

DANIEL RICCIARDO *The 'Smiling Assassin'* by Mark Hughes

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“I’M QUITE SURE IF THE tickets were much cheaper more people would go to the circuits, for sure,” says the man with the grey-white mop top. “The problem is the guy who runs the races, the promoter [at the circuits], has to generate enough money to pay us because we have to pay 65 per cent of whatever money we generate anywhere to the teams. So if we could adapt what Max wanted they wouldn’t need as much money, we could do a much better deal with the promoters, they would pay us a lot less and the ticket prices would fall.”

Wow. Those greedy Formula 1 teams. And we’ve been writing for years that it’s the fault of those nice private equity rights-holders that Grand Prix racing is in such a mess. We thought they were pillaging the sport, but how could we have missed this? Now we know The Truth.

Bernie Ecclestone’s joint interview with old cohort Max Mosley for German broadcaster ZDF could easily wind us into a fury if the old act wasn’t so familiar. F1’s own Statler and Waldorf spend half an hour patiently explaining how those silly, selfish teams and car manufacturers have led Grand Prix racing to the precipice. In the words of Ecclestone, “It’s like an old Victorian house, when people keep doing things to it. It needs pulling down and restarting again.”

As Mark Hughes explains succinctly on page 28, Ecclestone has indicated in another interview, with Martin Brundle, that the penny is beginning to drop. There’s an admission that the ‘reboot’ of F1 must go far beyond technical and sporting regs in 2017. The cancer of Grand Prix racing is its terribly flawed business model, the one Ecclestone and Mosley hatched – whatever Bernie might say, with an impressively straight face and a twinkle behind those Lennon glasses.

But then it’s all a game, isn’t it?

That’s the thing about the Mosley/Ecclestone double-act. Even now it’s about making mischief, as it always was. At times during the interview, 84-year-old Ecclestone barely makes sense. He’ll pop up with a point in which there’s a grain of truth, that reminds us of his genuine ‘racer’ past, then spoils it by weaving off into a bit of nonsense. Take this quote, which kicks off with his opinion on the



DAMIEN SMITH
EDITOR

greatest racing driver in history.

“When I say, people don’t agree with me, but I say Alain Prost, because Prost looked after his brakes, gearbox, everything – and he did a good job, so he finished more races and in better positions. Whereas today they sit on the grid and there’s an engineer who starts the race [for them]. It’s just not on.

“It’s an engineer’s championship. I’m not saying Lewis [Hamilton] isn’t a super driver, but he’s given a lot of help. I’d like to see him in a GP2 car with the GP2 drivers. I’m not saying he wouldn’t win, but it would be very interesting.”

Most would agree with the sentiment that power needs to be returned from the engineers to the drivers, even if Bernie does overstate the case somewhat, but GP2? Erm... didn’t Hamilton win that title in 2006? He did so with some authority, if memory serves, and I suspect probably could again if – for some bizarre reason – he was called on to do so.

Turning back the clock is a running theme for both Mosley and Ecclestone,

which is faintly amusing given their twinned roles as the architects of where we are now. The interview reminds us of Mosley’s smooth eloquence, even if he looks and sounds all of his 75 years. The smirks and schoolboy giggles are still there, but he makes more sense than Ecclestone, as he always has. And there is a seam of good ideas, as usual. But there’s also a big contradiction at the heart of his argument about Grand Prix racing’s future direction.

He admits his role in leading F1 towards engine rules that are road-car relevant, with the emphasis on drawing more from a smaller amount of fuel – a route we at *Motor Sport* have always supported. But in explaining his intention that such engines should be built around a framework realistic for independent suppliers such as Cosworth, he reveals a wish that we return to the 1970s and the days of the good old DFV.

“A lot of technology now is so complicated no one understands it...” he says. “There’s a big argument for [going] back to basics, where the driver has got a steering wheel, maybe even a gear lever, brakes and an accelerator – and a very powerful engine – and he has to get on with it.”

Fine sentiments – but which is it to be? A formula that appeals to and attracts the biggest car manufacturers and their dollars, that strives to protect and enhance Grand Prix racing in a fast-changing world? Or one that harks back to ‘the good old days’ and abandons F1’s traditional ethos of advancing cutting-edge technology? ☑



Back in the old routine: Max and Bernie on German TV, with silent BCE prop

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MATTERS OF MOMENT

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For once, Mosley's message is garbled.

As usual, what F1 requires is something that can sit between these two polemics, that is both relevant and offers a 'human' sport to which fans can relate. Mark Hughes suggested such a concept way back in April 2014, in our 'manifesto for change'. We keep coming back to his framework because it's as relevant now as it was when first we published it.

As Mosley's successor at the FIA, Jean Todt has disappointed most in motor racing by taking a *laissez-faire* approach to F1. As Ecclestone lightly puts it, he's "a bit different" to Mosley. The sad thing is Max had the time, opportunity, intelligence and ability to lead Grand Prix racing on the right path. Instead, he chose to patronise and belittle everyone in his path, from car manufacturer executives to fans, an apparent vindictive streak obscuring what could have been well-meaning agendas.

He is rightly credited for his role in advancing safety in motor racing. Mosley has a legacy of merit – but it could have been so much more. What a waste of a potentially great man.



CARLOS SAINZ'S DISTURBING shunt in Sochi, in which he found himself trapped in his cockpit under a safety barrier, reminded us once again of the difficulties in tackling single-seater



head protection. A deflection device might have offered greater security in the impact, but would it have further impeded his escape?

Following Doug Nye's article last month recalling cockpit canopies from history, Vic Elford got in touch with another example from his own career – but stopped short of giving a verdict on its merits.

"Just came across something I had totally

forgotten, but which may be relevant with all the discussion going on about open-wheel cockpit safety," writes the great all-rounder. "In 1968 I drove a one-off Formula 2 race at the Nürburgring Sudschleife in a Protos.

Normally Pedro [Rodriguez] drove it, but he was somewhere else that weekend.

"Designed by Frank Costin (brother of Mike at Cosworth), it was made almost entirely of laminated/bonded plywood, with bulkheads and suspension sub-frames in metal (like the De Havilland Mosquito fighter of WWII)."

Vic finished seventh in what was his first F2 race. "I don't remember all the details, but the driver sat inside a complete [plastic] canopy/dome, insulated and isolated from outside. I remember that it only took minutes to get used to it and I had no problem with it. How quickly I could have got out – or be gotten out – in an emergency, I have no idea. Strange – we didn't think about things like that 50 years ago!"



IN NEXT MONTH'S ISSUE

Full power restored: the birth of 3-litre F1, 50 years on

ON SALE NOVEMBER 27



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18-20 Rosemont Road,
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www.motorsportmagazine.com

EDITORIAL

Telephone 020 7349 8484 Fax 020 7349 8494
E-mail editorial@motorsportmagazine.co.uk
Editor-in-Chief Nigel Roebuck
Editor Damien Smith
Deputy Editor Gordon Cruickshank
Features Editor Simon Arran
Grand Prix Editor Mark Hughes
Art Editor Damon Cogman
Online Editor Ed Foster
Digital Designer Zamir Walimohamed
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Picture Editor Jeff Bloxham
Senior Contributing Writers
Andrew Frankel, Rob Widdows
US Editor Gordon Kirby
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Special Contributors Adam Cooper, Paul Fearnley,
Richard Heseltine, Paul Lawrence, Doug Nye,
Mat Oxley, Gary Watkins, Richard Williams
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ADVERTISING

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Commercial Director Sean Costa
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↑ BRACKLEY, ENGLAND, OCTOBER 12
 After Lewis Hamilton won the Russian GP, Mercedes AMG flew home to celebrate its second straight success in the F1 world championship for constructors. Its triumph was assured when Kimi Räikkönen's post-race penalty cost Ferrari six points.

↓ BRANDS HATCH, ENGLAND, OCTOBER 11
 Having clinched the title during the previous meeting at Silverstone, Dan Cammish concluded his Porsche Carrera Cup GB campaign with a win and a second place in Kent. His seasonal tally? He won 11 of 16 races and finished second in the remaining five...





THE MOTOR SPORT MONTH IN PICTURES

← JEREZ, SPAIN, OCTOBER 18

Oliver Rowland leads into Turn One during the final Formula Renault 3.5 meeting to feature official backing from the French manufacturer. Racing Steps-backed Fortec driver Rowland was crowned champion at Le Mans in September.

↓ AGADIR, MOROCCO, OCTOBER 8

Nine-time world rally champion, Le Mans racer, works Citroën WTCR driver, Formula 1 tester... The versatile Sébastien Loeb pauses during the Rallye du Maroc, useful preparation for his impending Dakar adventure with Peugeot.

← SOCHI, RUSSIA, OCTOBER 11

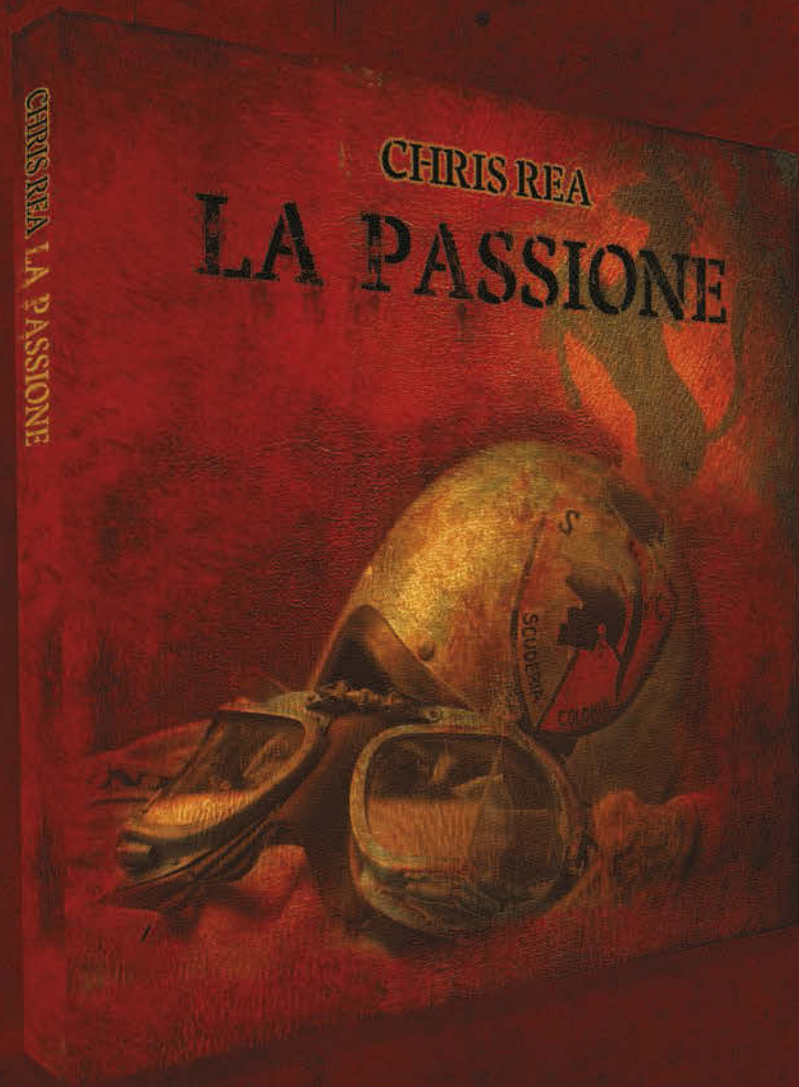
Stoffel Vandoorne and ART Grand Prix in party mood after the second GP2 race of the Sochi weekend. The McLaren junior's fourth place guaranteed him the 2015 championship - and the Belgian did it with four races to spare, too. An F1 reserve role beckons.

→ HOCKENHEIM, GERMANY, OCT 17

One day before his 21st birthday, Mercedes protégé Pascal Wehrlein clinched the 2015 DTM title - and in so doing became the series' youngest champion. His future plans remained unknown as we closed for press, but the German was hoping to use the DTM as a springboard to Formula 1.



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REFLECTIONS
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>>STRANGE TIMES AT McLAREN >>RED BULL'S OWN GOAL >>BERNIE ON BLATTER



Nigel Roebuck

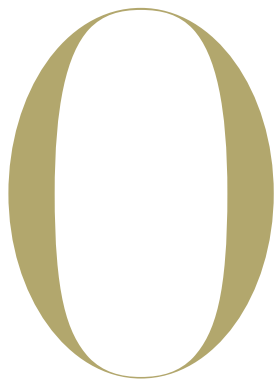


PULLING NO PUNCHES

Drivers who speak their mind are a breath of fresh air in a Formula 1 paddock that trades all too often in banalities. Seldom a shrinking violet, Fernando Alonso chose an interesting moment to compare his Honda engine to that of a GP2 car. He did it over McLaren's team radio, on live TV, during the Japanese firm's home race at Suzuka...

ALL IMAGES: LAT

REFLECTIONS
with
Nigel Roebuck



ONE OF THE MANY CRITICISMS expressed by fans of contemporary Formula 1 is that public relations – once essentially unknown in the sport, but now an industry unto itself – exerts such a vice-like control on the drivers that in TV interviews they invariably come across as automatons, chary of saying the wrong thing for fear of upsetting their team owner or sponsor, let alone Bernie Ecclestone. This is why, at press conferences, the trick is to keep awake.

In the 21st century, sadly, plain speaking has been subsumed by euphemistic gobbledegook, and the virus has taken hold everywhere from the House of Commons to the Formula 1 paddock. Thus, ‘a difficult problem’ is now ‘a challenging issue’, and while a team principal may be incensed by a remark from one of his drivers, if there’s a microphone within 50 paces he will simply bleat that it’s ‘not helpful...’

If a reminder were needed of why today’s drivers tend – in public – to come across as bland, at Suzuka Fernando Alonso provided it. Unlike some, he is not one to use his radio very much in the course of a race, and nor did he this time – but when he did, it was to some effect.

So short of power was the Honda at his back that Fernando compared it with a GP2 engine, and said it was ‘embarrassing’ to be overtaken with such ease. When Räikkönen gives vent to his feelings, invariably the response – not least from me – is, ‘Good old Kimi, saying what he thinks’, but when Alonso did it, opprobrium came tumbling down on him.

Not for a second did anyone believe that it was by chance that he said his piece in Japan, but Alonso is like Senna, a warrior of a racing driver: remembering Ayrton’s ceaseless complaints about the Ford V8s used by McLaren in 1993 (allowing him to win only five races...), can anyone begin to *imagine* how he would have reacted to Saubers blowing past him?

In point of fact, given that Alonso has always been fearsomely competitive – and a Latin to boot – I have been amazed by how long he has kept a lid on his frustrations. Following dismal pre-season testing with Honda’s power unit, neither he nor Jenson Button went into the year with much optimism, but both might reasonably have anticipated – even given the strictures of the wretched ‘engine token’ system – rather greater progress than has been made. Here are two world champions whose presence in F1 this year has gone essentially unnoticed.

“Mercedes was on a different level – and the greatest driver of his time was wasted...” We could be talking of 2015, but in fact this was Denis Jenkinson recalling the 1954 season, when Alberto Ascari had left Ferrari for Lancia.

It was in Montréal that Alonso’s frustration with Honda first broke surface – in public, anyway – and again it was on the radio. While obviously unhappy in the second half of the pack, he was at least getting something from battling, albeit briefly, with those around him, so when – on top of everything else – his engineer asked him to save fuel, he responded vigorously: “No, no! I prefer to wait...” In other words, for now let me enjoy this scrap and save fuel later.

That put me in mind of a post-race outburst by Keke Rosberg in 1985, the midst of the first turbo era, when he had been obliged to turn down the boost so as to have fuel enough to go the distance. He, too, had felt embarrassed: “You want to scream out to the grandstands, ‘Hey, I’m not a wanker, you know! I could go a lot faster than this...’”

Given Alonso’s predicament this season, many have suggested that Maranello’s renaissance surely must have made him wish he had stayed put for 2015. Fernando, though, has continued to remind us that he grew accustomed to being second in his five years with Ferrari, and if he

were there now it would still – for all the team’s improvement – be the same story.

What else *can* he say? Almost certainly he is right, in the sense that Mercedes has remained essentially unassailable, but one somewhat doubts that through the long night watches he has never allowed himself to think about the season he might have had.

There must be a reason why 18 months ago Sergio Marchionne, an avowed Alonso fan, chose to replace Stefano Domenicali with Marco Mattiacci, a sales executive with no racing background, but it has never occurred to anyone else. In his new role the arrogant Mattiacci proved clueless, but if at the end of the year Marchionne fired him, this came too late for

Alonso. “Without Mattiacci,” said friend and compatriot Pedro de la Rosa, “Fernando would never have left...”

Perhaps so, but taking his leave was still a huge step, for not too much was available among the leading teams, and Alonso’s only realistic option was a return – once thought inconceivable – to McLaren, then about to renew its ties with Honda.

No one, least of all a kid who had plastered his bedroom wall with pictures of Senna’s McLaren-Honda, needed a reminder of the partnership’s glorious past, and a visit to the company’s HQ convinced Fernando of Honda’s commitment to the new project. Like Ron Dennis, he suggests that a partnership with a manufacturer is essential, that no team will win world championships with ‘customer’ engines.

Personally, as one who remembers the vivid observations of such as Alan Jones and Gilles Villeneuve, I never get upset with racing drivers saying what they think. Very far from it. And while Alonso’s radio comments at Suzuka led to criticism from some quarters, his very English team-mate was if anything even more to the point.

“I was just a sitting duck,” Button said. “There’s *such* a difference in speed – they go for moves into 130R, and I think ‘it’s not going to happen’, but they can see the speed difference whereas in the mirrors



I can't. The problem was that the closing speed was so great – there could have been a massive accident. They've got DRS, they're 30-40kph quicker, and trying to judge that is very difficult for all of us. Fernando and I are used to fighting – but we can't even do that. It's like a samurai without his armour and sword..."

Going into the autumn rumours gathered that Jenson was about to retire, and indeed there was a flippancy about some of his radio conversations with his engineer that seemed to back them up. A year ago, after all, his future with McLaren was much in doubt, and we were mystified by the team's endless indecision, which seemed grossly unfair to a man who had served it so loyally for so long. Insiders believed that Kevin Magnussen would partner the incoming Alonso in 2015, and it was only a last-minute change of mind that kept Button on board.

Magnussen, having been led to believe he had the drive, was devastated, but there was no alternative other than to accept the role of test/reserve driver, in the expectation that he still had a future in the McLaren race team. To that end, Kevin has been at virtually every Grand Prix this year, but if he has continued to gain experience from attending the debriefs and so on, not being in the car has torn him apart.

Nor will he be in it next year, or any time after. After the race in Japan Ron Dennis insisted that Button – perhaps against his own expectations – would again partner Alonso in 2016, and soon this was confirmed.

On October 16 I received a McLaren email, entitled, 'A Fond Farewell to Kevin Magnussen'. It took the form of a statement from Ron Dennis, and concluded thus: "Evidently we have no space for him at McLaren-Honda as a race driver next year, but there is no shame in being edged out by two world champions, Fernando and Jenson. We wish Kevin well, and will do all we can to help him successfully embark on the next chapter of his racing career."

On October 5 Magnussen, too, had received an email from McLaren, this a single paragraph advising him that his services were no longer required. It came not from Dennis, but from his personal assistant, so that was a nice touch, and what made the picture complete was that it arrived on his 23rd birthday.

Why could Dennis not have told Magnussen – to his face – that there was no longer a place for him at McLaren? Perhaps he preferred to



After a season on the sidelines, Kevin Magnussen learned – via email – that he would in future have no role to play at McLaren

sidestep a difficult moment, maybe he simply thought it unimportant, who knows? Whatever, it perhaps offers an insight into why the list of McLaren drivers – including Kevin's father, Jan – who remember Dennis well is not a lengthy one.

Having sat out this season, Magnussen obviously had no opportunity to remind team personnel of why they signed him in the first place, while another 'McLaren junior', Stoffel Vandoorne, won the GP2 championship. At the post-race test session in Austria, it was Vandoorne, not Magnussen, who drove the McLaren, so that offered a clue. Now – flavour of the moment – Stoffel takes over Kevin's role as reserve driver.

On October 18 Nyck de Vries, on the McLaren books from his early karting days, won his first race in the Renault 3.5 series, so perhaps

Vandoorne would do well to keep a sense of perspective about his future. These are indeed unsettling times at McLaren.



IF A YEAR AGO WE THOUGHT ALONSO had put himself into a weak position with regard to his immediate future, it was as nothing compared with the one Dietrich Mateschitz & co have created for themselves in 2015. While Fernando may have had but a single option before him, that was one more than appears to be on offer to Red Bull. No

one outside the team can quite comprehend how this situation has been allowed to arise.

Forgive what may sound like a digression, but in contemplating Red Bull's dilemma, I cannot but recall a remark made to me by Jackie Stewart back in 1989. After the tangle between Prost and Senna at the Suzuka chicane, most laid the blame at Alain's door, which on this occasion he had declined to leave open. JYS saw it differently: "Prost was ahead, and Senna came shooting up the inside: either Alain moved out of the way, or they had a coming-together, right? Ayrton was well behind on points, and had the most to lose: the one thing you *never* do in motor racing is put yourself at someone else's mercy..."

Simple advice, it applies as much off the track as on it, as Red Bull folk are beginning to understand. By the time this is read, the matter may have been resolved, one way or another: at Sochi Bernie Ecclestone claimed that the team's engine supply problem was 'sorted', and normally that means he knows something we don't, but he didn't

“WHY COULD RON DENNIS NOT HAVE TOLD MAGNUSSEN TO HIS FACE?”

REFLECTIONS
with
Nigel Roebuck

sound very convincing, and at the time of writing Red Bull is still without a means of propelling its racing cars in 2016.

Back in early '09, following Honda's precipitate withdrawal from F1 in the advent of the worldwide financial meltdown, it will be remembered that team principal Ross Brawn decided to continue running the outfit in his own name. In difficult circumstances Honda behaved very honourably, not only taking care of the inevitable redundancies at Brackley, but also providing the wherewithal to enable Brawn to keep the team afloat.

What Ross didn't have, though, was an engine for the forthcoming season, and to that end Martin Whitmarsh, then at the helm of McLaren (whose engine partner was Mercedes), went to Stuttgart and persuaded chairman Dieter Zetsche to supply Brawn.

This was still the era of the 2.4-litre V8, of course, and Zetsche's agreement to accommodate Brawn set up quite a chain of events, for the revised team – with Mercedes power and a trick double diffuser – did rather well in '09, winning eight of the 17 races, and taking Jenson Button to the world

championship. Mercedes people liked what they saw, to the point that at the end of the year they bought the whole caboodle, and went racing in their own name.

Perhaps a more hard-nosed individual than Whitmarsh might have declined to help a rival in need, and had he done so who knows how different the course of F1 history might recently have been? Martin was – is – a decent man, though, and those were anyway the days of FOTA (Formula One Teams Association), a rare attempt at togetherness in the face of Ecclestone and CVC Capital Partners.

It didn't last, of course, because Bernie applied his usual practice of 'divide and conquer', offering huge financial sweeteners to teams prepared to abandon FOTA, whose power – stripped of unanimity – was of course instantly lost. The second team to acquiesce was Ferrari; the first had been Red Bull. People don't forget these things.

Even were Red Bull the most popular team in the paddock, there would surely have been little chance of its reaching an agreement with Mercedes. The days of 'off the peg' V8s are gone, and in this hybrid era F1 has become very much an 'engine formula', in which Mercedes is predominant. While Toto Wolff did not immediately dismiss Red Bull's advances, Dr Zetsche and his directors were unequivocal. Picture the scene in the boardroom...

"So let's get this straight. Up to now we've spent 43 zillion euros on designing and building and developing this hybrid engine, right?"

"Ja..."

"And we've done how many races with it so far?"

"Thirty-four..."

"And how many have we won?"

"Twenty-eight..."

"So it is easily the best in Formula 1?"

"Ja..."

"And who has won the other six?"

"Well, three have gone to Ferrari..."

"And the other three?"

"Red Bull..."

"With the Renault engine?! How?"

"Well, they tend to have the best chassis..."

"And now they want our engine to put in it?"

"Ja..."

"Nein..."

No joy for Mateschitz and his cohorts in Stuttgart, then – and not much in Maranello, either. Having failed to get a deal with Mercedes, their next port of call proved more receptive, but only to a point: yes, Ferrari would supply engines to Red Bull – but they would always be a year adrift of the latest ones. Now it was the turn of Mateschitz to say

'Nein', and he did it with some vim: the deal on offer was 'insulting' – it had to be the current engines, or nothing. Seemed a touch high-handed for someone in quicksand.

Red Bull is in this position, of course, because it has consummately – and quite deliberately – fallen out with Renault. If it's undeniable that the French company has struggled in the hybrid era, still Red Bull's behaviour towards its engine supplier, previously churlish at best, has this year been shocking.

Before we get into that, it's worth blowing the dust off the record books of the recent past. As

a result of dissatisfaction with its previous supplier (Ferrari...), Red Bull began its relationship with Renault in 2007. After a slow start – no victories in the first couple of years – the partnership began to click in '09, and over the next six seasons won a staggering 50 Grands Prix, together with four world championships for Sebastian Vettel.

Given that every one of these was achieved with a Renault engine, you might reasonably have expected that from the long relationship an ethos of 'win together, lose together' would have evolved, but such was never the case. Even in the V8 era it broke Red Bull's heart to say anything complimentary about Renault. More usually there were mutterings about 'being at a disadvantage at power circuits' – although that didn't keep Vettel, Webber and later Ricciardo from winning at places like Monza and Silverstone and Spa.

The second half of the 2013 season was rendered soporific by the degree of the RB9's superiority, none but Vettel winning a race after the summer break. "We should remember these days, boys," Seb radioed in



“MATESCHITZ SEEMED A TOUCH HIGH-HANDED FOR SOMEONE IN QUICKSAND”

on his slowing-down lap in Abu Dhabi. "It won't always be like this..."

And it wasn't. Come 2014, the hybrid era was upon us, and Mercedes took over as the dominant team. As we said, Red Bull indeed had three victories, but all were scored by Ricciardo, while Vettel went curiously into surly decline, liking nothing about the new Formula 1 and missing no opportunity to say so.

Mateschitz, having grown accustomed to the notion that every fortnight his team won a Grand Prix, didn't like it, either, and this year, judging by Red Bull's vilification of its engine partner, he has liked it even less. Christian Horner and Helmut Marko have gone on at length about the shortcomings of Renault, and clearly instruction was coming from the top, for periodically Mateschitz himself weighed in, notably at his own Red Bull Ring back in June.

"Besides taking our time and money Renault has destroyed our enjoyment and motivation, because no driver and chassis in this world can compensate for this horsepower deficit. In addition, our chances were scuppered by aerodynamic regulations that meant Adrian Newey could not weave his magic on the front wings. Now we have used our fourth engine, which means we are penalised on the grid. How many more things have to happen before we lose all enjoyment?"

Presumably it never crossed his mind that there wasn't much in way of enjoyment for Red Bull's rivals – to say nothing of TV fans, snoring on the sofa – when Vettel reeled off nine on the trot two years ago. And is he suggesting that for Red Bull 'enjoyment' in Formula 1 can be achieved only by *guaranteed* success?

For a long time Renault personnel behaved stoically in the face of endless, very public, criticism from its prima donna partner, but as the months went by their irritation became more apparent, so that it started to become clear that, contracts or not, the partnership would not continue beyond the end of 2015. Elsewhere, Lotus was in financial tatters and looking to be bought out, and this presented a more attractive option for the future. Once it had been confirmed, by both sides, that the agreement was at an end, Renault announced it would no longer supply 'customer' engines – to anyone.

Given the vitriol hurled Renault's way by Red Bull people, one must assume that an end to the agreement was what they were actively seeking: what no one can quite understand is why they embarked on this path apparently without having a back-up plan agreed, much less inked.

In Russia Bernie Ecclestone said that what F1 needed was a contemporary equivalent of the Cosworth DFV – an engine available for sale to anyone who might wish to buy it. Whether or not – given Red Bull's contemptuous disinterest in anything other than 'state of the art' engines – such a thing would be acceptable to one such as Mateschitz, one rather doubts, but in any case it is academic, for such an engine doesn't exist.

Logically, it is inconceivable that Red Bull folk didn't begin quietly speaking to Mercedes and Ferrari long ago about engines for 2016 and beyond, and further one has to conclude that – somewhere or other – they must surely have believed an agreement would be forthcoming. If such were not the case, why – without an alternative engine supplier – would they so regularly have stuck the boot into Renault?

If it cannot be put down to simple stupidity – and presumably it can't – one can ascribe it only to surpassing arrogance, in the DNA of Red Bull from the beginning of its involvement in F1.

Owning and entering four cars – one fifth of the grid – in each race has done no harm to Mateschitz's powerbase in F1, and neither has putting on a Grand Prix at his own circuit. Assuredly he has the ear of Ecclestone to a greater degree than all save perhaps Ferrari, which is

why rivals in the paddock have long been resentful of Red Bull – and also why Bernie has lately been running hither and thither, trying in a variety of ways (some more subtle than others) to persuade Mercedes or Ferrari to come across.

Should such a deal not materialise, Mateschitz has threatened to pull the plug. Red Bull is among the teams in the F1 Strategy Group, all of whom have committed to the business until 2020, and quitting ahead of time would theoretically incur terrifying financial penalties, but for all that no one is taking the threat lightly. It is a characteristic of the ultra-rich – and Mateschitz is comfortably more affluent even than Ecclestone – that they believe the rules by which most of us have to live do not apply to them. "Sure, there are contracts for Formula 1 participation," he shrugs, "but how many teams have dropped out of F1, despite the contracts? You cannot hold someone if he wants to get out..."

It need hardly be said that the root of the problem is that Formula 1, perhaps more than ever before, is ruled utterly by self-interest. There is little point in talking to these people about 'the good of the sport', because although all can see the desirability of a full grid – these days only 20 cars – those at the sharp end are rather keen on staying there, and are thus disinclined to assist the efforts of others to unseat them.

"We're possibly going to be forced out of Formula 1," said Adrian Newey after the Russian Grand Prix, "because Mercedes and Ferrari have refused to supply us out of fear..."

Gee, d'you think? For years Newey's inventive genius ensured that a Red Bull was the car to have, so it's hardly surprising that Mercedes and Ferrari are fearful. Would you wish to be Zetsche or Marchionne, explaining to fellow directors how we got beaten to the world championship – oh, and by our own engine...

Motor racing has always been about 'the unfair advantage', as Red Bull appreciates better than most. Did Adrian share the secrets of his 'blown diffuser' with the rest of the paddock?


As I said, it remains unclear quite what Mateschitz had in mind when he decided that he and his lieutenants should publicly slag off Renault. Did he believe it would sting the French engineers into action, and galvanise the process of improving the engine? Was he hoping they would become so enraged that they would tear up the contract? Not without another supplier to slip into the breach, one would have thought, but perhaps he assumed that would be no problem.

Whatever, it's undoubtedly the case that the tactic hardly aided Red Bull's quest to align itself with one of the other manufacturers, all of whom – perhaps wary of similar treatment down the road – were singularly unimpressed by it.

When Newey made his comments about Mercedes and Ferrari refusing to supply Red Bull 'out of fear', he added this: "Red Bull should not be put in a position where they're only there to make up the numbers..."

That rather gives the impression that there is something sacrosanct about Red Bull, as if it were a special case, deserving of consideration not available to the riff-raff. Perhaps, in light of the team's past successes, Adrian and his colleagues believe this to be so, but surely they cannot be unaware of the coolness felt towards Red Bull by much of the paddock, not least because of its 'special relationship' with Ecclestone.

As I write, a few days after the Russian Grand Prix, Bernie has again averred that Red Bull's engine supply problem is 'sorted', and if this really is so, the assumption of most is that – because no other solution appears possible – some sort of paper-over-the-cracks agreement has been reached with Renault, despite its assertion that it would no longer supply 'customer' engines to anyone.

Why, after all that has gone down between them this year, might 

REFLECTIONS with Nigel Roebuck

Renault countenance a renewal of its ties with Red Bull? Well, because Formula 1 has always been about expediency, about *quid pro quo*. Ecclestone is extremely keen for Mateschitz not to take his bat and ball home – and Renault is similarly enthusiastic about a more favourable financial arrangement with the commercial rights holder in the future. It is known that a while ago CVC – as ever mindful only of its investors – showed little enthusiasm for that idea, but perhaps Bernie has persuaded them that sometimes pragmatism brings its own reward.

This, I am only too aware, is not the ideal moment to be speculating about Red Bull and its engine problem, because quite probably, in the morass of political manipulation that is Formula 1, anything I write will be obsolete within minutes of pressing the ‘send’ button, and perhaps – who knows? – Mercedes and Ferrari will suddenly be competing for the honour of supplying ‘up to the minute’ engines to their esteemed rival.

If you’re still interested, stay tuned.



“ARE YOU GOING TO MONZA?” BERNIE ECCLESTONE ASKED me at Spa. Yes, I said, *of course* I’m going to Monza – it’s the one race of the season I would never, under any circumstances, miss.

“Well, make sure you enjoy it...” Bernie grinned, with that blend of mischief and malevolence I have come to know so well over the last

40-odd years. Implicit in his response of course was, ‘because it might be the last time’, but there was no need to say the words. His intention had been to wind me up, and at one time it would have worked, but long ago I cottoned on to the fact that he likes nothing better than to be contentious.

Once in a while, either as a means of distracting attention from a problem elsewhere in Formula 1, or simply because he’s in a mood for stirring, Ecclestone delights in coming forth with outrageous comments, and the more hostile the response to them, the more he sits back and purrs.

In normal circumstances no one abhors political correctness more than I, but Bernie takes it way beyond that, and as time goes by, his problem – in seeking to say the unsayable – is that inevitably he’s running out of targets, and therefore, dare I say it, becoming just a touch predictable.

Over time, after all, he has variously suggested that Hitler was not without his good points, that women should be dressed in white ‘like all the other domestic appliances’, that he had little interest in attracting a young audience to Formula 1, preferring to focus on those who could afford a Rolex, and on and on...

A year ago, at the inaugural race in Sochi, Ecclestone outdid himself by proclaiming Vladimir Putin “a super guy”, and his fawning over the Russian president made many feel like sticking a finger down the throat. For some it wasn’t necessary.

Recently he did a new interview with Russian TV, and this time he took Lewis Hamilton with him. The world champion dutifully said all

the right things – the circuit was challenging, the country was beautiful, the hospitality was wonderful etc – and this came on the back of remarks from Bernie to the effect that he was Putin’s “best supporter”, and that the F1 community couldn’t wait to get to Sochi.

I can offer no first-hand opinion on this, for I haven’t been there, but friends who have made the trip tell me that in fact what they can’t wait to do is get *away* from Sochi. “Suddenly,” an ex-driver told me last year, “everyone’s got a new least favourite race – the only saving grace is going on from there to Austin...”

Here again, you see, everyone is out of step with Ecclestone, who doubtless enraptured the country in general – and Putin in particular – by following his glowing comments on all things Russian with remarks lukewarm about the USA: “I’m not very enthusiastic about America...”

Perhaps, who knows, he was softening up the owners of Circuit Of The Americas, preparatory to fiscal discussion of their race’s future, but in fact Bernie is saying nothing new here: to the dismay of teams and sponsors, he has never been enthusiastic about the USA.

Whether this goes back to foolishly calling Chris Pook’s bluff in 1983, and losing the Long Beach Grand Prix as a consequence, one doesn’t know. Perhaps more fundamentally, if anything warms the cockles of Ecclestone and CVC it’s a government writing a huge cheque for a Grand Prix, and in America – as in Europe – that doesn’t happen.

Later in the interview Bernie came out with a few remarks expressing his distaste for democracy, his assertion that ‘Europe is a thing of the past’, so nothing new there, either, but if I thought he had long since lost the power to stop me in my tracks, I was wrong. What, he was asked, did he have to say about the recent tribulations of Sepp Blatter?

A friend – the best Fleet Street sports writer of his generation – once suggested to me that, by comparison with football, in which he is also expert, Formula 1 was like a vicarage tea party, and that has frequently come back to

me when watching the news in the recent past.

“Blatter,” said the Russian interviewer to Ecclestone, “has run into considerable trouble, and has to leave his post. As an observer, do you think he should have gone on, and fought for it – or is it a good thing that he’s stepping down?”

Here on a plate was another opportunity to go against the public grain, and Bernie wasn’t about to pass it up. “I don’t think he should ever have stepped down, and I don’t think he should ever have been challenged – it’s because of him that we have a lot of countries around the world that are now playing football. And if these people allegedly have been corrupted to make things happen in their country, it’s good. It’s a tax football had to pay.”

So there you are... What does a bit of (alleged) corruption matter if it gets a sport into countries where it was previously unknown? Not much, apparently. ☐



Vladimir Putin – mistrusted by some, but a shining beacon according to Bernie’s world view



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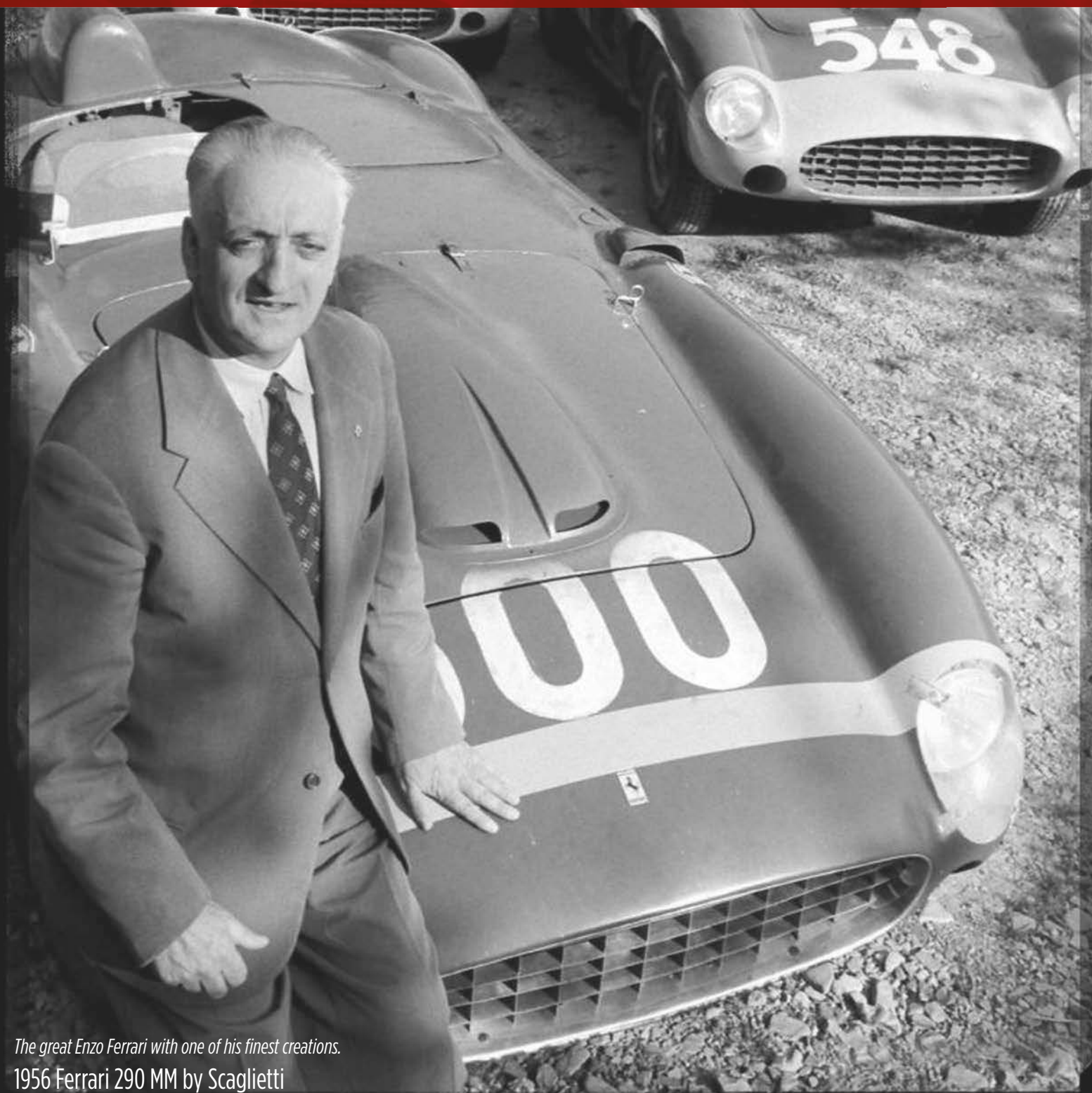
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F1 FRONTLINE
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>>F1'S DELICATE POLITICAL BALANCE >>DANIEL RICCIARDO INTERVIEW



Mark Hughes



RUSSIAN STEPS

Nico Rosberg leads away at the start of the second modern Russian Grand Prix. The German started from pole, but throttle trouble forced him to retire and allowed Mercedes team-mate Lewis Hamilton to win again. Thus the Englishman moved ever closer to a third world title...



I NTERESTING TIMES IN FORMULA 1 AS this is written. At Sochi, with F1 potentially facing the doomsday scenario of losing up to three teams and two engine manufacturers next year, Bernie Ecclestone turned up and attempted to put out several simultaneous fires.

Fire one: Red Bull's engine supply deal. "It's sorted," said Bernie. "It looks like we are being forced out of F1," said Red Bull's Adrian Newey on Monday. "Sorted," insisted Bernie.

If it had indeed been sorted, then it would have been at a level above the heads of Newey or team principal Christian Horner. For

example, in engineering a Red Bull/Renault rapprochement Bernie would use as leverage the 'historic payments' (believed to be £20m per season) to which Renault, as double world title winner in 2005-06, may be entitled if as expected it bought the current Lotus team. (Actually, repurchased it from the people to whom it sold in 2009.) Carlos Ghosn and Dietrich Mateschitz would be the respective Renault and Red Bull representatives in that discussion, in which Renault's historic money would be forthcoming if the supply to Red Bull could be continued.

Fire number two: however, if Bernie succeeded in pulling off that feat, it would leave F1's owners liable not only for extra millions to the Enstone team, but also significantly increased payments to the Mercedes team on account of it having secured a second constructors championship. And this on top of contracted vast payments to Ferrari and Red Bull. With CVC looking to sell, Ecclestone confirmed in Sochi he expected a deal with a new owner before the year's end – with a consortium led by American real estate billionaire Stephen Ross the front-runner. However, the book value placed upon the sport would be lowered by the extensive increase in annual team payments.

STRAIGHT talk

Doomsday or
deliverance?
Maybe Bernie has
a way through...



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Fire number three: in the days prior to the Russian Grand Prix, it was confirmed that a Sauber/Force India complaint to the EU regarding the income distribution and rule-making process of F1 was going ahead. European law was potentially going to impose itself upon the sport. Surely not helpful...

Except of course, it might be very helpful indeed. If things could just be timed right, there is a sight-line between all these fires to soothing blue water. If the EU complaint were upheld, Ecclestone on behalf of the owners could legitimately say the payment contracts to the teams were frustrated – that he was no longer legally able to pay what had been previously agreed and that everything now needed to be renegotiated. In so doing, the sport's finances could potentially become more attractive as he renegotiated downwards. But to make all that work would require Renault to be convinced that it would still be in their interests to supply Red Bull for another season at least.

With the slow speed at which justice works, that might be feasible – ie Renault could get the historic payments until the ruling came – for someone with Ecclestone's negotiation skills. It's been observed that Bernie rarely has a strategy – just objectives. How he gets to that place tends to be improvised and this was a perfectly aligned situation for that approach to work.

In an interview with Martin Brundle in Sochi, Ecclestone conceded several points that give hope for the future: that F1 needs an owner that will invest, not just take, the drivers should be left to their own devices and less controlled by teams, the current agreements "need to be ripped up", the racing needs to be better. All of which are points we've been making for some time. He also advocated an affordable engine for independent teams, which is where an 'investing' owner may come in.

The reality will almost certainly be somewhere between the doomsday and utopia scenarios. *Something* is happening. But even Bernie can't yet be sure quite what. 🗨

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F1 FRONTLINE

with

Mark Hughes

THE



In the slipstream of four straight world titles, the past 18 months have been difficult by Red Bull Racing's customary standards. Amid the fug of political turmoil, however, Daniel Ricciardo has emerged smiling... and with his reputation enhanced

SMILING ASSASSIN

T

HAT GREAT WIDE RICCIARDO GRIN THROWS PEOPLE OFF the scent, can lead the uninitiated to assume he's a pussy cat. He's an assassin. The guy who last year arrived in the enclave of a quadruple world champion and instantly outpaced him – surely playing a significant part in Sebastian Vettel's switch to Ferrari – has always understood how good he is, always known exactly how to direct that talent.

"If I'm honest," he says in reply to how he expected to compare with Vettel, "I didn't go in there expecting to get beat regularly – I knew I'd be close and I expected to give him a run for his money. But did I expect three wins to zero? No. Once I started doing it, I wasn't overwhelmed by it and I was able to keep that intensity."

But if it was pretty easy to appear happy last year as he took those first three Grand Prix victories, outperformed Vettel and made Red Bull his own, this year he's had less cause to grin – but he's done so anyway.

The Red Bull has been less competitive, partly because Renault has fallen further behind but also because the RB11 was initially not as good aerodynamically as the RB10, and so there's been only a single sniff of a possible win – and that went up in a shower of carbon shards as his front wing was snagged by Nico Rosberg's rear wheel in Hungary. On top of all that, at the time of writing he didn't even know if his team was going to be in F1 next year as the Red Bull engine crisis played out. Still the grin. It traverses the whole width of his face and quite a bit of its length.

Partly it's to do with total confidence. He knows he'll be in demand, that his status as one of the top three or four in the world ensures that. But it would be untrue to say the knocks of this season have left him unaffected. "The first few races were probably the hardest because I came into the season thinking I was going to be fighting for wins and the title. Then to be experiencing all the problems we faced while Seb had jumped ship and started winning pretty much straight away – that was hard to take." ▣

F1 FRONTLINE

with
Mark Hughes

Those smiles are genuine, his default, but they are also his shield. He is a genuine happy-go-lucky spirit, with a natural informality that covers a full-on intensity about his racing and total self-belief. It's a combination that invites comparison to one of his early heroes Valentino Rossi. This is a guy who, when he left Perth for Europe as an 18-year-old to compete in the 2007 Italian Formula Renault championship, had as his target a place on a funded junior driver programme. If he could just do that, he knew he would be on his way. "At Monza that year I got myself into the F1 paddock and was introduced to Helmut [Marko]. About a month later I got an e-mail from Red Bull Austria saying, 'Saw your results this year, we'd like you to test in Estoril in November.' That e-mail was already, like, 'mission accomplished'. I hadn't done the test yet and as high a pressure as it was – and it really was make or break for me – it was one of the easiest things I've ever done. It just felt like it was supposed to be." That confidence and belief has continued to carry him. It's a level of belief that in other great drivers is often perceived as arrogance. If we want to give it that name in Daniel's case, fine. But it's difficult to perceive it that way when it's so sugar-coated by that light persona.

