mazda RX7 13b
Sunbeam Alpine
Triumph Dolomite Sprint
Volvo B18/20
VW Type 1,2,4 Air Cooled
Porsche 356/914

***Retroject* is now available**

Our unique new ***Retroject*** throttle body is now available. Designed to directly replace the Weber DGV and DGAS, ***Retroject*** is supplied complete with Twin Injectors, ATS, TPS, IACV & Fuel Regulator. Works with all popular EMS systems !



New From
Webcon UK
Weber Carburettor Performance kits for Classic Cars.
Full range details can be viewed at **WWW.WEBCON.CO.UK**

All Kits Feature Genuine Spanish WEBER Carburettors, Manifold Linkage, Fittings and Weber Tuning Manual

WEBCON

Webcon UK Ltd
Dolphin Road, Sunbury, Middlesex TW16 7HE UK
Tel: +44 (0) 1932 787100 Fax: +44 1932 782725
Email: sales@webcon.co.uk Web: www.webcon.co.uk **www.facebook.com/webconuk**

SPECIALISTS

TRINITY ENGINEERING
www.trinityaston.co.uk
ASTON MARTIN SPECIALISTS



Classic and modern in perfect harmony ...

Trinity Engineering has a well established reputation for superb engineering and attention to detail at affordable prices on the older range of Aston Martins from 1950 onwards, and we now give this same level of service to modern Aston Martin Vanquish, DB9, V8 & V 12 Vantage and DBS owners.

• Service • Diagnostics • Parts • Repair •

Maintaining the future with traditional engineering ...

Contact: Tim Butcher Tel: 01932 862 040 Fax: 01932 868 747
Email: tim@trinityaston.co.uk
Address: Lovelace Works, High Street, Ripley, Surrey, GU23 6AF

Omicron

CLASSIC **LANCIA** SPECIALISTS

AURELIA • FLAMINIA • FLAVIA • FULVIA • STRATOS

★ Rapid international mail order parts service. We ship to 70+ countries worldwide

★ Full or partial restorations undertaken to concours conditions.

★ Fully equipped bodyshop and mechanical workshops. Race & rally prep undertaken

We also look after an increasing number of British cars for East Anglian based customers. Chris Loynes is our British car expert and he brings an encyclopaedic knowledge of Triumphs and MGs in particular.

TRIUMPH, MG, MORRIS & MORE...

Omicron Engineering Ltd., 6 miles south of NORWICH
Tel: (01508) 570351 • Web: www.omicron.uk.com

SPECIALIST ENGINE BULDING SERVICES
DESIGN & DEVELOPMENT
ENGINEERING
TESTING

TEL.+44(0)1767 677800
MASS RACING
WWW.MASSRACING.CO.UK



UNIT 8 SAND ROAD IND EST
GREAT GRANSDEN
BEDFORDSHIRE
SG19 3AH

STORAGE AND TRANSPORT

LONDON CAR STORAGE

Bride Street, Caister House, Underground Storage
London N7 8AX

- Short Term
- Long Term Stay
- Complete Valeting Service
- C.C.T.V 24hr Surveillance
- Collection & Delivery can be arranged

L.C.S. offer a Secure & Discreet Service to suit all your needs
Comprehensive Insured for your piece of mind
For more details & information
Please call 020 7609 8533 – 020 7609 8535
Web: www.londoncarstorage.co.uk

STORAGE AND TRANSPORT



E.M. ROGERS
INCORPORATING KENTVALE

E.M. Rogers Car Storage has one of the most impressive dedicated indoor car storage facilities in the UK

Central location close to the M1, M6 and A14
Located in Northampton, one hour from London, Birmingham and Leicester
Competitive rates
24 hour manned security and CCTV
Bespoke storage packages to meet your long and short term storage needs
Servicing, valeting, battery charging, road testing and many other services as required

www.emrogerstransport.com 01604 755511
carstore@emrogers.co.uk



secure auto logistics
expert. safe. bespoke.