"Yeah, well I didn't have a plan to be the kid that makes everyone laugh. My plan was to try and remain as normal as possible. I could see from the outside that F1 can be a very intense and serious environment at times. Serious doesn't always go well with me and I thought if I can liven it up I will. It's just me being me. I was always a bit of a kid, even at school with jokes and stuff. If you're having fun it's easier to enjoy your job." It's not just that he's always smiling; he will invariably be the one up for a silly prank or a funny video and he has friends in virtually every team in the paddock from catering staff through to senior engineers. In ordinary life he'd be seen as just a fun guy. In the sterile and serious environment of the F1 paddock he's like a breath of fresh air.

The competitive ferocity and inner conviction of his level are worn lightly, almost invisibly. But it's all there and underscored by a lovely, flowing way with a racing car. He's very much at ease with oversteer, but the inputs are always silky. Watching him from trackside last year, his wouldn't be the Red Bull that was aggressively pitched into the corner – that would be Seb. But his wouldn't be the Red Bull with its twitchy rear end being nervously corrected into the slow corners either; instead there would be a much more flowing transition, the slides allowed to play out more. This style was sometimes seen to devastating effect, even through high-speed corners in the wet – and his qualifying lap in such conditions in Shanghai last year, half a second quicker than Vettel, owed much to that. He's similarly smoother with the car than this year's team-mate Daniil Kvyat. He hypnotises lap time from it with his silky inputs, but even when it does wake up in alarm and protest, he's able to go confidently with even very high-speed yaw, dampened down with a sensitive throttle foot.

After a few races of generally being shaded by Ricciardo last year, Vettel was asked about it in Montréal and replied: "When I'd look at the overlays with Mark [Webber], I could see he was often faster than me through the quick corners but I was usually better than him in the others – and there were more slower corners than fast ones. With Daniel he just seems to be a little bit faster everywhere. There's not one thing I can put my finger on."

"I could see it affected him," Daniel says of Vettel's reaction to being outperformed. "Just in small things like body language. It's never nice being on the wrong side of a team-mate comparison. It sucks. I expected

him to lose his temper a bit or show frustration, but he was pretty composed and he always showed me respect. He was probably a better sportsman than I could've been in that situation."

So what was it he was doing in the car? "In the junior categories I always liked a car sliding around, oversteering, not using too much steering angle, having the car move around the steering, almost. You could afford to do it because the tyres were so robust, you didn't have to worry about tyre wear. Now in F1 it's the opposite and you're looking for a lot of rear grip. Not only does it save the tyres but you're using

the power efficiently. When it does slide you've got to go with it and that finesse is important, but in terms of lap time more rear downforce is always where it's at with these tyres."

That was another thing that left Vettel confused in 2014: "How come he goes faster and uses less tyre than me?"

Ricciardo says, "Actually there's a skill to getting the best from these Pirellis. I can adapt. If you switched to a tyre that had massive grip with more of a stop/start technique required I think I'd figure it out. But the finesse, that sort of... the Pirelli isn't the sort of tyre you can just smash into and get on the power. You have to sort of talk to it through

the corner and I'd say my sort of feeling probably helps. In the last 18 months tyre wear has been one of my strong points. You talk to it through the corner, you can feel it, subtle little corrections. It's good fun."

Last year this all came together with a great, attacking racing style, big confident moves under braking – dummying one side and braking late down the other. It was seen to best effect in the moves he pulled in Austin last year on both Fernando Alonso and Felipe Massa, but everywhere he raced with a visibly uninhibited freewheeling style, his judgment impeccable. It answered the remaining question marks about him from his rookie Toro Rosso spell, when he invariably qualified the car higher up than he finished in it. But early this year, those big moves weren't happening. "That's true," he responds, "and it was all to do with braking. The way last year's car stopped, you could throw it around under braking and it would stay stable. That had gone at the start of the year. It was China, so many moves I tried I locked up and went wide. From outside it looked like I'd forgotten how to overtake. But I just didn't have the tools that allowed me to do what I'd been doing last year. We then reverted to something more conventional under braking – in



"IN THE STERILE ENVIRONMENT OF THE F1 PADDOCK HE'S LIKE A BREATH OF FRESH AIR"



Ricciardo's astonishing finesse allows him to tease the maximum from his tyres with minimum degradation

terms of mechanical balance, stiffness of the car – more like what we had last year, and the feeling is back. We're able to overtake again.”

The Red Bull RB11 in fact was not such a great car for the first half of the season, even aside from an engine that had fallen further behind as Renault Sport struggled to control a piston-destroying resonance. “We weren't seeing the sort of high-speed downforce advantage that we'd had the year before,” he explained earlier this year. Since Silverstone, with a key change to the front wing philosophy, it's been behaving more like Red Bulls of old, with devastating high-speed corner grip.

But with his braking difficulties and the car's lacklustre performance in the season's first half, Daniel Ricciardo the sensation of 2014 was much less visible. The low point came in Montréal where he was narrowly outqualified by Kvyat and then beaten in the race by 30sec. “I want to throw myself in the river,” he said afterwards. With a grin, but the pain and confusion were real. He'd bottled up a lot of frustration about the season to date and Montréal's low ebb brought it all out.

Actually Montréal was the exception in the Kvyat comparison. The engines were initially so unreliable that one or the other of the pair invariably had a major problem to carry. In Australia, China and Bahrain it was Kvyat with the engine dramas. In Barcelona it was Ricciardo. Of those first five races, only in Malaysia – where Ricciardo was 0.4sec faster – was a comparison possible. In Monaco Ricciardo was 0.1sec ahead. Montréal was the first time he'd been genuinely outqualified by Kvyat (albeit by only 0.02sec).

“I was hoping in the aftermath of Montréal there'd be something in terms of 'that was broken on the car' but there wasn't. It was a combination of lots of little things that I guess all added up. It wasn't the one big thing I'd been hoping for. In the end it made sense. After Montréal I got quite a few things off my chest in terms of frustration. It was like a reset-mode approach. I'd come into the season expecting great things. But after Montréal I changed my expectations and since then it's been a lot better. I'm in a good place now.” Together with the improvements in the car, it's given him a much stronger second half. Keeping the comparison with Kvyat going, only in Austria (where

Ricciardo went with a Monza-style wing, concentrating on raceability) and Monza (where he didn't make a full-on attack lap in Q2 because he was so loaded down with engine penalties it would have made no difference) was the young Russian ahead. At the time of writing, there had been nine races where a genuine comparison was possible – and Ricciardo was faster in eight of them. By an average of about 0.2sec.

The best result to this point was a strong second from the front row at Singapore, coming back at leader Vettel but being thwarted by safety car timings. But he reckons his best race was Hungary – where he was challenging for victory, and looking in good shape to achieve it with a late-race restart when he was on faster tyres than the two cars ahead of him, Rosberg and Vettel. The touch with Rosberg meant a trip to the pits for a new nose and a third place finish behind Kvyat. But he was elated regardless. “I don't count that as a failure. I would have been much more annoyed with myself if I'd left the track having not tried something that was maybe possible than having tried it but it not having come off. Besides, I think the incident was much more down to Nico than me. The background to it was that I could see Seb [in the lead] wasn't very far ahead. If I could just get past Nico, then I was pretty sure I'd easily get past Seb. The Mercedes was going to be more difficult to pass than the Ferrari because its end-of-straight speeds were a lot higher. So with Nico I had to try something extreme. Time was running out. If I didn't do it then I was going to run out of time in which to catch Seb.

“There were so many times when I was a kid in karting where I left the track kicking myself thinking 'what would have happened if I'd tried this move or that instead of concentrating on finishing'. I don't ever want to leave a track thinking that. You saw last year every opportunity I got I took and it worked out. Sometimes you've just got to try it. And yes you need the confidence in the car to do it. But the way I've raced in the last 18 months is the way I enjoy races and it's given me success, so I'm happy to keep doing that.”

But which team will he be doing it for in 2016? “I'm pretty confident I'll be racing a Red Bull,” he says. “I'm not worried so much as curious about how it's going to be resolved. But I'll be racing, I'm sure.”

GRAND PRIX NOTEBOOK

JAPAN & RUSSIA

Rd 14 SUZUKA, SEPTEMBER 27 2015

1	LEWIS HAMILTON	Mercedes W06	1hr 28min 06.508sec
2	NICO ROSBERG	Mercedes W06	1hr 28min 25.472sec
3	SEBASTIAN VETTEL	Ferrari SF15-T	1hr 28min 27.358sec

FASTEST LAP LEWIS HAMILTON Mercedes W06 1min 36.145sec

RACE DISTANCE 53 laps, 191.054 miles

POLE POSITION NICO ROSBERG Mercedes W06 1min 32.584sec



Rd 15 SOCHI, OCTOBER 11 2015

1	LEWIS HAMILTON	Mercedes W06	1hr 37min 11.024sec
2	SEBASTIAN VETTEL	Ferrari SF15-T	1hr 37min 16.977sec
3	SERGIO PÉREZ	Force India VJM08	1hr 37min 39.942sec

FASTEST LAP SEBASTIAN VETTEL Ferrari SF15-T 1min 40.071sec

RACE DISTANCE 53 laps, 192.467 miles

POLE POSITION NICO ROSBERG Mercedes W06 1min 37.113sec

AT THIS STAGE OF THE SEASON, WITH EVERYTHING UP AT the Mercedes end of the grid funnelling down towards second consecutive championships, the real intrigue lay with the whole Red Bull operation. By the time of the Japanese and Russian Grands Prix it was becoming more apparent that the engine supply crisis was very real. With Mercedes having already scratched itself from furnishing a key rival, the previously assumed Ferrari fallback was dismissed in Suzuka by team principal Maurizio Arrivabene. He and his boss Sergio Marchionne had come to much the same conclusion as Mercedes for much the same reasons. There was a commercial deal on the table for 2015-spec Ferrari engines, preferably for Toro Rosso rather than the main team, and that was it. Two weeks later in Russia, Bernie Ecclestone, while maintaining pressure on Mercedes and Ferrari to change their minds, was also attempting to rescue the seemingly doomed Red Bull-Renault partnership from the divorce courts. “Mercedes and Ferrari have refused to supply us out of fear,” Red Bull’s technical chief Adrian Newey said post-Russia. “We’re possibly going to be forced out of F1.”

Daniel Ricciardo – already established as a multiple Grand Prix winner and potential world champion – seemed genuinely unfazed by it all, perhaps reasoning that whatever happened a way would be found to have him on the F1 grid next season. For the others in the programme – Daniil Kvyat and Toro Rosso rookies Max Verstappen and Carlos Sainz – the performance pressure that is an inherent part of the Red Bull driver programme was only intensified. Things got a little frayed around the edges and, in the accidents of Kvyat in Suzuka and Sainz in Sochi, there were definite elements of pressure. Regardless of whether Red Bull is still in F1 next year, Kvyat’s deal there had not yet

been confirmed. Was his place safe against Verstappen or Sainz being promoted? And what was the management’s assessment of how the Toro Rosso guys compared? It was close enough that a run of form for one or the other in these closing few races could be decisive.

Kvyat and Sainz are 21 years old. Verstappen turned 18 on the weekend of Suzuka. They all have huge ambition, are at the crucial final hurdle of potentially brilliant F1 careers but have grown up in an era of racing infinitely safer than even the previous generation. The margins of risk they regularly take are different even from those of the older guys on this grid. But the sport can still bite.

JAPAN

MERCEDES NORMALITY RETURNED AFTER THE APPARENT mirage of Singapore, with the two silver arrows on the front of the grid. But unusually it was Nico Rosberg on pole, Lewis Hamilton a vital few hundredths slower. This was a Saturday battle that didn’t get to play out fully however – because of red flags in the dying moments of Q3 for an almighty accident suffered by Kvyat. He rolled his Red Bull after getting on the grass on the approach to the sixth-gear Turn 10 kink. He emerged unharmed but shaken.

The Friday sessions had been rained out, but in the first of them Sainz – seeing Suzuka for the very first time – was impressively fastest of all, from Kvyat. In the afternoon Kvyat was the man at the head of the timing screens, looking hugely confident and aggressive. Between Suzuka’s very solid boundaries in slippery conditions, both Sainz and Kvyat were breathtakingly audacious in their approaches.

“SAINZ WAS LEFT WITH
ALMOST NO RETARDATION
ON THE ASPHALT RUN-OFF
AND PLOUGHED
HARD INTO THE
BARRIERS”



F1 FRONTLINE

with
Mark Hughes



Kvyat's Red Bull had to be rebuilt after his qualifying roll at Suzuka, but the Russian was unfazed



Aggressively chasing the limits on Friday is Sainz's standard modus operandi in his rookie season. He then typically comes back from the raw edge to find the optimum for Saturday. But in the context of the hazards of this particular track and the conditions, it seemed risky. He didn't see it that way. "No, the car felt well balanced and it took me only a few laps before I felt very comfortable." At about 1sec faster than Verstappen in this session, it was a hugely impressive performance. "I came here for 15 years and never topped a session," joked David Coulthard. "You came here and did it straight away!" It would be fair to say that the Dutch teenager was expected to shine most brightly of the team's two young stars in 2015, but Sainz has challenged that assumption from day one. On paper he was the faster qualifier to date, though lagging slightly behind in the points table. The hierarchy was still not established one way or another.

There had been some niggles between them in Singapore, when the team requested Verstappen move aside for Sainz – who was on slightly newer tyres and might have been able to mount a stronger attack on the car ahead. Max refused point-blank, which triggered Carlos into later pointing out how many times (three) during the season he had acceded to a similar request. There were still some feather-ruffled discussions about that at Suzuka.

Frustratingly their in-team contest didn't get to play out properly in qualifying. Sainz's front-right tyre temperature sensor came loose within the rim on his vital Q2 lap, creating a massive vibration that prevented him from graduating to Q3. Verstappen didn't even make it that far, his car's electrics cutting out at the hairpin in Q1 and automatically barring him from Q2 participation. Furthermore, he was awarded a

grid penalty for choosing to stop in an obstructive place, having initially coasted towards a safe spot. If he was figuring on getting the session stopped so his car could be retrieved to the pits, then he'd not understood the rules. For as soon as a car stops on track during qualifying, it can take no further part.

Once onto a dry track on Saturday, Kvyat's aggression was not working for him. The composed Ricciardo was significantly faster pretty much everywhere, seemingly triggering Daniil into trying yet harder. He was being particularly bold in shaving the track's edges on the approach to corners. On his first Q3 run he went just a little too far with this on the 160mph approach to Turn 10 and in no time he was on the grass and heading for the barriers. He landed the right way up uninjured after a spectacular roll. In a previous era, his days would probably have ended right there. It was a massive accident. He would start the race from the pits in a car rebuilt around the spare tub.

Up front the race was decided in the opening moments, as Hamilton made a better start than Rosberg to go side-by-side through Turns One-Two, then wiped him against the Turn Two exit kerbs, forcing Rosberg to yield enough to lose further positions to the Ferrari of Sebastian Vettel and Valtteri Bottas' Williams. He'd spend the rest of the race getting those places back, leaving Hamilton unopposed.

Among the Red Bull contingent, Ricciardo's race was ruined at the start, with a puncture inflicted from a Felipe Massa endplate. Verstappen emerged the leading representative in ninth place, Sainz 10th and Kvyat 13th. Sainz would probably have headed the group but for damaging his car against the pit entry bollard. Trying to undercut Pastor Maldonado approaching the stops he was told to do the opposite of whatever the Lotus did. Maldonado made as if he was pitting, Sainz prepared to stay out in response, only for Maldonado to continue. Sainz was therefore super-late in swinging into the pits, hence the contact that damaged his floor and made him slow enough to come under a successful late attack from his nemesis and team-mate. Earlier, Verstappen had been following Kvyat as they each chased down Fernando Alonso's McLaren up to 130R.



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Max tried for an outside pass on Daniil there, found himself on the kerbing at 200mph and casually applied some opposite lock... Fearless.

RUSSIA

JUST AS IN SUZUKA, FRIDAY PRACTICE WAS WIPED OUT. RAIN in the afternoon, a heavy diesel spillage from a track cleaning vehicle in the morning. So the Toro Rosso drivers, on their first time around here, were having to learn the track in the dry on Saturday morning, just prior to qualifying. Both were pushing hard. Sainz had just completed his low-fuel, option-tyred qualifying simulation and had switched to fuelled-up, prime-tyred race spec. Accordingly, he had changed the brake bias map a little more rearwards. He was on his first flying lap with this configuration approaching the fast left-handed kink of Turn 12, where a brief but heavy brake is needed, for it's followed almost immediately by a tight right. It's a combination that unsettles the car, definitely the trickiest part of the track. Sainz briefly locked his left-rear just as he was getting into the kink, oversteering him hard into the barriers, wiping off his left-front wheel, which left him with almost no retardation on the asphalt run-off area and he ploughed into the TecPro barriers. The low nose of the car lifted these above it and then punched a hole in the metal barrier behind. With the TecPro having come to rest on top of the car, Sainz was trapped – but essentially uninjured. It was a 46g impact but he'd remained conscious throughout. It took more than 20 minutes to get him out to be taken to hospital for observation. He would miss qualifying but in times past he'd have missed more than that. So he watched from a hospital bed as Rosberg beat Hamilton to pole for the second race in succession, but only the third all season. Verstappen qualified his Toro Rosso ninth, one place ahead of Ricciardo, three ahead of Kvyat, who seemed somewhat detuned on his home track.

Cleared to race, Sainz would start from the back of the grid in his rebuilt car. Remarkably, he was running seventh late in the race. A blocked duct eventually caused his front brakes to overheat drastically, putting him out. Once the carbon-fibre discs reach a critical threshold of temperature – typically about 900deg C – they begin to oxidise into thin air. At a certain point there is no bringing them back as the oxidation gets into a runaway state. So it was that as Carlos stood on the brakes with eight laps to go, the left-front disc shattered and ignited.

Verstappen's race was ruined on the first lap, the victim of a spinning Nico Hülkenberg. As he snagged the Force India, he picked up a puncture and seriously damaged the car's underside. He struggled slowly on and was rewarded with a point – 11th across the line but promoted to 10th after a time penalty was imposed upon Alonso for not respecting track limits.

Kvyat was a quiet sixth across the line, benefiting from the late race retirement ahead of him of Ricciardo with a driveshaft problem. He was promoted a further position when fifth-placed Kim Räikkönen was penalised 30sec for his last-lap collision with Bottas, after a failed bid to take third place.

Rosberg led the early stages but retired with a broken throttle damper, leaving Hamilton to take his Vettel-equalling 42nd Grand Prix victory. Vettel was runner-up, Sergio Pérez an excellent third for Force India. The Räikkönen penalty reduced Ferrari's points haul just enough to confirm Mercedes as champion constructor. It was only a couple of years ago that Red Bull was as dominant as Mercedes has become.

The future is uncertain. ☑



TURN FOUR, SUZUKA

Trackside VIEW

“ In a country that's frequently surreal to western eyes, the magnificence of Suzuka sequestered within the industrial estates and small clapboard towns of the area lends the place a dream-like quality. It's the one place where the sound of F1 engines being fired up and leaving the pitlane seems to impose reality rather than escapism on the scene.

There's serious work to be done in the next 60 minutes; Saturday morning, the first dry laps of the weekend and at Turn Four, two corners into The Esses, Daniel Ricciardo is on a mission. Confidently straight into his low-fuel qualifying simulations and on the option tyres he's full of vim and sparkle and the Red Bull RB11 is in the perfect territory for its strengths. It will lose time around the rest of the lap thanks to its power deficit, but right here, right now is when he will be putting himself in credit. Big bold sweeps of line and massive entry speed confirm that car and driver are ready to impose themselves upon the challenges of this place.

No one will go faster through here for the rest of the session, the closest being team-mate Daniil Kvyat who is a little more razor-edged in his inputs, not doing quite the same job in conning the car into believing it's not going as quickly as it really is.



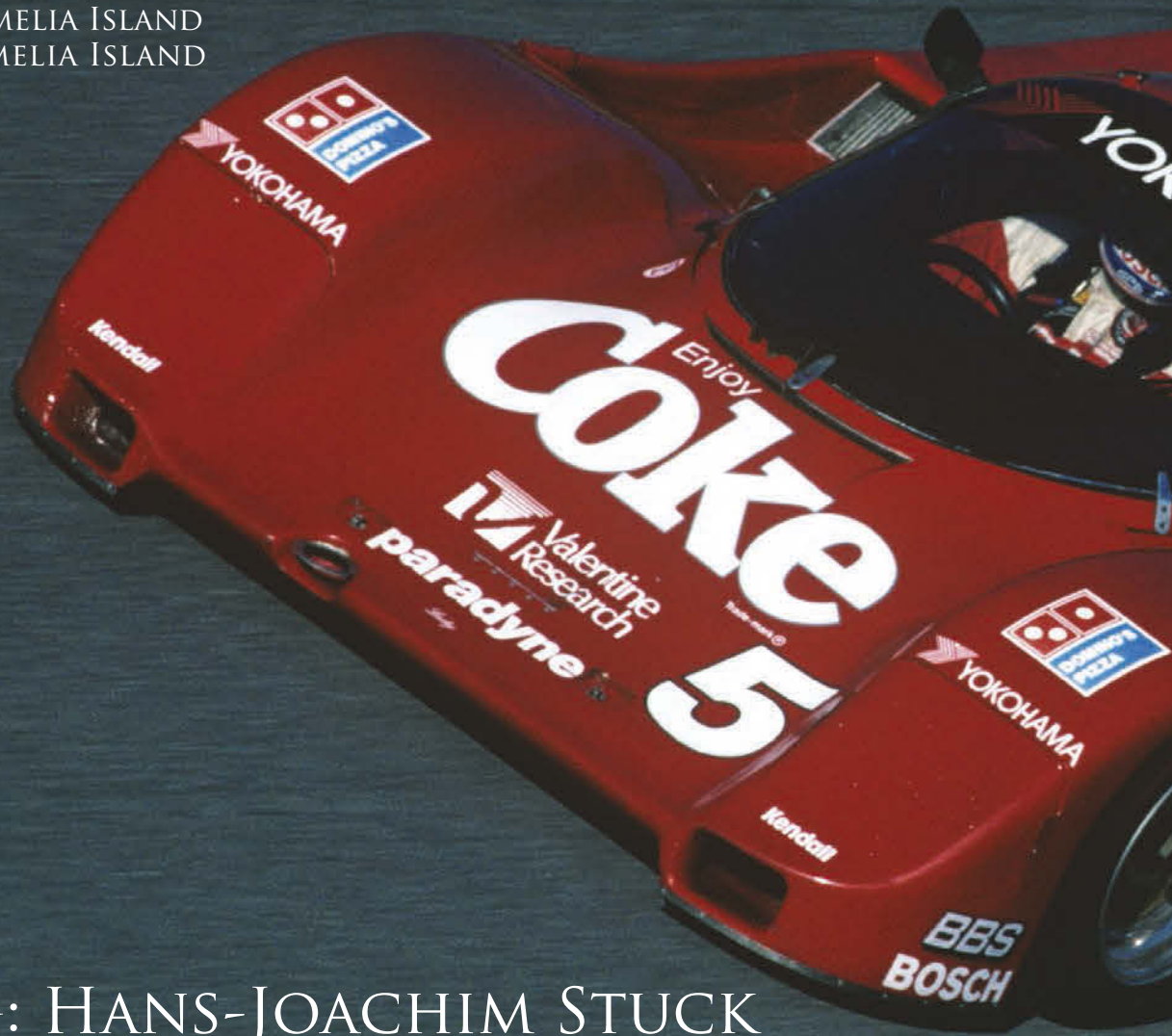
The Mercedes W06s at this time are the next fastest through this section, stable, balanced and super-accelerative out of there and up the hill, but just not quite as nailed-on grippy. The Williams is very driveable, allowing Felipe Massa some entertaining excesses, but is short of grip upon exit when under power. Valtteri Bottas is much busier here than he'd like to be. The Ferrari is lazy upon turn-in and looks nothing like the street-fighting machine of Singapore.

That's the reality. ”

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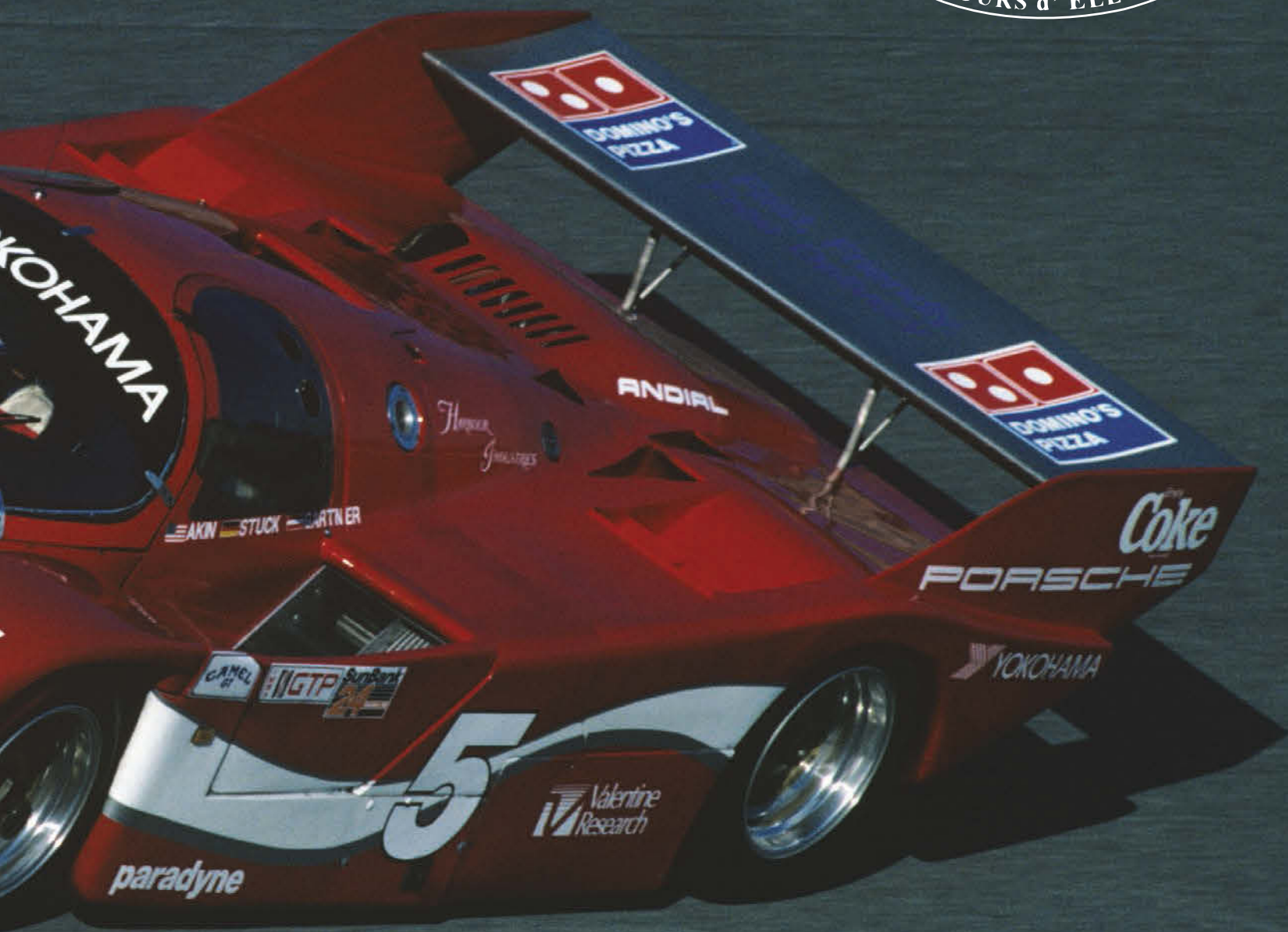
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THE RALLY NOMINEES

MARKKU ALÉN

FIA Cup for Rally Drivers winner in 1978, purveyor of 'maximum attack'. **Robert Reid:** "Only Sébastien Loeb has won more stages than Alén. Interestingly one of my first memories from being at a world championship rally was Portugal in 1992 when I was helping with service schedules. I can remember Markku came off the stage and I had to pour 20 litres of fuel into his burbling Subaru Legacy. It was an awe-inspiring moment – I was so close to something that I had dreamt about for so long." **Anthony Peacock:** "He was also the first Finn to win on asphalt in Corsica, 1989".

RICHARD BURNS

Britain's last world champion, winner of 10 rallies. **Robert Reid:** "I have so many great memories of Rich, and winning the 2001 championship is one. The clip which is still shown on the TV when he turns to me and says 'You're the best in the world!' is amazing."

ANDREW COWAN

The man behind Mitsubishi taking Tommi Mäkinen to four WRC titles. **Robert Reid:** "He was the boss of Mitsubishi when Richard and I were there. What he did in terms of the London-Sydney rallies and also then going on to put the deal together to run Mitsubishi in the WRC... Without all the effort that Andrew and his wife Linda put in, Tommi wouldn't have had the opportunity he had." **Anthony Peacock:** "Maybe the fastest man ever to drive a Hillman Imp?!"

SEPPO HARJANNE

Once holder of the record for most wins and titles as a co-driver. **Robert Reid:** "I'll stand up for the co-drivers here! He won world titles in different eras, which is pretty amazing".

JUHA KANKKUNEN

A four-time world champion, and factory driver for almost 20 years. **Simon Arron:** "Another four-time champion and very consistent." **Anthony Peacock:** "Also the only man to win those championships with three



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

For the first time, we are asking readers to determine who should join the 29 current members of the Hall of Fame, which was founded in 2010. At a ceremony next year (date and venue to be announced) there will be five awards representing F1, sports car racing, motorcycling, rallying and US motor sport. Voting commenced with Formula 1 (the poll remains open) and *Motor Sport's* podcast team followed up with sports car stars before moving on to the third of our five categories: rally drivers. Log on to our website to decide which of the adjacent names will enter the Hall of Fame from the world of special stages, joining 2012 inductee Colin McRae. We'll be selecting and releasing the nominations for the remaining categories soon.

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different manufacturers. His surname means 'hangover' in Finnish!"

DAVID LAPWORTH

Technical director at Prodrive, and driving force behind modern WRC cars. **Robert Reid:** "He was instrumental in helping Rich and I get our chance at Prodrive. The first engineering job he had was working on the Talbot Sunbeam. He's been around for such a long time and has huge knowledge."

SÉBASTIEN LOEB

The most successful driver in the history of the WRC; 9 titles, 78 wins. **Anthony Peacock:** "You can't talk about a rallying Hall of Fame without including Sébastien Loeb."

HANNU MIKKOLA

World champion 1983, with 18 wins to his name. **Robert Reid:** "His Eaton Yale Mk2 Escort sticks in my mind as something that inspired a lot of people".

ROBERT REID

Thirty-four podiums, 10 wins and one world title with Richard Burns. **Simon Arron:** "His analytical approach was a perfect complement to Richard Burns' driving precision."

CARLOS SAINZ

Double WRC champion. **Anthony Peacock:** "He had a lean year in 1993, but otherwise won at least a rally per year from 1987 to 2004. His aim was to be competitive on every surface and he managed it."

HENRI TOIVONEN

Held the record for being the youngest WRC rally winner for 28 years. **Simon Arron:** "Caught my imagination more than any other driver and there was a bit of the Gilles Villeneuve spirit about him. He seemed to be able to do things with cars that others perhaps couldn't. Hannu Mikkola said Henri could have turned his hand to sports cars, single-seaters – anything."

JEAN-LUC THÉRIER

Would have won the 1973 title... had there been one for drivers. **Simon Arron:** "He won five French championships and was one of the best of his era. He also drove an Alpine A110, which obviously appeals..."

PISTONS, PASSIONS, PLEASURES: A SICILIAN DREAM

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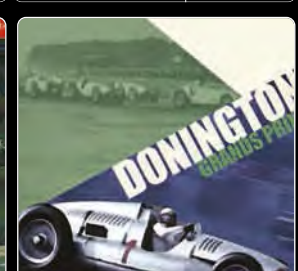
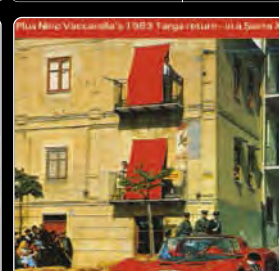
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The late Warren Willing (left) played a key part in Kenny Roberts Jr's racing success

GOLDENROSE

MAT OXLEY

CHANCE CAN BE A FINE THING

WHEN MANUFACTURERS GO RACING THEY learn from other manufacturers; that's half the point of the exercise. Often this knowledge is gained fairly, other times by more nefarious means and sometimes almost by chance, as was the case when Suzuki signed racer-turned-engineer Warren Willing.

Willing, who recently lost a long battle with cancer, was an engineer of particular brilliance, because he understood race-bike design from both sides of the pit wall.

The Australian made his name as a rider in the late 1970s when his long blond hair and Levis sponsorship made him the coolest thing on the grid. His career as a racer ended in 1979, when he rode through a smokescreen of burning bikes and ploughed into the wreckage during Northern Ireland's North West 200. After 18 operations to fix a smashed leg, he dedicated his mind to engineering.

He had a probing mind and was always happy to enlighten the less intelligent. "A racing motorcycle is more like a fighter plane than a racing car because it banks left and right, it yaws and it pitches," he once told me.

The first man to give Willing's engineering brilliance a chance to shine was three-time 500 world champion Kenny Roberts, who created his own team in the mid-1980s. Willing played a vital role in the squad, which won four world titles and 46 GPs with Yamaha.

But it was in 2000 that he achieved his

greatest success, guiding Roberts' elder son Kenny Junior to the 500cc crown with Suzuki. Everyone knew Willing played his part, but even now very few know exactly how much of his own and Team Roberts' expertise went into Suzuki's only world title of the past 23 years.

Willing revealed the extent of the outside assistance enjoyed by Suzuki during an interview last summer, when he already knew his time was running out.

Suzuki team manager Garry Taylor signed Roberts Jr at the end of 1998. Willing came with him, not because Suzuki particularly wanted him, but because Roberts Sr wanted Willing to work with his son, because Suzuki's RGV500 was notoriously tricky to ride. Indeed the factory had won only two Grand Prix victories since Kevin Schwantz retired in 1995.

What Willing did was transform the Suzuki into a Team Roberts Yamaha, firstly by using the knowledge he had gained during a decade and a half working on Yamaha's YZR500 and secondly by making top-secret use of Team Roberts' renowned R&D facilities in Britain and the US. The YZR and RGV were essentially similar machines – 500cc two-stroke V4s with twin contra-rotating crankshafts, housed in twin-beam alloy chassis – so the technology could be transferred. The hard bit was making sure no one else knew what was going on.

During Roberts' first test with the RGV, Willing quickly decided that fixing the chassis

was the first priority. But when he asked Suzuki for their chassis stiffness figures he was astounded to discover that they had never even tested their frames for stiffness.

"Junior had no front feeling," Willing said. "We thought it was a chassis stiffness imbalance, so we asked Suzuki if they had a softer chassis. Yes, they said, but the lack of feeling with that one was twice as bad. So we took both chassis to Team Roberts in England and tested them on the same rig we'd used to test Yamaha and Team Roberts frames. The rig confirmed what we thought: the chassis Suzuki thought softer was significantly stiffer."

No wonder Suzuki had been floundering around for so long.

While Suzuki fabricated an RGV chassis with Yamaha-spec geometry and stiffness, Willing moved onto engine development.

"Some of Suzuki's technology was very dated," he added. "One big step with two-stroke development came from using transient dynos for exhaust development, because exhausts pipes are 50 per cent of the power with a two-stroke. But Suzuki were still doing static testing. At Team Roberts we'd been using transient dynos for eight years."

Suzuki's tiny race department – manned by a few dozen staff – didn't have the budget to buy a transient dynamometer, so Willing asked Team Roberts' California-based engine guru Bud Aksland to help out. It was Aksland who had previously perfected the YZR500's port timing and expansion-chamber design.

"We concentrated on smoothing the power delivery and on making the bike turn, so Junior could accelerate earlier in the corner, because any speed you grab there you carry all the way down the next straight," Willing explained.

"It was a frustrating time. We got Suzuki to modify a set of exhaust pipes, which they tested on their dynamometer in Japan. They told us the pipes made no more horsepower than the old ones. We said, we know that: test them on the racetrack. So they did and the bike picked up 9mph on top speed. They went: oh, maybe there is something in this..." Roberts went on to win the 2000 title from Honda's Valentino Rossi and Yamaha's Max Biaggi.

At the dawn of MotoGP's four-stroke era in 2002, Willing travelled to Japan. "We had some meetings with Suzuki's top guys. I asked about four-stroke development and told them Honda was doing this and that. They replied, 'Our four-stroke technology is more advanced.' I said, 'Really, how come?' And they said, 'Our GSX-R1000 streetbike outsells Honda's CBR1000.' I said, 'Sorry, I'm out of here.'"

Since 2002 Honda has won 111 MotoGP races, while Suzuki has scored a single victory, in the rain-soaked 2007 French GP. ☐

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Teams split on WEC future

Hybrid revolution set to take another step... eventually | BY GARY WATKINS



MORE POWERFUL HYBRID systems, and potentially more of them... The scope for green technology within the World Endurance Championship's LMP1 class is set to be extended. The question is when.

That is still a matter of debate between the manufacturers and the reason why the so-called road map laying out the future direction of the rules into the next decade has been delayed. The three manufacturers competing regularly in P1 agree that the technology should be allowed to evolve, but they disagree on the timing.

Audi and Porsche are in one camp; Toyota in the other. The two German marques want new rules on energy retrieval and deployment to coincide with new monocoque safety regulations that should come into force in 2018 (already a one-year delay). Their Japanese rival, however, suggests that would be too early and potentially threatening to the health of the category.

"Technology is the DNA of the WEC, and we have to make sure that we develop that value further," says Christopher Reinke, Audi's head of LMP1. "We should allow a further step to advance the technology further in 2018."

Alex Hitzinger, LMP1 technical director at Porsche, has a similar opinion. "You can't sell the idea of a new monocoque to the public," he says. "But a bigger hybrid system, and potentially a third system, is sexy."



"Technology is the DNA of the WEC, and we have to make sure that we develop that value further"
Christopher Reinke

TOYOTA'S OPPOSITION

Toyota believes 2018 would be too early for increasing the scope of regulations, introduced last year, that place an emphasis on energy retrieval and limit the fuel that can be used each lap. It goes further, suggesting it could be disastrous for the WEC.

"We don't see why it is a must to combine new monocoques with bigger hybrid systems," says Toyota technical director Pascal Vasselon. "We feel it is too early to move forward. If in F1 someone suggested another big step so soon, everyone would say they were crazy. Maybe we don't realise that an F1-type crisis for us is not so far away."

The likelihood is that a new megajoule category will be added to the top of the existing four-class structure when the rules evolve. That almost certainly means a new top class that would allow for 10MJ of retrieved energy to be returned to the track over an 8.47-mile lap of Le Mans.

The manufacturers would bid to achieve that figure with a mixture of the technology already used in P1, although they will probably be allowed three hybrid systems rather than today's two.

"The only proven systems at the moment are kinetic-energy recovery [as used by all three teams] and those driven by exhaust gases [as used by Porsche]," says Vasselon. "Others might be out there, but they aren't proven."

THE ROAD MAP

There were plans for the road map to be laid out in October, but the fundamental disagreement between the manufacturers precluded that. The rule makers, the FIA and Le Mans organiser the Automobile Club de l'Ouest will say only that it remains a work in progress.

The road map is also scheduled to resolve the future for LMP1 beyond 2018.

BMW has been linked to a project to bring a hydrogen fuel cell car to the 24 Hours, perhaps initially via the Garage 56 slot reserved for cars showcasing new technology. The German firm has denied it will return to Le Mans any time in the near future, but the rumours won't go away and there could be room in the rules for such a powerplant.

"In the longer term we are open to new fuels," says ACO sporting manager Vincent Beaumesnil. "The values of the ACO mean we need to be aware of other energy sources."

WHAT'S NEW FOR 2016?

Slower cars, for a start. A cut in the fuel allocation was always on the cards for season three of the latest P1 regulations, and the rule makers have decided to invoke the maximum possible reduction.

The ACO and the FIA opted for the maximum decrease – discussed with the manufacturers during the formulation of the rules – in an attempt to reduce speeds and increase lap times, most

pertinently at Le Mans. That figure is 10MJ measured over a lap of Le Mans, which equates to slightly more than seven per cent. That means a similar reduction in horsepower from the cars' internal combustion engines, which in turn will affect cornering speeds.

"You will reduce engine power in the same proportion that you reduce fuel flow," says Vasselon. "And when you reduce engine power you have to reduce drag, and when you reduce drag, you reduce downforce. It will slow the cars in the corners, because the amount of power you have drives the aero targets."

The ACO has a ballpark lap time of 3min 20sec that it doesn't want to see exceeded on a regular basis. Pole this year was 3min 16.887sec and the fastest race lap was a 3min 19.4sec. The manufacturers believe the fuel reduction would result in a four-second increase in lap times if applied to this year's car, but admit that continued development will inevitably recover some of the time lost.

There is another new rule, which for next year applies only to Le Mans. A maximum power discharge of 300kW from hybrid systems has been imposed on grounds of safety linked to the Circuit de la Sarthe's grade 2 FIA categorisation. It will have a negligible impact on lap time because the straights at Le Mans are long, but it would have an effect should it be imposed, as planned from 2017, at the Formula 1-spec circuits that make up the rest of the WEC schedule.

DIESEL SCANDAL IMPLICATIONS

What the emissions scandal will mean to the WEC and the two German marques can only be guesswork at this stage and will ultimately depend on the financial penalties imposed on the VW Group, of which both Audi and Porsche are a part.

The contrasting fortunes of executives with influence on such decisions give few indications about VW's motor sport future. Wolfgang Hatz, who can be described as the architect of Porsche's return to top-line sports car racing courtesy of his role as research and development boss, has been suspended because he was also head of engine and transmission development at VW. But then former Porsche boss Matthias Müller, who signed off that return, has now become VW chairman and is a known motor sport enthusiast.

Andrew Frankel's view, p.52

— OBITUARY —

David Hunt

The younger brother of 1976 world champion James, former racer David Hunt has died at the age of 55. After competing in karts, Hunt became a front-runner in junior FF1600 racing in the early 1980s and subsequently graduated to British F3, in which he recorded frequent top-six finishes. In 1988 he stepped up to FIA F3000 with Roger Cowman Racing, but it was a low-budget effort and merely qualifying for events was an achievement. He retired from driving at the end of that year, went on to build up a successful business and bought the assets of Team Lotus when it folded in 1994. It was always his intention to restore the marque to F1 on his own terms, but that dream would prove elusive - despite several close calls.



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GORDON KIRBY

MISSION IMPOSSIBLE? IT WAS INDEED

AFTER TWO AND A HALF YEARS AS IndyCar's president of competition and operations, Derrick Walker has resigned and hopes to return to the ranks of team owners with his United SportsCar Porsche GTLM team. Walker has spent his entire working life in racing, first as a mechanic in Formula 1 with Brabham and Penske, then as a car builder and team manager for Penske and Porsche CART teams before establishing himself in 1992 as a team owner.

Walker's team won at Portland in 1999, with Gil de Ferran driving, and he continued to run his team until 2010. He also expanded in 2010 into what is now the United SportsCar series and in 2011 and '12 he ran Ed Carpenter's Indy team before tackling an IndyCar job that many people have long considered a poisoned chalice.

"I came in with the belief that we should be further away from spec racing than we were," Walker says.

"The goal was changing the system over time to avoid spec racing, with the caveat that you've got to control costs. That seems like a contrast in ideas but I think there are ways you can do that over time.

"I felt it was my chance to make some kind of a difference, as lofty as that sounds - not change the world, but have some small portion that you improved.

"I think I personally worked very hard to make a difference, and when you work that hard you've really got to feel that you want to be here and that you've got the support and are appreciated. And I began to feel that I didn't have that support and wasn't appreciated.

"So I made the decision to leave, but after I made the decision I said, 'I can't leave in the middle of the season even though my

contract's up'. There were major issues like renewing the engine supplier agreements and getting the regulations in place for next year and beyond. And then we had car problems at the Speedway.

"There was a lot of major stuff to deal with, but after the particular criticism that came at me from some owners about some of the things that had happened I got the feeling that the company didn't support my efforts. So I basically said, 'I'll make it easy for you. If I'm the problem, I'll leave now'.

"I was planning to do it over the winter and do it in a friendly way, just retire from the job and walk away. But then the pushrod failures at Iowa were blamed on my department, which was total rubbish. So I felt I didn't have the company's support.

"I'm disappointed because I haven't walked away from anything in my life. I've stuck with it until the lights were turned out on me, but I could see from my past experience in the American open-wheel business that when you see those dark clouds forming you know your days are numbered."

Walker was working on a five-year plan to open IndyCar's formula to more competition, but he never presented his plan to IndyCar or the owners because he took so much stick.

"I was very disappointed when these people thought so ill of me," he says. "I've known many of them for years and quite frankly I was shocked. But the reality is the reality. You accept it and move on."

Walker may have earned the opprobrium of some team owners, but he clearly put a lot of time and effort into his IndyCar job. It's going to be very difficult if not impossible for IndyCar to find anyone with anything like Walker's background and experience who's willing to tackle what is clearly an impossible job.



Rain at Fuji is hardly a seasonal novelty, but unlike two years ago conditions were at least raceable

NECK PHOTOGRAPHY/DAVID HALL/REUTERS.COM

OLIVER JARVIS

THE BATTLE TO STAY ON TERMS WITH PORSCHE

IF THERE'S ONE COUNTRY ON THE FIA World Endurance Championship calendar that most people look forward to visiting, it's Japan. For me and several team-mates it's like a home away from home, but you don't need to have lived or raced there previously to feel that way. There really is something very special about the country, not least its knowledgeable and enthusiastic motor sport fans.