Single car door to door transport and motor sport support
Sussex based operating throughout UK and near Continent
Fully insured and DVSA compliant
We can also transport light aircraft and parts

Contact us: **info@secureautologistics.com**
Visit our website **www.secureautologistics.com** and our facebook page

---

Elite Auto Storage

Specialists in cherished vehicle storage and transportation

- From priceless classics to family saloons
- Maintenance and exercise programs
- UK wide covered transportation
- Long and short term storage
- Descreet and secure

Phone: 07703 295282
Email: info@autostorage.co.uk
www.autostorage.co.uk

PO Box 85, Great Sampford, Saffron Walden, Essex, CB10 2FX, England

www.millfieldcarstorage.co.uk
mcs
MILLFIELD CAR STORAGE
• Climate controlled storage • Collection & delivery options
• Fully secure alarmed unit • 15 minutes from Gatwick Airport
Tel/Fax: 01342 300493 Mobile: 077735 82202
www.millfieldcarstorage.co.uk info@millfieldcarstorage.co.uk

Robinsons Concours Covered in Transport
CARING FOR YOUR PRIDE AND JOY
Secure Enclosed Prestige Car Transport
Transportation of 1 – 6 Cars
UK and European Transport
+44 (0)1536 400293
Secure Prestige Storage facilities also available.

CARSAFE
SECURE STORAGE FOR CLASSIC AND PERFORMANCE VEHICLES
WWW.CARSAFE.CO.UK TEL: CAMBRIDGE 01223 299011

SPECIALISTS IN CAR SHIPPING & TRANSPORTATION
WORLDWIDE EXPORT & IMPORT SERVICES
WWW.RJJ-CAR-SHIPPING.CO.UK
Customs clearance • UK & European collection & delivery • Safe, secure, competitive
T +01394 673466 | F +01394 673031 | E carshipping@rjjfreight.co.uk

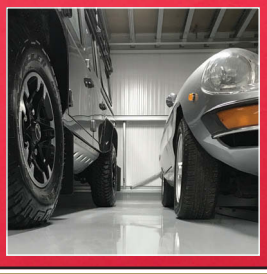
Classic Car STORAGE LIMITED
FOR ALL LEVELS OF PROFESSIONAL CAR STORAGE
SITUATED CLOSE TO GOODWOOD ON THE HAMPSHIRE/SUSSEX BORDER
info@classiccarstorage.co.uk tel: 01730 825 826
www.classiccarstorage.co.uk fax: 01730 825 077

JAR
Superior Car Storage & Car Transportation
Specialised Motor Sport Services
South East England (Tunbridge Wells)
+44 (0)1580 753939
www.jarcarstorage.co.uk
High specification storage
De-humidified storage
Superb workshop facilities
Maintenance programmes
Secure enclosed car transport
Transportation of 1 - 4 cars
Licensed for UK & International
Recovery non runners/projects

STORAGE AND TRANSPORT

Silverstone Classic & Race Car Storage

- 24Hr Security
- Fully climate controlled
- Collection/Delivery options
- Maintenance options & MOT testing for uninterrupted storage
- Secure location close to Silverstone Circuit, M1 & M40.





SILVERSTONE CLASSIC & RACE CAR STORAGE

01604 879851
Email:
info@silverstoneclassicandracecarstorage.co.uk
www.silverstoneclassicandracecarstorage.co.uk