Where else in the world do drivers arrive at the track on a sodden morning to find fans standing in the open, full of passion and sometimes offering gifts, their mood not dampened by having slept overnight in their cars? They really are the craziest fans in the world, in the nicest possible sense. I'm pleased they got to see some great racing.

For Audi it was disappointing to leave Fuji with third and fourth places in the race and Porsche now leading the championships for both manufacturers and drivers, but that's testament to the impressive job our rival has done this year. While the result might not show it, Audi took a big step forward in Fuji with the introduction of a new aero kit. It was the closest we had been to the Porsches in qualifying and, at the



start of the race, it looked as though things might go our way. The Audi was the quicker car in the initial stages when the track was at its wettest, but as it began to dry the Porsches gained an advantage. It was in the next few hours that the damage was done. They were not only quicker on wet tyres on a drying – yet slippery and slower – track, but also in the next two stints as all cars switched to intermediates.

By the time the track dried, Porsche's lead was comfortable enough that we were not able to put them under any pressure. The only consolation was that Audi achieved the quickest stint in the dry. This hints at what might have been possible had it not rained and gives us some optimism as we head into the final two races of the year.

The wheel-to-wheel battles have been really impressive this season and the fight between Mark Webber and Marcel Fässler was extremely entertaining. While quite often it's LMP1 that grabs the media headlines, close racing exists throughout the field and sometimes even more so in the LMP2 and GTE classes. What's most important to me is the respect shown between drivers. That allows you to fight hard and fair.

At Fuji it was the LMP2 class that attracted attention – unfortunately for the wrong reasons. It's difficult for me to comment without knowing all the facts, but it's clear that the same respect does not exist between some LMP2 drivers. To see so much contact and the championship lead change as a consequence is a real shame, and I really hope it doesn't detract from the eventual outcome. I don't buy into the fact that contact was intentional or that there was any malice, but it is fair to suggest that more caution should be taken when you're a lap down.

As we near the final couple of WEC rounds, it's a good time to look back and reflect on the year as a whole. For me it's been incredible to step up and become part of the full WEC programme. Good results have been more difficult to achieve than I had ever imagined, but I'm continuing to develop as a driver – much more so than I'd have thought possible.

Every race weekend presents a continuous learning curve and I feel Loïc [Duval], Lucas [di Grassi] and I are getting stronger as a team. It's been positive to see us take the fight to our sister car since Le Mans and our goal has to be a podium finish in each of the two remaining races. 🏆

Alain Prost

Maurice Hamilton

Hallelujah! Here's a rare English biography of an unfathomably overlooked motor racing great, with committed input from the man himself.

And not before time.

The cult of Senna and perhaps the scars of team ownership have not been kind to the modern perception of Alain Prost. The stealth and subtlety of his approach, in and out of the car, made him harder to love than others. But as this book reminds us, he was always devastatingly fast, and the cultured intelligence didn't actually equate to the demonised myth of *Senna*. Quite the opposite.

Like the author's previous volume on the sainted Brazilian, the book is brought to us directly by the McLaren empire – but don't let that put you off!

This is a genuine piece of work, mirroring the Senna book in its quality high-gloss format. The collection of voices, from mechanics, engineers, rivals, Ron Dennis and Prost himself, adds superb depth and detail as we are guided by the seasoned narrator through an exceptional career.

Highly recommended to puncture ill-considered Prost prejudice. **DS**

Published by Blink

ISBN: 978-1-905825-98-1, £35

Formula 1 in Camera 1960-69 Volume Two

Paul Parker

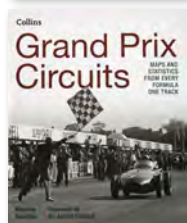
Despite what our rose-tinted Ray-Bans might imply, Formula 1 wasn't always at the sport's cutting edge during the 1960s. Reliability was often poor, Jim Clark frequently finished about a fortnight clear of his rivals and Jackie Stewart won the 14-car 1969 Spanish Grand Prix by two clear laps.

The equipment might have been more elegant, and paddock ambience more appealing, but the sport was rarely as competitive as it would later become. For all of which, it was infinitely more photogenic.

This second volume in this series hammers home the point every bit as effectively as did the first.

It's a chronological trip through the decade, with splashes of fact-rich text and captions as supporting acts to some wonderful images. Shots have been selected from a variety of well-known sources, including LAT, Sutton Images, Cahier and the Michael Cooper Archive. Some will be familiar, but that doesn't lessen their appeal.

It's tinged at times with the twin realities of



pain and tragedy, but for the most part is a cocktail of beauty, opposite lock, humanity and accessibility (check out the Clermont-Ferrand paddock from 1969, an illustration of how circuits should perhaps still look, or a TV cameraman's precarious but glorious vantage point at Spa in 1966).

Marvellous, in a word. **SA**

Published by Behemoth

ISBN: 978-0-9928789-2-0, £40

Grand Prix Circuits

Maurice Hamilton

Maurice Hamilton has been prolific of late and one of his latest releases is a well written and handsomely illustrated guide with a simple format: each circuit gets a page of text, a nice big image and a two-page map overleaf.

The main problem with this is that while a one-page explanation might work for circuits with short F1 histories, like Montjuich or Dallas, for those like Monza that have been there from the beginning, there seems little point in featuring them at all. This gives the book a hit-and-miss feel, and seasoned fans might find themselves wishing the book focused solely on the more obscure venues and delved into some of the non-championship circuits.

That doesn't detract from the quality of what is there, though. Each map shows the different layouts F1 used over time while the street circuits are marked in the context of their surroundings, which will almost inevitably prompt many a visit to Google Maps.

The photography is also frequently stunning – Clay Regazzoni with a panoramic backdrop of highway, sand and the Queen Mary at Long Beach is a particular highlight.

Not an essential purchase, but its ease of navigation and useful statistics boxes give it some value as a reference book, plus it's full of interesting anecdotes. **ACH**

Published by Collins

ISBN: 978-0-00-813660-4, £30

Le Mans: The Official History 1923-29

Quentin Spurring

This is the sixth volume in author Spurring's magnum opus. Having previously covered 1949-1999, this takes us back to the dawn of endurance racing's most durable staple. Despite what the title says, there is also a chapter on 1906-1922 to add context to Le Mans' place in motor sport history (the locality played host to the first Grand Prix race to feature a repeat series of laps around the same course).

The recipe is as before, with events analysed via a series of sub-plots backed up by extensive illustrations (no mean feat, given the period here covered) and comprehensive results tables.

The format might be familiar, but this is fast becoming one of the modern age's finest reference series. **SA**

Published by Evro

ISBN: 978-1-910505-08-3, £50

A Sicilian Dream The story of the greatest road race in history

Written and directed by Philip Walsh

There are many fascinating tales woven into this very Italian film, which stars Alain de Cadenet and Italian architect, writer and presenter Francesco da Mosto.

The task of telling the Targa Florio story in 70 minutes is tough, though, especially when there is no archive footage for much of its history. Actors are brought in to fill the gaps and some of this sits a little uncomfortably alongside the great post-war footage. On that note, why, in 2015, do filmmakers still make the mistake of speeding up modern footage of cars, thinking it will give a better impression of speed?

Highlights include short stories – such as why Enzo Ferrari refused to get in lifts after an 'experience' at the Targa – and an onboard clip of Brian Redman practising the course and talking through his lap while locals scatter at the sound of him arriving. We're not sure why such a central figure wasn't interviewed for the film.

It is self-indulgent in parts, but worthwhile if you know precious little about the great Italian road race. **EF**

Upfolds Media, www.siciliandreammovie.com

Stirling Moss Scrapbook 1955

by Stirling Moss & Philip Porter

This sold out first time around but is now available once more, reprinted to celebrate the 60th anniversary of one of Moss's most distinguished campaigns (including his maiden F1 world championship success, at Aintree, and the Mille Miglia victory shared with *Motor Sport's* Denis Jenkinson).

Featuring period press clippings, photographs and contemporary text to tie together the whole, it's a carbon copy of the original but none the worse for that. **SA**

Published by Porter Press

ISBN: 978-0-9550068-0-5, £39.95 (£54.95 signed)



Goodwood's first all-Ford GT40 race took place in 2013. There will be another next season

GT40s for Goodwood

More tin-tops and Edwardians for Members' Meeting | BY PAUL LAWRENCE

NEW RACES DEDICATED TO FORD GT40s, under 2-litre touring cars and 100-year-old Edwardian specials will be among the highlights at the 74th Members' Meeting at Goodwood next spring (March 19/20).

For the first time, Super Touring cars will run in public at Goodwood as 16 cars with period histories take part in high-speed demonstrations. John Cleland (Vauxhall Vectra) and Patrick Watts (Peugeot 406) are expected to feature.

Famous team owner Alan Mann will be celebrated by a race for Ford GT40s, repeating the similar race held at the 2013 Goodwood Revival. Meanwhile, a field of pre-1924 Edwardian specials will contest the Sunbeam Trophy. The amazing 1905 25-litre Darracq of Mark Walker, a star at this year's Festival of Speed, is likely to be a major contender.

Lotus Cortinas, Alfa Romeos and BMW 1800s will have a race of their own in the Whitmore Cup for under 2-litre pre-1966 touring cars. Meanwhile, the Gerry Marshall Trophy for pre-1983 Group 1 touring cars is likely once again to be a big crowd favourite with the fans.

Goodwood has also announced the dates for its other two major events of

2016. The Festival of Speed will be held from June 23-26, while the Revival Race Meeting will run from September 9-11. Tickets for both events will go on sale to the public on November 5.

Masters titles settled

CATEGORY NEWCOMERS ANDY Wolfe (below) and Nick Padmore have won the two Masters FIA Historic Formula One Championship titles.

Wolfe won the post-1978 title in his ex-Michele Alboreto Tyrrell 011, while Padmore took the pre-1978 crown in the Lotus 77 owned by Max Smith-Hilliard. Wolfe only joined the series for



■ Jason Pritchard and Phil Clarke clinched the MSA British Historic Rally Championship during the penultimate event of the season on the Isle of Man. "It's a brilliant feeling and to win a British title is what everyone in motor sport wants to do," Pritchard said.



2015 after extensive success in historic sports and GT cars and his own team ran the Tyrrell alongside the Shadow DN8 of Jason Wright. The highly rated Padmore pipped Wright to the title in the class for older 3-litre cars.

Andy Newall went one better than in 2014 in the JCB-owned Chevron B8 to win the FIA Masters Historic Sports Championship, while Graham Wilson (Lotus Cortina) claimed the Masters pre-1966 Touring Car title.

In the Masters Gentleman Drivers pre-1966 GT Championship, Keith Ahlers and Billy Bellinger had another tremendous season to take overall honours in Ahlers' Morgan SLR, which Bellinger prepares.

Frenchman Robert Simac (March 712M) has won the HSCC Historic Formula 2 Series for a third year running. Simac secured the title at Dijon, his home track, and won the 1600cc class in all 10 rounds.



PAUL LAWRENCE

DBR1 damaged at Combe

THE ASTON MARTIN DBR1 THAT finished second at Le Mans in 1959 was substantially damaged in a multi-car accident during the Castle Combe Autumn Classic (above).

Owner Adrian Becroft was driving it in the FISCAR race when it was caught up in a four-car accident at Quarry Corner. The Aston suffered front and rear bodywork damage when sandwiched between the cars of Nigel Grice (Austin Healey 100M) and Graham Love (Jaguar XK150).

Valued at many millions of pounds, the DBR1 (chassis 4) is one of only five such cars built and one of only three still raced regularly in Europe.

Becroft was unharmed.

Sullivan's Daytona 962

FORMER INDYCAR CHAMPION and Formula 1 racer Danny Sullivan will be one of the star drivers at this year's

Daytona Classic (November 13-15).

Sullivan will join UK-based United Autosports to race a Porsche 962, while United owner Zak Brown and team boss Richard Dean race a Porsche 935 and a 1985 Ford Mustang IMSA car.

"I've raced various 962s a number of times," said Sullivan. "I'm looking forward to going back to Daytona – it should be a great experience."

The classic 24-hour event at the famous Florida speedway comprises six groups of cars built from 1960 to 2010, with each group racing four times between 1pm on Saturday and 1pm on Sunday.

Fiat S76 & Hill at the NEC

THE FIAT S76 'BEAST OF TURIN' Land Speed Record car will be among the star exhibits at the Birmingham NEC's Classic Motor Show (November 13-15). After a 10-year restoration, the 1911 28.4-litre monster, which reached 132mph in 1913, returned to action this season in the hands of VSCC member Duncan Pittaway and will be the centrepiece of the VSCC stand in Birmingham.

Motor Sport will be celebrating the career of double world champion Graham Hill, 40 years on from his death in an aircraft accident in November 1975. Cars from Hill's career will be on the *Motor Sport* stand, while editor Damien Smith and editor-in-chief Nigel Roebuck will be on stage on Friday to talk about one of Britain's most popular drivers.

New asphalt rally series

A DEDICATED ASPHALT championship for historic stage rally cars will run in Britain for the first time next season.

The RAC Rally Motor Club will run the new RAC Historic Asphalt Rally Championship alongside the MSA British Historic Rally Championship, with a calendar taking in a Belgian fixture and the Isle of Man Classic in a five-event schedule. The BHRC will continue to include two asphalt and six gravel rallies.

The revised championship will offer Category 1 cars a place to carry on rallying after recent rule changes forced many crews to stop using pre-1968 Category 1 cars on gravel events.



JEFF BLOOMHAM

■ The second running of the Chateau Impney hillclimb will be on the weekend of July 9/10 next year. Following the success of the first event since 1967 in the grounds of the Droitwich hotel, the organisers report strong interest from prospective competitors for the 200 entries available. Formula Junior racer Jack Woodhouse (Lotus 22) will return to defend his 2015 victory.

■ A new night section will provide the sting in the tail for competitors on next year's Tour Auto (April 18-24), as 2016 marks the event's 25th edition. The race and rally tour will start in Paris and finish with night-time special stages in the hills above the Côte d'Azur.



For more historic racing news go to our new online hub @ WWW.MOTORSPORTMAGAZINE.COM/HISTORIC



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STAR LOT @ HISTORICS AT BROOKLANDS

1961 DOLPHIN AMERICA { Brooklands, November 28 }

The Dolphin Company built a small run of its America sports-racers in the early '60s. This example is believed to be the development chassis and sister car to that raced by future Daytona and Sebring winner Ken Miles. Recently the Ford-powered car has raced at Monterey and took the Rolex Award for presentation and performance. One of only two Americas in Europe, it is estimated at £50-65,000.



1915 Cretors Model C popcorn wagon
Rarest popcorn wagon. Period recipes included
Sold for \$231,000



1912 Stearns-Knight 40hp toy tonneau runabout

Once part of the famed Pollard collection; one of only two survivors
Sold for \$115,500



1913 Pierce-Arrow Model 66-A

One of 14 surviving models. Originally delivered to the Minneapolis Fire Department
Sold for \$830,000

UNDER THE HAMMER

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

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1924 Marmon Model 34C

Formerly owned by Jim Gilmore of Gilmore-Foyt Racing
Sold for \$203,500

1911 Oldsmobile Autocrat

'Yellow Peril'. Greenway Albert's race car. Said to have won all but one event entered on board tracks of the era. Part of the foundation of the 'Hellorado' celebration from 1929
Sold for \$698,500

1920 Rauch & Lang electric dual-drive coach

The last Rauch & Lang built in Cleveland. Painted in dark blue – the fashionable colour for electric cars at the time. Can be operated from the front seat or back. Lestronic battery charger included
Sold for \$66,000

1897 Léon Bollée voiturette

The fastest early European vehicle
Sold for \$126,500



AUTOMOBILIA

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Mr Drip petrol pump attendant
Estimate: £200-300



Mr Drip in his race car
Estimate: £200-250



1937 Cord 812

Winner of the Auburn Cord Duesenberg Club's National Best in Show Award. Named 'best Cord' three times
Sold for \$176,000



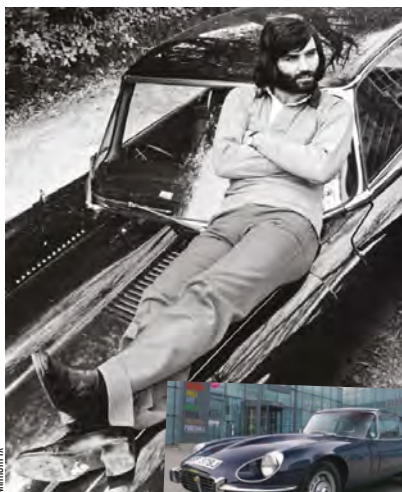
1904 Oldsmobile Model 6C 'curved dash' runabout

Prepared for London-to-Brighton by current owners
Sold for \$57,750



1916 Pierce-Arrow Model 48-B-4

The only known wood-bodied Pierce-Arrow
Sold for \$121,000



H&H

@ IMPERIAL WAR MUSEUM DUXFORD OCTOBER 14

1971 Jaguar E-type V12 coupé

Owned by footballing legend George Best, who was in it when the *Daily Mirror* photographed him driving to meet Miss Great Britain Carolyn Moore. This was also the car in which Best left Old Trafford for the last time following an argument with Manchester United manager Tommy Docherty
Sold for: £43,000

Silverstone Auctions

@ NEC CLASSIC MOTOR SHOW NOVEMBER 14

1979 Aston Martin V8 Volante

Rare Tourmaline Blue example
Estimate: £100,000-115,000

1975 Jensen Interceptor convertible

Concours d'élégance winner
Estimate: £45,000-55,000



1984 Renault 5 Turbo 2

'Unmolested' condition – retains patina
Estimate: £45,000-55,000

1957 Austin Healey 100/6

One of what is believed to be only 50 factory cars with four-wheel Dunlop disc brakes
Estimate: £42,000-48,000

1978 Austin Mini Clubman

Coachwork by Wood and Pickett
Estimate: £10,000-12,500

AUCTION CALENDAR

NOVEMBER

- 1 ARTCURIAL**
Paris, France
- 9 SHANNONS**
Sydney, Australia
- 13-15 SILVERSTONE AUCTIONS**
Birmingham, UK
- 18 H&H**
Donington Park, UK
- 18 RM SOTHEBY'S**
New York, USA
- 23 SHANNONS**
Melbourne, Australia
- 28 HISTORICS AT BROOKLANDS**
Weybridge, UK
- 28 OLDTIMER GALERIE**
Toffen, Switzerland

DECEMBER

- 1 COYS**
London, UK
- 5 CCA**
Leamington Spa, UK
- 6 BONHAMS**
London, UK
- 9 H&H**
Droitwich Spa, UK
- 10 BONHAMS**
Hendon, UK
- 10 RM SOTHEBY'S**
New York, USA
- 15 BARONS**
Esher, UK
- 16 BONHAMS**
London, UK

JANUARY

- 23-31 BARRETT-JACKSON**
Scottsdale, USA
- 27-31 RUSSO AND STEELE**
Scottsdale, USA
- 28 BONHAMS**
Scottsdale, USA
- 28-29 RM SOTHEBY'S**
Phoenix, USA
- 29/30 GOODING & COMPANY**
Scottsdale, USA



FOR SALE @ BLACKHAWK COLLECTION Danbury, California, USA www.blackhawkcollection.com

DREAM GARAGE

PEGASO Z-102 SAOUTCHIK COUPÉ

LAMBORGHINI WAS A TRACTOR manufacturer before adding blood-stirring sports cars to its portfolio, so young Spanish truck firm Pegaso's decision to build high-performance machinery alongside its lorries and coaches isn't so left-field. Particularly as the company's technical director was Spaniard Wilfredo Ricart, who had already built his own sports machine and then designed racing cars at Alfa Romeo. There he had clashed with Enzo Ferrari, so there was an extra edge when in 1951 Pegaso's Z-102 stole the Paris Motor Show. Racing genes were clear in the quad-cam V8 and transaxle transmission, yet there would be little fear of the Spanish firm pinching Ferrari's

intended competition mantle: beautifully constructed and striking visually, Pegasos made almost no impression on the track. So it was down to sheer style to attract buyers, and to clothe its complex chassis Pegaso went to, among others, the outrageous Saoutchik house who produced the eye-catching example that Blackhawk Collection has for sale.

With its surging wipline, fast-forward headlamps and gaping maw this car is all about arrival; its rear quarters are softer, almost restrained in contrast. But one thing it isn't is forgettable. No Pegaso ever was... "I love it!" says Blackhawk's Brian

Williams. "I think it's a great-looking car. A lot of collectors haven't come across a Pegaso, so it's a rare thing."

While the marque was not famed for its manners – "it's not the worst-handling car I've driven," says Brian – the V8 sounds delicious. "I was out recently with a customer – a lot of fun."

FACTFILE

YEAR 1954

ENGINE
V8, 2816cc, 175bhp

TRANSMISSION
five-speed transaxle

SUSPENSION
front: multi-link,
rear: de Dion axle

TOP SPEED 155mph

PRICE £POA

This is one of seven coupés in this series, all differing to some extent, and was delivered to an obviously shy and retiring Parisian customer in 1954. Thereafter it migrated to Alabama before in 1964 Bill Harrah added it to his astonishing museum; it was only after 30 years there that it moved on to the Blackhawk Collection. It recently had a complete restoration, and if

the spare interior and simple painted dash don't shout luxury, the glittering camboxes and quadruple staggered carburetors demonstrate where the effort went. Inventive as he was, Ricart couldn't swallow the economic realities; although for a while he built the fastest road car on the market, his were also amongst the costliest. By 1958 the car dream had vanished in a puff of chrome and Pegaso reverted to its forte, commercial vehicles.

With a mere 86 sold a Pegaso is about as rare as a Fabergé egg, but easier to display – and if there was one thing where Pegasos excelled, display was it.



VW's future options

What next for German giant after 'diesel-gate'? | BY ANDREW FRANKEL

IT WILL BE MANY YEARS BEFORE the full ramifications of the Volkswagen emissions scandal are known and, even as I write, more than a month after the story first broke, fresh information seems to be walking in through the door almost as quickly as implicated executives are being booted out of it.

In a fairly bruising encounter with the Transport Select Committee, VW's UK boss Paul Willis said that up to 400,000 cars on British roads have been fitted with the offending EA 189 engine, all of which will need new software and possibly new fuel injectors. But his most significant comment apparently confirmed that the so-called 'defeat device' did indeed affect NOx emissions on this side of the Atlantic. If that proves to the case, there is no reason to think the same is not true for all affected cars sold in Europe, torpedoing the hitherto widely held belief that the device was not active on European cars.

"So there are going to be cuts and most authorities think motor sport is in the firing line. VW's rally programme and Audi's 17-season-old sports car operation must both be under threat"

However, the industry-wide Armageddon predicted by some has so far failed to materialise. As we predicted, no evidence has yet been presented to suggest that any manufacturer outside the VW Group has been involved in any illegal practices, and so far at least sales of diesel cars in the UK appear unaffected. Industry sources expect the residual value of diesels to remain strong in the short term, although they might adversely be affected if the scandal later sparks a move towards electric and petrol-electric hybrids.

In the meantime, where does VW go from here? JP Morgan has estimated the total bill could be as much as €40 billion, and if that's even half true, one car company will need to generate more money than do several European economies in an entire year to pay it. VW has already said it's going to cut a billion euros from its R&D bill, which

sounds like a vast amount until you consider VW actually spent almost €12 billion last year, more than any other company in the world and half as much again as Toyota, which ranks second for R&D investment in the car industry.

So there are going to be cuts and most authorities think motor sport is in the firing line. VW's rally programme and Audi's 17-season-old sports car operation must both be under threat, not least because their wild success means they would appear to have little left to prove. The bigger question mark now hangs over the rumoured arrival of VW-powered, Audi-branded Red Bull F1 cars for the 2018 season. It remains to be seen whether VW thinks it prudent to be committing hundreds of millions every year to an F1 programme when the same money could be spent rebuilding trust among its customers, or simply help paying the bill. By contrast the future of Porsche's WEC effort seems assured because so much has already been spent building the team and its facilities from scratch and it's only now really starting to repay the investment.

On the road car side, high-cost low-profit vanity products such as Bugatti would seem the most obvious place to wield the knife, while brands such as Porsche – which brings VW more than £10,000 in pure profit for every car sold – are likely to be almost entirely unaffected. Audi should emerge close to unscathed, too, because it is also massively profitable, but the VW brand (which returns a paltry £300 profit per car) seems guaranteed to have some fat trimmed from its product line-up.

But VW can't only make cuts, which is why over the next five years it will seek to redefine itself as the world's most technically advanced, electro-friendly manufacturer on earth. It will of course continue to develop both petrol and diesel engines, but expect its focus to be increasingly on hybrids and all-electric models, especially if it is as close to the fabled breakthrough in battery technology as some observers believe. If it can be the first company to put on sale an electric hatchback and saloon with diesel Golf performance and price plus a genuine 350-mile range, it would be a Model T moment for the industry and, for VW, a route back to its former glories.



Tour de force: radical weight-saving punts F12 TdF further up power ranks



F12 becomes even faster

AS PREDICTED ON THESE PAGES, Ferrari is putting into production a limited-edition version of its F12 flagship as the most powerful non-hybrid production car in its history.

Named to honour the memory of the magical 1950s 250GT Tour de France, the F12 TdF features the same 6.3-litre V12 engine as the standard car but with power raised from 730 to 770bhp, while 110kg has been cut from its kerb weight. This means the TdF provides more than 500bhp per tonne of mass, placing its power to weight ratio on a par with that of the original Bugatti Veyron. Even if Ferrari elects to charge £300,000-plus for each of the 799 examples it says it will build, that would still make it rarer and less than half the price of the standard Porsche 918 Spyder (whose power to weight ratio is only fractionally ahead of the Ferrari's).

The extra power comes from mechanical tappets and an increase in maximum permitted engine speed to 8900rpm, while the weight-saving derives mainly from replacing aluminium body parts with carbon fibre. Ferrari claims a meaningless 0-62mph time of 2.9sec, but a genuinely staggering 0-124mph time of 7.9sec.

Ferrari also says that downforce has improved by 87 per cent and now amounts to 230kg of positive pressure at 124mph, one reason the TdF will lap Fiorano in 1min 21sec, or just 1.3sec

■ Porsche has revived the ClubSport name for a race version of its hugely successful Cayman GT4 road car. A stripped-out GT4 featuring the front suspension from its GT3 racer, the ClubSport will be eligible for GT4 racing. It also narrows the name choices for the ultra high-performance Cayman Porsche is known to be developing to fit inside the £36,000 price gap between Cayman GT4 and 911 GT3. The arrival of the Cayman GT4 RS has just been made more likely.

■ Tesla has unveiled its all-new Model X seven-seat SUV. It is claimed to hit 62mph from rest in a Ferrari 458-busting 3.2sec, thanks to twin electric motors capable of up to 762bhp, far above any conventional rival. The gullwinged off-roader should go on sale at the end of the year, with deliveries of RHD UK models due next summer. Range is quoted at 250 miles with prices for less powerful versions estimated to start at about £60,000.

slower than the 950bhp LaFerrari hypercar. Needless to say, the entire production run sold to favoured clients before the car was even announced to the general public, for an as-yet-unpublished price.

BMW's potent new M2

THOSE LIKE ME WHO HAVE lamented the demise of the small and simple BMW M-car may soon have cause to celebrate once more. If the newly announced BMW M2 turns out to be as it appears on paper, the closest thing to a true successor to the original E30 BMW M3 is on the way.

The M2 is based on the already excellent M235i coupé, but raises the power of its 3-litre, twin-scroll turbo straight-six engine from 321 to 365bhp. Suspension is largely borrowed from the M4 coupé and mainly cast in aluminium to reduce unsprung weight, while the car is lower, stiffer and wider too.

Perhaps of greater interest is the conceptual offer it proposes. Priced at £44,070 it's clearly intended to rival both the Mercedes A45 AMG and Audi RS3. But while its opponents are both hatchbacks offering similar amounts of power but diverting it to all four wheels, the M2 is determinedly rear-wheel drive, as the presence of a 'smoky burn-out' button in the cabin makes clear. Moreover, BMW offers the M2 with a choice of either two or three pedals in its footwell, compared to its auto-only opposition.

One more comparison is worth making, too: with optional automatic gears, the M2 covers the 0-62mph sprint in 4.3sec or, put another way, an identical time to that claimed for the M4 costing an extra £13,000. If it is as good in practice as it is on paper, it won't just be Audi and Mercedes customers who'll be made to think twice about the merits of their prospective purchases. ☑



LAMBORGHINI AVENTADOR SV

Raging bull receives sufficient extra pep to challenge the prancing horse | BY ANDREW FRANKEL



THERE MUST HAVE BEEN at least a few times over the course of 53 years when Lamborghini has caused its rival down the road in Maranello to shiver just a little in its loafers. When the company came into being for example, with a brief from its wealthy tractor-constructor owner to beat Ferrari at its own game, or when it launched the Miura in 1966, the world's first mid-engined supercar and still arguably the most beautiful. The wild-looking Countach must have caused the Old Man's brows to lift just a little behind those shades, and what about more recently when Lamborghinis were designed by Italians but engineered by Germans from parent company VW?

But the gathering storm stayed on the horizon. Ferrari marched on, defying economic theory by increasing both its prices and its output while, by comparison, Lamborghini sales were

rather modest. And they still are. Last year, Lamborghini found homes for 2530 cars, barely a third of 7255 units shifted by Ferrari over the same period.

For how much longer they will stay that way is another question. Despite people like me whingeing that modern Lambos understeer too much (while ignoring the fact that the vast majority of owners would no more likely drive their car on the limit than attack it with a lump hammer), the products of Sant'Agata have never been more popular. That 2530 figure may seem modest, but it's an all-time record for the company and almost double the 1302 cars sold in 2010, just five years ago. People love their cartoonish appearance, symphonic sounds and the fact they get to tell their friends they drive a Lamborghini. Compared with that, whether the front end will accurately sniff out an apex at 100mph is not of doubtful relevance but of no relevance at all.



FACTFILE

£315,078

ENGINE
6.5 litres, 12 cylinders

POWER
740bhp@8400rpm

TORQUE
508lb ft@5500 rpm

TRANSMISSION
seven-speed paddle shift, four-wheel drive

WEIGHT
1525kg

POWER TO WEIGHT
437bhp per tonne

0-62MPH 2.8sec

TOP SPEED 218mph

ECONOMY 17.7mpg

CO₂ 370g/km

And yet this new Aventador Superverloce offers clear evidence that Lamborghini now recognises that its credibility as the true and original rival to Ferrari would be enhanced if its cars were in fact as good as they looked.

With its huge rear wing and diffuser, side skirts and larger air intakes at the front, the SV has no problem signalling its intentions. Power from the 6.5-litre motor has been taken from 691bhp to 740bhp by modifying the valve gear to enable the V12 to spin all the way to 8500rpm. That really is a fairly potty amount of shove from a normally aspirated engine of this size. The sound alone is enough to convince you some divine being had a hand in its creation.

It's lighter, too. Ultimately Lamborghini has saved just 50kg; having shaved off more than that by replacing aluminium body parts with carbon fibre, it then had to add some by specifying magnetorheological dampers and variable ratio electromechanical steering.

The result is a car whose hitherto surprisingly fuzzy approach to the open road is pulled into sharp focus. Having been reasonably impressed when I first drove an Aventador during its launch at Vallelunga, when I got to drive another in the UK I didn't get on with it at all: the ride was a joke, the car had no balance and the gearchange was horrid. The Ferrari F12 was superior in almost every area, save arguably its appearance.

No longer. What you notice most and soonest about this reformed Aventador has nothing to do with its power or grip, but simply that it's much easier to live with – despite its apparently more extreme specification. I drove it almost non-stop for 12 hours one day and was genuinely sad to step out; such was the ride on the last Aventador I drove, I suspect I'd have struggled to step out at all after such a workout. So it's still not as comfortable or quiet as an F12 and offers nothing like the luggage space, but its formerly jolting ride no longer provides a reason not to drive.

Now that I wasn't being actively irritated, some of its other perhaps more surprising virtues hove into view. It is, for instance, remarkably easy to see out. The way it presents its most important information, via a TFT screen that would not disgrace a fighter plane, is beyond serious criticism. The driving position is superb and, while it looks like a Lamborghini, it feels like it's been screwed together to the same standards as a Bentley, which it almost certainly has.

But perhaps that's not what you most want to know. It is of course bloody fast, fast in a way not even its absurd 2.8sec 0-62mph time really reveals. The fact that it has joined the McLaren P1 and Porsche 918 in recording a sub-seven minute lap of the Nürburgring is illuminating but less so than going on YouTube, watching the onboard footage and pondering how much faster the car would have gone had the driver not twice had to go into full survival mode to avoid throwing it in the wall, including during the exit phase of the corner that leads onto the main straight.

I did of course fling it around a fast track, where its eagerness to hit its marks and stay rooted to your planned trajectory at serious three-figure speeds shows how much good and necessary work has been done here, but I was at least as impressed by the fact that, out



Closing the usability gap to Ferrari's F12, Aventador SV now adds improved ride to stupendous performance


on open roads and at safe speeds, the Aventador felt so compact and usable. For a car this low and wide, you'd scarcely credit how it reassures you it won't use any more road than you expect, every apex will be neatly clipped and you will make it through that gap between the wall and the truck.

Of course none of this is going to transform Lamborghini sales, not least because the company is only making 600 and I believe they're all sold. But its reformed character is symptomatic of a new approach at Lamborghini that may

well cause Maranello to pause for a more than the usual amount of thought.

And then, of course, there is the car that genuinely will turn Lamborghini into a sales rival to its local opposition. While Ferrari has ruled out time and again all possibility of a prancing horse appearing on the nose of an SUV, Lamborghini has not been so reticent about the raging bull. It is three years since the fine-looking Urus was shown in

concept form, but the car has now been confirmed for production: we should see the finished product in as little as 18 months, with sales starting in 2018 at the latest. And while you might shudder today at the idea of a Lamborghini off-roader, it is worth bearing in mind that unlike Rolls-Royce, Bentley and Maserati, this is not its first time it has gone down this path. I drove an LM002 once and for all its Tonka-toy looks and V12 sound, it was a pretty dreadful thing: slow, heavy and cumbersome with hideous fuel consumption. That might explain why only 300 were sold in six years. By comparison, Lamborghini will aim to shift the Urus at a rate of 3000 per annum.

With an off-roader like this to provide profits to fund further sports car development, Lamborghini looks at last to be on the point of providing Maranello with the competition it had promised from the start. 



VOLKSWAGEN GOLF R ESTATE

Powerful and spacious, but missing its sibling's cutting edge

THE VOLKSWAGEN GOLF R IS one of those machines beloved by lazy motoring journalists for the access it provides to a full range of automotive clichés. It's the car both your head and heart would choose; it works not just in theory but practice.

Except it's not quite that simple. It should be because its proposition is quite uncommonly enticing: at one end you have not just estate bodywork, but cavernous estate bodywork. Think Volvo makes large estates? This Golf has more room in its boot than Volvo's largest, whether you measure it seats up or down. And as you probably know, at the other end there rests a 2-litre turbo motor, offering up almost 300bhp to be distributed via a Haldex all-wheel-drive system to all four corners.

As regular readers of these pages or the motoring press in general will also know, the breadth of ability offered by the standard Golf R breaks new ground for the entire hatchback sector, so who'd bet against the Golf R Estate doing the same for station wagons?

Me, for one. The comparison is unfair, because while hatchbacks rarely cost more than the £30,000 VW charges for a base Golf R, Audi will be delighted to charge almost £80,000 for an RS6 estate and Mercedes rather more for its



FACTFILE

£33,282

ENGINE
2.0 litres, 4 cylinders,
turbocharged

POWER
296bhp@5500rpm

TORQUE
280lb ft@1800 rpm

TRANSMISSION
six-speed paddle shift,
four-wheel drive

WEIGHT
1574kg

POWER TO WEIGHT
197bhp per tonne

0-62MPH 5.1 sec

TOP SPEED 155mph

ECONOMY 40.4mpg

CO₂ 162g/km

hottest E-class wagon. But more pertinently, somewhere in the conversion process between hatch and estate, something of the Golf R's character has gone missing.

It is still a good car, I'd not even quibble with those who called it excellent. It weighs 79kg more than the hatch, but it's still monstrously fast as its 5.1sec 0-62mph time makes clear. What the numbers don't convey is the way such pace is delivered. Although they have rarely had cause to do it, engineers have known how to squeeze upwards of 150 reliable horsepower from each litre of turbocharged petrol engine for at least 30 years. The problem was that it couldn't be done without it all arriving with a bit of a bang, as anyone who has driven anything from a Ferrari F40 to a tuned Sierra Cosworth will attest. Now, however, electronic control means this



Golf has zero discernible turbo lag and a rev range that lets it kick as hard below 2000rpm as it does above 5000rpm, probably harder. It even sounds good.

So it's just a little sad to see that the chassis into which this superb driveline is fitted has been slightly compromised. Coupled with the stiffer rear springs the car must run, the extra weight and its location have robbed this version of the R of the startling agility exhibited by the hatch. The wagon is quick and superbly stable, but in an age when we expect almost no dynamic degradation when going from hatch or saloon to an estate, this one has suffered, just a touch.

The silly thing is that if the Golf R hatch did not exist, I'd be singing this car's praises to the ceiling. But it does, and that is the context in which this estate must be seen: a car that is clearly excellent but no longer exceptional.

PETER RATCLIFFE

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BMW 320d M SPORT

Small changes edge Munich's finest back ahead of the pack

SPACE IS LIMITED ON THESE pages, which is why mid-life updates of even quite important cars sometimes fail to make the grade. But when that update is as extensive as this, the car to which it's being applied is the best-selling BMW of all and it's entering a market where it's in danger of being swamped by new metal from Mercedes, Jaguar and Audi? That's harder to ignore.

The visual tweaks to the BMW 3-series are predictably mild, but while the stylists may have enjoyed union hours and weekends off, the technicians have been working overtime. All engines for petrol and diesel models are either new or so comprehensively redesigned as to justly be considered new. There's also a significant update to the ZF eight-speed auto gearbox, plus changes to suspension and steering too. Make no mistake, this is a radically revised car.

I drove the 320d M Sport, the European staple whose power has risen from 181 to 187bhp, while CO₂ has fallen from 118 to 111g/km and the 0-62mph time is reduced by a tenth to 7.3sec. Modest improvements for so much apparent change? Maybe so, but to figures that until very recently were still the best in the class.

I hope those hundreds of thousands who will get to drive these every day

appreciate the excellence of the engineering beneath them. For me, the 320d has for some years been the best car BMW builds, and this one is better still in every area that matters.

The engine is smoother and quicker to respond, and the automatic gearbox is now so good it's as responsive as a DSG in manual mode and even silkier when shifting itself. In this form, today's 2-litre 320d not only produces more power than did the 3-litre 330d at the turn of the century but (using the same admittedly flawed method of calculation) does so while using barely half the fuel.

I think the chassis has moved on a similar amount, too: in the past I'd tell people to avoid the M Sport model or at least specify standard suspension, because the ride was too harsh. No longer: the M Sport 320d is wonderfully

FACTFILE

£32,085

ENGINE
2.0 litres, 4 cylinders,
turbo-diesel

POWER
187bhp@4000rpm

TORQUE
295lb ft@2000rpm

TRANSMISSION
eight-speed manual,
rear-wheel drive

WEIGHT
1505kg

POWER TO WEIGHT
124bhp per tonne

0-62MPH 7.3sec

TOP SPEED 146mph

ECONOMY 67.3mpg

CO₂ 111g/km

fluid over undulating roads, flashingly fast point to point, unflustered by bad weather and beautifully balanced on the limit. Only the steering disappoints: the M Sport wheel is still too thick and spongy, its feel more limited than I recall.

If the Mercedes C-class was even briefly a better car to drive, I'd say the 3-series in this form is back ahead and at least on a par with the Jaguar XE. I'll report soon on where the new Audi A4 stands in this overachieving marketplace. For now, though, I'd say the 3-series is held back only by its still-too-austere interior: its rivals have made huge leaps in this area of late and BMW has not kept up. But if what you need is a compact saloon and what you care about most of all is driving, the 320d deserves to be back on your list... and at the top, too. ☑



LAP63

by Ludovic A. Parayre



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FORD FOCUS ST

Cult car receives upgrades... but not necessarily where they're needed

IT IS WELL KNOWN THAT NEXT year Ford will launch a new Focus RS, the first with four-wheel drive. If the last is any guide at all, we can expect to be dazzled by it.

In the meantime, Focus-focused thrill seekers have to contend with a modified ST for the post-facelift version of the current Focus generation. The powertrain is unchanged and still offers the front wheels 247bhp from a 2-litre turbo four. There is no limited-slip differential, though electronic control will mitigate wheelspin.

Most of the big changes come to the chassis: the front subframe is stiffer, there are different springs, bushes and dampers and a completely new tune for the electric steering.

Visually you can see the cleaner, sharper style of the car's exterior while inside Ford has finally twigged what most of us knew all along, which is that the old interior was far too fiddly and complex. A new colour touchscreen infotainment system solves that problem. It is confusing at first, but works well once you've learned its ways.

I have always been a huge Focus ST fan. I know about its dynamic limitations but have forgiven them because the car was always such vast fun to drive: as throttle sensitive as an old Peugeot without the terminal lift-off oversteer.

FACTFILE

£24,245

ENGINE
2.0-litres, 4 cylinders, turbocharged

POWER
247bhp@5500rpm

TORQUE
265lb ft@2000rpm

TRANSMISSION
six-speed manual, front-wheel drive

WEIGHT
1437kg

POWER TO WEIGHT
172bhp per tonne

0-62MPH 6.5sec

TOP SPEED 154mph

ECONOMY 41.5mpg

CO₂ 159g/km



Regrettably, I found this new one harder to like. Ford appears to have fixed things that didn't need fixing, left the car's more urgent issues unaddressed and introduced a new one all of its own.

The car is still fast and fun. Among its peers the engine is second only to that in the Golf R for the breadth of its response, its smoothness and sound. The car I drove had a Ford-sanctioned Mountune chip that boosted power to 271bhp with no discernible loss of manners (though Ford quotes no improvement in acceleration time, presumably because the car is already traction-limited most of the way to 60mph).

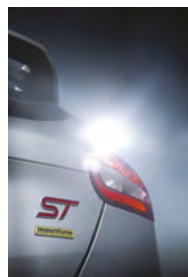
Less welcome is the car's on-going unruliness under full power. Maybe I'm getting old but I found its torque steer frustrating and tiresome in the dry and when accelerating hard out of tight, damp corners. There are all sorts of things Ford could do about it – a limited



slip diff, four-wheel drive or even the 'Revoknuckle' front suspension from the old RS would help, but the car has none. Instead of attempting a cure, all you get is far from perfect electronic symptom management.

And then there's the ride, which was always firm but reasonable. Now it's just tiresome and eats into the car's formerly excellent credentials as an effective everyday machine.

So while the visual changes are welcome inside and out, I'd have left everything else alone and spent the remaining budget sorting out the torque steer. As it is, the car's biggest flaw remains while its former charms are slightly but significantly diminished.



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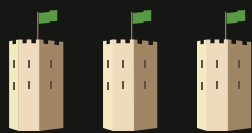
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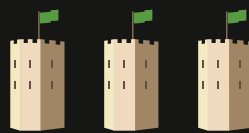
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Right team, wrong venue

Martin Brundle's memories of racing with Stefan Bellof in their normally aspirated Tyrrells at Zandvoort in 1984 are incorrect – he must be thinking about a different circuit.

Martin was recuperating from serious leg injuries sustained in a crash at Dallas seven weeks previously and Stefan Johansson took his place until the Dutch GP, after which Tyrrell was excluded from the 1984 world championship.

Ken Tyrrell retained Bellof and Brundle for the following season, the first half of which they ran one car with a normally aspirated Cosworth DFY and one turbo car, but come Zandvoort (Bellof's last GP) both were driving Renault Turbo-powered cars.

It was a tragedy that Stefan Bellof died so early in his career as I'm sure that he would have been the first German F1 world champion.

Steve Burden, Soutergate, Cumbria

Hill's climb

Your excellent items on Graham Hill reminded us just how important he was to British motor sport.

I recall a British Grand Prix at Brands Hatch, in the days when teams and drivers walked from the outer paddock to the pits before the start. Up on the grass was a fully prone patient laying on a stretcher bed, positioned to get a good view of the circuit. On seeing this, one driver instantly climbed up to have a few cheery words, not looking for cameras or film crews while doing so.

Guess who that was?

Keith Martin, Open University, Milton Keynes

New and old

I'd like to offer a special word of thanks for all those Graham Hill features in your November issue.

Paul Fearnley's comment about Hill "making up for lost time for more than 20 years" brought back a vague recollection of a newspaper story from early 1961, about how Stirling Moss had chosen Graham to be his co-driver in long-distance sports car racing that season. The implication? This was a great opportunity for a talented newcomer. Graham, Stirling and Mike Hawthorn were all born in the same year, 1929, with Graham the oldest by



months, yet somehow he seemed to represent the next generation.

One extremely rare – probably unique – feature of Graham's career was missed. I can't think of any other driver who made his Formula 1 and saloon car debuts on the same day. He drove an ex-F2 Lotus 12-Climax in the 1958 Silverstone International Trophy and an Austin A35 in the supporting tin-top race. These were in addition to winning a sports car race that same afternoon.

David Cole, Oakham, Rutland

Get back on the island

One of Nigel Roebuck's recent *Reflections* columns made me contemplate the sad way F1 has developed over the years, in no small part due to Bernie Ecclestone.

As a schoolboy I remember eagerly watching F1 in black and white on the TV and once seeing Jack Brabham slide off at Monaco, losing the race.

I went to Brands Hatch in '76, saw the chaos at the first corner and James Hunt subsequently 'winning'. Then I was at Kyalami as a guest of Uncle Ken, when Nigel Mansell won, and later went to Buenos Aires, where it was like a club meeting of old. And lots more...

An awful lot of effort was involved – but it was worth it. Now I don't even make the effort to switch on the television and neither do my mates. It's boring and predictable.

The IoM TT is the place to go nowadays. Now that's proper racing – like the old days.

Chris Hickling, Falmouth, Cornwall

Graham Hill makes his saloon car debut... on the same day as his F1 baptism. Below, the Napier-Railton in disguise for its role as film star in *Pandora*

Pandora: she's doomed!

I was most interested to read Gordon Cruickshank's recent article *Bluebird on the Beach*. He asked if anyone could enlighten him as to how John Cobb's Napier-Railton could be ditched into the Mediterranean and then reactivated in the film *Pandora and the Flying Dutchman*. I think I can help.

The film was made in 1950 at Shepperton Studios and on location in Spain. The producers called in the VSCC for advice. A two-seater replica was built of wood with a louvred aluminium bonnet and renamed Pandora for the purpose of the film. It was ditched quite early, as part of a marriage vow, but attached to a pulley and later retrieved.

As the cinematic engagement did not last, the car was allowed to be salvaged and 'rebuilt' by a character played by John Laurie, who later found fame in *Dad's Army*. For the subsequent scenes showing an attempt on the Land Speed Record, the real car was used. I dread to imagine what John Cobb would have thought of the car being driven through salt water...

Regarding the scene in which the car was raced around the hills, my friend Mort Goodall did the driving, accompanied by a stuffed dummy rather than Ava Gardner. Martin Brewer, Stoke Poges, Bucks



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Not exactly period

Gordon Cruickshank's article in the October issue about an Equipe Endeavour Jaguar Mk1 set me thinking. Its heading *Keeping Things Fair* seemed particularly apt. From the beginning of saloon car racing up to mid-1963 Jaguars dominated. Taking Goodwood as an example, they took the first six places in the St Mary's Trophy from 1961-63. Results were similar elsewhere. The only cars to get among them were either 'hot-rod' big-engined Anglias in club events or Dan Gurney's Chevy at Silverstone in 1960.

Yet go to the Goodwood Revival, which is supposed to celebrate motor racing the way it was, and we find that Jaguar saloons are regularly beaten. When the St Mary's Trophy is for pre '60s cars the Mk1s have Austin A40s nipping at their heels, yet a quick bit of research shows that in period they would have been nowhere near. Clearly these A40s have been developed far beyond period regulations. Why? Or, to put it another way, why can't such development happen across the board? We must conclude that it is about putting on a show, with historical accuracy taking a distant second place.

Rod Hunt, Seaton, Devon

Number crunching

If Bernie Ecclestone tuned into the Sky TV commentary, he might understand why viewers are turning away from F1.

I have just watched a recording of the Belgian GP with a counter in my hand to tot up how often the following words were used in the race commentary from green light to chequered flag: tyre, stint, pitstop, rubber, compound, strategy, undercut. All words that relate to tyres, of course. And the answer is 257. Just think how much of the time is spent on this subject alone. It gets boring, Bernie.

Having only one counter, I wasn't able to monitor how often the following words were used: DRS, ERS, penalty, stop-go, rules, electrical, hydraulic, sector and harvesting. I'm a farmer and my kind of harvesting is now more exciting than that in F1.

The 2015 Goodwood Revival again showed us how racing can entertain properly, with the cars and drivers the centre of attention.

There was hardly a mention of rubber

– but it was nice to see some real harvesting taking place near St Mary's.

Guy Raines, Malton, North Yorks

On your Marks

In your recent Scarab article it states, "Roald Goethe has built up a period lorry as appropriate transport for his Gulf Porsches." This implies that our transporter is not the original. In fact it is one of two original Porsche team transporters; this one is S-YZ-32 from 1968, given over to JW Automotive and found by us in Florida in 2011. Its authenticity was confirmed by underpainting found when the panels were removed, even to the point that when WHF Ltd stripped the chassis to a bare frame a German Mark coin from 1971 was found wedged by the pedals!

I just wanted to put the record straight as a huge amount of work went into restoring everything as accurately as possible on this original vehicle.

Ted Higgins, RofGo Collection, Hants

Egon toast

Whilst most of your long-standing readers will be in the habit of turning straight to either Roebuck, Hughes, Lunch With or Nye as soon as they receive your magazine, I am finding that each month I am desperate to hear from Simon Arron – the man who goes everywhere – about what was on the menu for breakfast and lunch in the paddocks of the world.

The thumbnail photos of Simon's meal can only whet my appetite – even the Croft curry and chips. I think we should be treated to a full-length article from Arron to describe in more detail the dining options available at each circuit, a sort of critical Egon Ronay guide for *Motor Sport* fans.

Andrew Hodgson, Bury, Lancs

Bristol rover

While being aware of the number of XKSS Jaguars produced, I had not realised that just one was sold in the UK. This must be the pale blue car owned by a Mr Browning of Cheltenham. I remember it very clearly.

My father was driving the family Riley 9 down Southmead Road in Bristol (one of the accepted routes through town in the days before

motorways) when he pointed at the mirror and said "what is that?"

By then it was already stuttering past us, off cam and at low speed –but what a sight! I saw it again when it set FTD at the first Dyrham Park hillclimb.

John Page, Thornbury, Bristol

The man from carbuncle

We have to wonder where the future of F1 lies; will we end up with just four teams having to run three or four cars so a grid can be formed?

Beyond the travails with CVC I also wonder about the FIA introducing a new engine formula at a time when the economy wasn't strong. Why the need for such technological steps in the light of the prevailing financial climate?

In comparison, you cannot help but notice how great and different cars from previous eras looked, rather than the grid of lookalikes we have now, with aerodynamic carbuncles on every surface. A return to ground effect and the loss of these protuberances might even result in better racing.

Perhaps longer-term sporting benefits will one day overcome the short-term entrenched positions of the richer team owners – and perhaps pigs will fly.

Neil Davey, Ivybridge, Devon

Pulling his leg

Thank you for the wonderful articles on my boyhood hero Graham Hill.

I attended the 1969 US Grand Prix at Watkins Glen and was thrilled to see Jochen Rindt's first GP win, not to mention a stirring drive to second place by Piers Courage. Communications being what they were back then, it was not until hours later that I learned that Graham had been seriously injured.

Three weeks later I was drafted. Fast forward 18 months to April 1971 and Private Greco is enjoying a cushy assignment stationed in Stuttgart, West Germany, that included cadging start/finish line seats at the Jim Clark Memorial at Hockenheim. Amazingly, here was Graham, more or less in one piece, and not only did he race, he won. I'll never forget seeing him put his hand behind his leg and lift it up in order to get into the car. One doesn't often hear the term 'stouthearted' used any more, but that is my memory of Graham Hill.

Donald Greco, Portland, Connecticut, USA ☐

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IAN BUNKER


From the days before marshals wore orange: a day trip to the Monaco GP for £35, including flight from Luton and a grandstand seat at Portier... Such was travel specialist Page & Moy's tariff in 1971. Ian Bunker took full advantage and captured this shot of Jacky Ickx en route to third place. Marshal is teetering over sheer drop!



KEITH LEWCOCK

Some Thruxton paddock shots from the 1969 Kodak National Open, only the sixth race meeting Keith Lewcock had attended **1** Willie Green took his Chevron B8 to fourth on aggregate **2** Entrant Sid Taylor promised to find a top name for his Lola T70. He drafted in Denny Hulme, who won **3** A leaking head gasket slowed Frank Gardner's Lola T70 in the first heat, but he won the second







Kodak National Open Motor Race Meeting Thruxton

Sunday August 10th 1969

Organised by the British Automobile Racing Club

Official Programme 2/6

EVENT 2 THE SUPER 8 TROPHY RACE				Start
25 LAPS FOR GROUP 4 SPORTS CARS				3.10 p.m.
59 miles (94 Kms.)				
				—PART 1
No.	Entrant and Driver	Car	C.C.	Colour
Over 2000 c.c.				
1	Grand Bahamas Racing Car Co. Ltd. (Driver: Frank Leifheit)	Lola T.70 Mk.1B Chevrolet	6162	Green
2	George Taylor (Driver: Tony Robinson)	Lola T.70 Mk.1B Chevrolet	1900	White/Green
3	Byrnes Taylor (Driver: Tony Robinson)	Lola T.70 Mk.1B Chevrolet	1900	White/Green
4	David Probert (Driver: Chris Cook)	Lola T.70 Mk.3 Chevrolet	3000	Orange
5	David Probert (Driver: Chris Cook)	Lola T.70 Mk.3 Chevrolet	3000	Orange
6	David Probert (Driver: Chris Cook)	Lola T.70 Mk.3 Chevrolet	3000	Orange
7	Clive Parmenter	Lola T.70 Mk.3 Chevrolet	3000	Green
8	Malcolm Cooper (Driver: Mike Diggins)	Ford G.T.40	4716	Yellow
9	Peter Lawrence	Ford G.T.40	4716	Yellow
10	Frank Gardner	Ford G.T.40	4716	Yellow
11	Nick Cavallaro Smith	A.C. Shelby Cobra	4727	Silver
Up to 2000 c.c.				
12	Charles Lucas	Ferrari 210	2000	White
13	Terry Hunter	Porsche 906	1991	Red/White
14	Philip Zia-Jones (Driver: John Lewis)	Porsche 906	1991	Red/White
15	Levin John Jefferys (A/Stockist) (Driver: John Lewis)	Chevron B.8 B.M.W.	1991	Red/White
16	Willie Green	Chevron B.8 B.M.W.	1991	Black/Red
17	Alma Gibson	Chevron B.8 B.M.W.	1991	Green
18	Alma Gibson	Chevron B.8 B.M.W.	1991	White
19	Frank Gardner	Chevron B.8 B.M.W.	1991	Green/Black
20	Peter Lawrence	Chevron B.8 B.M.W.	1991	Red
21	A. J. Moore (Chester Hill Heath) (Driver: Tony Cook)	Chevron B.8 B.M.W.	1991	Orange
22	Worcestershire Racing Association (Driver: Anne Taylor)	Chevron B.8 B.M.W.	1991	Blue
23	Worcestershire Racing Association (Driver: Paul Kilgus)	Chevron B.8 B.M.W.	1991	Orange
24	Worcestershire Racing Association (Driver: John Bentley)	Chevron B.8 B.M.W.	1991	Red
25	Chris Skarving	Chevron B.8 B.M.W.	1991	Blue
26	Glenken Lynch	Lola Europa Ford	1991	Red/White

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McQueen. One man and his movie

A film about a film? That's the premise of a new documentary, but many tales about Steve McQueen and *Le Mans* had still to be told. The executive producer, formerly of *Motor Sport*, tells us how it all came together... eventually

writer ANDREW MARRIOTT



Steve

McQueen





IBLE CLUB
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**“AT THE TIME
McQUEEN WAS THE
HIGHEST-
PAID MOVIE
STAR IN THE
WORLD”**

S

OMETIMES YOU HAVE AN IDEA floating around in your head for days, weeks or even months, but in the case of documentary film *Steve McQueen – The Man & Le Mans* it was more like years.


As a journalist and broadcaster for half a century I've had my fair share of story ideas, but rarely has any proved so tricky to bring to fruition. I suppose some would simply have given up – but this tale was simply too good for that. We got there in the end and the result should be in a cinema near you from November.

You have to understand that the film industry is not my business. Many years ago I was *Motor Sport's* assistant editor, after which I spent three decades in the sports marketing, sponsorship and PR business while enjoying a parallel career as both a television commentator and, later, producer. I continue to work as a pit reporter for Fox Sports on the Tequila Patron Endurance series in the States as well as working for the same channel at Le Mans – which brings us back to the film.



MY FIRST LE MANS WAS IN 1965 AND I HAVE WORKED AT the race almost every year since, simply because of its electrifying atmosphere, ancestry and enormity. The event also captured the imagination of Steve McQueen, which is why he made his *Le Mans* film back in 1970/71. At the time McQueen was the highest-paid movie star in the world and had just forged a hugely lucrative production company deal.

Many elements of the story are told in Michael Keyser's fine book *A French Kiss with Death* and re-reading this about five years ago set me thinking. I was in the middle of an ITV Sport project called *When Playboys Ruled the World*, about the careers of James Hunt and Barry Sheene, and working closely with award-winning sports documentary makers John McKenna and Gabriel Clarke. Thoughts turned to future ideas and I was soon writing a treatment for what became *McQueen – The Man & Le Mans*. I'd long been a fan of McQueen, although to be fair I preferred *Bullitt* to *Le Mans*, but like so many other enthusiasts I loved the Porsche 917 and had been privileged to watch them race.

A key to making what was, at the time, another television programme would be the ability to license some footage from the 

original film. This proved much more difficult than expected and, even when I tracked down the right company, my emails bounced around various executives on both sides of the Atlantic for many months. That was before I could get any costs from them and without that I didn't even have a budget.

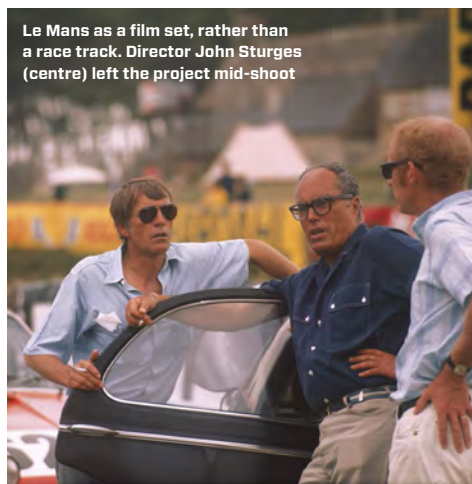
Meanwhile, director McKenna knew an Oscar-winning documentary producer who had asked for some ideas. So off we went to Soho and presented my Le Mans proposal. The answer was, "Work on the idea, find the wives, get Chad McQueen on your side and then come back to me." Now it was possibly a film rather than a TV documentary.

Tracking down Chad proved difficult. Several contacts in the States thought they had his email, but there was no response. A couple of phone numbers didn't ring out, but then I dialled another that was supposedly out of date – and Chad McQueen answered. That I name-dropped Derek Bell in the first sentence probably stopped him putting the phone down. I am sure he thought I was some flaky enthusiast, but he put me on to an associate who handled such requests. A month or so later and after several conference calls to the States, we were back in Soho, full of dreams of becoming movie moguls, brandishing a revised draft and a budget of sorts.

The answer was "No."

It wasn't quite as blunt as that, but the experience probably defined what the film would become.

I can take absolutely no credit for what



Le Mans as a film set, rather than a race track. Director John Sturges (centre) left the project mid-shoot

"THAT I NAME-DROPPED DEREK BELL IN THE FIRST SENTENCE PROBABLY STOPPED CHAD PUTTING THE PHONE DOWN"

happened next. John and Gabriel knew a specialist film lawyer, who gave us a contact at Content Media – a Los Angeles and London company that acts as a worldwide film agent. We presented the idea to the boss and half an hour later we were back in the street with a worldwide distribution deal. You'd think we might have hit the pub, but we didn't even celebrate. I think after the previous put-down we were too shell-shocked.

With independent films, an agent like Content takes the idea around film festivals and sells the theatrical, DVD and download rights to different territories. Distributors then put minimum guarantees on the table, which, in theory, fund the making of the film. As it takes months or even years for the money to filter



IT'S HARDLY SURPRISING that Chad McQueen should have wanted to compete at Le

Mans. In the forthcoming movie about his father's passion for the event, there is a shot of young Chad at the side of the track, clutching a model racing car.

McQueen senior also dreamed of racing at Le Mans, of course, and the original plan was for him to share a Porsche 917 with Jackie Stewart in the 1970 event on which the film would loosely be based. The insurance company and other issues got in the way, but subsequently during the filming he did a lot of laps in a Gulf 917. Indeed, with its lack of a credible script the film probably suffered because McQueen was more interested in honing his racing skills than being an actor/producer.

McQueen's racing career embraced both cars and off-road bikes. He famously raced one of Sir John Whitmore's Minis at Brands Hatch and won some club races with a Porsche 908/02 before sharing the car with Peter Revson in the 1970 Sebring 12 Hours. They finished second. The Porsche also went on to be used as a camera car in *Le Mans*, driven by Jonathan Williams and Herbert Linge. As Williams told us in the film, he was also the camera operator. When he saw a fast 917 in his mirror he switched the rearward-facing camera on and, as the car swept by, he hit another switch to turn on the forward camera. Williams tested the car before the cameras were fitted and it handled beautifully, but the weight of the three big film rigs completely destroyed the balance. Somehow, and despite numerous stops to change film magazines, they brought the car home ninth but unclassified. Chad McQueen heard a rumour that, despite the insurance ban, his father did one stint in the car at midnight, although that is unsubstantiated.

Derek Bell recalls that Steve McQueen had a lot of racing potential and they discussed taking the old White House curve flat out, something Derek reckons needed huge nerve and accuracy. McQueen did finally manage that with Bell just in front of him and Jo Siffert right on his tail. Screwing himself up to do it hardly helped Steve get the over-budget and late-running film made.

Chad simply remembers that all he wanted to do was ride with his dad in the 917. "It seemed like months," he says, "and then without warning one



day he just beckoned me over to the cockpit. I jumped in and off we went, me on his lap. We were over a hundred and he took his hands off the wheel and I was steering a 917. Man, it was fantastic."

Chad's mother Neile Adams remembers that Chad went to Le Mans for the filming as the result of a bribe. As she tells it in our film, "Chad wasn't doing too well at school, so I said that if he improved his grades we could go and join his father. That's what he did, I didn't really want to go, but had to because of Chad."

In Le Mans Chad got to ride on a small dirt bike and take part in some impromptu races. Back in California he started to take this mini-scrambling seriously and won several events.

But he was torn between racing and acting. He became very accomplished at judo, trained by martial arts legend Chuck Norris, and appeared in a number of films including box office success *The Karate Kid*. In 1995 he was in *New York Cop* and action films such as *Red Line* and *Death Ring*. He also worked as a producer, winning an award for his documentary *Filming at Speed*.

But the racing bug bit again as he entered his 40s and he teamed up with Landmark Motorsports/Westernesse Racing to take part in club events in Formula Ford and Formula Atlantic. He then enjoyed considerable success in



A DREAM UNFULFILLED

Steve McQueen's son Chad harboured hopes of racing at Le Mans. They were beginning to appear realistic until fate intervened

a Sports 2000 Royale, winning the SCCA National Pacific Championship in 2001 and taking second place the following year.

"I had some good coaches, including Jack Baldwin," he says, "and Bob Snodgrass of Brumos helped me a lot. Then I started doing some professional racing in Grand-Am, first with a Porsche and then in 2005 with a Crawford DP car. I was quick enough that I didn't have to pay for the ride, but then car owner Ted Spooner got an expensive

divorce and pulled the plug.

"Fortunately Jim Tafel picked me up with his very professional squad run by Tony Dowe and our first event was the Rolex 24. That's when I had my accident."

So Chad, who is now 55, never did get to fulfill his Le Mans dream because of a huge spill at Daytona.

"Daytona was one of my favourite tracks," he says. "In the morning they were fitting new seat belts. We don't know what happened at the driver change, but the belt didn't go properly

over my HANS device. I remember the car breaking sideways as I accelerated out of the chicane. I didn't lift and everything seemed fine, but then it kind of snapped. I touched the brake and it just rotated. I knew it was going backwards into the wall and it went in very hard. I broke just about everything and it put me in a coma for about three and a half weeks. They had to cut the top off the car to get me out.

"Luckily my wife Jeanie was there and knew I would rather be dead than paralysed, so she made sure they did every exploratory operation to be sure I would walk again. I had bleeding on the brain, spine damage, broken ribs, fractured vertebrae.

"That was the end of my racing career. Done. I still have a racing Porsche 911ST, which really has too much downforce for me because my neck remains weak, and a Swift Sports 2000. Occasionally I go out with friends and we rent a track, somewhere like Willow Springs, to spend the day lapping. I carry on until I am tired. Racing is over and I wish it wasn't, because I felt I was just starting to get going properly."

When McQueen walks, the legacy of the crash is obvious. He has a limp from the left leg he broke in the accident and each step looks painful. One eye was also badly damaged, so he tends to wear shades most of the time.

His eldest son Steven is proving a very successful actor while younger sibling Chase showed some excellent karting speed but, unlike his grandfather and father, is very tall at 6ft 6in.

So rather than squeezing in a racing car, he has chosen soccer as his sport.

As a goalkeeper he has even had a recent spell in the English non-league divisions with Cheshunt FC.

Chad's enthusiasm for racing continues. He has driven demonstration laps back at Daytona and at several Porsche Rennsport Reunions. In 2010 he started McQueen Racing LLC, which works with motorcycle and car companies to create customised and high-performance vehicles. He also had a replica of the *Bullitt* Ford Mustang made. He is a huge fan of the World Endurance Championship and at the Cannes Film Festival it was a major exercise to prise him away from Mark Webber as they discussed the technicalities of driving the latest 919.

There is nothing Chad would rather have done than race sports cars at the top level, but it wasn't to be.



through, however, you need to get the financing in place.

Again, John knew two successful internet entrepreneurs who loved the idea and, literally over a pint, agreed to fund the film. Suddenly we were up and running.

Meanwhile a man called Richard Wiseman came on board as our researcher/archive expert. You go to Richard for old motor sports footage. The makers of *Rush* used him, as did we for the Sheene/Hunt documentary, but no one was prepared for what he actually discovered.

While Richard was seeking footage, John, Gabriel and I headed off to Los Angeles to meet Chad McQueen and his associate Dave Reeder at Chad's Malibu home. It was a somewhat

“IT WAS BIZARRE, BECAUSE TWO DOGS JOINED IN WITH CONSTANT BARKING”

bizarre meeting, because Chad's two large dogs joined in with constant barking, which is not what you really need when you are discussing contract clauses involving large sums.

But Chad agreed that he and his mother Neile Adams (to whom Steve was married for 16 years) would work closely with us, and paid us the compliment that it was because we were “authentic”. We wanted to know what happened to all the rushes from the original film and he was sure it had been destroyed many years earlier.

Disappointed with that but otherwise elated, we met with a number of Hollywood film professionals who had been involved with the original making of *Le Mans*. We didn't want

“HE WANTED TO BE ONE OF US”

Derek Bell recalls his unexpected friendship with Steve McQueen

‘D ONLY JUST STARTED IN sports cars, so I was pretty green. I did it to earn money, not to rub shoulders with Steve. I didn't think it would work out that way, but he just enjoyed spending time with us, whenever he could. He wanted to be one of us, to be accepted as a driver, not as ‘Steve McQueen’. And of course we weren't starstruck. Maybe I didn't go to the movies much.

We thought he'd be on some other agenda, that he'd disappear and we wouldn't see him for a week. But he was with us every time we'd turn a corner. We'd go off riding bikes together, or there would be me, Dickie Attwood and Siffert riding around the Solar Productions village in 911s to see who could get the quickest time on the dirt on a Sunday afternoon. God, it was

amazing when I look back on it.

When I think of us, Siffert, Steve and I, doing these high-speed runs, we were going fast with a guy who really wasn't that experienced. Actually, he probably had more miles in a sports car than me.

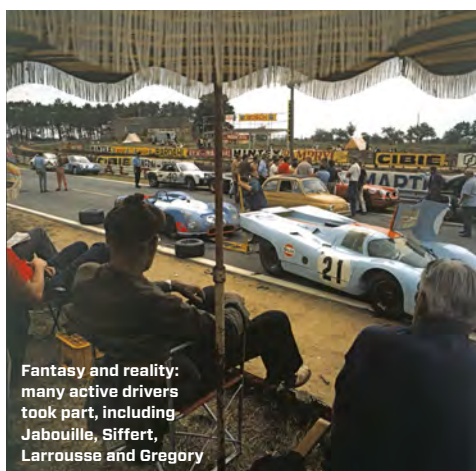
At the time I thought he was OK, but with hindsight he was very good. There was the famous run through White House with me leading Steve and Siffert. Both Jo and I said we've got to drive flat out because we didn't want this shit like you had with *Grand Prix* where they sped up the movie. We wanted it to be real.

We weren't taking maximum revs, but we were driving hard, 1-2-3 like that. We got to the end of the shot and Steve was right behind me. He got out and his face was as white as his face mask! He said, “You bastards! Hey, John come here.” [Director] John

Sturges came over. “They took me through the corner bloody flat out!” I told him he didn't have to keep his foot in it. But he did, because he could. That was him, over any other actor. I don't think Paul Newman would have done that. Paul was far too calculating. Steve was a racer, in my opinion.

I was there from the week after *Le Mans* until October. I'd dive off at weekends to race. On the way to European championship races, we'd bring my F2 car down and I'd do a couple of laps of the Bugatti circuit. That's when Steve had a go in my F2 car. There were these great pictures of him (right), which were all over the press. Can you imagine it today? He did 10 laps and really loved it.

I remember the week I got burnt when the Ferrari I was driving caught fire in what turned out to be the



Fantasy and reality: many active drivers took part, including Jabouille, Siffert, Larrousse and Gregory



the film to feature 'talking heads' – so-called personalities saying they remember watching the film and loved it etc – we were only interested in people who were actually part of it, old actors, studio heads, producers, personal assistants and, of course, drivers.

The drivers were easy; more than 40 professionals drove in film scenes back in 1970. We chose Derek Bell, David Piper and the late Jonathan Williams, in what turned out to be the last interview he ever gave. We interviewed actors Sigi Rauch (Steve's Ferrari-driving rival Eric Stahler), Swede Louise Edling (team manager's wife Mrs Anna Ritter) and highly amusing English bit-part actor called Hal Hamilton.

Edling, who went on to become a Swedish politician, revealed a previously untold and at times hilarious story of McQueen rolling a Peugeot in which they were travelling. We caught up with nearly all the key behind-the-camera people, too, including McQueen's main scriptwriter Alan Trustman and now-late business partner Bob Relyea, both of whom fell out with the actor during the film's creation.

Everything was coming together well. Archivist Richard found a wonderful recorded interview that McQueen gave to a journalist in 1980, just a few days before he died in Mexico from a rare form of lung cancer. We also had a copy of a film that had been made about Steve attending Le Mans in 1970 – he had originally

intended to race, until his insurance company got in the way – plus a short film promoting the actual movie.

Richard had unearthed some great archive material of McQueen discussing his early movie career (he claims to have been "just a guy who came from the gutter") as well some footage of him racing to second place in the 1970 Sebring 12 Hours. We add to that some spine-chilling footage of Charles Manson, the mass murderer who had Steve McQueen's name on his hit list. Indeed we learned that McQueen so nearly went to the party where Manson committed his atrocities.

John had nicknamed the missing rushes, presumably destroyed, 'The Holy Grail'. 📺



worst accident of my career. I was lying in hospital asking myself, 'Can I see all right?' I had cream on my face and it stung like hell. Then I went to race in the European F2 round at Enna. I had a Nomex scarf taped to the bottom of my helmet because I couldn't wear a face mask, and everything on the left side of my face was open. Each night I'd get back to the hotel and look in the mirror – and every line on my face was full of Enna's volcanic dust. Anyway, you did it because you wanted to and it was fun... Then it would be back to Le Mans for more filming.

In the last three weeks we shared a house together, but I knew nothing about his marriage troubles. I remember him going down the garden, pulling a .45 Colt and shooting at dustbin lids! 'Let's go shootin' dustbins!' OK, Steve, why not?

I think we were all disappointed in

the film, we expected more from it. But the story was weak and we hadn't realised Steve actually said very little on camera. After filming we did keep in touch. He used to write letters, but I never kept them.

Once I went to LA and we went to a restaurant in Hollywood with Ali MacGraw, who he'd just married a week before. We had a lovely evening together and then I came back to Europe. One day I walked into the farm at Pagham and the girl in reception said 'A Mr McQueen has phoned from California. He said give him a call sometime.' I never did, and he died three weeks later.

Women loved him, but he was a man's man. Obviously, some say he was an arsehole, but he had to play the superstar. He had to be 'Steve McQueen'. But with us he was just Steve.

As told to Damien Smith



Action sequences involved a track that had artificially been dampened and on-board cameras a tad bigger than those we know today





Somehow, after countless phone calls to Hollywood, Richard charmed someone to poke around and look in unlikely places. Incredibly, after 44 years, all the film reels were found. But after so long were they still usable? Film can be volatile and degrade in time, but in this case the footage had remained in remarkably good condition. Once transferred to a digital format, it was a matter of which sections to use – in truth we could have made a 10-hour film. Sadly the separate audio reels had gone missing, but a wizard at a sound desk brilliantly married up audio he had of 917s blasting down the Mulsanne with the long-lost shots.

There were some interesting discussions with Le Mans organiser the Automobile Club de

“THE FOOTAGE HAD REMAINED IN REMARKABLY GOOD CONDITION. WE COULD HAVE MADE A 10-HOUR FILM”



l’Ouest and eventually it was agreed that we could film at the 2014 Le Mans 24 Hours and also the Le Mans Classic. For the Classic we flew Chad in from Los Angeles and even filmed him at the chateau where he stayed when we was just eight years old. He rather graphically described how the owner’s daughter took an axe and cut off a chicken’s head...

Now, more than 18 months and a few bumps and contract conference calls later, the film is finished and was accepted in the Classics section for the Cannes Film Festival, quite an accolade. Ironically no Steve McQueen film was ever selected for this extraordinary event.

It has been something of a roller-coaster ride and very much a team effort, with John and Gabriel spending hours in the editing suite, line producer Victoria Wood looking after all the paperwork and me regularly rushing to the bank to pay yet another American invoice.

We are pretty confident we have made a film that *Motor Sport* readers will like, but we hope we also show the wider public a documentary about one of the greatest film actors of his generation. 📺



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VERDICT ON THE FILM

Great unseen archive footage and new interviews shed fresh light on Steve McQueen’s movie

OF THOSE SO INCLINED, Gabriel Clarke will be familiar as a football reporter on ITV. It’s a

little surprising, then, to find him out of context as the writer/co-director of a documentary about Steve McQueen and Le Mans.

It turns out he has previous for this kind of work, having written and directed an acclaimed documentary on Brian Clough and worked on the Hunt/Sheene film *When Playboys Ruled the World*. He’s also the son of acclaimed film director Alan Clarke, and that pedigree shows.

Such is the film’s enduring popularity, a ‘making of’ documentary about *Le Mans* should be an obvious hit, and whatever you might think of McQueen and his movie, the detailed background behind those heady days in the summer of 1970 is compelling.

It’s a shame McQueen’s minor significance in the result of the 1970 Sebring 12 Hours isn’t spelt out (Mario Andretti’s open antipathy for the movie star remains), while the scene of Jonathan Williams pulling his apparently original overalls from a wardrobe is odd. They look suspiciously new.

But there’s a great deal to admire – most prominently the original footage unearthed by Richard Wiseman, while the interviews with the family, crew and actors make this documentary definitive. And the final bit of archive, which I won’t spoil, should raise a lump in the throats of racing die-hards.

It’ll be great on TV, but it’s already a triumph on the big screen. *Damien Smith*

Release date: November 20, at cinemas in London and key cities around the UK/Ireland

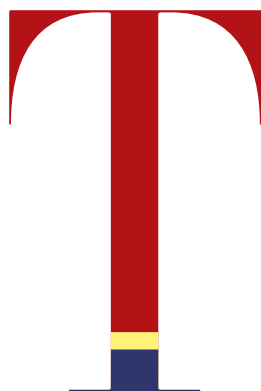
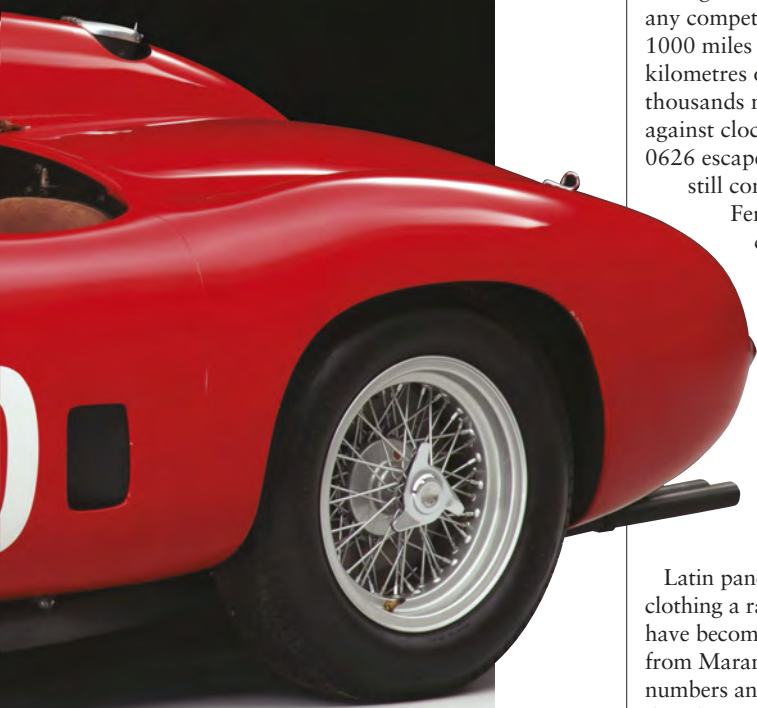
A Ferrari for Fangio...

and Castellotti,
Musso, Collins, Hill, von Trips, Gregory

This rare 290MM had a relatively short racing life, but consider the stars who drove it. The Maestro was just the start

writer GORDON CRUICKSHANK





HERE ARE several elements that gild the story of any competition car, which highlight its innate abilities, pedigree and rarity. One factor is its success – did it win any significant races? Another, its pilots: did any famous bottoms wriggle

down in the captain's chair, reach for the ignition and look up tensely for the starter's flag, tach needle quivering and clutch leg tensed...

And, assuming it's a 1950s Ferrari, if you had to choose a driver you'd like to have steered your car you might well choose Juan Manuel Fangio. Or Eugenio Castellotti. Or Luigi Musso, Peter Collins, Phil Hill, 'Taffy' von Trips...

Or all of them. For here is a sports Ferrari with a works career of a single year, but one packed with top-level sports car activity, with impressive finishes and all those famous drivers at its helm. And despite contesting some of the most gruelling races of the time, followed by a second life racing in privateer hands, it managed to avoid that almost inevitable fate of any competition vehicle, the Big One. Through 1000 miles of Italian high roads, 1001 kilometres of Argentinian airfield and thousands more miles of attacking driving against clock and competition, 290MM chassis 0626 escaped major impact. Sixty years on, it still combines the same elements that

Ferrari's and Scaglietti's artisans carefully assembled into the next round in Enzo's assault on the World Sportscar Championship.

It's not a name that pops up first when you focus the mind's crosshairs on the mid-Fifties and sports car racing. Monza, Mondial perhaps, but not 290MM. Is that merely because it gained no title of its own? The model's achievements are impressive and visually it boasts all the fluid aggression that

Latin panel-beating could apply to the job of clothing a racing car, yet its identity seems to have become lost in that welter of models issuing from Maranello at the time. Another jumble of numbers and letters that the only initiated can decode into capacities and cylinders. Enzo was not concerned about historical clarity.

A shame, because the 290MM deserves its own niche; designed to conquer the Mille Miglia, it did that and more. But it also marked a return to Ferrari's core strengths.

If there's one engine associated with Maranello in the 1950s it's the V12, but there

was a crossroads moment when if things had gone a different way we might be looking back on 12-cylinder Ferraris as a quaint cul-de-sac compared with the legendary straight fours and sixes. With Grand Prix racing conforming to Formula 2 rules for 1952 and '53, both of Ferrari's V12s, the supercharged 1.5 and the unblown 4.5, were suddenly irrelevant, while Aurelio Lampredi's 2-litre four, designed for second-rank competition in F2, found itself carrying the flag to the front line. Reliable and adaptable, these twin-cams not only developed into the 625 for Formula 1 but also sired a line of four-cylinder machines that would dominate much sports car racing through the mid-Fifties. Great names such as Mondial, Monza and the first of the Testa Rossas all capitalised on the torque benefits of an oversquare four in a compact, light spider body, helping bring the 1953 and '54 world sports car crowns to Maranello. Which was some compensation for a poor F1 campaign in the latter season. Not that Lampredi was ignoring the virtues of a dozen pots – his 375 MM and 375 Plus models conquered the Mille Miglia and Le Mans races, after all – but the simpler fours were a strong selling point for the privateers who boosted both Ferrari's funds and its points tally.

It was the relentless Mercedes challenge in 1955 that caused a misfire in Ferrari's sports car surge. To counter it for the following season the Italian marque went scattergun, fitting its conventional chassis designs with a pick and mix assortment of ever-bigger fours and inline sixes – and also a new strain of V12s. Thanks to the acquisition of Lancia with all its engineering skills, Ferrari now had the talents of Vittorio Jano and Andrea Frascchetti to hand, and their preference was a reversion to 12 cylinders, a happy notion to *Il Commendatore*.



AFTER AN UNSUCCESSFUL ADVENTURE with a 5-litre V12 in the Sebring race which opened the '56 season, a new engine labelled 130S arrived in a barchetta that had one specific target – Italy's greatest event, the Mille Miglia. It appeared on the entry list as 290MM. Some Ferraris were labelled following a particular success, such as the Monza; some in expectation of victory, and such was the 290MM. Justifiably.

Combining elements of previous Ferrari V12s, the new unit was a 3.5-litre dry-sumped 60deg vee with single-cam valvegear, twin plugs and three twin downdraught carbs, adding up to 320 horsepower. There was nothing remarkable about the chassis, though Ferrari, ever resistant on the innovation front, had by now got as far as coil-sprung wishbones at the front and a de Dion holding the rear wheels upright. Disc brakes, of course, would have to wait a bit longer until Jaguar's lesson was finally absorbed. ☐

That was the Jano angle, but the Lampredi camp had its parallel offering, the 860 Monza, a very similar four-cylinder machine extracting 280bhp from its 3.4 litres and using essentially the same chassis. Centre-bonnet air intakes distinguish the models, the V12 trying both a dainty twin-nostril version and a less elegant square scoop. Two impressively capable machines that seemed to have every chance of matching the mighty Mercedes – except there weren't any. Having trumped everyone else throughout 1955, the German concern withdrew, leaving Jaguar and Maserati as Ferrari's more accessible targets in a short season following safety reactions to the Le Mans tragedy. And after all, the victory charts don't rate the strength of the opposition...



BOTH BARRELS WERE READIED FOR THE 1956 Mille Miglia, two 290MMs and two 860s, and the line-up was impressive: the departure of Lancia and Mercedes allowed Castellotti and 1955 F1 champion Fangio to join the Maranello squad in the V12s, while Musso and Collins made do with four cylinders. In the afterglow of his record 1955 victory Stirling Moss looked strong if his Maserati 300S held up, but he, with *Motor Sport's* DSJ aboard, would slide off the road at Antrodoto. Brake trouble snuffed out a brief Maserati lead for Taruffi, leaving the four Ferraris to debate the win. In filthy weather, Castellotti – *Il Bello* they called him, handsome and wealthy as he was – gave the 290 its intended MM garland, but almost two drenched hours slower than Moss's record.

The two 860s came next, but Fangio's fourth place in our studio car, its nose blazoned with blue and yellow in national pride, had not been a pleasure to him. No fan of the 1000-mile marathon, the Argentinian ace later related in his book *My 20 Years of Racing* how mechanics had made an access hole to repair the fuel tank and in the relentless rain it was letting in so much water that, so goes the legend, he asked mechanics at one control to drill him a drain hole. On the other hand, as Jenks describes, their Maserati was also awash so this was hardly confined to Fangio. So uninterested was the champion in unnecessarily risking his neck in the downpour that when he came across Moss and Jenks standing in the rain by their wrecked Maserati he offered them a lift. "You're still racing," they called; Fangio merely shrugged.

Nevertheless the big V12 had proved itself as a strong weapon in the return to sports car success, and for the Nürburgring 1000Kms Phil Hill, Olivier Gendebien and Alfonso de Portago shared 0626, with yellow noseband instead of Argentine branding. This was not a Ferrari triumph, an astonishing fightback from Moss bringing



ALEXIS COLLIER COLLECTION



“JANO'S REVERSION TO 12 CYLINDERS WAS A HAPPY NOTION TO ENZO”



TIM SCOTT FERRARI/MAGSP



Phil Hill takes his turn in 0626 at the Nürburgring. Left, Fangio's distaste for his experience shows in his face at Mille Miglia finish

ALEXIS CALDERCOLLECTION

Maserati victory seconds ahead of Fangio, unhappy with his 860's balance, but the US/French/Spanish trio brought their V12 a respectable third – valuable points for the title.

De Portago climbed back into our car for the sports car GP at an extended Rouen circuit, but this time it was fitted with a 3-litre V12, which as Jenks noted, “was very unsuitable, having none of the punch of the four-cylinder car to help up the hills”. Hence a disappointing ninth – but Castellotti won in the four-cylinder.

With the safety panic having knocked Le Mans, Targa Florio and the Tourist Trophy out of the title series, the Swedish 1000km race at Kristianstad a month later was Ferrari's last chance to seal its narrow lead over Maserati. It was the turn of dashing Englishman Peter Collins and Wolfgang von Trips to steer 0626 – the first drive in a Ferrari for Enzo's new German protégé. This season finale blew away any doubts over which make would be champion. Ferraris steamrolled it 1-5, a pair of 290MMs heading an 860, a 750 Monza and a 375MM. Enzo didn't just mistrust one basket for all his eggs, he liked to try duck, goose and quail in any holder going.

For 1957 the Scuderia would concentrate on its 12-cylinder heartland, handing on the fours to privateers; the torque/revs trade-off had been successful but the inline units had been stretched about as far as they could go. Now it was the turn of quad-cam variants of Jano's V12 once again to bring the world sports car title to Maranello; the 290MMs would be sold on, but for 0626 there was a last hurrah to kick off '57 in the shape of the Buenos Aires 1000Kms.




ALTHOUGH NOW TECHNICALLY A privateer machine, 0626 reverted to works status for this one race through the vagaries of crews switching from car to car. Purchased by Temple Buell Jr, a wealthy Colorado man setting up a race team, it was entered for the Argentine event to be driven by his friend and protégé Masten Gregory. Though the Missouri driver was in the early years of his career, his talent showed as he worked his way into the lead. Meanwhile Ferrari's latest contenders, a pair of the quad-cam 290S models, had both retired, so both Musso and Castellotti joined the privateer crew and shared first place to propel the marque towards another title, a major outright victory to wrap up the works chapter of the car's life.

Now painted blue with a white stripe, the Ferrari brought Gregory second places at Boavista and Spa before yet another important driver settled into the brown cord seat – Jo Bonnier, who enjoyed the balmy Bahamian climes of Nassau Speed Week without conspicuous success.

From here the car changed American owners several times, often through Chinetti in New York, racing less as it became a period curiosity until in 1970 it returned to Europe to feature in Pierre Bardinon's legendary Mas du Clos collection. A sojourn in Italy led to it being tidied back to its initial specification and livery, and not until the 1990s did it relocate again, this time to a British collector. A committed historian of racing, this current owner has assembled an impressive dossier on the car's life and has not

been shy of using what has become a staggeringly valuable example of Maranello's output, though for security in extremis the period centre-throttle layout has been altered to conventional 'right for go'. Having driven it in both the Phil Hill and Juan Fangio tributes at Goodwood and taken it back to its *raison d'être*, the Mille Miglia, still a demanding mechanical challenge even if no longer the half-day flat-out blind it once was, as well as many concours events he now feels he has done everything he wants to in it. Soon it travels back to New York to be sold, not this time by Chinetti but in RM Sotheby's 'Driven by Disruption' auction.

Only four 290MMs were constructed, two from scratch and two converted from 860 Monzas, and this was the first. With its astonishing roster of top-line drivers and its careful preservation it represents a significant moment in Maranello history – even if no one saw fit to give it a true name of its own. 

Our thanks to RM Sotheby's for its help with this feature. The Ferrari 290MM will feature at the company's New York auction on December 10.

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“If Colin had still been around, I’d have won the world title, a lot sooner”

Hardly a low-key figure himself, Birmingham’s F1 world champion recalls major racing personalities from ‘mesmerising’ Chapman to ‘eerie’ Enzo

writer ED FOSTER

THE FIRST SURPRISE IS that the Jersey taxi driver is Glaswegian, the second that Nigel Mansell seems to be in a good mood and happy to wait for us to set up the audio and video equipment.

Before flying down to The Mansell Collection in Jersey to interview the 1992 world champion, I had been warned how I’d need to watch out and phrase my questions carefully. Not a bit of it. *Il Leone* – moustache back in full bloom – seemed to have not a care in the world. Outside the sun was shining and the only sign of autumn approaching was the cold wind whipping up off the English Channel.

If you go to The Mansell Collection website, you could be mistaken for thinking it was purely a car dealership. After all, the first thing that appeared on the screen when we checked was a Skoda Rapid 1.4 TSI... But while the Art Deco building in St Helier does house a dealership, there’s also a large room dedicated

to Mansell’s career. Alongside the trophies, race suits, pictures, medals and memorabilia sit his 1991 Williams FW14, 1989 Ferrari 640, GP Masters car and the Ginetta-Zytek GZ09S in which he contested (four laps of) the 2010 Le Mans 24 Hours with sons Greg and Leo.

While we connect the final bits of audio equipment, we start talking about his new autobiography *Staying on Track*. “Some of it looks at how it was then and now, which you can only do 25 years on,” he says as the recording lights turn red. Deep breath and we’re rolling.

The next hour covers everything from oval racing (“terrifying”) to Enzo Ferrari via Colin Chapman, that move at Silverstone in 1987 and his relationships with Piquet and Prost.

There are times spent dwelling on the struggles, the injuries and his constant battle against better-supported team-mates, others when he talks of his great relationship with Chapman and, of course, his fans. He’ll always split opinion, Our Nige, but very few question his ability behind the wheel.





COLIN CHAPMAN

“For me he was majestic and charismatic; he walked into a room and everyone stopped what they were doing. He carried himself so well and had a wealth of knowledge, an incredible entrepreneur, an incredible designer. For me, a father figure.

“We got on really well although we did have some misunderstandings. He’d sit me down, explain things to me and told me to trust him – which I did. He also told me how things were going to be with the press – and he was absolutely spot on.

“He was an amazing man. Unfortunately he departed prematurely and a great void was created when he died. I do often wonder ‘what might have been?’ The sad thing was that Peter Warr tried to emulate Colin, which was a huge mistake. I had zero relationship with him. If Colin had still been around, and I’ve thought this many times, I would have won the world title a lot sooner. If Colin had been around for a long time the chances are I would never have driven for anybody else.

“What would have been? You never really know, but what I do know is that Colin was one of the great names of motor sport, an incredible legend of his lifetime and afterwards.”

1986 AUSTRALIAN GRAND PRIX

The race in which Mansell lost the F1 world championship after his left rear tyre gave way.

“It was devastating. Absolutely devastating. Even all these years on, 29 years later, it’s still devastating. Sport can be cruel, life can be cruel. But no matter what’s thrown at you, you bounce back.

“It’s like that with life: you pick yourself up, you dust yourself down and as long as you can still walk, talk and perform, you get on with the job. I learnt an awful lot from it, but I wish I didn’t have to experience it.”