TICKETS & HOSPITALITY



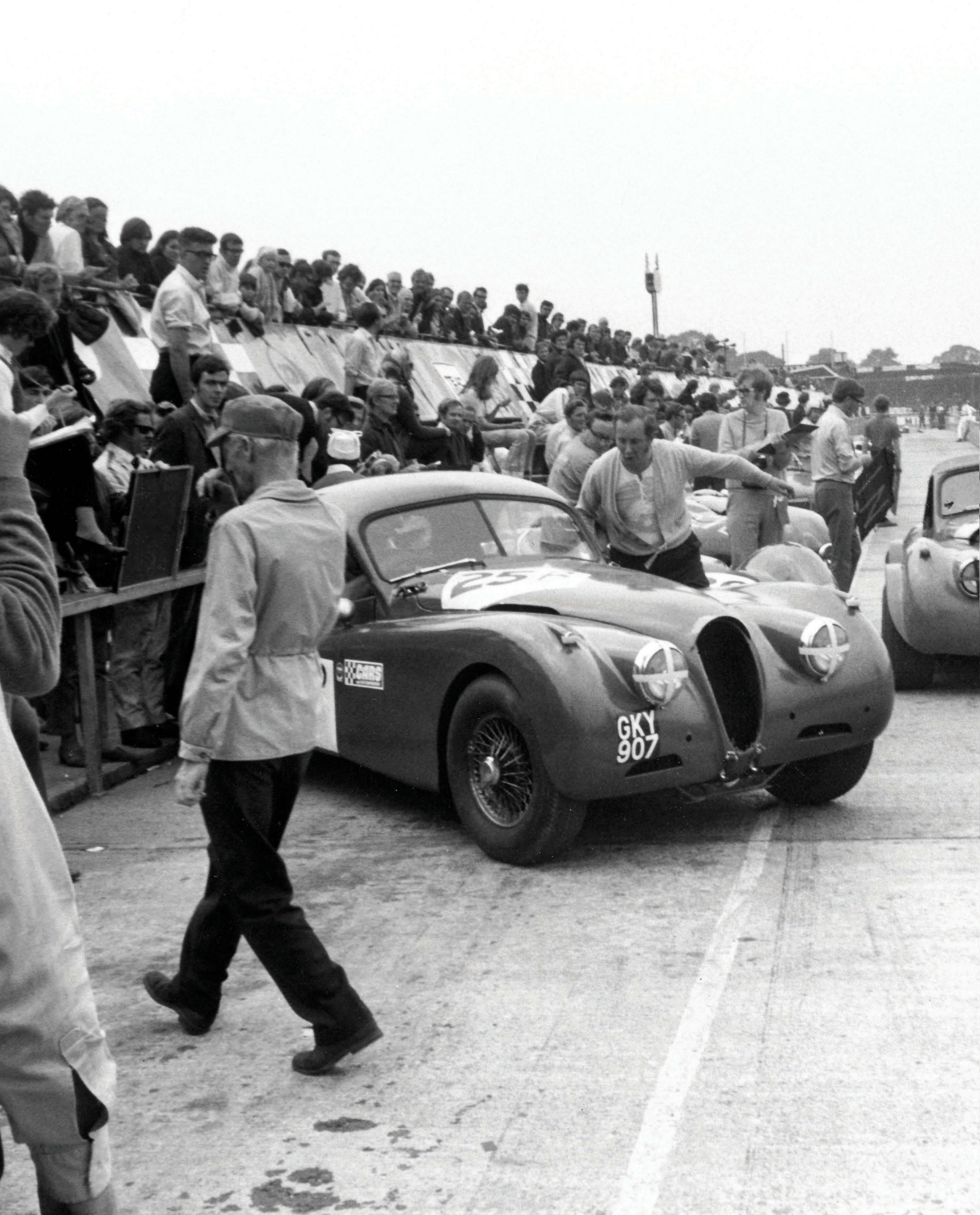


HAMILTONFIELDS
silverstonecamping

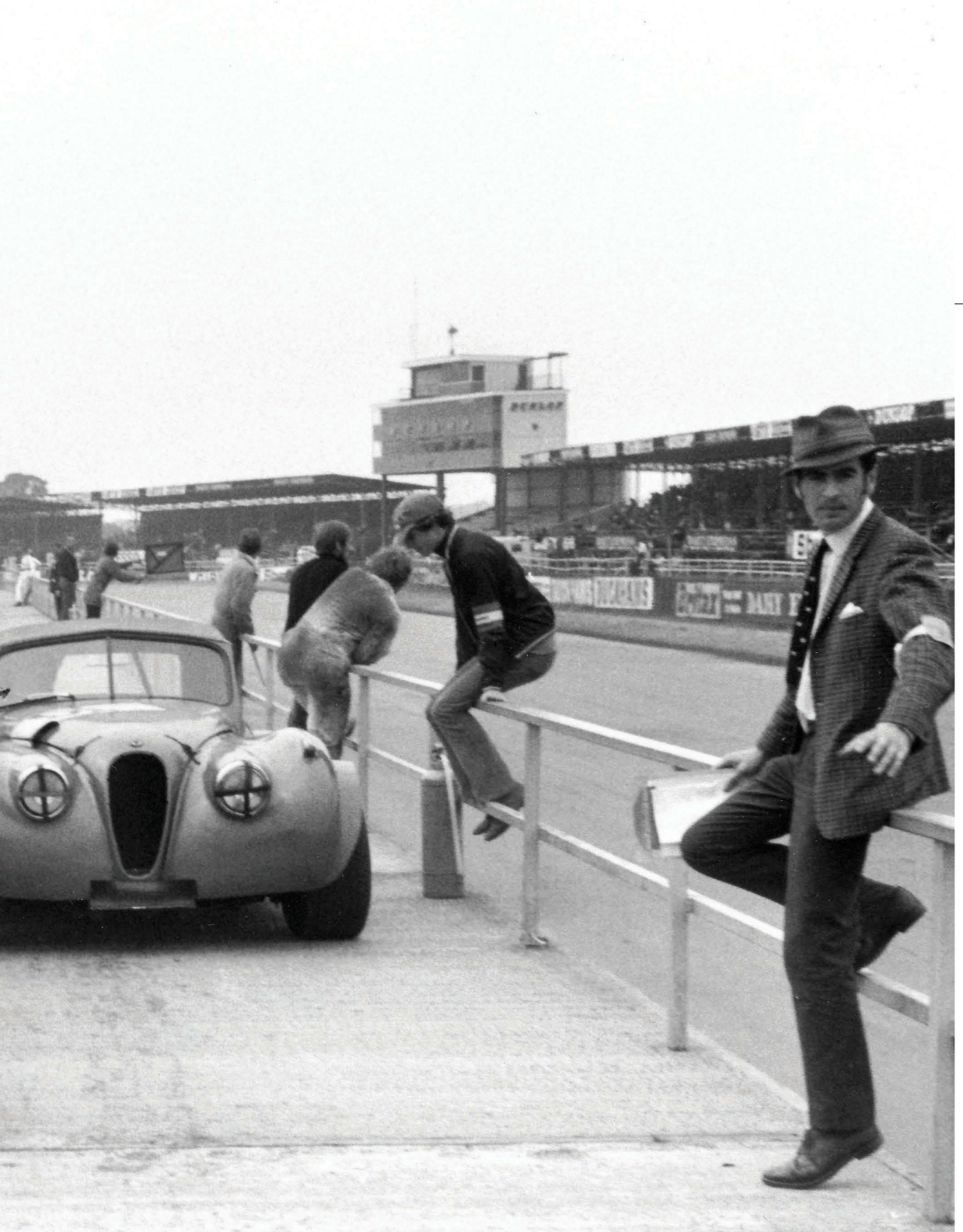
- Campsite open for British Grand Prix, Moto GP and Renault World Series events
- Attractions within campsite include bar, catering and live entertainment
- Glamping, pre-erected tents and electrical hook ups available. Contact us for details