NELSON PIQUET

“I’ve always acknowledged Nelson as a great world champion. On his day he was a sublime racing driver. What I’ve always maintained is that his tactics off the circuit were quite deplorable at times. He knows that, he actually admits it and that’s his personality. It’s a great shame, and he said some things I am sure he regrets. It’s a shame because he was a great driver and he didn’t need to stoop to those levels.”



To watch and listen to the full interview with Nigel Mansell go to www.motorsportmagazine.com and click on the ‘Podcasts’ button



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KEKE ROSBERG

“Keke was a thoroughbred racer. He didn’t suffer fools easily and we got on very well. There were no issues or problems with Keke. He was fantastic. If I went quicker he’d just want to know how. He’d raise his game, be ultra-competitive and be quicker than me again – or at least we’d be very close.”

ENZO FERRARI

“The thing that was so striking was that you’d go out for a meal with him and – bear in mind the Italians are very noisy – as soon as he moved everyone was absolutely silent. It was eerie, you could hear a pin drop. You just thought ‘wow’. He hadn’t even said anything! When they realised he didn’t want to speak there was instant noise again. You wondered, ‘Did that really happen?’ Just extraordinary.

“He’d move his finger, everyone would be silent, he’d say a few words and then once he finished everyone started talking again. Three or four minutes after this he moved – again, instant silence – but he only went to pick up the salt. As soon as they realised that off they went again. Instant respect – absolutely mind-blowing.”

AYRTON SENNA

“He was totally committed in every single way. There wasn’t really a flaw in his driving other than the fact he thought he was bullet-proof. I think he believed that he was better than anybody. I don’t think you can think you’re better than everybody. He covered every aspect and it was interesting to watch him.”



Running with Ayrton Senna at Budapest in 1986. Team-mate Nelson Piquet took the win

ALAIN PROST

“Very good, revered and very accomplished. Some of the way he went about achieving that wouldn’t get my vote, though. I have to take my hat off because, given my time again, perhaps I should have learned something from all four of the top drivers [Senna, Prost, Piquet, Schumacher]. I look at it and think, ‘It would have been nice to achieve what they did in a different way.’ But I didn’t have an engine manufacturer like Renault in my pocket; I didn’t have a fuel company like Elf. You look at those drivers and say, ‘Well, no matter what I did, I wouldn’t have been able to compete.’ They were able to perform in the car, but they also had their country behind them whether that was the government or a fuel company.”

OVAL RACING

“Oval racing was horrendous. It was an experience that you can’t even try to describe. You have to just do it. Going around a mile oval in less than 20sec, averaging 186mph, you get dizzy. It’s monotonous and then you throw 33 cars into the equation. There’s traffic everywhere and an accident waiting to happen every second. One word? Terrifying.”

EMERSON FITTIPALDI

“Emerson is funny, he’s great. I love Emerson – he’s a proper, true racer. He’s never done anything underhand that I can see. He’s just a great champion, a great driver and a great tactician. A wonderful ambassador for the sport.”

MARIO ANDRETTI

“Like Emerson, a great driver, a great world champion, but less great off the circuit. Mario could be quite political and underhand, but a great guy nonetheless. He just did things a different way.”

Motor Sport: What do you mean?
“I’d rather not comment!”

THE HOME ADVANTAGE

“People have debated this and some know what you’re talking about and others will say it’s tosh. They have no idea. Even team managers in rugby will say, ‘Let’s make use of the home advantage.’ That’s what you do on home soil.

“In any race, if it’s at home you can raise your game, which means you’re more focused, you’re more committed, you’re wanting something more than perhaps other races you go into. You shouldn’t, because if you’re a professional you should want it just as badly no matter where you’re racing, but home rule overcomes a lot of things.

“That can transmit into a faster time. 📌

More important than faster lap times is that you put everything in place to have the perfect weekend to get the best out of yourself. You manage your body, you manage your mind, you manage the car and you pull things out of the hat that you wouldn't normally be able to do at other races during the year. I was always able to raise my game, quite significantly, at a home Grand Prix because my comfort zone was there.

"We used to stay and live at the circuit [during the British Grand Prix] and the fans and marshals were fantastic. The team always had BBQs because the families used to come so it was just one big party."

DRIVING WITH WORLD CHAMPIONS

"I was privileged to be with such great team-mates over the years. Many of them were world champions. If you challenge a world champion, though, go quicker than them, they're not going to like it especially if you're a number two driver.

"I thought I was employed to do the best job I could, to go as fast as I could. I found out that if you were driving with a world champion that's the last thing they wanted! But that's their problem, not mine!"

1987 BRITISH GRAND PRIX

"The team and I were doing the maths on whether we'd catch Piquet [after making an unscheduled stop, Mansell emerged from the pits 28sec behind with 28 laps remaining] and we knew that I could probably get close.

"But then Nelson raised his game because they were obviously telling him that if he could maintain a certain pace there was no way I could catch him. When he did that, I held my breath on some corners, I found the strength to hang onto the car and I said to myself, 'Right, two or three qualifying laps and let's see how much I can gain.' I gained an extra second and then an extra half a second... I was on fresher tyres and thought, 'If I can maintain 18 qualifying laps then I can get him with a lap to go.'

We were doing the maths all the time, so was the whole circuit, all the fans. What I didn't anticipate was doing quite so many qualifying laps... I remember breaking the circuit record 11 times in 15 laps, which is very unusual in a Grand Prix!

"The crowd... We had this Mexican wave for lap after lap, they were cheering, you could hear it over the engine and as soon as I could see Nelson at the end of Hangar Straight as I was coming onto it I could then visualise it. I could then also see the strengths of his car, where he had good speed and where he had less speed than I had. I was planning a strategy from there on in and it worked out perfectly.

"I knew his driving tactics and if he had a chance to, he'd force me off the road. I knew



Nigel in his pomp, being mobbed at Silverstone in 1991. Below, edited highlights from The Mansell Collection in St Helier



I had to sell him a dummy and make sure it was good enough. The biggest part of it was the closing speed. I had to sell him the dummy while I still had enough time to switch so that I didn't lose any momentum. By the time he looked in his other mirror – at 200mph you don't have too much time to do that – I wasn't there and when he went the other side I was alongside him. He had nowhere to go.

"When I won, the outstanding thing was the crowd. I could see them getting a bit excited and there were a few people wanting to try and tear the wings off or the mirrors off for a memento [after running out of fuel on the slowing-down lap]. I shouted, 'If anything goes missing from that car I will be disqualified instantly!' I then had hundreds of instant security guards so no one touched it. The fans were electrifying, they were brilliant and then they lifted me above their shoulders, manhandled me until the marshals came to take me to the podium.

"It was just a brilliant end-of-the-race feeling. It was magnificent." 📺

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MEXICAN NEW WAVE

He returns to Mexico this month as an ambassador for the revived Grand Prix, but memories of the old one still haunt Emerson Fittipaldi. Brazilians playing to the crowd took on a whole new meaning in 1970

writer SAM SMITH

MEXICO IN 1970 was a good place for Brazilians. But while Pele, Jairzinho, Tostao and Carlos Alberto were orchestrating arguably the most beautiful football

ever played, at arguably the best World Cup in history, a young Paulista called Emerson Fittipaldi was having a tougher time as he began his Formula 1 career.

Having gone through one of the most tumultuous initiations in F1 history, Fittipaldi had already tasted tragedy and triumph even before he landed in Mexico City in October 1970 for just his fifth Grand Prix.

“I think by the time I got to Mexico, I felt somehow like I had been in F1 for many years, even though my adventure was just beginning,” says the 1972 and 1974 F1 champion. “It was a strange time for me, but educational. I think it gave me a lot of steel and made me grow quickly. You can say it formed me, I suppose. Experiencing those levels of emotion when you are very young – how does that shape you? It probably helped me to develop but maybe for others it would have worked in a different, less positive way. Who knows?”

Fittipaldi, just 23 years of age, found himself in a sink or swim situation. It was around the



time of the Mexican Grand Prix that he realised Colin Chapman was not looking for a more experienced driver to take over from Jochen Rindt, killed at Monza and newly confirmed as F1's only posthumous world champion. The title had been sealed at Watkins Glen as Jacky Ickx failed to score enough points to keep himself within range of Rindt's total. Fittingly, the race was won by upstart Fittipaldi.

"All of a sudden I was number one at Lotus and it was a big responsibility," he says. "I believed that Colin would call me and say, 'Emerson, we have an experienced guy coming in.' But he didn't. Remember that in the

summer, when I started, I was only a third driver, behind Jochen and John Miles. Then John effectively retired after Monza. So I was number one and there was tremendous pressure."

The US victory, inherited after Jackie Stewart's dominant Tyrrell 001 suffered a late oil leak and Pedro Rodriguez's BRM ran low on fuel, cemented Chapman's belief in the Brazilian wonderkid. Fittipaldi had seemingly come from nowhere, but appeared to have the strength to carry Lotus into 1971 and beyond.

"Colin was the guiding light in my career, I have no doubt about that at all," says Fittipaldi. "I think 1970 brought us closer.

Remember that Colin had taken a long time to get over Jimmy [Clark], two years earlier. Now it was happening again and he needed to lead Lotus on and off the track. Colin had enormous strength and, from how I could see it, nothing could really break his spirit for long. He had a devotion to what he had built, and I have not seen that anywhere else in racing.

"Colin taught me so many things; even when he invited me to his farm near Norwich, we would relax a little but there would still be a lot of ideas going on in his mind. I think by just being around Colin you could get high on the energy he created. He was – how do you say? – a force of nature."



AFTER WATKINS GLEN CAME MEXICO City, where the delirious populace was still bloated on a cocktail of residual national pride from Mexico 70 and another appearance of the country's beloved racing son – Pedro Rodriguez.

"There was a lot of excitement from the Mexican people. A few minutes before the race started, Pedro came up to me and asked, 'Do you speak Spanish?' I helped Pedro and the organisers to try to calm the fans down a little as they were at the side of the track and there was no way we could start. I just remember a lot of excitement and the great noise the crowd made. It was really an intense atmosphere. We did our best to try to communicate with them and we made some difference, but not so



Fittipaldi, Hector Rebaque and Sergio Pérez help celebrate the Mexico City circuit's reopening

SUTTON



Mexico 1970... and a distinct absence of crowd control as Jacky Ickx passes by

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Emerson Fittipaldi's only Mexican GP was brief. Below, the rebuilt Autodromo Hermanos Rodriguez as it looks today

“PRE-RACE REQUIREMENTS FOR PEACE AND UNDERSTANDING WERE BARELY HEEDED, BUT THE RACE WENT AHEAD”

much, as you can probably see from photographs of that race. They say there were 200,000 there, but I think probably more. It was crazy, but a kind of wonderful crazy. Still, it was very dangerous and retiring after one lap, on this occasion, might have been OK.”

The pre-race requirements for peace and understanding were barely heeded but somehow the race went ahead. Perhaps it was good that it did, for fears of a large-scale riot were very real should the engines not be fired up.

Stewart's Tyrrell reduced Mexico's stray canine population by a factor of one during the race, ending the champion's day but thankfully not his or anyone else's life. That was little short of a miracle. Even in the 'wild west' days of 1970, a human guardrail was not something the powers that be, or any decent person, could tolerate. Mexico had to wait 16 years until it returned to the F1 calendar, co-incidentally when the country would again welcome the World Cup for Mexico 86.

Fittipaldi lasted but a lap in the 1970 event before an oil leak stopped his red, white and gold Lotus 72. It would be the only time he raced an F1 car, or indeed any other car, at the Hermanos Rodriguez circuit. Yet still, the name Fittipaldi is celebrated in that part of the world.

“I think the Mexican people had an affinity with some South American drivers because, after Pedro, there were not many top Mexican drivers coming through in the 1970s and '80s,” says Fittipaldi. “Now of course, they have 'Checo' Pérez. He is the new hero and will

become even bigger after the Mexican Grand Prix, for sure.”

Pérez, Fittipaldi and Nigel Mansell, through their roles as honorary ambassadors, have all been instrumental in creating the buzz for November's return of the Mexican Grand Prix, which will take place on a heavily revised version of the Hermanos Rodriguez circuit.

The shape of the track has changed significantly since the last race, won dominantly by Mansell in 1992. Fittipaldi believes that the



character of the circuit has substantially been preserved and that the facilities and infrastructure now ensure a bright future for a Grand Prix which first appeared on the calendar in 1963.

“Things change quickly in racing and I think on the whole the authorities have made some nice changes, because they have kept a lot of the original circuit character,” he says, “but they have also made it a safer challenge. The track is a lot smoother, for sure. The old Mexican bumps were famous all by themselves. I can remember Ayrton [Senna], Alain [Prost] and Nigel talking about the bumps 25 years ago and how they made things very difficult. Now, the track surface will be much better and a different challenge for the drivers.”



IN DEFERENCE TO MANSELL'S

remarkable pass around the outside of Gerhard Berger's McLaren-Honda, what was once Peraltada is now known as the Nigel Mansell Turn. Safety at the old corner (its literal translation being 'camber') used to be minimal, to say the least. A banked, super-quick and bumpy constant-radius right-hander, the curve caught out many (including Senna, who rolled his McLaren-Honda there in practice for the 1991 Grand Prix). Plenty of others felt the bite of the fearsome sweep, but it has now been consigned to history.

“Safety as a whole has come on over the last 45-50 years and has changed the landscape, mainly for the better,” says Fittipaldi. “The work that Jackie, Jo Bonnier and some of us did then has laid foundations for today's heroes. It is still a dangerous sport, but much less so than before. With the cornering speeds now there has to be this level of protecting the drivers.

“I have been to most of the new generation tracks like Bahrain, Abu Dhabi and Shanghai, and in terms of the track and facilities Mexico is a great example of a modern circuit. Charlie [Whiting, the FIA's technical delegate] has been here and every detail has been looked at – the asphalt, kerbs, pit, paddock, so I expect it to present a nice race and something to excite the Mexican public.”

Fittipaldi believes the infamous Mexican altitude will be a key talking point at the Grand Prix. “Well, the key really is how the altitude will benefit the technology on the F1 cars now, the energy recovery systems, etc. This will be, I think, the first time the turbo cars have raced at that height. It could be fun to see if it makes any difference – it sure did in the 1980s, so we will have to wait and see.

“The Mexican public loves racing. They are great people, they share the Brazilian enthusiasm for racing. They celebrate it. I think we can all look forward to the return of the Mexican Grand Prix. It deserves its place in Formula 1.”



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Drum & Race

There's a rich trail of musicians in racing, but this may be the only one to have used a band's huge fame to lever himself into Formula 1

writer **ROB WIDDOWS**



KARL EDWARD TOMMY Borgudd was born and brought up on the island of Oland in the Baltic Sea – a long way from Monte Carlo and even further from the jazz clubs of New Orleans. Yet these two places not only combine his talents for music and motor racing but also set the scene for an extraordinary adventure.

Let's start with the music as this is where he became known as 'Slim' Borgudd, the man who went on to play with BB King, drum his way into the pop charts with Abba and then make it on to the Grand Prix grid with ATS and Tyrrell. Leaving school at 14 he sailed away from Sweden for a life at sea, stashing his drum kit in his cabin. One night, in New Orleans, Tommy and his shipmates went to see Memphis Slim and Willie Dixon play the blues. But the legendary bluesmen were short of a drummer, asking if anyone could help them out.

"This lad's a drummer, my mates called out, so I found myself up on the stage behind the

drum kit. Incredible – I was 15, and I'm playing with my heroes. So from that day on they called me Little Slim, and that became Slim."

These days Slim is a fit 68, smart in a crisp white shirt with 'Slim Racing' logo, a twinkle in the eye and busy with his race preparation business. When did the rhythm of racing engines start to compete with the beat of the drum kit?



"I SAW STIRLING MOSS AT KARLSKOOGA in 1959, the first time I saw any motor racing, and I was hooked, but it was the drums that got me started. When I came to England in '68, on tour with my band Made in Sweden, I met Chris Barber in a club in Soho. He had a Lotus 22 and I bought it for £900, then went to Snetterton to the Jim Russell School, because I'd never driven on a circuit. There was a race for the top pupils, limited to 6000rpm; I was the only one who wasn't penalised for over-revving, and I won it. That's how it all kicked off. Then I won 19 of 20 races in a Swedish sports car championship."

From here on Slim, in a whirlwind of late nights on stage and early mornings at circuits, got himself into a Formula Ford, winning three races. Now both drummer and roadie for Solar Plexus, he fitted races between gigs, borrowing

cars until by 1976 he'd moved up to F3. His Viking F3 car featured on the cover of his solo album *Funky Formula* but it was his heroics in the 1979 European F3 series in an old Ralt RT1 that put him in the spotlight.

"Roger Heavens helped me into a car for '79. I was mechanic as well as driver, money was tight and I only managed to do a few races, but I was competitive and came third behind Alain Prost and Michael Bleekemolen, ahead of Michele Alboreto who was later to be my team-mate at Tyrrell. It was a fantastic year and I also won the Swedish F3 title."

Meanwhile Slim kept on drumming, and then had an idea that was to prove a turning point in his short but meteoric racing adventure. It's worth remembering that he was 34 years old by the time the big break came.

"Yeah, I was quite old by then," he says, with a laugh, "but the session drumming, my connection with Abba, did help me on my way to F1. In 1980 I asked their manager if the band would sponsor an F1 car, but he told me to get stuffed, so I called Benny Andersson from Abba and he got the band to agree to lend me their logo for a year.

"No money changed hands but having Abba on the car helped persuade [ATS boss] Günther Schmid that it would bring his team good publicity. I mean, Abba was *huge*, Sweden's biggest export. ☑



“So I drove in 1981 for nothing, good news for Schmid, and found some personal sponsors. I looked like a Christmas tree in my overalls. It went well; when Abba turned up for the German Grand Prix they put an extra 85,000 people on the gate. There was pre-qualifying then, and 35 cars, and it was tough even to get on the grid, but I was 13th in my first race at Imola. After that I didn’t qualify, the team was in a mess, most of the mechanics left, managers came and went. Schmid was a very difficult person. At Dijon Michelin withdrew its tyres, so we didn’t have a car to run.

“Then I heard that Alastair Caldwell had walked away from Brabham. He was in my hotel, so I knocked on his door and asked if he’d like to work for us. He was a bit grumpy, said, ‘Oh yeah, you’re the guy in that yellow car. I’ll come and see you tomorrow.’ Well, he turned up, walked over to Schmid and said, ‘Okay, I’ll take the job.’ Günther went mad, because I hadn’t told him what I’d done. Anyway, Alastair made a huge difference to the team.”

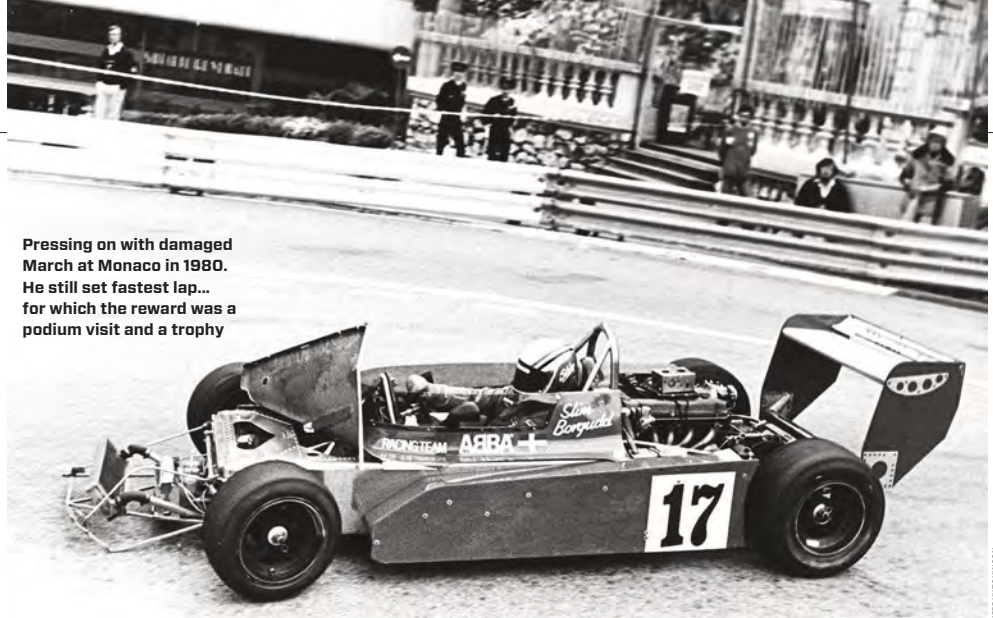
In the two weeks between Dijon and the British GP at Silverstone Caldwell transformed ‘that yellow car’, he and Slim working 12-hour days in the workshop in a bid to move it further up the grid.

“Alastair had a good understanding of how aero worked, and he also managed to take 32 kilos off the car. In first qualifying I wasn’t making any progress; I had no experience of efficient aero. So I came in and Alastair said, ‘Remember this: downforce increases with speed. The faster you go, the more grip you have.’ So I went back out, took a whole chunk of time out of my laps and qualified 21st, which was amazing as I’d hardly had any time in the car the whole season.

“In the race, coming down to Stowe on the first lap, the throttle jammed open – a mechanic had left a spanner in the footwell. Being a drummer I was pretty good with my feet so I kept it out of the way using my left foot, but it stayed there the whole race, and now of course I couldn’t use the clutch except for a pitstop.

“At the end my left leg was completely numb from holding the spanner away from the throttle pedal. Alastair fired the mechanic right after the race, which was a bit tough, but I was just happy that I’d driven a really good race – sixth place, the first championship points for the team, the only Formula 1 point Avon ever scored; a good day. I knew I could do it in a car set up for the way I drive. I had beaten a lot of the F1 guys when I was doing Formula 3, so I had some confidence.”

That was as good as it was going to get. Things went from bad to worse at ATS; the money ran out and Slim went in search of more sponsorship. By the time he got to Las Vegas for the final race at Caesar’s Palace he’d found a Swedish company who wanted to get on board. This news was not well received by Schmid.



Pressing on with damaged March at Monaco in 1980. He still set fastest lap... for which the reward was a podium visit and a trophy

JEFF HUTCHINSON

“WHEN I LOOKED AROUND THERE WAS JUST THE TUB – NO ENGINE, WINGS, WHEELS, JUST WRECKAGE EVERYWHERE”

“When I told him I’d found a new sponsor he just flipped. ‘I don’t need no sponsor,’ he yelled. ‘I can pay for my own racing!’ So I took the sponsor to Ken Tyrrell. That last race for ATS I had to use the spare car because the new aerodynamics were now too much for the chassis and the bulkhead was cracking, but I was up to ninth when the engine blew. And that was that. I was off to Tyrrell for ‘82.”



SLIM’S MAIDEN OUTING IN THE Tyrrell 011 was not a happy one. Testing at Paul Ricard, he had the biggest shunt of his career.

“I never thought about getting hurt. If you were worried about that you shouldn’t be there in the first place,” he says. “But this was a *big* one. As I turned into Signes, the long flat-out right hander, the car just went, no warning. I took down 160 metres of catch-fencing, somersaulted end over end seven times, so I just pulled my arms in, held on until it landed.

“I probably sat there for 30 seconds, didn’t know if I was right way up or not. Then I opened my eyes, felt my fingers, my legs, my toes... They seemed okay so I undid the belts and stood up, looked around me... There was just the tub, no engine, no gearbox, no sidepods, no wings, no wheels, nothing, just wreckage everywhere. The scary thing was I wrecked for 10 minutes before anyone showed up. Not good, and of course that was where poor Elio [de Angelis] died later [in 1986]. He could have been saved, I think. After I’d been checked over Ken came and told me the suspension had broken so I was relieved it was not my fault.”

The first race of a new championship season was at Kyalami, Slim being teamed with Michele Alboreto in the Tyrrell-Fords. As ever, the tribulations of an F1 career continued with a

drivers’ strike in protest at new superlicence conditions imposed by FISA.

“This I remember very vividly,” says Slim, grimacing at the memory, “because really I had no choice but to join it. On the Friday night Ken came to see me and asked me if I was going to strike and he said ‘If you do, I’m going to kick your arse *so hard* you’re never going to land.’

“Well, this was tough for me. Anyway, I





Leaving ATS for Tyrrell alongside Alboreto seemed a step up – until the money dried up. Below, Slim (left) won the Swedish FF1600 title in 1972

joined it. We were all locked into a hotel and it was interesting to see how all the guys reacted under pressure. Team owners were shouting at us down the chimneys and through the air vents, threatening all sorts of things. One of the drivers escaped through a toilet window. Nerves were running high, and some of us, like me and Derek Daly, had invested everything we had, and more, and now we risked losing our jobs.

“Niki Lauda and Didier Pironi became our spokesmen, and they negotiated us out of the mess in the end. The only nice part was Elio de Angelis playing the piano. I did a concert with him later, in Germany, just piano and drums. He was one of my best mates, a super nice guy. I knew him from F3; he was a great competitor, very honest, always ready to congratulate you if you beat him. Anyway, when I got back to the



paddock Ken was standing there, looking pretty fierce. I said to Michele ‘This doesn’t look good’ but Ken looked me in the eye and said ‘Slim, I gotta tell you this – you sure got balls. *Now get in the car.*’ In qualifying the suspension broke again, and this made me angry. The bolts had come out of the chassis so I picked them up and took them back to the pits, told Ken it wasn’t good enough. I didn’t have a good race.”

At Long Beach Slim’s season itself fell apart. The new sponsor went bust, the funds dried up, there was no way to continue. But ‘Little Slim’ the drummer had made it to F1, against all the odds, and to this day he has but one regret, one memory that leaves a bitter taste.

“I always thought my record spoke for itself – the success in Formula Ford, the F3 title, the job I did at ATS, but when I scored that point at Silverstone I will always remember what an English newspaper had to say. They wrote ‘What has become of Formula 1 when a roadie for Abba can finish sixth in a Grand Prix?’ That hurt. I’d *never* been a roadie... But I believed in myself, I always have, and after that I borrowed an F3 car and went to Macau where I had the best race of my life. I stripped first gear at the start, fell to 36th and drove back to sixth at the finish, passing Emanuele Pirro on the last lap. He still ribs me about that.”



HAVING LEFT F1 BEHIND, SLIM WON THE European truck title in both 1986 and ’87, was Nordic touring car champion in 1994 and returned to trucks to win the World Cup in ’95.

“In the beginning it was all a bit smoky, but they cleaned it up and in the ’90s those super trucks were *very* quick, very sophisticated, and Steve Parrish and I had some great battles. It was good to be driving, and the technical development was interesting, working with Mercedes-Benz and West Coast Diesel on some very powerful engines. The problem is, if you’ve been an F1 driver everyone expects you to finish first, and if you don’t they say you’re a w****r, so you can’t win either way.”

These days Mr Borgudd runs Slim Racing, a race preparation and engineering business in Daventry, tutors drivers new to the sport and still has his drum kit. I suggest that a reunion with Memphis Slim at a concert in Sweden in 1980 must have been his biggest high, bigger even than Grands Prix. “Give me racing any time,” he says. “Racing is always the passion.”

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{ LUNCH WITH }

PETER STEVENS

Widely respected for his work in all spheres of automotive design, he drives a tractor and a Citroën 2CV van... among other things

writer SIMON TAYLOR | photographer JAMES MITCHELL




SPEND TIME WITH PROFESSOR Peter Stevens, and you learn a cornerstone of his philosophy: there should be as much satisfaction in designing something humble and workaday as in designing something high-profile and glamorous. For both, the criteria are the same: each must do what is required of it as well as possible, and with functional elegance. As he says: "There is nothing that can't be better for being better designed."

A lifelong enthusiast for all things automotive, Peter has built up a reputation over the past half-century as a hugely versatile car stylist and designer. His road car projects have run the gamut from supercars to econoboxes to trucks. His work with Gordon Murray on the original McLaren F1 is perhaps his best known, but he has also been responsible for motor cars as varied as the Lamborghini Jota and the Reliant Kitten. Meanwhile his fascination with motor sport, and the need to seek what Mark Donohue called the unfair advantage, have repeatedly directed his mental energy towards

finding ways to make racing cars more efficient.

Yet one of the designs that gives him the most pride is the Mahindra Gio, a tiny single-cylinder pick-up truck which has enabled huge numbers of people in rural India to afford for the first time a vehicle that will help them earn a living. And away from cars altogether, he has come up with things like a carbon fibre pod for premature babies. "It's cushioned and insulated, with provision for oxygen, drip and monitor, and because it's carbon you can x-ray right through it, without taking the baby out of the pod."

Unsurprisingly, Peter's personal drives are eclectic. His transport to the village shop from his Suffolk home may be his 1950s grey Ferguson TE20 tractor, or his Citroën 2CV van: "One of those little crinkly boxes with a very short rear overhang." He has two early Model A Fords, a roadster pick-up and a 1928 hot-rod that wears a Model T body to save weight. He arrives for lunch in his Fiat 500, apparently standard except it rides lower, has wider wheels and has its engine cover slightly open *à la* Abarth. We're at the Leaping Hare at Stanton, adjoining the seven-acre Wyken Vineyards. It has been judged one of Britain's 100 best 

restaurants and rates a mention in the *Guide Michelin*, and our game terrine and venison with beetroot tarte tatin does not contradict this. It's helped on its way by a bottle of Wyken's own Bacchus dry white.



PETER WAS BORN IN 1943, AND BOTH his parents were artists. "My father was actually a very good painter, but he couldn't support a family on that, so he taught at St Martin's School of Art. At school I was good at art, and I liked woodwork too: proper honest woodwork, which now is called something fatuous like 'resistant materials'. Our woodwork teacher taught us common sense: measure twice, cut once, that sort of thing. For O-level I did pure maths, applied maths, physics, art and woodwork – not because I thought they'd be the right qualifications to be a designer, but just because they were the subjects I liked most.

"I was always fascinated by cars, and there was one great influence on me from an early age. My uncle, my mother's brother, was Jenks." Denis Jenkinson was racing passenger to Eric Oliver, world sidecar champion, and was also at the beginning of his lifelong career as Continental Correspondent of *Motor Sport*. "He had a kind of workshop in the basement of our house, and he'd sleep there. During the racing season he'd come home to get his washing done. He had loads of Meccano, and he taught me to use it and helped me make things. When I was about seven we built a simple Meccano gearbox together, and it worked, with the cogs sliding on the shafts.

"Jenks was one of five children: he was the youngest, my mother was next. She was small of stature, just as he was, and I've got a picture of them together as school kids, looking like a couple of little angels. Around the turn of the last century their dad, my grandfather, worked for Bill Morris in Oxford building bicycles, and then the first Morris cars.

"We didn't have any money to speak of, so I had to make my bicycle out of scrap bits I'd found, frame, handlebars, wheels, and save up for the tyres. When I was 16 I sold it for £10 and for not much more I got an M-type MG.

"I booked my driving test for a few days after my 17th birthday in Cambridge, and I couldn't get anybody to accompany me there from my home in North London, so I took off the L-plates and drove there alone, put the L-plates back on and took the test. It was pouring with rain and the MG had no hood, but the examiner thought it was great fun. Afterwards he said, 'Where's the friend you came up with?' I said, 'Umm, he's in the caff around the corner.' He said, 'There is no caff around the corner. It's just as well you've passed.'



PETER STEVENS CAREER IN BRIEF

Born: 2/8/1943, Macclesfield, UK

1950s First exposure to motor sport, with Uncle Denis – aka Jenks **1973** Senior designer, Ogle **1976** Launches own consultancy, Peter Stevens Design. Clients include Brabham F1 & TWR **1985** Chief designer, Lotus Cars **1989** Designer, Jaguar XJR-15 **1990** Designer, McLaren **F1 1998** Consultant designer, BMW V12 LMR **2000** Design director, MG Rover **Present** Peter Stevens Design. Clients include Mahindra & Williams F1

"From school I went to St Martin's, and then to the Royal College of Art. My project for my bachelor's degree was a little 50cc racing motorbike, and when I'd built it I competed in sprints with Jenks, him on his 500, me on my 50. In the long vacation a friend of mine, Donald Anderson, and I pooled our funds, all of £120, and drove a 1942 Jeep 14,000 miles to Timbuktu, Libya, across by ship to Beirut, Petra, Damascus and back. We'd chosen a moment when various wars had either just finished or not quite started. I drove every yard of the way: Donald had sublime confidence that I knew what I was doing, and he was only interested in finding a local source for a good joint.

"At the time Ford of Britain didn't have a formalised way of training young designers, so they asked the RCA to start a post-graduate two-year Master's degree in vehicle design. A friend of mine, Dawson Sellar, and I were picked as the first two students and we pretty much invented how the course should work.

"Ford paid us £1200 a year, a lot of money to us in 1968, enough for me to buy an Abarth 750 double-bubble coupé. Part of the deal was that we joined Ford after the course, and I was

there nearly four years. I did various bits and pieces, like the awful Capri front end with the square headlights, which I wasn't pleased with at all. Then I did the later one with four headlights under eyebrows, which was better. I did stuff on the Transit van, the Granada fascia, that folding winder for Ford's sunshine roof.

"After Ford I was offered a place at Porsche – Dawson was already there, working on a projected mid-engined replacement for the Beetle – but the ex-pat thing didn't appeal to me, so I went to Ogle three days a week and taught at the RCA two days a week. I worked on the Kitten, the four-wheel version of the Robin, and the Rogue, which was a vaguely sporty version. Then we built a rough prototype of a weird mid-engined Reliant with twin-cam BRM head and chain drive from the gearbox to the rigid rear axle.



"IN 1976 I OPTIMISTICALLY SET MYSELF up as Peter Stevens Design. One lesson I'd learned at Ford was how to structure a project. You needed a budget, and you needed a timeframe. If you stuck to those two things, you'd get a client to come back again. Some of my clients I kept for a long time: I did ERF trucks for 14 years.

"An early client was Alpine. I got very friendly with their rally guys, particularly Bernard Darniche. We'd go to lunch at a place just outside Dieppe, opposite-locking back to the factory in the rain, and Bernard would say, 'Peter, you must design for us a wiper on the side window.' I was involved in the Renault 5 Alpine, and then I did an open two-seat sports car which, when Renault bought the majority shareholding in Alpine, became the Renault Spider.

"I'd done some racing car graphics already, bits for Richard Lloyd and for Guy Edwards. When I read that Brabham had a new sponsor, Parmalat, I phoned the factory and asked to speak to Mr Ecclestone. They put me through: he didn't know me from Adam, but I said I'd like to propose some livery for his car. He just said, 'Be here in two hours.'

"When I got there he took me into the workshop and there was the BT46, painted in a scheme proposed by Parmalat. It looked like a fairground ride, yellow, dark green, light green, gold, light blue, dark blue. Niki [Lauda] came in and said, 'Bernie, what the f**k is this? This car looks like shit, and I'm not driving a car that looks like shit.' Bernie said, 'It's all right, Niki, this is Peter, he'll have some drawings for us by the morning.' Then he looked at me and said, 'They'd better be good.'

"I spent all night on it, and Bernie liked it. They still had the Alfa engine, so the car had to be red, but when Alfa quit we went to white and dark blue. Bernie had a startlingly good



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1 Stevens was closely involved with front-drive Lotus Elan 2 Jaguar's XJR-15 was based on XJR-9 racer's running gear and spawned a one-make series 3 MG ZT-T estate topped 225mph at Bonneville 4 McLaren F1 was supposed to be a road car... 5 ...but a competition version soon followed. Wallace/Bell/Bell took third at Le Mans in '95



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6 When MG bought Qvale Stevens used the Italian firm's Mangusta design as basis for the SV 7 Richard Lloyd Racing Porsche 962 with Stevens-inspired wheel covers 8 BMW won Le Mans with the V12 LMR in 1999 9 At the opposite end of the spectrum, the Mahindra Gio

9



eye, but he didn't waste time on anything. If I showed him six proposals he'd say: 'Why are you showing me six things when I only want one? Are you trying to prove you've been working hard? Don't think I'll pay you any more money if you show me all this stuff.'

"But he really cared about the detail. He'd come on the phone and say, 'Gordon's got these refuelling churns, and they look like beer barrels. Do something about it.' So we had them sandblasted and anodised blue. Or the drivers' overalls: 'They look a mess. And that Piquet, he's a mucky bastard, he pisses in his suit during the race.' So we got the overalls tidied up. One day I walk in and he says, 'Oi, you've had your hair cut. Where did you have it done?' Then he bellows at his secretary: 'Book me in, 5 o'clock, Peter'll tell you where.'

"Bernie will always out-flank you. The pub

schools: prefabricated buildings to allow kids who had lost everything to have somewhere to go to be educated. One day he asked me to go and look at a village church near where I live in Suffolk. His father, who'd worked on fishing trawlers, came from there, and he'd sent £120,000 to the local vicar because the church needed a new roof. He wanted me to see whether the money had actually gone on the roof. I checked, and it had."



WHEN COLIN CHAPMAN DIED AT THE end of 1982 Lotus had been working on an affordable sports car, a modern Elan. Work progressed slowly, and then engineering director Colin Spooner brought in Peter to do freelance



he used to go to, there was a table where he always sat, and nobody else was allowed to sit at Bernie's table. Then the landlord decided he wanted to do dinners, but there were local objections and he couldn't get the necessary permission. So Bernie bought the pub. The council still wouldn't give permission, so he said, 'Fine, I'll turn it into a fish 'n chip shop. With lots of big bright neon signs.' It's like at Spa, somebody wanted to knock down that black and white building at La Source. So Bernie bought it, to stop them. Then somebody at Monaco wanted to knock down the Rascasse, so he bought that too.

"What he really likes to do is take the piss. At F1 races, when he can see the McLaren motorhome across the paddock from the FOCA motorhome with Ron Dennis entertaining sponsors, he'll get out his mobile and send Ron saucy texts and watch his face when he reads them. At the same time he can be unbelievably generous. After that massive 2004 tsunami he sent, not money – 'give money to charity, and you can never be sure where it's going' – but

work on the project. "But when General Motors bought into Lotus they told Spooner that Lotus had to have a proper design department. He called me and said, 'Either you come and set something up, or they're going to impose something on us.' So I moved up to Norwich, set up in a Portakabin, got myself a couple of pattern makers and a couple of clay modellers. Then I hired Julian Thompson, who's with Jaguar today, and Simon Cox, who now runs the Nissan Design Europe studio." The result was the Isuzu-engined front-drive Elan M100, of which nearly 4000 were built.

"I was with Lotus full-time for about five years. As well as the M100 we revised the Esprit, we did the Excel, and we did other project work for General Motors, like the Cadillac LSS, a projected light sports saloon. And Lotus was quite happy for me to moonlight at weekends for Richard Lloyd Racing, developing the team's Porsche 962.

"For that, which Richard called the 962GTi, Nigel Stroud designed a completely different monocoque, and we did a lot of work in the

MIRA wind-tunnel. Once you get in the tunnel you can see what you've got, and discover how to get the same results using less energy. Plus, as well as less drag, you can find more stability. The works Porsches had slots in the tunnels underneath to take out the cooling air blown over the cylinder heads by the fans. At Brabham I'd learned from Gordon Murray that even the smallest hole can wreck the downforce. So we closed those slots and made a little gurney that sucked the cooling air out of the back of the car. We changed the ducting to the intercooler, and we mounted the rear wing differently." Some of these changes later found their way onto the works cars.


"We also found that completely covering the rear wheels gave loads more overall downforce. But other drivers found that, in the traffic jam at the start, if they gave our car a sharp nudge on the rear corner it popped off the wheel cover, probably broke the latches, and the extra downforce was gone.


"Most people don't realise that downforce doesn't just earn you cornering speed: it radically improves braking. Jan Lammers, when he first drove the Porsche, said: 'When I approach a corner at 200mph it doesn't matter how hard I hit the brakes, I could push them with both feet, and the wheels won't lock. There's so much downforce that the wheels keep on gripping. But at lower speeds, like coming into the chicane, you haven't got the downforce and I have to come off the brakes to unlock the wheels.'

"I first got involved with Tom Walkinshaw doing the body kit for the racing Mazda RX-7, which won him the 1981 Spa 24 Hours. If you can improve the aerodynamics of a car and make it look better at the same time, you get an advantage all round. I worked on the TWR Rovers, the BMWs, pretty much anything Tom was racing, and we got on extremely well.

"Nobody got up earlier in the morning than Tom. He'd see things that everybody else missed. Like the big refuelling tanks in the pits at Le Mans: he worked out that the further down the pit lane you were, the higher the pressure in the fuel hoses and therefore the quicker your refuelling stops. So while the posh teams got themselves allocated the pits at the top, he'd go down the slope to the other end.

"When Tom's businesses fell over it destroyed him, really. The F1 thing went wrong, TWR went into receivership, everything went horrible and he was a broken man. Maybe that brought on his cancer. He'd made some stupid decisions. But the Jaguar XJR15 wasn't one of them.

"When Jaguar first showed the XJ220 at the 1988 Birmingham Motor Show, Tom and I looked at it and he said: 'What a monstrous ugly car!' It was so big, just horrible. It had been put together by an unpaid Saturday Club of Jaguar people, and it was shrouded in dishonesty because the launch spec said it 

A photograph of Bernie Ecclestone sitting at a restaurant table. He is wearing a grey and white striped blazer over a dark sweater with white stripes. He has a grey beard and glasses. He is looking towards the left of the frame and has his right hand raised in a gesture. On the table in front of him is a plate of food, a glass of water, and a bottle of Hildon water. The background shows a restaurant interior with large windows and other people seated at tables.

**“BERNIE LIKES
TO TAKE THE PISS.**

AT F1 RACES, WHEN
HE CAN SEE RON
DENNIS ENTERTAINING
SPONSORS, HE’LL SEND
HIM SAUCY TEXTS”

was four-wheel-drive, and it never could have been. And of course it ended up not as a V12 but a V6 turbo. It was Tom's dismay at the 220 that started him off on a road-going version of the XJR-9, which he called the R9R before it became the XJR-15. I widened the cockpit, raised the roofline and gave it its own shape, and it was ready by the summer of 1990. It was a riot to drive, and it made a beautiful noise. Then Sir John Egan gave the 220 project to Tom, so now we had both: the 12-cylinder XJR-15, and the 220 with that cement mixer engine.

"In the end 53 XJR-15s were built. We'd always intended it purely for the road, but Jaguar wanted the 220 to be seen as a road car, so they asked if the 15 could be presented as a racer. To underline this they funded a race series, with three rounds supporting the Grands Prix at Monaco, Spa and Silverstone, and a \$1 million prize. It was terrific racing, 16 identical thundering six-litre cars with some very good drivers. The series included free Bridgestone tyres that were very tall in profile, and Tony Southgate, who'd designed the XJR-9, wasn't happy because at the last minute Tom wouldn't fund a different gearbox casing on which the rear suspension was mounted. So the XJR-15 oversteered. But as long as you didn't lift off mid-corner it was all right."



PETER WAS WINDING UP HIS ROLE IN THE XJR-15 project when he had a call from Gordon Murray, who'd left Brabham for McLaren a couple of years before. "We had dinner, and he told me – which I'd already heard – that he'd talked Ron into making a road car. He wanted my advice on how to set about finding a designer for what he called 'the styling bit of it.' I said, 'You've already found him.'

"There were several enormously strong points about working with Gordon. First, he had Ron's absolute trust and confidence, and was able to persuade the board to spend the money. Gordon had the idea of the centre-seat three-seater right from the start, but Ron thought this ultimate road car should be a single-seater. Gordon's response was: 'Well, you may not have any friends, Ron, but most of our customers will.'

"One of the first things we did was make a seating buck so we could see what it would be like to ride in, the driver in the middle, a passenger each side, slightly behind. Ron, Gordon and [TAG boss and McLaren shareholder] Mansour Ojeh, all fairly tall people, sat in it, and it was fine. Ron's first comment was: 'The driver can see his passengers' shoes!' – typical Ron – but we explained that in the real car with the bodywork, and the driver looking where he was going, it wouldn't be like that.

"Another thing about Gordon is that he always questions the rules, and the accepted ways of working. Like Colin Chapman, he believes rules aren't made for him, they're just there to stop ordinary people getting in a muddle. He'd decided on a weight limit of 1000kg, and that's what it was going to be. So he told Kenwood they had 14kg for the whole hi-fi system, and to hit that spec they had to develop aluminium speaker magnets.

"The F1 started with a clean sheet of paper. We didn't put ourselves in any category: we

"I DROVE A COUNTACH IN POURING RAIN. IT WAS DREADFUL"

wanted to make the F1 absolutely as good as we could, but we took no notice of what the opposition were doing, we went our own way. At one stage we did borrow Nick Mason's Ferrari F40 and it was mostly rather awful. And I drove a Lamborghini Countach down from Suffolk in pouring rain, and it was a dreadful thing. All it told me – not that I needed telling – was that our car had to demist properly.

"For the first year I didn't draw anything, I was purely involved with the packaging and the ergonomics. I was bursting to draw stuff, but at that point we didn't have an engine. We looked at a number of potential suppliers. Gordon always wanted a V12, which is long, and that meant we needed a short gearbox.

"Once we knew what I had to clothe I made a quarter-scale model, and I only defined the cockpit area, because we knew where the people would be, and the windscreen. Then I made a series of front and rear ends that I took to the wind tunnel. The drag coefficient had to be good, and it had to be stable. Gordon and I agreed that we didn't want to cover it with spoilers. I spent a lot of time in the tunnel. We only wanted about 100lb of downforce at 100mph, because that's 400lb at 200mph, and with much more than that you'd need springs like a truck. What you really want is a centre of downforce that doesn't dance up and down.

"Working with Gordon was pretty harmonious because he had very good reasons in engineering terms for where everything should be, and it was up to both of us to make the packaging work. I said we didn't want a great long tail because it would add more

weight and it wouldn't look good. He'd say: 'Can I get my silencer in? It's 640 litres.' So I'd say, 'OK, I'll make sure there's room for that.'

"The F1 was in every way purely a road car. The project was all done and I'd moved on when pressure from customers persuaded McLaren to produce a racing version, the GTR. Thomas Bscher was one of these, and he took his to Dave Price, whom I'd worked with before on endurance racing projects.

"Pricey's aim is always to beat the factory, and I knew things about the F1 that weren't going to make it an ideal race car. The chassis stiffness behind the cockpit wasn't as good as in front: the engine and gearbox were soft-mounted, so we made up a sub-frame at the back to stiffen it up. And we re-ducted the radiators, to get the holes at the front smaller.

"The long tail was done by somebody else, using the Brabham wind tunnel. I'd used that tunnel on another project, and I knew the hotter it got, the better the results. If you stopped a while to change something the tunnel would cool down, but if you made the change quickly it would stay hot. That gave you major inconsistencies. So the long tail was no faster. Plus it looked like a donkey."

In that 1995 Le Mans one of the two Dave Price Racing cars, the Harrods-sponsored GTR driven by Bells Derek and Justin and Andy Wallace, led the race until it was hobbled by a weak clutch withdrawal bearing, a problem on all the McLarens. "We discovered it on the Wednesday, and [team engineer] John Piper and I spent Thursday and Friday rushing all over northern France trying to find a suitable replacement, without success. Sure enough late in the race it failed. Andy chugged out of the pits for his last three-hour stint with the car in fourth gear, didn't use the clutch until the end. He did a brilliant job, so did Derek with the same procedure, and we finished third. If that hadn't happened Derek would have got his sixth Le Mans victory, at the age of 53.

"But the real result that season was that Thomas and Nielsen did the 12-round European GT series, won two rounds, were consistent all season, and won the title."

A further Le Mans involvement was with the 1999 BMW. "Williams built BMW's 1998 car and Patrick Head, by his own admission, was fully occupied with the F1 programme and hadn't paid much attention to it. When he saw the front suspension, he expressed his views in typically strident terms: 'Look at that geometry! By the time the bloody damper knows the wheel is going up it's bloody coming down again.'

"So for 1999 the whole car was radically rethought. Karl-Heinz Kalbfell from BMW came to me late in 1998 and asked me to do what he called 'the white bits.' He was a lovely bloke. He died at Brands Hatch a couple of years ago, racing one of his historic bikes. □

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“I got a desk at Williams, and it was all finished by New Year’s Eve. My task was to make it look good and have BMW design values, and still have the right aerodynamics. Patrick said: ‘This is a racing car. What do we need a bloody stylist for?’ So I said, ‘I’ll make you a deal: anything that I propose which is as good in the wind tunnel as what you’ve got already, or better, we’ll do.’ I’d been told that you had to take a lot of self-confidence to Williams, because you’d get none from Patrick.”

“But much to his delight my shape came out of the wind tunnel better: the frontal area was lower. I loved working with Patrick and those guys at Williams. And at Le Mans Jo Winkelhock, Yannick Dalmas and Pierluigi Martini beat all the Audis and Toyotas and AMG Mercedes, and won it.”

Then Peter got involved with Lamborghini. “I’d known Mike Kimberley when he was CEO at Lotus, and when he became Lambo MD he asked me to go down there. I wasn’t very popular at first: the guys there said, ‘How can an Englishman march in and tell us what a Lamborghini should be like?’ Well, I’ve always believed that a designer’s job is to learn and understand the culture of a car company, and then interpret that culture into a three-dimensional object. Some designers try to impose their culture on the company – like one famous designer who had a favourite wheel arch, and plonked that wheel arch on every car he shaped.”

“I did the Jota, which was the version of the Diablo with twin scoops on the roof, and I made proposals for a Diablo replacement. Plus I drew a supercar that was to be called the L30, to celebrate 30 years of Lamborghini. But I had endless trouble finding somewhere decent to live, and whenever I went to collect my expenses they’d give me a thousand quid in 1000 lire (40p) notes in a shoe box, which was useless. You can’t do anything with that without looking like a criminal. By then Chrysler had sold the company to Indonesians, and it was never going to work, so I came home.”

“I’d met a guy called Nick Stephenson at an industry dinner, and discovered we both liked drag racing and hot-rods, and we exchanged cards. In 2000 he phoned me up and said: ‘Do you want to do something really risky? Could be good, could be bad, but I’m in a four-man consortium that’s going to buy MG and Rover from BMW, and I want you to be design director.’”

“I had a quiet word with the BMW chief, Bernd Pischetsrieder to see what he thought. He said, ‘OK, Peter, here’s what you do. Tell them you don’t want a job, you want a consultancy. Ask for a three-year contract, and say they have to pay you this much. And make sure they never owe you any money.’ In 2005, when it had all collapsed, I saw Pischetsrieder at the Geneva Show. ‘So, Peter, did you follow my rules?’ ‘Yes, all except the last one.’”



“The Phoenix consortium bought the business from BMW for £10, and we worked wonders on no money at all. The entire design budget was £13 million a year, which doesn’t get you seat trims at BMW. We updated the MG F into the TF, we did the V8 version of the Rover 75, and we did the MG estate car that did 225mph on the Bonneville Salt Flats.”

“Then there was the MG SV. That was MG Rover taking over the Mangusta, the former De Tomaso Bigua, from Bruce Qvale. At first they just wanted to slap an MG badge on the existing car, but I said ‘no way’. It was a nightmare to build and we wanted to develop it properly. Nick said, ‘What can you do for £10 million?’ I said I’d have a car that he could drive in 12 months.”

Front-engined, rear-wheel-drive, the SV had the Mangusta’s all-alloy four-cam 4.4-litre Ford V8, five-speed manual box and Brembo brakes. Bonded to the chassis was a hunky-looking body in carbonfibre. “We found some people in the Isle of Wight to make affordable carbon composite panels. All the suppliers did their bit, we assembled the cars in Italy and we got complete cars delivered to MG Rover just needing their interiors and instruments. We made 82 of them, at a retail price of between £65,000 and £85,000, before the whole of MG Rover collapsed. In the final months there were all sorts of negotiations with the Chinese, but in the end Shanghai just waited for it to fall over. It was such a shame. As Pischetsrieder said afterwards: ‘They weren’t crooks. They just weren’t good enough.’”

All this time Peter never stopped his consultancy work. His list of clients down the years is impressive and hugely varied, ranging

at different times from Rolls-Royce to Tata, from Virgin Atlantic to Oz Wheels. “Bentley wanted a mid-engined proposal, and they built two chassis and tested one at MIRA. But the packaging was dreadful, and they were determined to have a Bentley radiator, and it wasn’t very good. For Don Panoz I did the road version of his front-engined GT racer, which was a fun little project. They only made one, and Don had it painted in hideous purple and gold flip-flop paint, which was his idea of cool. I did livery for the Benetton F1 team – that was for David Richards, who wanted everything, including all the pit equipment, to look good – and I did work for Toyota on their GT-One Le Mans car. When Samsung was evaluating whether it should become a car manufacturer I did a soft-roader called Freetime, but it was never built. And before GM took over Lotus I worked on a sports car for Chrysler based on the S3 chassis, code-named Big Shot.”



“NOW I’M BUSY WITH A COUPLE OF very interesting projects, including an electric car for an American company. Tesla already has a very good product, so if you’re going electric you’ve got to be a step more efficient still. My vision is an ultra-aerodynamic, sexy four-seater, but I can’t tell you more. I’m also working on a project for a luxury car manufacturer, and I’m about to start on new tram cars for Sir Michael Kadoorie’s Hong Kong Peak Railway.”

“But what matters most is education. If nothing else it’s an insurance policy for the future, because we need bright young people around to make our old age comfortable. As visiting professor at the RCA I’ve lectured on the history of car culture. There’s a saying in Arabic: ‘How do you know where you’re going if you don’t know where you’ve come from?’ The motor car is the most influential product of the last 100 years, and there’s virtually nowhere on the planet where it hasn’t transformed life.”

“Designing cars means being able to create a car to meet any set of requirements. Young designers send me portfolios of their work every week, and it’s always Ferraris or Lamborghinis. So I say, ‘OK, now try a truck, now try an off-road ambulance.’ Wanting to design a Ferrari is not the same as wanting to design a car to fulfil a specific need.”

Which is why Peter is being entirely honest when he says that the Mahindra Gio is as important to him as the McLaren F1. As he’ll point out, the former certainly changed more people’s lives, even if the latter was much more of an automotive icon. But both have played their role in the huge variety of this stimulating man’s working life. Today he’s still designing and, let’s hope, will still be for many years to come. 📧

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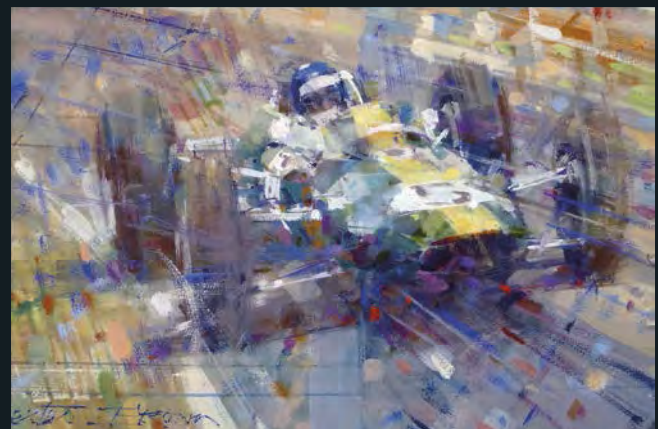
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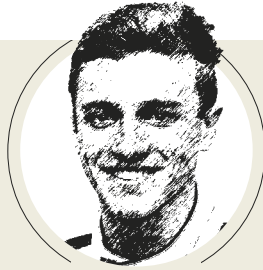
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Piers Prior

This year's Henry Surtees Foundation karting challenge winner hopes to graduate to single-seaters, as he explained to Alex Harmer

WITH ALL THE GOOD WORK the Henry Surtees Foundation has been doing around the country with its 'blood bike' initiative, it's fitting that a driver who has thrown his support behind the charity should have won its fifth annual karting challenge at Buckmore Park.

To do so, Piers Prior had to beat the stiffest competition he's faced in his fledgling career. Up until now he's been racing primarily in the rental kart Sodi World Series, in which he was junior champion in 2010 before stepping up successfully to the senior class. But at Buckmore his main challenger was European F3 front-runner Jake Dennis. The two engaged in a close battle for the entire race.

"It feels amazing to me," he says. "I was sitting on the grid, looking at all the drivers around me and thinking, 'I shouldn't really be here, what am I doing?' It's genuinely some of the best racing around. You get a lot of the top young and not-so-young drivers in the same place, in the same karts – I'd probably do it even without the prizes.

"It was a really good race – I know Jake and I'm aware of what he's been doing in F3. He's a quality driver. It's just so much fun to race against people like that, because you know that to beat them you're going to have to go some. I managed to do enough by about a tenth."

His prize for winning is a Formula Renault 2.0 test "somewhere on the continent". But despite his modest experience so far, it won't be his first time in a single-seater.

Piers won simulator company Let's Race's first annual Let's Race 2 Reality competition in 2014, which meant beating more than 200 other drivers on the company's

machines, then finishing in the top five in a kart race at Buckmore. Those five were then vetted by Carlin, spending time in the simulator and making a presentation in front of the team's management. Piers was chosen as the winner.

"I got a test in one of Carlin's F3 cars at Pembrey. It was the first car I'd ever driven and it was a bit of a baptism of fire. It took me a long time to get used to it and by the end of the day I was about a second off their benchmark. I was pretty happy, but I still didn't feel comfortable in the car.


"It was just so alien to me. Karts move around a lot, but the F3 car just turns and sticks. The speed you carry through the corners is unreal."

Sixth place in last year's HSF karting challenge netted him a test in one of Falcon Motorsport's MSA Formula cars at Rockingham. Piers was instantly more at home in the intermediate machinery. "It had less downforce than an F3 car and felt more natural. By the end of the day I was setting mid-grid times.

Hopefully I can find the budget to do a full season next year.

"I've been fortunate that my family's been able to fund me through karting, but they can't afford to put me into cars. I'm looking for sponsorship. I had a film crew following me after winning the Let's Race prize, so hopefully I can make good use of the contacts they gave me."

Piers wants to race single-seaters, but is not setting his sights on any particular goal. "I'd just like to race in a decent championship and be competitive, whether it's in sports cars, single-seaters or touring cars. I just like driving things as fast as they'll go and racing against the best."

No matter where he might find it, Piers' thirst for competition is obvious; he's the sort of young driver the sport needs. And thanks to the Henry Surtees Foundation, he'll be getting his chance soon enough. 



CAREER IN BRIEF

Born: 13/7/97, Clacton-on-Sea, England
2006-2015 Karting, Six-time Buckmore Park solo champion, Three-time junior club champion
2010 Sodi World Series junior champion **2014** Third overall SWS Senior Championship at Le Mans **2014** Let's Race 2 Reality winner **2014** Rye House Team Pro-Kart Endurance Clubman Champion **2015** SWS UK number one in world rankings

Timing is everything Precision



The related arts of motor sport and timekeeping

CHOPARD'S POWER HOUSE

A fresh approach: Swiss independent building more of its own 'engines'



ETERNAL INSPIRATION

How Jaguar's E-type influenced Bremont

HONOURING NUVOLARI

Eberhard pays tribute to bygone Italian maestro

A PENCHANT FOR RALLYING

Certina adds Citroën to its WRC portfolio



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In this latest edition of our occasional *Precision* series we look at recent trends and developments in watchmaking, from exquisite one-offs to car-inspired timepieces via the manner in which some watch companies are becoming increasingly self-sufficient with regard to design and sourcing of parts.

Some parallels there, perhaps, with Formula 1, but then this is an industry that will ever and always have much in common with our own.

Precision is written and edited by Richard Holt

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CERTINA

RALLYING SUPPORT

CERTINA MAKES BATTLE-READY SPORTS WATCHES THAT ARE PERFECTLY SUITED TO THE WRC

“I’VE ALWAYS PERSONALLY held the view that the most skilled drivers are rally drivers, because they deal with asphalt, snow and ice and dirt roads and they face conditions that are always changing.” These are not the words of a biased insider or die-hard rally fan, but of the ex-Formula 1 star David Coulthard. While F1 certainly leads the way in terms of glamour, as a test of both driver and car rallying is hard to beat.

The world of watches is not short on its own share of glamour. Even someone who has never expressed even a passing interest in horological matters could, if pressed, come up with at least half a dozen names of watch companies that are as well known for providing wrist candy as they are for their prowess with the clockwork innards.

Certina is not a brand that has chased the glitz, but one that has built a long-won reputation for honing its core skills. It was established by the Kurth brothers in the Swiss town of Grenchen at the foot of the Jura mountains in 1888. It began as a small business in a workshop attached to the family home, where the brothers and three employees produced movement parts for other watchmakers before moving on to making complete timepieces themselves.

In the early 20th century, then going by the name Grana, it was among the first brands to produce wristwatches and won a number of prestigious horology awards for the quality of its pieces. By 1918 the firm moved from the

small home workshop to a full manufacturing facility, with the capability to produce every part of the watch movement in-house.

The company built on a reputation for innovation, notably producing an early digital watch in 1936, with rotating discs showing the hours and minutes digitally through two apertures in the metal case. By 1955 it had become one of the most advanced watchmakers of its time, employing 500 people and producing a thousand watches per day.

In the late 1950s the company, by then going by the name Certina, developed its Double Security (DS) system, so-called because the movement was placed inside a highly reinforced case and had also been suspended to protect it from further shocks. In 1960 the watches, which were also water and pressure resistant, were taken on an expedition to the Himalayas in order to prove how tough they were.

Thus began an involvement with rugged outdoor pursuits that continues to this day. Over the years Certina has been associated with yacht racing, hockey, boxing, motocross, motorcycle racing, F1 and rallying.

Since 2013 Certina has been official timekeeper of the FIA World Rally Championship, and this year the brand also announced a partnership with the WRC’s Citroën Total Abu Dhabi team.

The fit with rallying is perfect – stylish, no-nonsense watches built by a company that has honed its skills in the very toughest of conditions.





HOW A WATCH WORKS

AN EXPERT SUMMARY EXPLAINING THE BASIC FUNCTIONS OF A MECHANICAL TIMEPIECE

A TRADITIONAL WATCH movement is a piece of precision-manufactured mechanical art; utmost accuracy is demanded of it, despite consisting of little more than gears, wheel and springs. To understand how a mechanical movement works, it is best to visualise it as a sequence of events with a start and a finish, a domino effect of power transfer and control along a reactive chain.

It begins at the mainspring, a coiled strip of metal wound within the barrel by either the crown, or – if it is an automatic winder – the rotor weight. The power is transferred through a set of gears, called the going train, to the escapement, which regulates the release of power from the mainspring to stop it

unwinding all in one go. It does this by locking and releasing a toothed wheel – called the escape wheel – using the pivoting, twin-pronged pallet fork, which is itself knocked back and forth by the lightly sprung balance wheel. Through clever integration with the escape wheel, the pallet fork is both driven by and drives the escape wheel, the shot of energy released by the mainspring in each beat giving the balance wheel the motion to knock the pallet fork to its next engagement. The regulated power can then be transferred through a set of reduction gears, called the motion work, to the hands, turning each at a speed set by the gearing.

By Andrew Morgan of Watchfinder, the specialist retailer for pre-owned luxury watches. www.watchfinder.co.uk

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BREMONT

BEST OF BRITISH

GET YOUR CLAWS INTO A WATCH INSPIRED BY THE JAGUAR E-TYPE



THE HENLEY-BASED BRAND Bremont has been making a very big noise since it was launched in 2002 by brothers Nick and Giles English. And in the last few years they have turned the volume up even more, thumping the tub in the process for British craftsmanship in general and watchmaking in particular, reminding the world that it is not all about Switzerland.

They started off making pilots' watches – the brothers inherited a passion for flying from their late father and the brand's emblem is a propeller – but have since diversified to an impressive degree, working with the Bletchley Park Trust on a Codebreaker watch, making watches for the film *Kingsman* and earlier this year launching an America's Cup collection.

They also have a long-running relationship with Jaguar, and last year unveiled an E-type-inspired watch made in association with Jaguar's 'continuation' Lightweight E-types. The reaction to the watches was overwhelmingly positive. But there was also a sense of regret because, just like the Lightweights, Bremont announced that it would only make six examples, and all had already gone.

Not wanting to disappoint its public, Bremont

went on to make two production versions of the watch, which are hitting the shops just as this magazine arrives in the shops.

Bremont's creative team worked on the watches with Jaguar design supremo Ian Callum, producing dials that pay clear homage to an E-type's dashboard instruments.

"The MKI and MKII pieces had to capture the spirit of what is undoubtedly one of the most iconic sports cars of all time in a subtle and intelligent way," Callum says.

"The result is a pair of watches that subtly relay some of the codes of the E-type, but which

are also easy to recognise as having been created with the car in mind. They simply look absolutely right when you wear them in the driving seat – almost as if they had been designed alongside the car back in the '60s."

Bremont has opened a facility at Silverstone to make parts for its watches. The reason for a second premises away from its Henley base is because of the skilled workforce in the area, Giles English told *Precision*.

"All of our watch assembly and the watchmakers sit in Henley," English said. "But when it came to machining metal it logically

didn't make sense because of the skillset of people we wanted to employ. The guys we are employing are predominantly from the Formula 1 industry because they've got the skills for CNC machines and for machining metal."

If workers switch from making pistons to creating watch components, some skills are transferable but further training is still needed in order to machine parts down to a thinness of two microns, a fraction of

the width of a human hair. "If you are making engine parts you don't manufacture down to that level," English adds. "That scale is something you don't do unless you are making watches or medical instruments."



■ The Bremont Jaguar MKI with small seconds and an automatic in-house movement, £8450. It comes with an open caseback showing a winding rotor shaped like a miniaturised three-spoke E-type steering wheel www.bremont.com

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EBERHARD

THE SPIRIT OF TAZIO

LATEST IN A SERIES OF WATCHES PAYING HOMAGE TO NUVOLARI

AS EPITAPHS GO, IT IS hard to beat. Pre-war Italian racing legend Tazio Nuvolari was described by no less an authority than Ferdinand Porsche as “the greatest driver of the past, the present, and the future”.

The champion motorcyclist who took to four wheels and won many Grands Prix, the Mille Miglia (twice) and the Le Mans 24 Hours is celebrated for a specific achievement by the latest arrival from Swiss watchmaker Eberhard & Co.

In 1935 the Alfa Romeo Bimotore, the two-engined beast designed by Enzo Ferrari, proved so fast in a straight line it made sense to have a crack at a land speed record. On an Italian autostrada, Nuvolari broke the Class B record for both the flying kilometre and the flying mile, while hitting a high of almost 209mph – or a little over 336kph.

This is the figure that adorns Eberhard’s limited-edition tribute watch, the Tazio Nuvolari 336. It has an automatic-winding mechanical movement and large, easily legible dial within a 45mm case. It comes with a dual-time function at 12 o’clock and a power reserve indicator in the style of a fuel gauge at six o’clock. The 336 is the latest in a line of Eberhard watches celebrating the career of Nuvolari, going back to 1992 when the Tazio Nuvolari Chronograph was brought out to celebrate the 100th anniversary of the driver’s birth. Since then there have been many Nuvolari watches, and new this year there is even a Nuvolari desk clock.

Eberhard was founded in the Swiss town of La Chaux-de-Fonds in 1887, but has long been associated with Italy and is currently run by an Italian husband and wife team.



■ The Eberhard & Co Tazio Nuvolari 336 comes in a limited edition of 336 pieces, £2850



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BAUME & MERCIER

A VERY FINE PLACE TO START

SHELBY DAYTONA COUPÉ INSPIRES FRESH INITIATIVE

THERE ARE MANY WATCH brands associated with motor racing, but until recently Baume & Mercier was not one of them. If you are going to pick a car for your first motoring collaboration, you could do far worse than the legendary beast that is the Shelby Cobra.

Two limited-edition watches have been brought out to celebrate 50 years since Carroll Shelby's Cobra Daytona Coupé won the 1965 FIA World Sportscar Championship. The watches were designed by Baume & Mercier in consultation with Peter Brock, the man charged by Shelby with creating the bodywork that turned the Cobra from a steroid-boostered AC Ace into an aerodynamic, race-winning sports car.

As well as designing the Coupé's body, Brock was responsible for creating the brand livery for all of Shelby's products, and this can be seen in the Baume & Mercier watches. The chronograph's second hand carries the Cobra insignia, the hour and minute hands echo the steering wheel spokes and the chronograph

counters are presented as cockpit gauges. The watch's two-tone blue dial is an interpretation of the Cobra's blue and white racing colours.

The watches are based on Baume & Mercier's Capeland chronograph. The steel version is limited to 1965 pieces in commemoration of the Cobra's winning year. The red gold version is limited to 98 pieces, a reference to Shelby's own racing number.

As well as being a racing driver, designer and entrepreneur, Shelby was passionate about raising funds for children affected by heart disease. His own racing career was cut short by heart problems that he had suffered from since he was a boy. Thanks to ongoing medical care he was able to live a full life, dying in 2012 at the age of 89.

The Carroll Shelby Foundation is dedicated to helping children who have heart problems but do not have the money for treatment. As well as the two limited-edition watches, Baume & Mercier has produced a one-off collector's piece, a Cobra flyback chronograph, which will be auctioned to raise funds for the Foundation.



The Capeland Shelby Cobra one-off piece with polished/satin-finished 18K red-gold case and black calfskin strap will be auctioned at Antiquorum in New York on December 9, with proceeds going to the Carroll Shelby Foundation www.antiquorum.com www.shelbyamerican.com



The limited edition Baume & Mercier Capeland Shelby Cobra is available in steel (£3000) and red gold (£13,300). www.baume-et-mercier.com

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CHOPARD

POWER HOUSE

CELEBRATED SWISS MANUFACTURER IS MAKING EVER MORE WATCHES WITH IN-HOUSE MOVEMENTS

CHOPARD HAS BEEN SPONSOR AND official timekeeper of the Mille Miglia since 1988, and every year makes a limited-edition watch that is presented to all the participants. The major difference for this year's event was that for the first time the watch was fitted with an in-house Chopard movement.

That is a significant move for a company that has been rapidly increasing the number of watches that come with in-house movements, rather than motors sourced from the Swatch Group-owned movement manufacturer ETA. In 2011, Swatch decided to begin phasing out supply of ETA movements to companies outside the group. This decision hastened Chopard's journey towards self-sufficiency, but in reality it was one that was already well under way.

The company's history began when the watchmaker Louise-Ulysse Chopard opened a workshop in Switzerland's Jura mountains in 1860. Just over a century later, younger

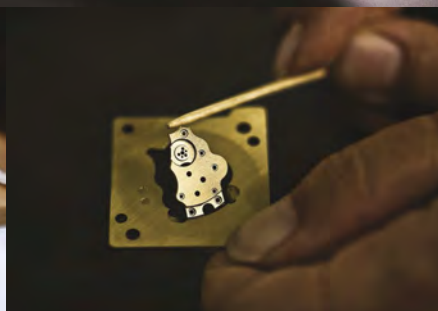
generations of Chopard's sold the business to the Scheufele family, who own the independent company to this day. They developed Chopard, by then based in Geneva, into a hugely successful company known as much for its jewels as its watches.

But whilst the company base remains in Geneva, the heart of Chopard-the-watchmaker has returned to its roots in the Jura mountains. The first step was to establish Chopard Manufacture in 1996, a specialist centre in the town of Fleurier dedicated to haute horlogerie. A second facility was bought in the town in 2007 to allow the company to make movements for its more mainstream watches. Five years later Chopard was making 5000 movements a year, a number expected to increase to 15,000 by the end of this year.

Among the beneficiaries of this facility is the Mille Miglia 2015 Race Edition, available in either steel or red gold. The watch follows the design codes of the classic cars eligible to take part in the event, with a rosso corsa dial and a power-reserve indicator designed to evoke a mid-century fuel-gauge.



With expanded facilities in Fleurier, Chopard is on course to make 15,000 in-house movements this year





PANERAI

Radiomir 1940 3 Days Automatic Acciaio

A 42mm case size would not be considered small by most watchmakers, but for a wrist-statement watch like Panerai it is positively dainty. This is the first time a watch in the 1940 collection has been presented in this size. While the diameter has been reduced, the style is pure Panerai, with a very clear visual link to the watches strapped to the wrist of Italian frogmen during the Second World War.

£7400, www.panerai.com



CARTIER

Clé de Cartier Mysterious Hour

Cartier's Clé (key in French) series watches have a unique key system instead of a standard watch crown, which allows the movement to be wound like a clock. The mystery, in the case of the new Mysterious Hour, is how the minute and hour hand appear to be floating and unconnected to the open-worked movement. The watch is available in either pink gold or palladium and houses the calibre 1847MC, Cartier's new in-house movement.

Palladium £50,000, www.cartier.com

WATCHES AND WONDERS

EASTERN EXPOSURE FOR THE LATEST TIMEPIECE RELEASES

NOW IN ITS THIRD YEAR, THE WATCHES & Wonders autumn fair in Hong Kong showcased the latest pieces from the leading Richemont brands (as well as the independent Richard Mille). This is Asia's answer to long-established Salon International de la Haute Horlogerie (SIHH) held in Geneva every January. SIHH is largely focused on retailers and press, but Watches & Wonders is also aimed at the watch-loving public and is staged during China's Golden Week holiday to allow more enthusiastic amateurs to attend. Here is a selection of some of the stand-out watches unveiled this year.



A. LANGE & SÖHNE

1815 F.A. Lange 200th Anniversary in honey gold

Earlier this year Lange unveiled a limited-edition watch in honour of the birthdate of the brand's founder Ferdinand Adolph Lange, in platinum with a black dial. This second edition, limited to 200 pieces, comes with a white dial and a 40mm case made from Lange's signature honey gold. An exercise in elegant simplicity, the time-only watch with small seconds has an open-case back so that you can admire the beautiful, hand-wound movement.

£90A, www.alange-soehne.com



IWC

Handwound Monopusher in red gold

With a 45mm dial, the IWC Handwound Monopusher is very large for such a classically styled watch. But that large, handsome case contains an in-house movement that provides a very impressive eight days of power reserve.

The ability to go for so long without being wound requires a big, powerful mainspring and barrel, so it would not be possible without a good sized case to house it. The chronograph has a 60-minute counter at 12 o'clock, and this is the first by IWC to have a single button to operate stop, start and reset.

£18,850, www.iwc.com



MONTBLANC

Heritage Chronométrie Dual Time Vasco da Gama

This is the latest in the series of watches dedicated to Portuguese explorer Vasco da Gama. With an in-house movement, it has an additional hour hand that can be brought out from under the main hour hand to simultaneously display two time zones. The small seconds at six o'clock sit on top of a three-dimensional world map, while at 12 o'clock there is a 24-hour hometime indication above a representation of a southern hemisphere night sky exactly as it was when Vasco da Gama sailed around the Cape of Good Hope in 1497. The piece is limited to 238 pieces, a number that represents the height in metres above sea level of Cape Point Peak on the Cape Peninsula.

£4700, www.montblanc.com



JAEGER-LECOULTRE

Geophysic True Second

If you were born in the quartz generation, possibly the first thing you learnt about 'proper' – ie mechanical – watches was the smooth sweeping of the second hand as it moves round in a series of barely perceptible ticks. You need to unlearn that for the Geophysic True Second, a sophisticated dress watch with looks that pay tribute to a 1958 Jaeger-LeCoultre watch. It is engineered to tick the seconds out one by one. If anyone doesn't believe it is mechanical, you can show them the beautiful, automatic movement, which is visible through the open case back.

Steel £6400, www.jaeger-lecoultre.com



VACHERON CONSTANTIN

Historiques Cornes de Vache 1955

This classic dress chronograph is a new addition to Vacheron Constantin's Historiques collection, watches that pay tribute to the company's illustrious 260-year history. The new watch is a modern take on the reference 6087, a very collectable Vacheron Constantin chronograph made in very small numbers in the 1950s. The Cornes de Vache is named in reference to its distinctive cow-horn shaped lugs and it has a hand-wound in-house movement, platinum case and dark blue alligator leather strap with platinum buckle.

£57,350, www.vacheron-constantin.com



RICHARD MILLE
RM 26-02 Tourbillon Evil Eye

Not shy in either price or design is the eponymous brand launched by motor racing enthusiast Richard Mille in 2001. He has a host of sports stars on board and makes bold, complicated watches that can withstand the shocks and g-forces of the toughest of tests. But Monsieur Mille keeps coming up with surprises, launching a range of women's watches last year, an erotic watch earlier this year and now this, the Evil Eye. Fashioned from red gold, the flames and eye were hand carved and micro-lacquered by renowned Geneva craftsman Olivier Vaucher.

£460,000, www.richardmille.com

ROGER DUBUIS
Excalibur Spider Pocket Time Instrument

Nobody could possibly accuse Roger Dubuis of being timid. These are watches that demand attention and push the boundaries of what is possible in terms of both aesthetics and the science of watchmaking. The boldly named Excalibur Spider Pocket Time Instrument is a modern interpretation of the pocket watch, but comes with a specially designed stand so it can be used as a desk clock. It has the Roger Dubuis signature 'double moon-crescent' power reserve, which tells you when the 590-piece movement needs to be hand-wound again. It has four balance wheels at different angles, all on display through the skeletonised dial, in a bid to cancel out the effect of gravity and ensure ultra-precise timekeeping.

£359,800 www.rogerdubuis.com



max bill

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JUNGHANS - THE GERMAN WATCH

By going back to essentials and using clear forms, the **max bill by junghans** range has become a design icon of our time. It is now over 50 years since the Bauhaus artist Max Bill developed exceptionally high aesthetic standards for Junghans watches. These now enjoy cult status and are more fascinating than ever.



MADE IN
GERMANY

TUDOR

EMERGING FROM THE SHADOWS

ROLEX'S JUNIOR SIBLING HAS CULTIVATED ITS OWN BAND OF DEVOTEES

THE TUDOR BRAND was introduced in 1946 as a more affordable alternative to Rolex. It used a lot of its parent company's design codes but filled the cases with cheaper, outsourced movements to provide good quality watches to a wider audience. Particularly successful were the diving watches, introduced in the 1950s. When buying the watch merely as a tool, many divers took the view that the Tudor Submariner did the job just as well as the Rolex, so why pay more?

The obvious downside to that *raison d'être* is a life spent in the shadow of a more glamorous big brother. While certain Tudor models have always had their admirers, there was no getting away from the public perception that you would choose a Rolex if you could. Things changed in 2010 with the launch of the Tudor heritage collection, watches that were influenced by various historical models but not constrained by them. First there was a chronograph, then an

alarm watch. And they began to get a whole load of attention all of their own thanks to new legions of Tudor fans.

Then in 2012 Tudor launched the Heritage Black Bay, which was clearly influenced by the early Submariners, but with a difference, coming with a big crown, angular 'snowflake' hands and – most strikingly – a red bezel. The watch won the Revival award the following year at the prestigious Grand Prix d'Horlogerie de Genève, the Oscars of the watchmaking world.

A blue bezel version followed and new for this year it has a black bezel, being inevitably given the super-cool name Black Bay 'Black'. It is available either on a brushed steel bracelet or an aged leather strap. Both come supplied with a second strap in black fabric, so the watch is ready for action.

Using modified ETA movements, they are still significantly cheaper than an equivalent Rolex, but in terms of style they offer something totally different from the parent company. With the Black Bay, Tudor has definitely emerged from the shadows.

■ £2330 on steel bracelet, or £2120 on aged leather strap. Both come with second strap in black fabric (pictured)
www.tudorwatch.com

B.R.M.

Chronographes



**CORVETTE
RACING**

OFFICIALLY LICENSED TIMEPIECES

AMERICA'S SPORTS CAR MEETS FRENCH INNOVATION

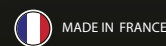
Corvette has been synonymous with speed, performance and precision since the first car took to the track in 1953. Now, Corvette's unmatched style and groundbreaking engineering are captured in a collection of exclusive timepieces by legendary French watchmaker BRM Chronographes, who has partnered with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

Available in five models, each BRM Corvette Racing model employs a precision automatic or chrono-automatic movement and bears the iconic Corvette Racing insignia. Our ultimate chronograph features a 24-hour dial to commemorate Corvette's seven class wins at the legendary 24 Hours of Le Mans endurance race. And each model is strictly limited to no more than 100 numbered examples.

If you're a Corvette fan with an appreciation for fine timepieces, this is a must-have addition to your collection.



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REF. V6-44-COR-02



www.brm-manufacture.com

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■ Rectangular rose gold Glashütte tourbillon wristwatch, No24 of 25, £20,000-£30,000



■ 18K rose gold Audemars Piguet Grande and Petite sonnerie wristwatch with trip repeat, No13 of 50, estimate £40,000-60,000

IT IS HISTORY AND PERSONALITY THAT BRING auction lots their value. From prints to jewellery, cars to wine, it is the story behind the piece that connects with buyers. This summer's Patek Philippe Watch Art Grand Exhibition showcased 400 timepieces at the Saatchi Gallery, attracting 42,500 visitors over 12 days. Collectors command a focal point and a continuity through their anthologies to provide an irresistible draw.

That is perhaps why single-owner collections tend to bring higher sell-through rates at auction, one of the most iconic examples being the sale of the Time Museum collection after the museum closed in 1999. Brought together by the museum's founder, Seth G Atwood, the collection sold for a total of US\$58,593,845 over five years. Collecting is not just a pastime for the stamp-loving hobbyist but a serious, lucrative business.

Looking through a person's life's work, you can see a story

WATCH AUCTIONS: SINGLE- MINDED

THE UPSIDE OF SELLING A PERSONAL COLLECTION

through the pieces they have bought. It is a fascinating view through the keyhole. A single-owner collection will be focused and curated. The items have been a part of an intriguing family.

In December, Bonhams will offer the first instalment of the sale of the largest known single-owner watch collection in Europe. It is the collection of one, unnamed European nobleman* who has, over his lifetime, built a collection of 2000 watches.

Single-owner watch collections emerge on the auction market about once a year, and usually within another sale. It's very rare that somebody is able to own a sale with only their pieces – and this collection will certainly command more than one auction.

Somewhat surprisingly, selling your life's work is not as heart-wrenching as the idea might first appear.

One client decided to sell his watch collection because he knew his children had no interest in it, and he really enjoyed it. He got a catalogue of his life's possessions – a legacy of his passion. He was able to talk to people who were incredibly interested in his life's work. He could finally share the heritage behind each item, knowing that the story of each piece would continue. It was the ultimate cathartic experience for him.



**Jonathan Darracott is Bonhams
Head of Watches in UK and Europe**

* The Collection of a European Nobleman will be sold throughout 2016 at various sales (to be disclosed), starting with the fine watch sale in London on December 16 2015.
www.bonhams.com



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THE REGULATOR

MISSED OUT ON A
COSTLY ONE-OFF? HERE
ARE TWO OPTIONS...

VACHERON CONSTANTIN MAÎTRE CABINOTIER PERPETUAL CALENDAR REGULATOR

One of the most talked about watches lately has been the Maître Cabinotier Perpetual Calendar Regulator by Vacheron Constantin. Regulators have the minute hand displayed on a central dial and the hours on a smaller, subsidiary dial – a tribute to the ‘master clocks’ of the late 17th century. For anyone wanting their own wrist-regulator, the Vacheron Constantin is sadly unavailable. It is a unique piece that has already been sold for an undisclosed (but very hefty) price. There are, however, alternatives.

www.vacheron-constantin.com

CHOPARD L.U.C REGULATOR

Released earlier this year, the Chopard L.U.C Regulator features a central minute hand and subsidiary dials showing the hours at three o’clock, seconds at six o’clock, and a second, 24-hour timezone at nine o’clock. The hand-wound movement features four barrels and an extremely impressive nine-day power reserve, monitored by a gauge at 12 o’clock. The watch is COSC-certified with an 18-carat rose-gold case.

£21,640, www.chopard.com

HAMILTON JAZZMASTER REGULATOR

A much more accessible regulator is available for the US-born – but now Swiss-owned – brand Hamilton. Hamilton makes some very stylish and excellent value watches with a range of quartz and automatic movements. The Jazzmaster Regulator came out last year and is a very nice take on the concept. It features three, clean, separate dials for hours, minutes and seconds and has an open caseback revealing an automatic calibre made exclusively for Hamilton by the movement specialist ETA.

£940, www.hamiltonwatch.com

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GLANCE BEHIND THE CURTAIN

A SPLASH OF COLOUR FROM THE
FORMER EAST GERMANY



■ An original 1960s
Glashütte Spezimatik
www.glashuette-original.com

THE SMALL SAXONY TOWN of Glashütte, just south of Dresden, is the birthplace of the German watchmaking industry. One of several watch brands still based there, Glashütte

Original traces its beginnings back to the middle of the 19th century, but it is a much more recent piece of history that is celebrated with a new collection.

After the Second World War the watchmaking industry in Glashütte was nationalised into the state-owned VEB Glashütter Uhrenbetriebe. The Eastern Bloc might have a reputation for being a bit drab, but one series of products manufactured by this company achieved cult status. The Spezimatik was a series of automatic winding watches produced between 1964 and 1979 in large numbers and a wide range of different shapes and colours.

A generation after reunification and privatisation, Glashütte Original is part of the Swatch Group and makes high-end timepieces. And now the company has decided to pay tribute to the Spezimatik with its Sixties Iconic Collection.

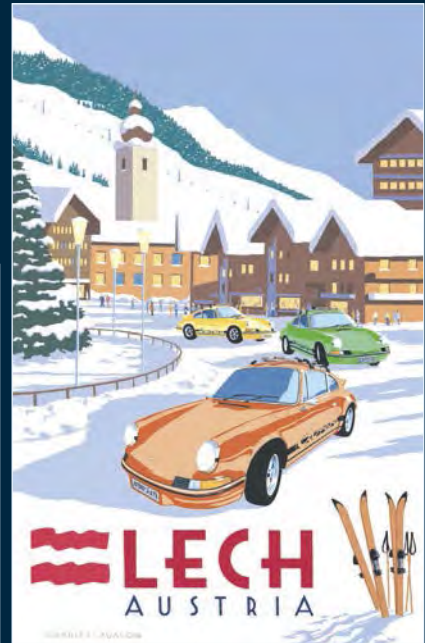
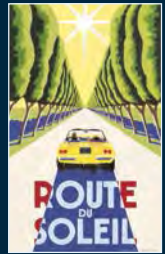
The series of watches feature the domed dials of the originals with arched minute and hour hands and Arabic numerals at 3, 6, 9 and 12. They come in a choice of distinctive colours: Sixties Red, Sixties Golden, Sixties Aqua, Sixties Brown and Sixties Grey.

All five have a highly unusual *dégradé* effect on the dial, which involved a careful process of lacquering that leaves each watch with a unique finish. And the movement is Glashütte Original's proprietary Calibre 39-52. So while the nod is towards watchmaking behind the iron curtain, the technicality of the finished product is very much cutting-edge.



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UPCOMING WATCH EVENTS



DECEMBER 15 2015, NEW YORK

Christie's Omega Speedmaster 50

This single-brand sale at the Rockefeller Center celebrates the history of the Omega Speedmaster and marks 50 years since the chronograph was first flight-qualified for NASA missions. The 50 selected lots are sure to attract attention from around the world.
www.christies.com



DECEMBER 16 2015, LONDON

Bonhams watch sale

Held at the Bonhams sale room in London's Bond Street, the Fine Watches and Wristwatches auction features several hundred lots from highly collectable brands. Highlights from previous Bond Street sales include a Rolex 5513 MilSub from 1972 and a Patek Philippe 1463 from 1946.
www.bonhams.com

JANUARY 18-22 2016, GENEVA

Salon International de la Haute Horlogerie

SIHH takes place in Geneva every January and is a big exhibition of all the new releases from Richemont's premium brands like Cartier, IWC, Jaeger-LeCoultre and Panerai, to name but four. Additional glamour in previous years has been brought by the participation of the independent brands Audemars Piguet, Richard Mille and Parmigiani. For 2016, and the 26th SIHH, the organisers have announced the arrival of nine new boutique independent brands, including Laurent Ferrier, MB&F and H. Moser & Cie.
www.sihh.org

MARCH 17-24 2016, BASEL

Baselworld

With a history that can be traced all the way back to 1917, the Baselworld watch and jewellery fair takes place in March in the small city of Basel, north-west Switzerland, close to both the French and German borders. It is anything but small, occupying more than a million and a half square feet of exhibition space. More than a thousand companies take part, while more than 100,000 visitors – press, trade and public alike – clamour to see the latest unveilings before spilling out onto the surrounding restaurants and bars.
www.baselworld.com



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Formula 1 when tyres grew, wings sprouted and extra power helped steer motor racing towards the modern age. The calendar's large size means each black and white photo, plucked from LAT Photographic's extensive archive, is ideal for framing at the end of each month.

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Calendars will be dispatched in late November



More than just a numb

Triple Eight Racing is one of the UK's most prolific teams and earlier this year celebrated its 500th British Touring Car Championship start.

It all began with a chance conversation at Brands Hatch...

writer SIMON ARRON



Ian Harrison co-founded Triple Eight after a long stint with Williams. Left, Yvan Muller at Knockhill in 2004



er

“

W

E HAD NO FACTORY, no cars and no people,” says Ian Harrison, “but we did have a contract with General Motors...” That’s how life began for Triple Eight. It was late

1996, the year of Damon Hill’s Formula 1 world title with Williams, and had the dice rolled differently Harrison might have been at Hill’s side. He was tired of F1 by then, however, and had stepped aside to set up Williams Touring Car Engineering, running Renault Lagunas in the British Touring Car Championship.

“With hindsight,” he says, “I should have stayed in F1 for two more years – I’d have spent 1996 with Damon, which would have been great, but I’d already done 10 seasons and felt I’d had enough. The 1994 campaign was obviously stressful, with Ayrton Senna’s accident, and Frank [Williams] had asked me to take a look at touring car budgets, because he’d done a deal with Renault for the following year. I agreed, but told him I wanted to run the team. At first he said I couldn’t, because I was in charge of F1, but I found him a replacement.”

That was Dickie Stanford, whom Harrison knew from his earlier days with the factory Ralt F2 team. Stanford would go on to become a fixture at Williams, Harrison likewise in the BTCC paddock.

“I really enjoyed my new role,” Harrison says. “The series was good, although it soon became apparent that it was financially unsustainable. But I liked the fact you could wander around chatting to people from other teams. It wasn’t as up its own arse as F1 was, frankly. There were egos involved, but they weren’t as big as those in F1. Watching Grand Prix cars is absolutely fantastic, but the racing is often crap. Touring car races might last only half an hour, but it’s best not to blink if you don’t want to miss anything. That’s the bit I like and it has kept me interested over the years.”

By mid-1996 Harrison felt a few changes were needed for WTCE to take the next step. “I wanted to sign another driver to partner Alain Menu,” he says, “but decisions at that level had to go through Patrick Head and Frank and I couldn’t get their attention. One day, at Brands Hatch, I bumped into Roland Dane, who was running Hondas. He was complaining that the engines kept blowing up, that he couldn’t get the drivers he wanted, and I said, ‘Bloody hell, if we had our own team we wouldn’t have these problems.’ Two weeks later he rang and asked if I was serious, so he, Derek Warwick and I had a meeting and started putting things together.

“We were trying to sort a Honda contract, because Derek was the firm’s biggest UK dealer, but that didn’t happen. Derek then called Mike Nicholson at Vauxhall, just touting us around, and within 10 days it was all done. Having

started the Williams thing I said I'd never go through all of that again, building a team from scratch, but there I was a couple of years later... and here we still are."

The adventure began with past champion John Cleland and Warwick at the helm, but the team's Vauxhall Vectra proved uncompetitive in 1997 and it wasn't until the following year that Triple Eight registered its first victories, Cleland triumphing twice at Donington Park and Warwick later winning at Knockhill. Both would retire from the hot seat by the decade's end, an illustrious opening partnership being succeeded over the years by some of the biggest names of the modern touring car era, including Yvan Muller, Jason Plato, Colin Turkington, Matt Neal and Fabrizio Giovanardi. The Vauxhall deal lasted until the end of 2009

TRIPLE EIGHT IN NUMBERS

500 races
1997 first season
393 podiums
130 wins
6 titles for constructors

his first year with the Astra Sport Hatch, which was designed around Yvan, and then we built him what he wanted – the 2007 Vectra. All of a sudden it was a case of, 'Bang! Check this out.' The tension at the final meeting that year was unbelievable, with him and Jason going for the title at Thruxton."

Plato was one point ahead going into the last of the weekend's three races, but Giovanardi finished second and the Englishman fourth to swing things Triple Eight's way.

"Nothing else has come close to matching that," Harrison says. "There are hundreds of entertaining races, but the atmosphere that weekend was something else. We'd drafted in Alain Menu, to drive a third car alongside Fabrizio and Tom Chilton, and Matt Neal was in a Honda but had signed to drive for us the



From left, Tom Onslow-Cole and Fabrizio Giovanardi lead the pack at Thruxton in 2008; Giovanardi celebrating, and attacking in 2007

(Dane and Warwick sold their share of the business to Harrison in 2002), after which Triple Eight ran Vectras independently for a couple of seasons before landing a deal to run factory MGs, most recently driven by 2013 champion Andrew Jordan and rising star Jack Goff.