www.hamiltonfields.co.uk
Email bookings@hamiltonfields.co.uk





GKY
907

PARTING SHOT



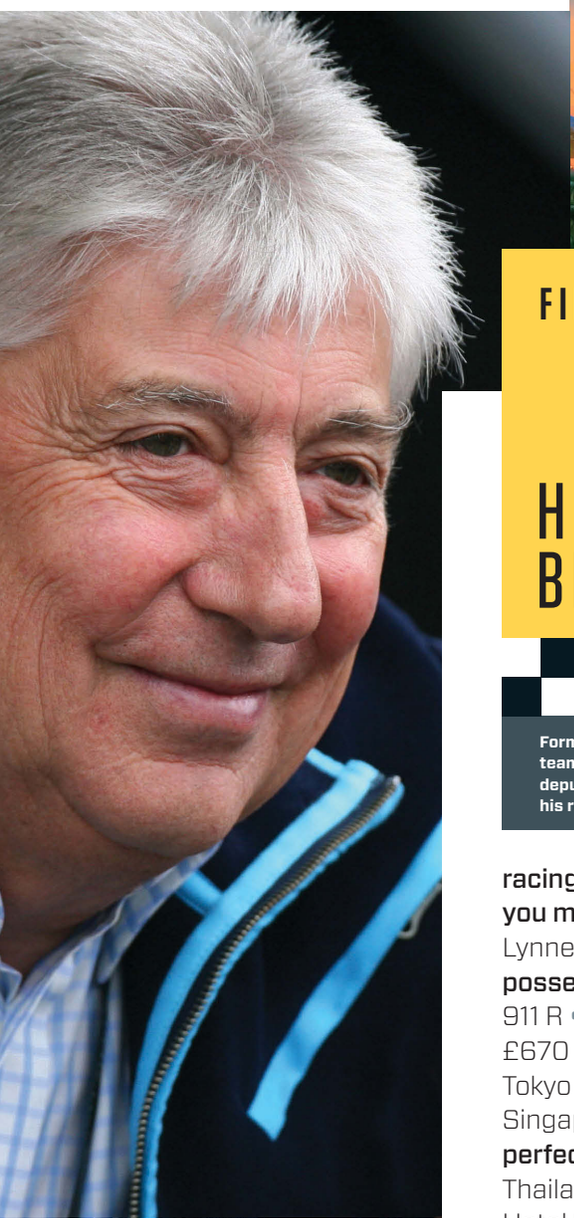
AUGUST 8

1970

SILVERSTONE, UK

First run in 1951, the 750 MC's Birkett Six-Hour Relay is still going strong – this year's race takes place at Silverstone on October 28. Here's how things looked 37 years ago, with the Dunlop Tower – a wonderful media vantage point – on the right and cub reporter Alan Henry (glasses, camera, clipboard) taking a keen interest.

To buy this photo or other classic racing shots, visit photos.motorsportmagazine.co.uk



FINISH LINE WITH

HERBIE BLASH

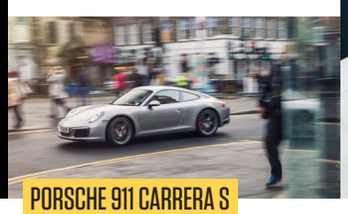
Formerly a race mechanic and Brabham team manager, he served as the FIA's deputy F1 race director from 1995 until his retirement at the end of last season

When did you first read *Motor Sport?* In 1965, after Jim Clark won the Indy 500 • **Your day-to-day drive** Porsche 911 Carrera S and the new Mazda MX-5 • **The best car you've owned** Lotus Cortina • **The one you covet most** Ferrari Dino • **One racing car, one circuit...** Lotus 49 at Suzuka • **Whom do you most admire?** Bill Gates • **Your best friend** My partner Lynne • **Your best character trait** Loyalty • **Most prized possession** My cockapoo Lulu and my Porsche 911 R • **Your greatest extravagance** Spending £670 on a meal for two with Mike Earle in Tokyo • **Your favourite place in the world** Singapore, so clean and organised • **The perfect holiday destination** Khao Lak in Thailand • **Your restaurant recommendation** Hotel Fossati, near Monza • **The music you're listening to** Eric Clapton • **The movie you love** *The Godfather* • **The last thing you read** *Love you Dead* by Peter James • **The best advice you've been given** You only live once – so enjoy!



HOTEL FOSSATI





PORSCHE 911 CARRERA S



BILL GATES



FERRARI DINO



KHAO LAK, THAILAND



LOTUS CORTINA

ALAMY, VINCENT CHONG

SERVING THE HISTORIC & CLASSIC CAR INDUSTRY

Visit us @ ESSEN - Hall 6 - Stand No. 402








SOUTHSHORE COACHWORKS






RESTORATION OF ALUMINIUM OR STEEL BODYWORK

MANUFACTURE OF COMPLETE BESPOKE COACHWORK

CHASSIS RESTORATION AND COMPLETE PRODUCTION

WINGS, RADIATOR GRILLES, FUEL TANKS, ETC.

COMPOSITE (FIBREGLASS)

DESIGN SERVICE AVAILABLE

Follow us on Facebook

Phone: +44 (0)2392 254488
Email: info@jswl.co.uk Website: www.southshorecoachworks.com
Pipers Wood Industrial Park, Waterlooville, Hampshire, PO7 7XU, United Kingdom

JSWL, Triple M and Southshore Coachworks are members of JSW Group











WHEN YOUR PERFORMANCE SETS THE PACE, YOU'VE MADE HISTORY.

This watch is a witness to the greatest moments in motorsport. Worn by those who honour a legacy of exceptional performance. It doesn't just tell time. It tells history.



OYSTER PERPETUAL COSMOGRAPH DAYTONA

ROLEX