"We have had some very good drivers," Harrison says. "If you take the top five, you couldn't put a fag paper between them in terms of talent. Beyond that it comes down to how they conducted themselves within the team, knowing when to take things seriously and how to flick switches to get what they wanted. Giovanardi was probably my favourite. He couldn't speak much English and it was all a little bit *Fawlty Towers* with him, but it was good fun and we grew together. He struggled in

"AFTER A ROCKING RACE WE SHOOK HANDS AND WENT FOR A BEER. THAT'S HOW IT SHOULD BE"

following season, so... I think Jason said on TV afterwards that he felt there had been four Vauxhalls out there. There were plenty of tactics, but nobody had anybody else off – it was just a rocking good race, after which we all shook hands and went for a beer. That's how it should be."

For all the highs, there have also been challenging moments.

"We've had a few struggles along the way," Harrison says. "The whole thing could have gone down the pan circa 2010/2011, because everybody was struggling. Our previous contract with GM was so big that we didn't really have a chance or time to do anything else. We were doing road cars, touring cars and there was a perception that we were part of General Motors. GM went bust early in 2009 and we

finished with them at the end of that season, by which stage it was all a bit grim – recession central. I woke up one morning, decided I was probably unemployable anywhere else and that I'd better keep the thing going, which we managed to do.

“We cut back on staff – down from 40 people to about six – and the industry subsequently changed. We now have guys working a day rate a fixed number of times per year, and in between they go off and do other things. That wasn't the norm at all before 2009. People always used to be on the payroll.

“We're now a team of about a dozen, but then the technical side of the BTCC has completely altered. You don't need a drawing office full of people, because there are so many control parts and you don't design anything.

might be the same from team to team, but the cars all handle differently because of variations in wheelbase, weight distribution and so on. It has definitely made the BTCC more accessible for teams without experience: they can buy a car in much the same way as they could for the Renault Clio Cup.

“All things being equal, my engine bill will be £35,000 per season with no rebuilds required. In the World Touring Car Championship people are charging £100,000 just for the engine, then you have maintenance costs on top of that. You can run a car properly – and I mean properly – for £400,000 in the BTCC nowadays. In the mid 1990s there was one season when Ford spent about £10 million...”

In addition to the BTCC, Triple Eight has diversified into GT racing – one of its drivers,

regulations, so we could begin to export some of our expertise.”

Original partner Dane now runs the separate Triple Eight Race Engineering V8 Supercar team in the Antipodes, but his chance conversation with Harrison almost 20 years ago led to the creation of a team that has won BTCC races in all but one of its active seasons and taken a clutch of championship titles, with Jason Plato (2001), James Thompson (2002 & 2004), Yvan Muller (2003) and Fabrizio Giovanardi (2007 & 2008).

Did the landmark 500th race – at Donington Park in April – feel especially significant?

“I didn't even realise it was coming up!” Harrison says. “It wasn't something I really wanted to celebrate, because I just wanted to focus on the racing, but people kept mentioning



From left, Jason Plato left Triple Eight at the end of 2014; James Thompson won two titles; Andrew Jordan in race 500 at Donington Park

You need some engineering support, but only one of our blokes is full time.”

Does that frustrate his inner engineer?

“It used to,” he says. “Some engineers would like to be designing parts that go on the car and make a difference but I can't think of a series outside the World Endurance Championship or F1 where you can do that. The days of factories flying out new parts to a test session are gone. We used to go testing in Spain for five days at a time: we did that in 2014, admittedly, when Marc Hynes came on board, but that was to test him rather than the car.

“If a driver encounters a problem now, they have to tweak their technique and find a way around it. It is frustrating in a way, but still a challenge because if you get things wrong you'll be at the back. The parts beneath the skin

Lee Mowle, became a Triple Eight director and co-owner in 2013 – and Harrison hopes this will allow the team to spread its wings.

“Primarily we're an engineering company,” he says, “but you can no longer do much of that in the BTCC. The GT thing gives us added credibility, although this is only our third year and these things take time. GT racing helps expose our name overseas, whereas the BTCC takes place only on the mainland. We don't even go to Mondello Park any more, which is a pity as I'm in awe of any track that has a pub in its pitlane. GT3 is global and we're looking at a few options for the future. I'd love to make a few guest appearances, perhaps entering a GT for the V8 Supercar support race in Adelaide for instance. I'd also like to see other countries adopting the UK's NGTC touring car

it to me. We didn't really have a target when we started. We just thought, ‘Great, we've got a three-year deal with Vauxhall.’ Then we renewed again and carried on, but our only objective was to win races.

“The 500 thing was very nice, though, and we should possibly have made more of it. Perhaps we'll save that for the 1000th.”

FROM THE MOTOR SPORT ARCHIVES

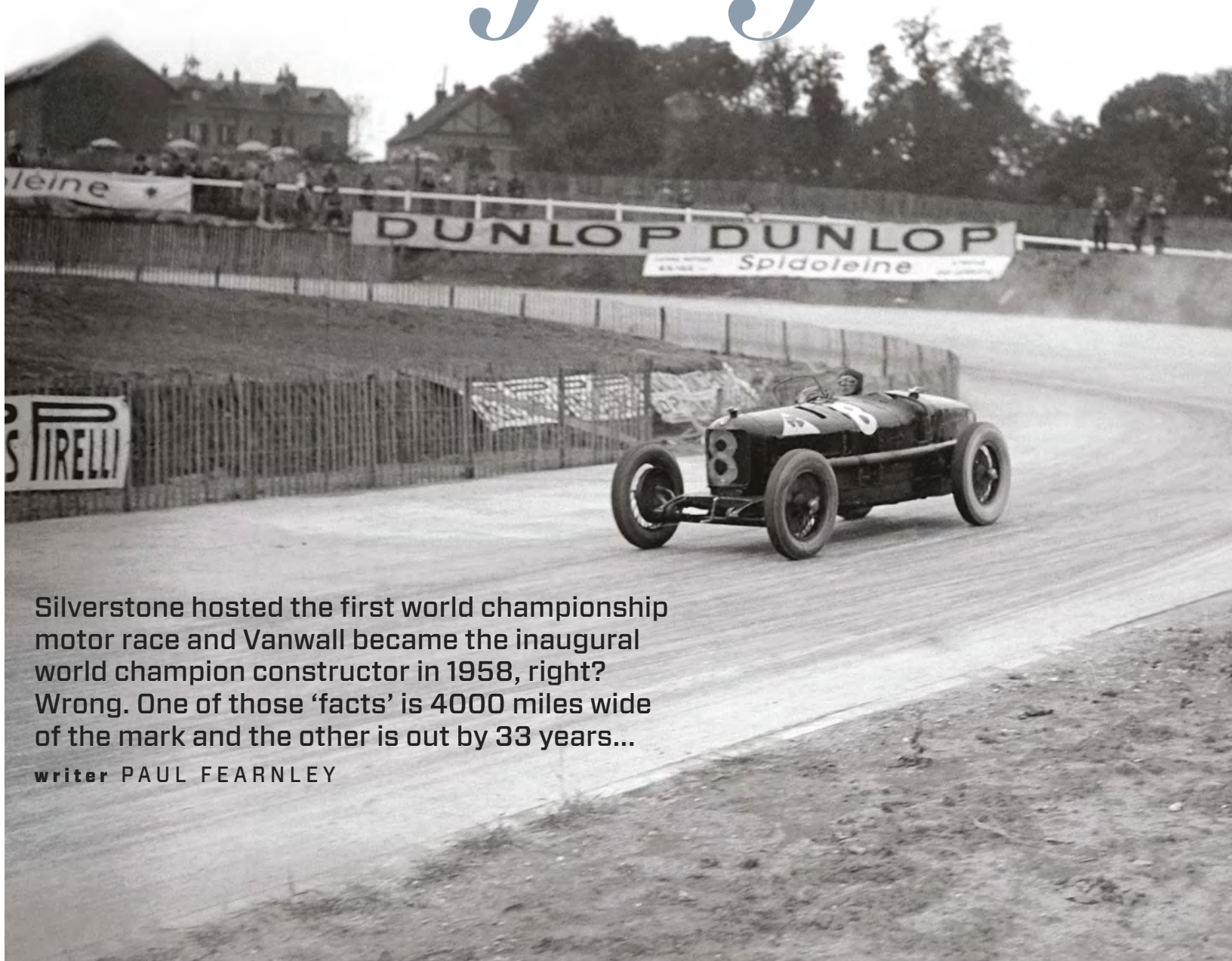
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The world titles time forgot



Silverstone hosted the first world championship motor race and Vanwall became the inaugural world champion constructor in 1958, right? Wrong. One of those 'facts' is 4000 miles wide of the mark and the other is out by 33 years...

writer PAUL FEARNLEY

Antonio Ascari in his final race, the 1925 French GP at Montlhéry. Top, Ascari (left) with Alfa team-mate Brilli-Peri. Below, Benoist & Divo won for Delage in France after Alfa pulled out. Right, cars line up for the season-opener at Indy



THE OVERSIGHT IS understandable and stems from back in the day. It's debatable whether Philadelphia's Pete DePaolo, Duesenberg's 100mph winner of that landmark Indy 500, knew or cared about the world championship, and though the title carried more weight – and a 100,000F prize fund – in Europe, it failed roundly for reasons both in and out of its control. Scheduled to run until 1930, it was moribund by 1928 – no awards were made thereafter – and 'replaced' in 1931 by a European championship – for drivers.

Yet its premise held promise when debated in October 1923. Grand Prix racing was consolidating. Increasingly ambitious and financially secure manufacturers were attracted by its improving-the-breed image and consistency of regulation: the 2-litre formula had just completed its second season and was set to continue. By August 1924, Alfa Romeo's trio – fourth man Enzo Ferrari wimped out – was joined at Lyon for the Grand Prix de l'Automobile Club de France by multi-car teams from Bugatti, Delage, Fiat, Rolland-Pilain and Sunbeam, plus a privateer Miller from America. The race was a thriller – and a high point.

The world championship arrived a year too late. Its organisers were soon meddling unwisely with GP racing's regulations. And then the global economy collapsed.

The idea had been pushed through by the Italian delegation of the Association

Internationale des Automobile Clubs Reconnus (AIACR) – Paris-based forerunner of the FIA – and announced, in a low-key and muddled fashion, early in 1925. The new series was to be for manufacturers only and consist of four races of no less than 800km: America, Belgium – via the European GP at Spa-Francorchamps – France and Italy were in; Spain and Britain – a 500-mile race at Brooklands was mooted – were out.

America's inclusion was deemed sufficiently important for rules to be bent. Its in-bred oval-racing thoroughbreds conformed neither to the demand for two seats – made despite Europe's recent ban on riding mechanics – within an 80cm-wide cockpit, nor the 650kg unladen minimum. That the cars were 2-litres – and had been since 1923 – was enough.

That was insufficient, however, to persuade European racers to cross the Atlantic. Indy's general manager 'Pop' Myers did, in an attempt to rouse support, only to be politely rebuffed. Italy's Pietro Bordino was the 500's lone European starter in May. With extended help from French relief driver Antoine Mourre, the Turinese finished 10th in the privateer single-seater Fiat that he'd campaigned in America towards the end of 1924.

The Commission Sportive Internationale, the AIACR's sporting arm founded in 1922, had anticipated this inertia by allowing one score to be dropped. Attendance at the Monza world finale in September was compulsory, however, as was a manufacturer's participation at its home GP... Only Alfa Romeo and Delage arrived at Spa in June; the Sunbeams, arguably the fastest cars of 1924, weren't yet ready, and several other marques scratched. ☐





INDY HAD BEEN EXCITING, DePAOLO making a late charge from fifth place after having blistered hands bandaged and resuming from relief driver Norm Batten. Had fatigued veteran rival Dave Lewis not overshot his pit, a bleary and brake-less blunder that caused him another slow lap before handing over to Bennett Hill, victory might have gone to Miller's 'Junior 8', the first front-wheel-drive car to contest the race. Hill unlapped himself after a dice with an apparently briefly rattled DePaolo but had to settle for second place.

Spa was a bust. Three of the complex V12 Delage 2LCVs, now featuring twin superchargers, retired within six (of 54) laps: a leaking fuel tank, failed ignition and fiery crash the reasons for their demise. The fourth was sidelined by valve trouble just beyond half-distance. Though Alfa Romeo's enjoyment of a picnic at a subsequent pitstop was an exaggeration, it was indicative of a 1-2 result so overwhelming that there wasn't a 3. Updated by designer Vittorio Jano to benefit from larger drum brakes and increased power, thanks to improved carburetion from its supercharged straight-eight, Alfa's P2 was superior to its French rival in all respects bar outright power, and feisty Antonio Ascari, forerunner to Tazio Nuvolari, beat team-mate Giuseppe Campari by almost 22 minutes.

More was expected of the GP de l'ACF in July. Held for the first time at the purpose-built Montlhéry circuit near Paris, its entry was boosted to 14 by three Sunbeams and five nimble but unsupercharged and therefore underpowered Bugatti Type 35s. The P2, however, was still the car to beat. Hence the strained atmosphere when Campari was given preference by Alfa Romeo. Some reports indicate that he benefited from its lightest car, others that he was awarded its best grid position, an honour usually reserved for the number one driver.

With a point to prove, Ascari roared into a commanding lead and ignored entreaties to slow, even when rain began to fall. He lost control on lap 23 (of 80) and became fatally entangled in the paling fence that lined the circuit and about which he had complained to the organisers. The championship had lost its form racer. Though Delage's 1-2 – led by the car shared by Robert Benoist and Albert Divo – rang hollow in the aftermath of Alfa Romeo's withdrawal, it set up a thrilling finale.

The scoring system caused confusion then as it does today. Awarded only to the first car from each manufacturer to finish, points were dished out as follows: one for a win, two for second, three for third, four for completing a full distance, five for a retirement, six for a no-show. Alfa Romeo and Delage were tied on six. At which point the latter dropped its bombshell: it would be contesting – and no



IMS & SPITZLEY

doubt dominating – Spain's non-championship San Sebastián GP rather than the world championship finale. Politics!

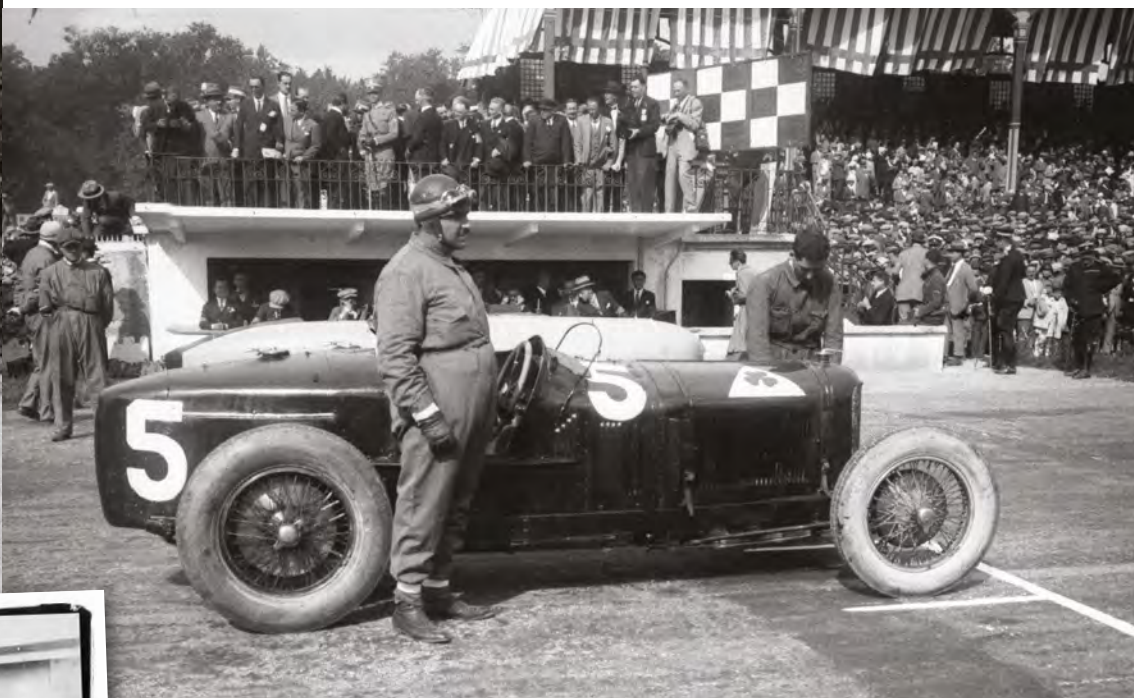
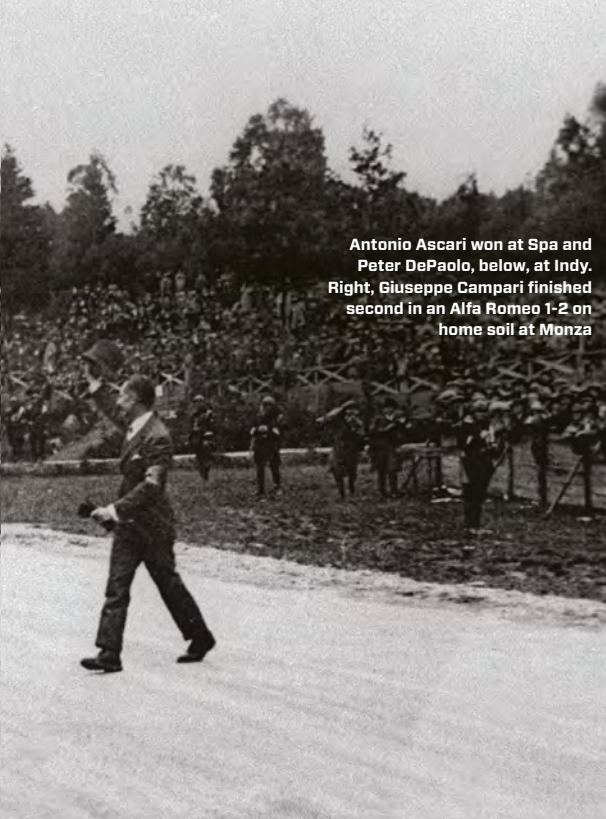
Would Duesenberg – one point adrift – save the day? Unlikely. Not only had its disappointed hosts treated it unforgivably badly in the aftermath of a surprise but well-deserved victory in the 1921 French GP at Le Mans, but also founding brothers Fred and Augie had lost financial control of the family firm in 1924. What's more, the American Automobile Association had until now banned drivers contesting its national championship from competing in Europe, for no reason other than its patrician rival, the Automobile Club of America, holding sway within the AIACR. Yet the rumour that DePaolo would be on the grid at Monza refused to fade.

“THE CHAMPIONSHIP STRUGGLED ON AND INDY CONTINUED TO BEND THE RULES”

Two centre-seat Duesenbergs, cockpits widened to ‘comply’, were shipped to Europe, but DePaolo's was not among them; he had no wish to risk damaging it with the AAA title within his grasp. Driven by Tommy Milton, a two-time Indy winner with one working eye, and AJ ‘Peter’ Kreis, they would join a motley grid that included a couple of cars from Diatto, forerunner to Maserati, and the sleeve-valve Guyot Speciale that, in truth, was hardly special. Eight voiturettes – five Bugattis, two Chiribiri and Englishman Ernest Elridge's Anzani-engined, ahem, Special – had been invited also, ostensibly to prepare for the 1.5-litre GP formula of 1926 but in reality to bolster the field. Clear favourite Alfa Romeo entered three P2s – one of which was to be driven by DePaolo. Ascari's ‘replacement’ might have been Bianchi motorbike ace Nuvolari had he not crashed in testing at Monza and landed himself in hospital.

The GP was held over 80 laps of the 6.2-mile layout that combined Monza's road circuit with its gently banked speed-bowl. The latter was familiar territory – albeit attacked clockwise – to the Americans, who put up a good show in front of an increasingly concerned 140,000 crowd, an expectant Benito Mussolini among them. Should Duesenberg win and Alfa Romeo finish second, a 200km tie-breaker was scheduled for two days later. Kreis got carried away, however, and crashed on the third lap

Antonio Ascari won at Spa and Peter DePaolo, below, at Indy. Right, Giuseppe Campari finished second in an Alfa Romeo 1-2 on home soil at Monza



while battling Campari for the lead, but Milton, equally fierce and more calculating, proved a formidable and doughty opponent. He led, ahead of DePaolo, for a time from lap 30 before losing positions while a fractured oil pipe was repaired. He'd also been stuck in top gear from almost the start of the race and yet soldiered on to finish fourth.

Thirty-two minutes up the road was the victorious P2 of Tuscan nobleman Count Gastone Brilli-Peri, a former bicycle and motorbike dicer with a permanently scarred face to prove it. Campari was second, 'Meo' Costantini's Bugatti Type 39 an impressive third and DePaolo, slowed by a carburation problem, fifth. Alfa Romeo promptly and proudly added an encircling laurel wreath to its badge. This survived in simplified form after World War II before being removed in the 1980s, its meaning lost long ago in the mists.



THE WORLD CHAMPIONSHIP STRUGGLED on in straitened circumstances for two more seasons. Belgium was dropped, Spain included, and Britain received its first GP. Indy continued to bend the rules – bar adopting the 1.5-litre

formula – and fail to attract Europe's big names. At least its 500 had a healthy grid of 28. The French GP of 1926 'boasted' a field of three, all Bugattis. The European GP in Spain featured six cars – three Bugs versus three Delages – as did the Italian GP, where both Maseratis were sidelined within five laps. Bugatti took the title. No big deal.

The small-grids theme continued in 1927 – to the verge of unsustainability – but at least Delage produced a truly great GP car, albeit at deleterious financial cost. With its cylinder head turned through 180 degrees so that its exhausts no longer fried the drivers' feet, the Type 15-S-8 won all four rounds in Europe, with Benoist at its wheel each time. In modified form, this design would still be winning important international races long after the world championship had folded.

The AIACR remained protective of its baby, however, and announced a new, cheaper formula – unrestricted engine capacity and a sliding weight scale – for an ambitious seven-round championship in 1928. No cars were built specifically for it and only two races complied. There was more tinkering for 1929: a fuel consumption formula of 14kg per 100km for cars of at least 900kg. Again only two races complied. Following another regulation tweak, just one bothered to do so in 1930.

Ignored by race organisers desperate to stay out of the red, the governing body was losing its grip. Eventually it capitulated – or caught the free-and-easy *Formule Libre* mood, depending on your viewpoint – and threw the doors wide: the major GPs of 1931 were to last

10 hours and accept two-seater cars of any capacity. For 1932, race duration and the number of seats were halved. America, meanwhile, adopted the 'Junk Formula'. Conceived before the Wall Street Crash of 1929 and designed to encourage manufacturers back to the sport, it flunked the latter ambition but its cost-cutting allowed Indy to sail through the Great Depression with grids of 40-plus.

Some races continued to possess more kudos than others but generally the sport needed to cast itself wide. Alfa Romeo felt sufficiently encouraged to join Bugatti in building suitable machinery using platform engineering methods, and a long line of wealthy wannabes queued to buy and race their cars.

No longer improving the breed, necessarily – or even feeling the need to be seen to be doing so – racing had become an escape, pure and simple, its top drivers the heroes of the hour, upon whose success and popularity manufacturers based cheaper and increasingly effective marketing strategies.

These were the roots and networks that would allow a world championship – for drivers initially – to flourish when finally it was relaunched in May 1950: at an ex-WWII bomber base in Northants. 📍

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INDY RACING LEAGUE AND THE US SPLIT

Recalling how American single-seater racing tore itself into two rival series

writer PETER HIGHAM



THE 2015 INDYCAR SERIES WAS the 20th since Tony George introduced the Indy Racing League in 1996. That decision prompted a decade of ‘civil war’ with the then-current Champ Car World Series and it split open-wheel racing in North America.

Originally for ovals only, the inaugural 1996 series had three races ending with the Indianapolis 500; Buzz Calkins and Scott Sharp tied on points. Experiments for season two led to the 1996/97 campaign taking place over the next 14 months. Tony Stewart won that title, and remains the only Indycar champion so far to then go on and win NASCAR’s senior title.

While the original IRL field was no match for its Champ Car rival, the lure of the Indianapolis 500 proved irresistible for teams and sponsors alike. Reigning Champ Car king Juan Pablo Montoya dominated the 2000 Indy 500 for Chip Ganassi, and Penske Racing won a year later. Within 12 months both teams had made a permanent switch to the IndyCar Series as momentum between the warring parties took a decisive shift.

The die was cast. Champ Cars went bankrupt but recovered, limping on before being assimilated into the IndyCar Series – belatedly bringing unity to North American open-wheel racing. A final Champ Car race was held at Long Beach in 2008.

Chip Ganassi Racing has been the benchmark team since switching, winning the championship seven times. Scott Dixon’s win at this year’s final round secured his fourth title – matching Dario Franchitti’s record tally. 📧



CHAMPIONSHIP WINS DRIVERS

4

SCOTT DIXON
2003, 2008, 2013 & 2015
& DARIO FRANCHITTI
2007, 2009, 2010 & 2011

CHAMPIONSHIP WINS TEAM

7

CHIP GANASSI RACING
2003, 2008, 2009, 2010, 2011, 2013 & 2015



MOST WINS

- 37 SCOTT DIXON
- 23 HÉLIO CASTRONEVES
- 23 WILL POWER
- 21 DARIO FRANCHITTI
- 19 SAM HORNISH JR
- 16 TONY KANAAN
- 16 DAN WHELDON
- 14 RYAN HUNTER-REAY
- 9 SCOTT SHARP
- 8 BUDDY LAZIER
- 7 RYAN BRISCOE
- 5 EDDIE CHEEVER
- 5 GIL DE FERRAN
- 5 GREG RAY




MOST STARTS

- 232 HÉLIO CASTRONEVES
- 217 TONY KANAAN
- 215 SCOTT DIXON
- 167 MARCO ANDRETTI
- 159 ED CARPENTER

CLOSEST RACE
0.0024s
Sam Hornish Jr beat Al Unser Jr in the 2002 Delphi Indy 300 at Chicagoland

FASTEST RACE



210.15mph
2003: SAM HORNISH JR
TOYOTA INDY 400 AT CALIFORNIA SPEEDWAY
SPEED BASED ON 2.029-MILE LAP

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Clarke 3 TONNE JACKS

CTJ3000G

FROM ONLY £44.98 EX VAT
£53.98 INC VAT

quikLIFT

JACKS ALSO IN STOCK UP TO 5 TONNE

MODEL	TYPE	MIN-MAX MM	EXC. VAT	INC. VAT
CTJ3000QL	Quick Lift	195-520	£44.98	£53.98
CTJ30GL6	Pro Instant Lift	145-520	£83.99	£100.79
CTJ3000G	Pro Garage	145-520	£84.99	£101.99

Clarke 5 PIECE AIR TOOL KIT

KIT1100

FROM ONLY £19.98 EX VAT
£23.98 INC VAT

- Gravity Fed Spray Gun
- Air Wash Gun
- Tyre Inflator
- Air Blow Gun
- 5 Metre Air Recoil Hose

Also available 3 pce Air Tool Kit - KIT600 Parafin spray gun, tyre inflator & blow gun
Only £14.99 EX VAT £17.99 INC VAT

Clarke INDUSTRIAL AIR COMPRESSORS

Offers the durability & reliability demanded by professionals.

- Cast iron pumps on SEV11C, SE16 and SE19
- Twin cylinder pumps (except SE11)
- Motor overload protection
- Petrol models available

FROM ONLY £369.98 EX VAT
£443.98 INC VAT

UK BUILT

H/DUTY

MODEL	CFM	MOTOR (HP)	RCVR (LTR)	EXC.VAT	INC.VAT
SEV11C*	9	2	100	£369.98	£443.98
SE16C100*	14	3	100	£399.00	£478.80
SE16C150*	14	3	150	£429.00	£514.80
SE16C200*	14	3	200	£499.00	£598.80
SE18*	18	4	200	£549.00	£668.80
SE21*	23	5.5	200	£679.00	£814.80
SE29+†	28	2x3	270	£969.00	£1162.80
SE36+†	30	7.5	270	£979.00	£1174.80
SE37+†	36	2x4	270	£1099.00	£1318.80
SE46#	40	10	270	£1449.00	£1738.80

*230V Supply +Run From 30 Amp Supply +Run From 40 Amp Supply +400V 3 Phase +Supplied With Direct On-Line Starter (Supplied With Sequential Direct On-Line Starter +T-Twin #Supplied With Pre-Wired Star Delta Starter

†was £526.80 inc.VAT ‡was £622.80 inc.VAT
#was £682.80 inc.VAT †was £826.80 inc.VAT
‡was £1798.80 inc.VAT

Clarke JETSTAR JETSTAR PRESSURE WASHERS

• JET8000 & 9000 include hose reel • Detergent applicator for extra cleaning power

FROM ONLY £54.99 EX VAT
£65.99 INC VAT

MODEL	MOTOR	MAX. PRESSURE	EXC.VAT	INC.VAT
J51750	1600w	152psi	£54.99	£65.99
J51900	2000w	195psi	£79.98	£95.98
Jet5000	2400w	260psi	£139.98	£167.98
Jet5000	2600w	290psi	£159.98	£197.98

Clarke AXLE STANDS

• Ratchet action for quick height adjustment • Sold in pairs

FROM ONLY £19.98 EX VAT
£23.98 INC VAT

3 TON & 6 TON MODELS

MODEL	TONS	MIN/MAX HEIGHT	EXC.VAT	INC.VAT
CAX-3TBC	3	300-430mm	£19.98	£23.98
CAX-6TBC	6	400-615mm	£29.98	£35.98

Clarke CAR RAMPS

• Lift cars safely and quickly • Tough angled steel construction

FROM ONLY £26.98 EX VAT
£32.98 INC VAT

PER PAIR

MODEL	CAPACITY	EXC.VAT	INC.VAT
CR2	2000KG	£26.98	£32.98
CRW25	2500KG	£36.99	£44.99

UK MADE

Clarke HIGH FREQUENCY BATTERY CHARGERS

HFBC12/24

• Energy efficient inverter, protects battery from high current damage • Microprocessor provides appropriate charging rate • Variable current output for quick, medium or trickle charge

FROM ONLY £39.98 EX VAT
£47.98 INC VAT

NEW RANGE

MODEL	CHARGE BATTERY	EXC.VAT	INC.VAT
HFBC12	6 Amps 100Ah	£39.98	£47.98
HFBC12/24	20 Amps 200Ah	£69.98	£83.98

Clarke CFM MOTOR RCVR

MODEL	CFM	MOTOR (HP)	RCVR (LTR)	EXC.VAT	INC.VAT
SEV11C*	9	2	100	£369.98	£443.98
SE16C100*	14	3	100	£399.00	£478.80
SE16C150*	14	3	150	£429.00	£514.80
SE16C200*	14	3	200	£499.00	£598.80
SE18*	18	4	200	£549.00	£668.80
SE21*	23	5.5	200	£679.00	£814.80
SE29+†	28	2x3	270	£969.00	£1162.80
SE36+†	30	7.5	270	£979.00	£1174.80
SE37+†	36	2x4	270	£1099.00	£1318.80
SE46#	40	10	270	£1449.00	£1738.80

*230V Supply +Run From 30 Amp Supply +Run From 40 Amp Supply +400V 3 Phase +Supplied With Direct On-Line Starter (Supplied With Sequential Direct On-Line Starter +T-Twin #Supplied With Pre-Wired Star Delta Starter

†was £526.80 inc.VAT ‡was £622.80 inc.VAT
#was £682.80 inc.VAT †was £826.80 inc.VAT
‡was £1798.80 inc.VAT

Clarke HYDRAULIC PRESSES

PROFESSIONAL QUALITY

Built for tough daily use in automotive/industrial workshops • All models include gauge

MODEL	EXC.VAT	INC.VAT
10 ton bench†	£129.98	£156.98
4 ton bench*	£189.98	£227.98
12 ton floor*	£239.98	£287.98
20 ton floor*	£399.00	£478.80
50 ton floor#	£1598.00	£1917.60

is 1917.80 inc.VAT
* Available with/without 7 pce pin, bracket & pressing plate †Without kit

FROM ONLY £129.98 EX VAT
£155.98 INC VAT

Clarke AUTOMOTIVE WHEEL DOLLY SET

AWD1

FROM ONLY £19.98 EX VAT
£23.98 INC VAT

3 TON & 6 TON MODELS

MODEL	TONS	MIN/MAX HEIGHT	EXC.VAT	INC.VAT
CAX-3TBC	3	300-430mm	£19.98	£23.98
CAX-6TBC	6	400-615mm	£29.98	£35.98

Clarke HYDRAULIC BOTTLE JACKS

• Oil resistant vinyl covered padded backs & headrests • Swivel castors for easy manoeuvrability

FROM ONLY £9.98 EX VAT
£11.98 INC VAT

MODEL	EXC.VAT	INC.VAT
2 tonne	£7.99	£9.59
4 tonne	£11.99	£14.39
5 tonne†	£49.98	£59.98
6 tonne	£14.99	£17.99
8 tonne	£17.99	£21.59
10 tonne†	£69.98	£83.98
12 tonne	£24.99	£29.99
20 tonne	£34.99	£41.99

†was £203.98 inc.VAT

Clarke BATTERY CHARGERS/ENGINE STARTERS

BC520N

• Ammeter • Multi-position charge regulator • Overload protection on charging cycle

FROM ONLY £47.99 EX VAT
£57.99 INC VAT

MODEL	MAX CHARGE/BOOST	EXC.VAT	INC.VAT
BC100N	15/100	£47.99	£57.99
BC130C	15/120	£61.99	£74.39
BC190	38/180	£89.98	£107.98
BC210C	15/120	£94.99	£113.99
BC410E*	35/400	£119.98	£143.98
BC205N	30/200	£169.98	£203.98
BC520N	50/510	£179.98	£215.98
BC430N	60/400	£369.00	£442.80

*was £155.98 inc.VAT †was £227.98 inc.VAT

Clarke 3HP V TWIN AIR COMPRESSORS

TIGER 16/510

FROM ONLY £219.98 EX VAT
£263.98 INC VAT

• Suitable for powering all common air tools & spray equipment

MODEL	AIR RECEIVER DISPLACEMENT	EXC. VAT	INC. VAT
Tiger 16/510	50 litre	£219.98	£263.98
Tiger 16/1010	100 litre	£269.98	£323.98

Clarke X-PRO AIR CAT131

CAT127

FROM ONLY £19.98 EX VAT
£23.98 INC VAT

HUGE CHOICE IN-STORE/ONLINE

MODEL	DESCRIPTION	EXC.VAT	INC.VAT
CAT127	3" Cut off tool	£22.99	£27.99
CAT128	1/4" Die Grinder	£19.98	£23.98
CAT131	1 1/2" Impact Wrench	£59.98	£71.98
CAT132	3/8" 1/2" Impact Wrench Kit	£74.99	£89.99
CAT133	3" Cut Off Tool & 1/4" Die Grinder	£47.99	£57.99
CAT134	1/2" Reversible Ratchet	£34.99	£41.99
CAT136	6" Dual Action Sander	£34.99	£41.99
CAT137	3/8" Keyless Reversible Drill	£34.99	£41.99
CAT139	150mm Air Hammer inc 4 Chisels	£19.98	£23.98

Clarke ARC ACTIVATED HEADSHIELDS

CWH6

FROM ONLY £39.98 EX VAT
£47.98 INC VAT

CWH7

FROM ONLY £44.98 EX VAT
£53.98 INC VAT

CWH8

FROM ONLY £44.98 EX VAT
£53.98 INC VAT

• Activates instantly when Arc is struck • Protects to EN379 • Suitable for arc, MIG, TIG & gas welding

NEW

Clarke NO GAS/GAS MIG WELDERS

• Professional type torch with on/off control • Thermal overload protection • Turbo fan cooled • Easy conversion to gas with optional accessories

FROM ONLY £109.98 EX VAT
£131.98 INC VAT

MIG145 no gas only †was £203.98 inc.VAT

MODEL	MIN/MAX AMPS	EXC.VAT	INC.VAT
MIG 102NG*	35/90	£109.98	£131.98
MIG 145	35/135	£149.98	£179.98
MIG 152†	40/140	£164.98	£197.98
MIG 180	40/160	£179.98	£215.98
MIG 196	40/180	£199.98	£239.98

Clarke PRO 7" SANDER/POLISHER

CP185

• Pro sander polisher, includes hook & loop backing pad and hook & loop wool polishing bonnet. • 1200w motor

FROM ONLY £69.98 EX VAT
£83.98 INC VAT

Clarke DIGITAL VERNIER CALIPERS

• Dual scale calibration in 0.01mm & 0.0005" units • Locking screw feature for batch measurements • Supplied in a case

Also in-stock CM265 300mm Digital Caliper only
£36.99 EXC.VAT £44.39 INC.VAT

FROM ONLY £16.98 EX VAT
£20.39 INC VAT

CM145

Clarke 3-IN-1 SHEET METAL MACHINES

• Bend, Roll & Shear metal up to 1mm thick • Min. Rolling Diameter 39mm • Bending angle 0-90°

MODEL	BED WIDTH	EXC.VAT	INC.VAT
SBR305	305mm	£179.98	£215.98
SBR610	610mm	£359.00	£430.80

FROM ONLY £179.98 EX VAT
£215.98 INC VAT

Clarke NO GAS/GAS MIG WELDERS

• Uses flux cored steel wire, which creates own gas shield as it burns

FROM ONLY £169.98 EX VAT
£203.98 INC VAT

MODEL	AMPS	EXC.VAT	INC.VAT
90EN	24-90	£169.98	£203.98
105EN	30-100	£184.99	£221.99
151EN	30-150	£209.98	£251.98
160EN	30-150	£259.98	£311.98

Clarke ARC WELDERS

For home user, automotive and industrial applications.

FROM ONLY £49.98 EX VAT
£59.98 INC VAT

MODEL	AMPS	EXC.VAT	INC.VAT
EA110	40-100	£49.98	£59.98
EA165	65-160	£64.99	£77.99
T115N	30-110	£64.99	£77.99
EA200†	60-200	£87.99	£105.99
160N	40-150	£67.99	£81.59
190N	50-185	£94.99	£113.99
190TEN†	35-180	£139.98	£167.98
235TEN†	40-210	£149.98	£179.98

†Turbo fan cooled
†was £107.98 inc.VAT

Clarke ANTI FATIGUE FOAM FLOORING

• 6 interlocking foam tiles protect flooring & provide comfort when standing or kneeling • Each tile is 610x610mm & includes detachable, yellow borders

FROM ONLY £19.98 EX VAT
£23.98 INC VAT

FOR 6 TILES

Clarke LOAD LEVELLER

• Max load capacity - 500KG • Fine screw adjustment for precise leveling

FROM ONLY £29.98 EX VAT
£35.98 INC VAT

CLL500

INCLUDES CHAINS AND HOOKS

Clarke 6 SPEED METAL LATHE WITH 12 SPEED MILL DRILL - CL500M

FROM ONLY £849.98 EX VAT
£1018.80 INC VAT

• 430mm between centres • Compound slide with 4 way tool post • Power fed screw cutting facility • Forward/reverse lathe operation • Clutch for independent mill/drill operation

ALSO AVAILABLE:
CL430 - As above but without the Mill/Drill head
£699.00 exc.VAT £838.80 inc.VAT

Clarke MIG WELDERS

Quality machines from Britain's leading supplier

See online for included accessories

FROM ONLY £179.98 EX VAT
£215.98 INC VAT

MODEL	MIN-MAX AMPS	EXC.VAT	INC.VAT
PR090	24-90	£179.98	£215.98
110E	30-100	£214.99	£257.99
135TE Turbo	30-130	£239.98	£287.98
151TE Turbo	30-150	£269.98	£323.98
165TE Turbo	30-155	£339.00	£406.80
175TECM Turbo	30-170	£399.00	£478.80
205TE Turbo*	30-185	£429.00	£514.80

†was £490.80 inc.VAT # was £539.98 inc.VAT

Clarke 24V CORDLESS IMPACT WRENCH

• Inc. 17, 19, 21 & 23mm chrome vanadium sockets • 2x 24V Ni-Cd Batteries & 1 hour fast charger

FROM ONLY £89.98 EX VAT
£107.98 INC VAT

HEAVY DUTY

MODEL	EXC.VAT	INC.VAT
CHR220 ONLY	£89.98	£107.98
CIR220	£99.98	£119.98

Clarke ENGINE CRANES

FROM ONLY £149.98 EX VAT
£179.98 INC VAT

MODEL	DESC.	EXC.VAT	
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Clarke JUMP STARTS

Provides essential home, garage and roadside assistance

- Integral work light
- 910 includes air compressor
- Long life battery

BEST SELLER

FROM ONLY **£52.99** EX VAT
£63 INC VAT

MODEL	START BOOST	PEAK AMPS	EXC. VAT	INC. VAT
900	400A	900A	£52.99	£63.59
910	400A	900A	£59.99	£71.98
4000	700A	1500A	£114.99	£137.99
12/24	1000A@12v	2000A@24v	£129.98	£155.98

EXTRA LONG 1m LEADS
HEAVY DUTY 17KG

FOR OVER **15,000** PRODUCTS

Xtra

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Clarke HEAVY DUTY INSTANT GARAGES/WORKSHOPS

• Ideal for use as a garage/workshop • Extra tough triple layer weatherproof fabric • Heavy duty powder coated steel tubing

- Ratchet tight tensioning

FROM ONLY **£219.99** EX VAT
£262 INC VAT

ZIP CLOSE DOOR

MODEL	SIZE (LxWxH)	EXC. VAT	INC. VAT
CG1015	4.6 x 3 x 2.4M	£219.00	£262.80
CG1216	4.9 x 3.7 x 2.6M	£269.00	£310.80
CG1200	6.1 x 3 x 2.4M	£259.00	£311.98
CG1220	6.1 x 3.7 x 2.5M	£299.00	£358.80
CG1224	7.3 x 3.7 x 2.5M	£379.00	£454.80

10' RANGE NARROWER WIDTH GREAT WHERE SPACE IS TIGHT
LENGTH UP TO 24'

Clarke SPRAY GUNS

HUGE CHOICE IN-STORE/ONLINE

FROM ONLY **£19.99** EX VAT
£23 INC VAT

MODEL	DESC	EXC. VAT	INC. VAT
PRO12C	1.2mm, 1.4m/1.8m	£19.98	£23.98
PGF14	Pro. Gravity	£24.99	£29.99
SP14/18C	1.4mm/1.8mm	£27.99	£33.69
HVLP	£22.99	£33.59	

#28pc Best Budget Buy, 33pc Recommended: **£32.39** inc. VAT

Clarke TAP & DIE SETS

FROM ONLY **£14.99** EX VAT
£17.99 INC VAT

High quality tungsten steel

- Supplied in metal storage case (except 16pcp)

TYPE	EXC. VAT	INC. VAT
16pcp Metric	£14.99	£17.99
24pcp UNC/UNF/NPT	£19.98	£23.98
28pcp Metric	£23.99	£28.79
33pcp Metric/UNF/BSP	£31.99	£38.39
32pcp Metric	£41.99	£50.39

#28pc Best Budget Buy, 33pc Recommended: **£32.39** inc. VAT

Clarke HEAVY DUTY PETROL POWER WASHERS

PLS195 FROM ONLY **£199.99** EX VAT
£238 INC VAT

GREAT FOR REMOTE LOCATIONS CALL DRAW OWN WATER

Honda & Diesel engine models available

NEW RANGE

MODEL	BAR/PS	ENGINE HP	EXC. VAT	INC. VAT
Tiger1800	110/1895	2.6	£199.00	£238.80
Tiger2600	170/2465	4	£259.99	£311.98
Tiger3000	200/2900	6.5	£329.98	£395.98
PLS195	186/2698	6.5	£399.00	£478.80
PLS265	260/3770	13	£599.00	£718.80

Clarke PARTS WASHERS

FROM ONLY **£39.99** EX VAT
£47 INC VAT

PARTS WASHER FLUID FROM £4.99 EX VAT
£5.99 INC VAT

MODEL	TANK CAP.	BENCH	EXC. VAT	INC. VAT
CW2D	10Ltrs	Yes	£39.98	£47.98
CW1D	45Ltrs	Floor	£99.98	£119.98
CWM20	22.5Ltrs	Floor	£144.99	£173.99
CW40	75Ltrs	Floor	£159.98	£191.98

Clarke ENGINE DIAGNOSTICS

FROM ONLY **£39.99** EX VAT
£47 INC VAT

MODEL	EXC. VAT	INC. VAT
E0BD Fault Code Reader	£39.98	£47.98
Engine E0BD/OBD2 Fault code reader	£54.99	£65.99
Engine Diagnostic & E0BD/OBD 2 Fault Code Reader	£99.98	£119.98

Clarke INVERTER GENERATORS

FROM ONLY **£229.99** EX VAT
£275 INC VAT

IG1000

IG2200

Produces pure sine wave & stable power, essential for computers & sensitive equipment

- Max output: IG1000, 1000W Max output: IG2200, 2200W • 4 stroke engine • Super quiet running (only 64dBa at 7M 1/4 load) • Low oil shut down

Clarke DRILL PRESSES

FROM ONLY **£59.99** EX VAT
£71 INC VAT

CDS3

CDP5EB

ONLY **£19.99** EX VAT
£23 INC VAT

Drill not included

Clarke MECHANICS MOBILE SEAT

FROM ONLY **£15.99** EX VAT
£19 INC VAT

CMS1

- Strong steel frame
- 4 strong rubber wheeled castors with easy swivel ball bearings • Oil resistant padded vinyl seat
- Integral storage tray

Clarke PRESSURISED SANDBLASTERS

FROM ONLY **£139.99** EX VAT
£167 INC VAT

CPSB100

Includes sandblasting gun, delivery hose, 4 ceramic nozzles and safety hood

MODEL	TANK VOLUME	TANK FLOW	EXC. VAT	INC. VAT
CPSB100	32 litre	6-19 cfm	£139.98	£167.98
CPSB200	63 litre	12-20 cfm	£169.98	£203.98

Clarke GARAGE MATTING

FROM ONLY **£24.99** EX VAT
£29 INC VAT

CSDPGM-S

2400 x 1200mm (8'x4')

- Premium hard wearing poly vinyl - reduces impact and vibration damage • Simply rolls out onto floor
- Chequer plate design
- Easy clean
- Dims (WxH): 2400 x 1200mm (8'x4')

Clarke BENCH GRINDERS & STANDS

FROM ONLY **£29.99** EX VAT
£35 INC VAT

CBG68W

CBG68W features 8" whetstone & 6" drystone. # With sanding belt

STAND AVAILABLE FROM ONLY **£39.99** EX VAT
£47.98 INC VAT

Clarke POLISHING KITS

FROM ONLY **£19.99** EX VAT
£23 INC VAT

4" £19.98 Ex VAT £23.98 Inc VAT
6" £24.99 Ex VAT £29.99 Inc VAT
8" £29.99 Ex VAT £35.98 Inc VAT

Clarke GENERATORS

FROM ONLY **£89.99** EX VAT
£107 INC VAT

Honda engine models available

MODEL	KVA	HP	EXC. VAT	INC. VAT
G720	0.7	-	£89.98	£107.98
G1200	1.1	-	£149.98	£179.98
FG2500	2.4	6.5	£189.98	£227.98
FG3005	2.8	7	£239.98	£287.98
FG3050	3	8	£369.00	£442.80
FG4050ES	4.5	11	£479.00	£574.80
FG5100ES	5.5	13	£569.00	£682.80

Clarke STRUT SPRING COMPRESSOR

FROM ONLY **£99.99** EX VAT
£119 INC VAT

SSC1000

1000kg

- Foot operated hydraulic powered
- Adjustable for springs up to 350mm dia. & 254mm in length
- Yoke travel: 340mm
- Weight 31.5kg

Clarke TURBO FAN GAS HEATERS

FROM ONLY **£64.99** EX VAT
£77 INC VAT

Little Devil II

DEVIL 650

DEVIL 660 SS*

DEVIL 850

DEVIL 860SS*

DEVIL 1850#

DEVIL 2000#

DEVIL 4000

DEVIL 3150#

Clarke DIESEL/PARAFFIN HEATERS

FROM ONLY **£179.99** EX VAT
£215 INC VAT

XR80

Ideal for fast efficient heating

- Extra-long run fuel tanks - up to 53 litres • Variable heat output with thermostat control

Clarke VAC KING WET & DRY VACUUM CLEANERS

FROM ONLY **£47.99** EX VAT
£57 INC VAT

SS Stainless Steel

• Compact, high performance wet & dry vacuum cleaners for use around the home, workshop, garage etc.

MODEL	MOTOR	CAPACITY	EXC. VAT	INC. VAT
CVAC20P	1250W	16/21ltr	£47.99	£57.99
CVAC20S*	1400W	16/21ltr	£59.98	£71.98
CVAC25SS*	1400W	19/17ltr	£64.99	£77.99
CVAC30SS*	1400W	24/21ltr	£86.99	£104.39

Clarke ELECTRIC POWER HOISTS

FROM ONLY **£79.99** EX VAT
£95 INC VAT

CH2500B

CH4000B

Includes remote control • 230v motor

MODEL	CABLE MAX LOAD	LIFT HEIGHT	EXC. VAT	INC. VAT
CH2500B Single	125 12M	£79.98	£95.98	
Double	250 6M	£79.98	£95.98	
CH4000B Single	200 12M	£99.98	£119.98	
Double	400 6M	£99.98	£119.98	

Clarke SOCKET SETS

FROM ONLY **£22.99** EX VAT
£27 INC VAT

PRO155

Top quality chrome vanadium steel.

- 18 Sockets 8-32mm
- Reversible ratchet
- Comfort grip handle

LIFETIME GUARANTEE

Clarke ENGINE STANDS

FROM ONLY **£49.99** EX VAT
£59 INC VAT

CESS300A

CESS450

CES750A

CES560

CES680*

Folds for storage

Clarke BODY REPAIR KITS

FROM ONLY **£79.99** EX VAT
£95 INC VAT

CS10BRK

Fast snap connector attachments for quick & easy assembly • Hydraulic pump, ram & hose with various tubes, pieces & connectors

- Includes metal case • Fast action pump

MODEL	CAPACITY	EXC. VAT	INC. VAT
CS4BRK	4 tonne	£79.98	£95.98
CS10BRK	10 tonne	£139.98	£167.98
CS10BRK*	10 tonne	£149.98	£179.98

Clarke SOCKET SETS

FROM ONLY **£69.99** EX VAT
£83 INC VAT

PRO234

62 PIECE 1/2" & 1/4" SOCKET & BIT SET

1/2" TORQUE WRENCH - CHT141

• 5" Extension bar • 1/2" - 3/8" adaptor • 28-210 Nm

only £19.98 EX VAT
£23.98 INC VAT

Clarke SOCKET SETS

FROM ONLY **£69.99** EX VAT
£83 INC VAT

PRO234

62 PIECE 1/2" & 1/4" SOCKET & BIT SET

1/2" TORQUE WRENCH - CHT141

• 5" Extension bar • 1/2" - 3/8" adaptor • 28-210 Nm

only £19.98 EX VAT
£23.98 INC VAT

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 BRISTOL 1-3 Church Rd, Lawrence Hill, BS5 9JJ
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 CAMBRIDGE 181-183 Histon Road, Cambridge, CB4 3HL
 CARDIFF 44-46 City Rd, CF24 3DN
 CHARLETON 85 London Rd, CA1 2LG
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 COVENTRY Bishop St, CV1 1HT
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EVENT OF THE MONTH

❖ BTCC, BRANDS HATCH ❖

Gordon Shedden celebrates after securing his second BTCC crown in a tense season finale

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BTCC
Brands Hatch

AT THE START OF THE SEASON, THE BRITISH Touring Car Championship featured plenty of talking points. There was the equalisation of rear- and front-wheel-drive acceleration, an increase in success ballast and a new race two qualifying procedure. On the team front, Motorbase skipped half the season having lost its title sponsor and a factory Infiniti team appeared, staffed with disabled former paratroopers. There were numerous driver changes, with Jason Plato and Colin Turkington jumping ship to the ambitious young BMR outfit and the return of triple world champion Andy Priaulx.

But despite those changes, at the end of it all the title decider at Brands Hatch's Grand Prix circuit had a familiar look: a five-way fight between Plato, Turkington, Gordon Shedden, Matt Neal and Andrew Jordan.



Shedden leads Plato, Priaux and the rest early in the day, before the title began to look like a long shot

driver/car combination was nowhere near the top of the standings.

During the off-season Motorbase lost its lucrative Airwaves sponsorship, which would have been a disaster for any team, but David Bartrum's outfit was sitting on a revamped Ford Focus and wanted to see what it could do. With new engines and the last two seasons' chassis gremlins cured, the car was dynamite and only seemed to get stronger as the year went on, Mat Jackson taking two wins and a second at Brands. While it's true that he was running without success ballast in every first race due to his lowly place in the standings, Jackson's race two performances with an extra 75kg on board were just as impressive. Extrapolated over a full season, Jackson would have taken 400 points; Shedden won with 348. Sadly, it's likely that the

Jordan – whose challenging season with Triple Eight was his first winless campaign since 2009 – was the first to fall from contention, finishing 19th in race one. Turkington was the next to go, eliminated by a puncture on the last lap of race two. Neal, too far back to have a realistic shot, pledged to support his team-mate.

It was Shedden vs Plato; and unsurprisingly, controversy swirled around raceday from the off.

Plato showed some suspect behaviour on track, insulted team-mate Áron Smith, undermining his colleagues between races and, although he actually won the third contest using legitimate skill, Shedden still came out on top.

He started race three in 19th – Plato had blocked his attempts to set a fast lap in race one, which would have teed him up nicely for the second. In that one Dunlop's soft compound, but more pertinently binding rear brakes from a collision, doomed him to fall back and ensure his lowly grid slot for the finale.

Shedden's final drive to fourth was brilliant, but it was made much easier by those standing between him and his goal.

After a day – some might say a career – spent wearing out any goodwill he had with other drivers, there were precious few of them looking to help Plato in his quest for a third championship. Sam Tordoff, his team-mate for two years at Triple Eight, practically leaped out of Shedden's way; Jordan calmly indicated and pulled over on the straight. Smith, harried for what Plato claimed to be unhelpful driving in races one and



two, put up a token effort, but didn't contest the place with much vigour.

No one could argue that Shedden's second title isn't deserved. Apart from Snetterton, a disaster not of his own making, he was a factor everywhere and won four times. Equally the other contenders had driven brilliantly all season, if not quite as consistently. But there'd been an ugly truth lurking in the background since Knockhill – the best

Clockwise from above: Priaux won twice in 2015, but was out of luck at a packed Brands; Shedden charges through the pack; Jackson became the driver to beat

Fords will be restricted in some way next year, just as West Surrey's BMWs were after 2014.

The accolades for overall team performance, despite the apparent season-ending miscommunication, go to BMR. Owner Warren Scott not only found room for two champions, he lured some impressive engineering talent to back it all up – in less than three years the team has gone from last-place shoo-in to champion team.

As is usual in the BTCC these days, news came thick and fast in the aftermath of Brands Hatch.

By the time this magazine hits the shelves it's likely another high-profile move will have been made and there's already talk of a non-championship touring car festival at Donington Park next year. Not only famous for what happens on track, the BTCC is becoming known for its gradually shifting landscape; there's always intrigue around the corner. *Alex Harmer*

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ON THE ROAD WITH

SIMON ARRON



Possibly the only man with both F1 and Mallory Park media passes. Next stop..?

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Volvo driver Adam Bint leads the truck field into Murrays, the corner formerly known as Russell



GAME, SET AND MATHS

Snetterton, September 19 & 27: from ERFs to ERAs and Scania's to Austin 7s, opposites prove attractive

IT MIGHT JUST BE THE perfect commute – mile after mile through low-lying A11 mist, with barely another car on the road and the sun ever on the cusp of breaking through. About five miles from Snetterton's front door, it does just that. Time, then, to beat a path to the café and take breakfast on the terrace.

Beyond lies a curious assembly. Nominally the BTRA's Truck Racing Championship is the headline act, but its rolling stock is too big for the coveted pit garages and takes up a significant chunk of a paddock that

extends almost to Norwich.

The supporting cast includes a round of the King Henry's Taverns Clubmans Championship, latest event during the Clubmans Register's 50th anniversary tour. Many of the names are familiar, not least because they were racing the same – or similar – chassis when new. "We are trying to encourage fresh blood," says organiser Chris Hart, "and now have a few sons and even grandsons of original racers on our roster."

The series has also attracted Robert Manson... who commutes to most events from his native California. "My local circuit is Laguna Seca," he says.

SIMON ARRON



"I tend to race flat-head specials at home, but a friend of mine used to build Clubmans cars at the Mallock factory and told me all about them. I came over to take a look, fell in love with the whole thing and am just completing my second season."

It's conceivable, however, that Manson has covered fewer miles than one of the entries in the Classic Touring Car Racing Club enclave. Tim Dodwell purchased his VW Scirocco from the late Gerry Marshall in 1983 and has been racing it ever since. Furthermore, he has always driven it from his base (by the Devon/Somerset border, so not terribly near any circuits) to and from every venue at which he competes – as far north as Knockhill, as far south as Spa. "The paddock here is packed," he says, "and I had a little bit of trouble getting in. The bloke on the gate tried to insist that I went into a public parking area, because he couldn't believe the Scirocco was actually my racing car. Mind you, it's not the first time that's happened..."

The competition is for the most part engaging – the Legends fizzy and ferocious, Morris Minors proving that the long-lost concept of suspension travel did once exist, the trucks a riot of diesel fumes and melting tyres – but you can't help wondering whether Snetterton's '300' layout is perhaps a touch too long for a meeting such as this

(although it would be wonderful if ever the Blancpain Endurance Series or similar could be tempted to East Anglia). Very few drivers are able to lap its 2.97 miles in less than two minutes at racing speed, so green-flag laps and safety car interruptions – of which there are a couple – mean things sometimes move a trifle slowly.



ONE WEEK ON, THE SHORTER Snetterton '200' is back in service – but that's not the only reason things feel a little different. The clatter of diesels is replaced by that of spanners as the Vintage Sports Car Club moves in for its final race meeting of the campaign. Blue is the predominant colour, with few clouds aloft and a healthy assembly of

Bugattis below, but entries are not universally strong and paddock rumour suggests this meeting might be struck from the 2016 agenda. Competitors have too much choice nowadays and some still seem to consider Snetterton relatively inaccessible, which is by no means the case since the widened A11 was completed.

The cars' poise and attitude make up for any lack of numbers and it would be a pity should this event be lost. It's always diverting to behold Bentleys wrestling with Austin 7s, an ERA would be worth watching if it were the only car entered for the whole event and the opening handicap – with the top three cars covered by 0.28sec at the end – proves that arithmetic is not yet a forgotten science.

Tim Dodwell's widely travelled VW Scirocco leads Stuart Caie's Capri, top; Clubmans is still going strong, above; John Polson (Talbot 105) lurches one way and Snetterton's locally famous 'scary tree' the other, below



LOW KEY, HIGH CLASS

October 3, Thruxton: it was once almost part of my job description – thou shalt spend thy weekends pounding up and down the A303...



Britcar field was thin. Robin Webb heads frenzied Caterham pack, top. John Edwards-Parson's Fiesta gets a quick service, above

REWIND 32 YEARS AND YOU'LL FIND that Thruxton hosted six F3 meetings in a single campaign, alongside European F2, the British Saloon Car Championship and assorted clubbies. There were still only 12 days of racing per annum, but they were a little less condensed than the modern diet of six racing weekends. The circuit's final meeting of 2015 was the first properly low-key Thruxton meeting I've attended in three decades... and felt all the better for the fact almost nothing seemed to have changed in the interim (although the M3 is a bit slower than it used to be, courtesy of endless unstaffed roadworks monitored by average-speed cameras).

Having two 45-minute Britcar races was probably overindulgent, given the relative paucity of the field (Nigel Mustill's Riley TDC qualified on pole for the first by 13.787sec, so it's perhaps a good job there's no 107 per cent rule), but much of the schedule rippled with common sense of a kind that's relatively rare in the modern sport. In some instances, two, three or even four championships were combined to produce full grids of compatible cars, the result being close, frequently frantic competition and boundless diversity. The gaps were filled mostly by various Caterham races, wherein the rules apparently mandate that lead battles must feature at least seven cars. This isn't so much motor racing as chess on wheels, the object of the exercise being to make sure you're lying second or third at Church on the final lap, to obtain a potentially race-winning slipstream on the long, uphill drag towards the chicane.

This was our sport as it should be – with the added bonus of conditions being sufficiently warm to justify small queues at the paddock ice cream van.

Not bad for early October.



FORCE & NATURE

Brands Hatch, September 5: heritage in the foliage and a British sports car showcase

SOLUTION IS RARELY SO SPLENDID.

You hear tell from time to time of local residents muttering about the sound of cars on Brands Hatch's relatively little-used Grand Prix circuit, but out in the woods, by the exit of Westfield, ring-necked parakeets and green woodpeckers made at least as much noise as passing Triumph TR4s. One suspects the avian philharmonic attracts few complaints. True, there were a few Ford Mustangs to provide contrasting bass notes, but surely that's just the rhythm section...

I spent quite some time in the sticks on the opening day of this Aston Martin Owners Club event, the only one to use the longer version of Brands Hatch, and was surprised to see so few others doing likewise. It's basically a nature reserve laced with cars – a rarity in this day and age. It also appeared that almost every MGB built was taking part in some capacity or other. It might have said 'AMOC' on the programme cover, but the entry was heartily stuffed with TVRs, Austin Healeys, Jaguars, Sunbeams, various shades of Lotus and others of that ilk.

It was a history lesson of sorts, the once thriving British sports car industry restored to full health and being deployed as manufacturers intended. 📺



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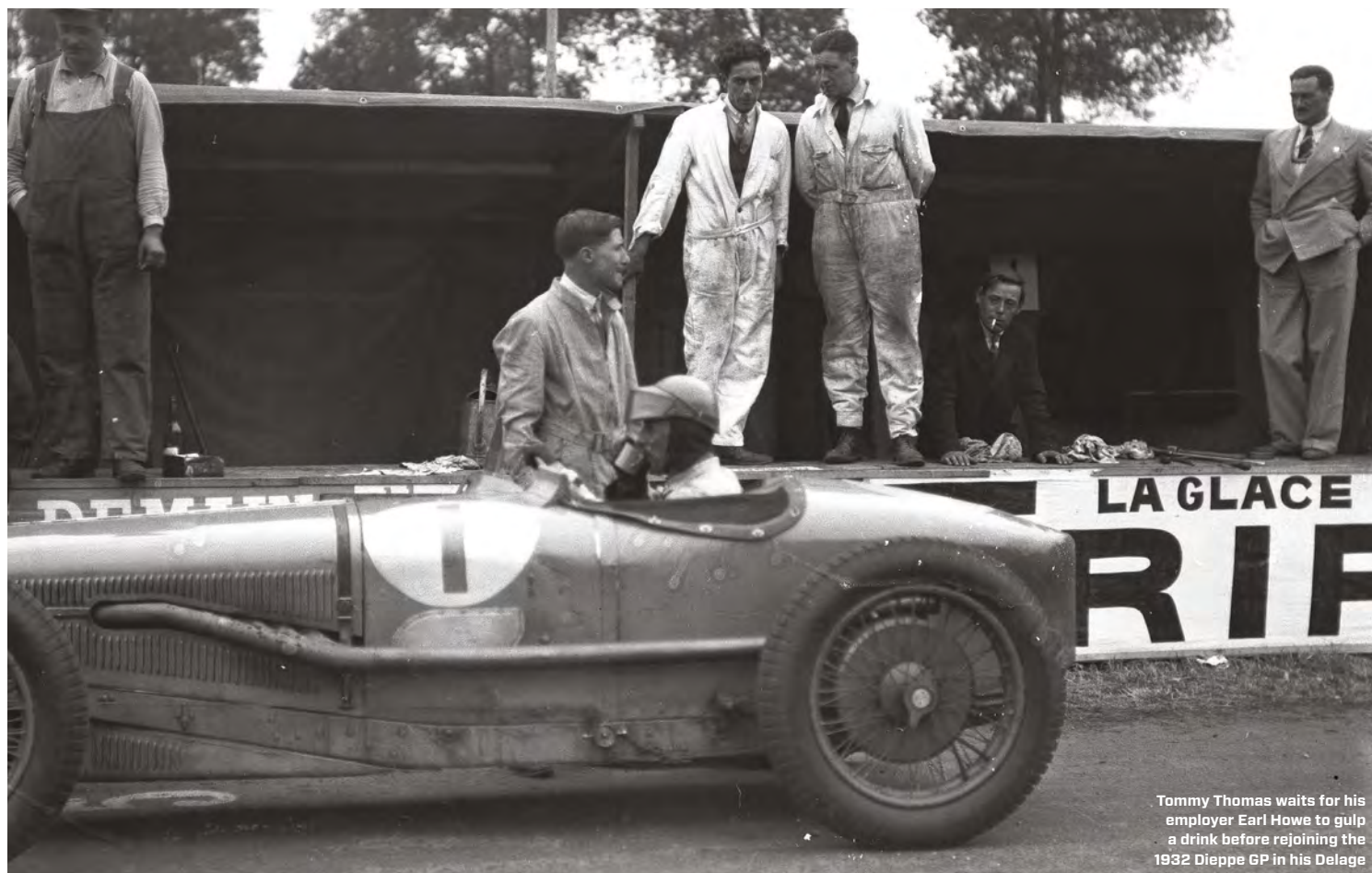
HISTORIC SCENE WITH

GORDON CRUICKSHANK



One wheel in the past: searching out what's new in the old car world

www.motorsportmagazine.com/author/gordon-cruickshank



Tommy Thomas waits for his employer Earl Howe to gulp a drink before rejoining the 1932 Dieppe GP in his Delage

WIRELESS WORDS

Hard to picture a race mechanic getting national airtime today, but the BBC was young in 1935...

SOMETHING INTERESTING popped into my mailbox recently – the script of a 1935 radio talk by Percy ‘Tommy’ Thomas, mechanic to indefatigable racer Earl Howe. As it was Tommy’s nephew Christopher Dawkins who sent it, his copy may even be the very script Tommy read from in front of one of those enormous black BBC microphones. Christopher’s grandfather was the Earl’s chauffeur; as a child he would visit Pitt’s Head Mews in Mayfair, home of the Howe stable, where “we were taught to be in awe of

the mysterious ‘Lordy’ as he was known in the family,” though he adds that Howe was a kind and considerate employer who would let his staff use the smaller cars for visits.

Having previously worked at Brooklands for testy Sir Malcolm Campbell, Thomas was much happier when in 1929 the racing earl invited him to run his stable of racing and road cars. With wealth aplenty, Howe bought the finest machinery – Bugatti Types 43, 51, 57SC, 6C and 8C Alfa Romeos, road-going Isotta-Fraschinis and the delicate straight-eight Grand Prix Delage Howe took over from Campbell.

GORDON CRUICKSHANK

All these Tommy looked after in the mews – not forgetting the Austin 7 or Fiat Topolinos His Lordship used around town.

Mechanics still have a tough job, but it was a different kind of tough then, chasing off to events in lorries that panted to reach 45mph. Howe built one of the first dedicated transporters, a 3½-ton Commer with workshop facilities which ‘Tommy’ Thomas calls ‘The Baby’ and in his 15-minute Home Service broadcast he relates a trip to Strasbourg when a big end went. Howe’s other two mechanics, Sydney Maslin and Stan Holgate, rebuilt it at the roadside through a wet, cold night and still got to the track on time.

“That’s the sort of spirit that we mechanics have to be blessed with – and we’re rather proud of it too!” Thomas says. “We’ve often had to travel five hundred miles on end, and we’ve never once failed to be on time for a race.”

At Le Mans, he mentions starting at 10 at night to fit a set of eight new pistons before the next day’s 24-hour race; the job was done by 2am, after which ‘Tommy’ ran the engine in for four hours and 300 miles. The year was 1931, the car was an Alfa Romeo 8C 2.3, and Howe and ‘Tim’ Birkin went on to win the race in it. Thomas mildly describes that panic rebuild as “a bit of a job,” adding that though he got no sleep, Howe and Birkin “made it up to me by winning”.

Tommy’s tale of his first race as riding mechanic clears up a confusion I found writing recently about Malcolm Campbell’s Bugatti T43, which caught fire in the 1928 Ulster TT. Tommy was with Howe (then Viscount Curzon) in the sister car, and the various reports give different tales of Howe retiring after Campbell’s conflagration. Tommy says “...we saw, as we flashed by, Sir Malcolm’s car well alight. I guessed that the fire had been caused by petrol leaking from the tank on to the exhaust, which, when a racing engine is running slowly, gives out tongues of flame.

“As this was a sister car to ours I was naturally a bit worried. I decided the safest thing to do when we came in to refuel was to turn the engine off and let

the car coast in. This probably did prevent a fire; because though we filled up all right, we’d only just started again when our petrol tank started leaking badly, and we had to drop out.”

Various sources say different things about Howe’s withdrawal, but if anyone should know, it’s the man on the car.

We find it hard to appreciate what a riding mechanic had to do, but Tommy describes a busy and demanding job, watching gauges, assessing tyres, noting brake pedal movement and most of all

Earl and Lady Howe in Brooklands paddock. Top: Thomas in Howe’s SS Mercedes checks on the chasing SSK of Caracciola in the 1930 Irish Grand Prix



acting as a human rear-view mirror.

“One of our main duties is to keep a sharp look-out behind, and signal to the driver if another car wants to pass by thumping him on the shoulder – it’s no good trying to shout because what with the engine noise and the wind he couldn’t possibly hear a word. This calls for judgment and training. Though another car may have the right to pass, it’s no good risking disaster by thumping your driver on a fast and difficult bend. You’ve got to know what the other car is capable of, and what the driver is likely to do. Only experience can teach you. You’ve got to remember your driver’s got his hands full driving the car, and you’re there to help him all you can.”

Of course Tommy and his like also expected to handle on-the-road fixes, such as the 1930 Brooklands Double-12 when their Type 43 broke a hub. Sending Howe to the pits for a jack, Tommy says, “After working for three hours we’d fitted a new hub and wheel and carried on to win our class.”

When not on board Tommy ran the pit crew, and he recalls on the Ulster TT changing two wheels in 22sec – pretty impressive without power tools.

Howe went racing all over Britain and the continent, including the Mille Miglia, memorably leading a trio of MG K3 Magnettes to a class victory in 1931 over the fancied Maseratis. In support Thomas drove His Lordship’s supercharged Mercedes-Benz, loaded with spares, round the route as chase

car, matching the racing MG's speed.

But back for the Mille Miglia three years on, Tommy says, "I had a nasty experience" when His Lordship lost control of their K3 on a muddy bend. "I saw we'd got to hit a wall so I switched off the ignition, lamps and petrol pumps, and had time to brace myself firmly, with my head tucked low in the cockpit. The car slid along the wall and then took a telegraph pole head on. Lord Howe was knocked unconscious, but I was lucky enough to escape unhurt."

Tommy manages to send the injured peer to hospital – "but I forgot to find out which hospital he'd been taken to. Not being able to talk the language it took me literally hours to find the right hospital. I visited a lot of wrong ones in Florence before I was able to find him."

Their racing relationship was only

ended by WWII, by which time the Earl was rightly known as the Grand Old Man of British racing. In ERAs, Maserati 8C 2900, Type 59 and one of those fearsome 4.9-litre T54 Bugattis he continued to enter seemingly any event going, from hillclimbs in the S Mercedes to Brighton speed trials to Grands Prix, winning the 1938 Grosvenor GP in ERA R8C, usually with Tommy Thomas by his side. As BRDC president Howe was a major figure in racing, tried to arrange a race in Richmond Park and even had the sinuous drive of his country home, Penn House, banked to make his own private hillclimb. Tommy could hardly have had a more petrol-headed employer or a more varied equipe. He closes with "We get enough excitement and thrills to make up for our normal routine work in the sheds" – a laconic summary of what looks to us a glorious era.

THE ART OF MOTORING

Sharp-tongued critic with an aesthete's view of cars, whether Bugattis or bangers

HE MAY NOT HAVE BEEN AN OBVIOUS *Motor Sport* character, but I was sorry to hear that art historian and broadcaster Brian Sewell had died.

Outspoken on the subject of modern art, he was always good for a controversial quote, and whether you agreed or not I applauded him for his fearlessness in sniping at the closed ranks of the art establishment.

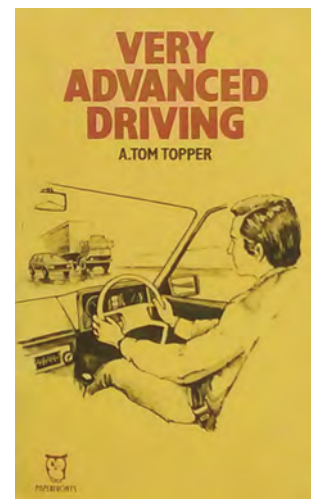
But I knew him as a car enthusiast, something which went far back before he was a public figure. A neighbour of mine, he would sometimes ring up to ask about an interesting car he'd seen at my door, and at a party he was delighted to meet other car people and talk in that prim, sibilant voice about Bugattis instead of Breugel. It was reading Dornford Yates novels that inspired his love of beautiful cars; he had always run old and interesting vehicles, often Daimlers, and latterly ran a 1980s Mercedes 560SEC coupé, which he drove in bare feet. In the 1960s he even used his Wolseley as a taxi to boost his income, and loved a long continental tour. He covered



250,000 miles in his Barker-bodied drophead Daimler, to Spain, Portugal, Sicily, braving Alps and Pyrénées without a thought.

Inevitably he took a refreshingly left-field view of motoring, talking about taking "the elegant line" through a bend and admitting to a liking for banger racing. As we lived within earshot of the hot-rods at Wimbledon, we had agreed that he would take me to watch the bangers and I'd take him to a VSCC race. Sadly that's a date he won't now make.

Taxi driver: Sewell used his Wolseley as a cab to pay for its fuel thirst



STOP, LOOK AND LISTEN

Learning the theory shouldn't only be to pass your driving test – it just might save your life

MOST OF US DON'T READ *THE Highway Code* once we've passed our tests. You won't be surprised to hear that statistic from DVSA, the Driver and Vehicle Standards Agency, but how about this: the *Code* has 50,000 followers on Twitter. DVSA is using social media to update drivers on changes and test their recall, and users reckon it's doing their driving good.



In the past I've been teased by fellow motoring writers for supporting advanced driving courses like the IAM, but I don't think you can ever learn too much. If it helps just once, it's worth it.

I was so desperate to get on the road that by age 15 I knew the IAM and Police Roadcraft manuals backwards and had devoured Tom Topper's jaunty *Very Advanced Driving*. And from the AA's long defunct *Driving* magazine I learned something that may have saved my life: if you meet a foreign car head-on, his instinct will be to swerve to his right, so you should do the opposite.

A few years back, in a high-walled left-hander in Kent, I met a car on my side of the road. I had time to see the red digits of a Belgian number plate. I swerved to my right; so did he, and we passed left to left. You can never learn too much. ☑



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One down, five to go: construction of the first Daytona Coupé under way chez Shelby late in '63

DAVE FREEMAN

THE SHAPE OF THINGS TO GO

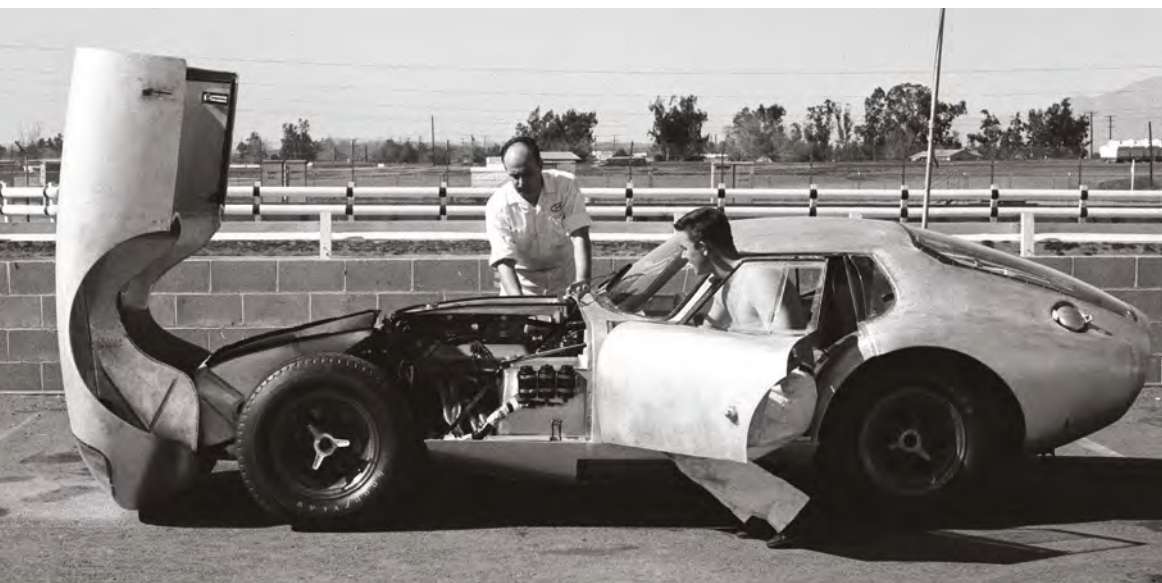
Today it is regarded as a prime racing icon, but the Shelby Daytona Coupé was at first unwanted and unloved

I AM HAPPY TO REPORT THAT my team won the Goodwood Revival cricket match (again), which for me is all that really matters, but that sunny September weekend also drew disappointment as I missed meeting Peter Brock – for me something of a hero as the then 24-year-old tyre-mounter and graphic designer who conceived the Shelby Cobra Daytona Coupé, in the winter of 1963-64.

I have always admired the 'Coops' – and to have played a role in reuniting all six original cars for their 50th anniversary at Goodwood was an

absolute pleasure. Although I missed seeing Peter there, his subsequent overview for me of the Daytonas' early development is a gem...

He recalls: "The Daytona's design was highly controversial at the time, with most of the crew within Shelby American against even building it. Our chief engineer Phil Remington had advised Carroll (Shelby) not to do it, while our chief test driver/engineer Ken Miles was in favour. This put Shelby (who was not technically astute) in the middle of a dilemma. Remington was the most brilliant racer/fabricator in our world and all of us had the deepest



DIME FREEMAN

respect for his opinion. His only failing was his lack of knowledge of European racing history... Like most of our crew of dry-lakes racin' hot rodders and Indy car builders they knew almost nothing about road racing prior to the time they were hired by Shelby. Some were so embarrassed that they were working on 'those effete little sporty cars', they wouldn't even tell their friends!

"This attitude changed from '62 through '63 as they built the first Snakes for Carroll and won the SCCA's United States Road Racing Championship. It was an entirely new world for them, but as their success led to real media coverage they became a pretty proud group and began to understand the world was larger than the Indy 500.

"My design of the Daytona originally incorporated a driver-adjustable rear wing to off-set the lift that I envisioned we would experience with the Daytona's long, flat, tapered roofline. Phil Remington thought my whole design was 'wrong' as it didn't look like any other fast 'European sports GT' (Ferrari), which according to the common wisdom of the time was supposedly ideally shaped like a teardrop with 'fast-back' roof lines that tapered to a point at the rear.

"As a result of this diversity of opinion, a technical impasse occurred in the shop as Remington refused to build my wing stating that it 'would take him 3-4 days to do the job' and he didn't want to waste his time 'on a dumb project that had no future' (meaning Carroll's whole plan to race in Europe).

"Phil Remington was the most skilled



LIT

fabricator in the shop and he wouldn't assign the work to anyone else either... as they were all working on 'more important projects' like our team's Cobra roadsters and new 'King Cobras' (Cooper Monacos). Shelby finally agreed with Rem, stating that we would test the Coupé *sans* wing and make a decision [whether to include the wing on the car] after we tested.

"We tested on Feb 1, 1964, at Riverside with Ken Miles driving (the car had been built to Ken's dimensions like a hand-tailored suit). He broke the lap record by 3.5sec and top speed (even

First test with Ken Miles at Riverside, top. Jo Schlessler's car at the 1964 Le Mans test, above. Below, the original Coupé wing concept, with movable rear wing, as sketched by Peter Brock (www.bre2.net)



with short-course gearing for Riverside) improved by some 20mph...

"At this point Shelby made it very clear to Rem and all in the shop that the Coupé was now the team's priority and that we were going to Daytona. With the Coupé's design now proven I went back to Rem and asked him to build the wing. 'Why?' He countered, '...we broke the lap record and the top speed will be competitive with anything we'll run against in Europe. Besides... we don't have the extra 3-4 days to make it if we're going to Daytona.' I explained that deleting the wing would be like deleting the rear control surfaces on an airplane, but the prevailing thought (Remington/Shelby) was 'if it ain't broke, don't fix it'. The entire car had been built from first drawing to test at Riverside in 90 days.

"Ken didn't want to create any more internal dissent so he just advised me to be patient and we'd win that battle later. For some strange reason (perhaps Ken's going against Rem), Shelby decided not to let Ken drive the Coupé at Daytona. He was furious and almost quit, but knowing Shelby's was still the place to be, he sucked it up and accepted Carroll's 'promotion' to team manager for the '64 season.

"When Bob Holbert got in the Coupé at Daytona for the first time, he immediately broke the lap record. He said to Ken and Shelby that he could easily outrun the works Ferrari GTOs, so there was little point in keeping the high existing redline. Then Dave MacDonald went out and, even with the revs down by 500rpm, broke Holbert's record. The rev limit was further slightly reduced until our times were equal to the Ferraris and we then made our first fuel calculations for the race. The Coupé was 20 per cent-plus more fuel-efficient than our Cobra roadsters!

"So, that set the strategy for the race... Run with the Ferraris until they pitted and we'd gain a lap each time they did so. The Daytona led the race for hours until a pit fire (long story - not important here). After the race I again suggested we build the wing before Sebring. There had been little sign of aero-lift and neither Bob nor Dave were that concerned. Cockpit heat was more of a problem. [But] the reason there was no lift was that all Daytona's high speeds were on the high banks, so G-force countered the lift...

"Again Rem pointed out that the wing 'wasn't



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with some reservations, and while I held Phil (my hero) in complete awe I noticed he trusted Rem's skill. 'OK, try that,' said Remington, '...and let us know what you think.' Phil climbed in and incrementally increased his speed as he made his way around the circuit. He pitted on the second lap, got out and excitedly told Rem that the car had been 'transformed'. It now had so much downforce on the rear, it was locking its front brakes into La Source hairpin. Rem then took his pencil and scribed a line across the top of the spoiler one inch below the top, trimmed it, and nodded to Phil that he should see if that made any difference. Phil took off out of the pit on full throttle down to Eau Rouge and up the Raidillon, never backing off... In two more laps he'd

again reset the lap record over Mike Parkes's best time.

"He again pitted, got out of the car and said, 'Don't touch a thing - it's perfect!'"

"So, that's how the size of the rear spoiler was developed for the Daytona Coupés. Later, when the Coupé returned to Paris to prepare for Le Mans, a more substantial 'box-formed' spoiler was fabricated and

that dimension was used for all the rest of the Coupés. By then I had returned to the US so my input at this point was minimal, but I again asked Rem to build the wing, as I knew we'd be even faster if the driver had full control of downforce without the drag of a spoiler. The same attitude prevailed - 'No time to experiment, we need to keep things simple and since it ain't broke don't fix it.' It was hard to argue with him. He was the wisest racer in the game."

Phil Hill's Spa drive was wrecked by what the Cobra guys recall as blatant sabotage, cotton waste dropped into the Daytona's fuel tank overnight, but that - again - is another story. The Coupé was up and running, and with more experience - and more street-wise planning - Shelby's finest would take Ferrari's cherished GT Championship crown come 1965.

In truth, American 4.7-litre V8 versus Ferrari 3-litre V12 was always like bringing an artillery piece to a knife-fight - but it's not size, it's how well you wield it that really matters... ☑

needed'. We then went to Sebring, won there, and finally got Ford's attention. (Its GT40 programme was not progressing well at that point in Slough.) Ford agreed to back Shelby's plan to run in Europe and the decision was made to build another five Coupés!

"Next was test day at Le Mans. As you may remember, both GT40s crashed due to aero instability. Jo Schlesser (one of the Ford pilots) got in the Daytona the next morning and set a new GT lap record. It didn't matter who got in, it was fast, predictable and easy to drive.

"Schlesser said he had several more seconds in hand and could probably set the overall record but it was beginning to rain and he suggested it would be wiser not to risk the car as it had to be at Spa (for the 500Kms race) the following weekend.

"When we arrived in Belgium, Phil Hill had never driven the car but climbed in and broke the lap record. But he soon pitted and told us that the car was so evil handling (lift at the back-end) that if he continued at the same pace he'd almost certainly lose it and crash once the tyres went off! Now, finally, Phil Remington understood what I'd been talking about.

"It took a really fast circuit with serious elevation changes to unload the chassis and cause the instability. Our team was so small at that time we had few resources. All we had for spares were a few basic mechanical parts but nothing really to do any fabrication or serious bodywork. We had one small



Top, improvised aluminium rear spoiler clearly visible at the 1964 Spa 500Kms. Above, Peter Brock reunited with the full fleet of six Shelby Daytona Coupés, which gathered for a demo run at the 2015 Goodwood Revival

Snap-On toolbox with some basic tools and a single piece of aluminium sheet about the size of an open newspaper. Nothing wide enough to make a real spoiler. Rem looked at the GTOs' rear spoilers and decided Ferrari must know what they were doing so decided to copy them.

"He had to cut the sheet of aluminium into four pieces so he could screw them together (we didn't even have a pop-rivet gun) to make a panel wide enough to fit across the rear of the coupé. He bent a 90-degree flat on the bottom of the 'single sheet' and screwed it to the back of the Coupé. It had the rigidity of a stiff piece of cardboard - nothing strong enough to withstand 180mph airflow. To give it some strength he took two pieces of welding rod, put joggles in each end and attached those to the ends of our new 'rear spoiler' by drilling holes in the body and the aluminium sheet and using the rod to brace the spoiler so it could withstand some pressure.

"Phil Hill, of course, watched all this



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AUTOMODELLO, 1:12th scale JIM CLARK'S 1967 LOTUS 49

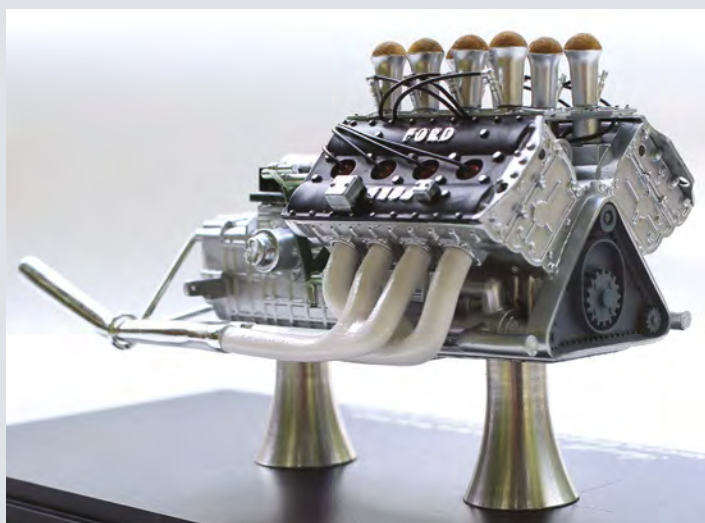
Jim Clark will forever be linked with Lotus – he drove for the marque in all 72 of his world championship Grands Prix, winning 25 – and this is a highly detailed replica of the groundbreaking Lotus 49-Cosworth he raced for most of the 1967 season.

The 49 marked a new beginning for Team Lotus – and also for Formula 1 technology, with the engine incorporated as a stressed chassis member to provide greater torsional rigidity. Appropriately, it also came to represent a significant new era for Automodello, as the company's first

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Automodello strove for perfection and Classic Team Lotus – custodian of the original car – has endorsed the result. This is an appropriate way to celebrate the engineering genius of Colin Chapman and the Lotus team, but most especially the panache of an all-time F1 great.

Priced at \$899.95, models are supplied with a display cover.



AUTOMODELLO, 1:12th scale 1967 FORD-COSWORTH DFV 3.0 V8

As a suitable complement to the Lotus 49 above, how about this miniaturised Cosworth V8?

Financed by Ford and designed by former Team Lotus engineers Keith Duckworth and Mike Costin, the full-scale Cosworth DFV made its Grand Prix entrance at Zandvoort in 1967, Jim Clark scoring a memorable debut victory. Teething troubles prevented the Scot challenging for his third world title that season – and he lost his life early in 1968, the Cosworth's first full campaign.

Team-mate Graham Hill helped

restore shattered Lotus morale and went on to take the '68 world title, the first of seven in succession – and 12 in all – for Cosworth DFV-powered drivers. Keke Rosberg was the last F1 star to take the championship with a Cosworth DFV, in 1982. Tyrrell driver Michele Alboreto gave the engine its 155th and final Grand Prix win, at Detroit in 1983.

This 1:12 scale model captures the technical detail of the original and is available as part of a limited-edition run of 499. Supplied with a display base and cover, it costs \$149.95.

AUTOMODELLO, 1:43rd scale 1964 MARCOS 1800

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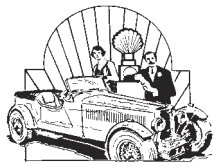


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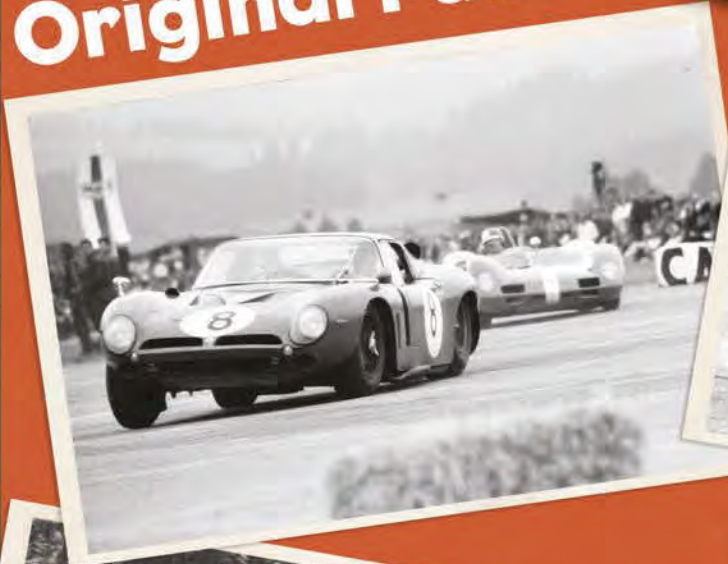
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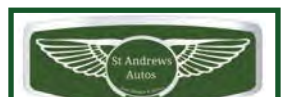
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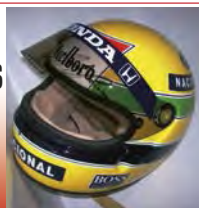
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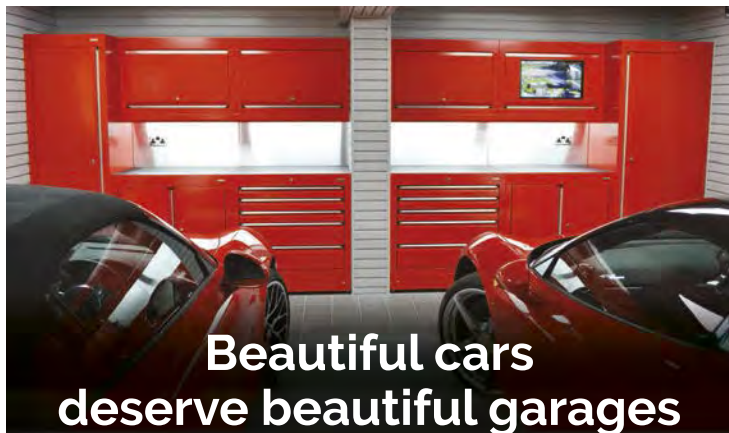
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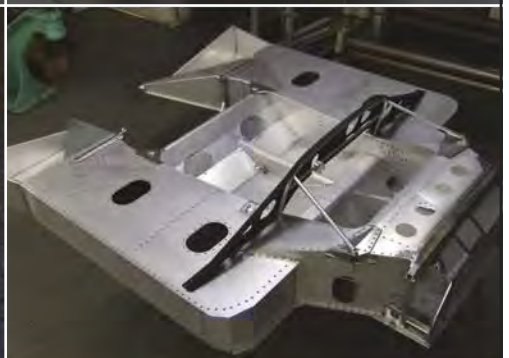
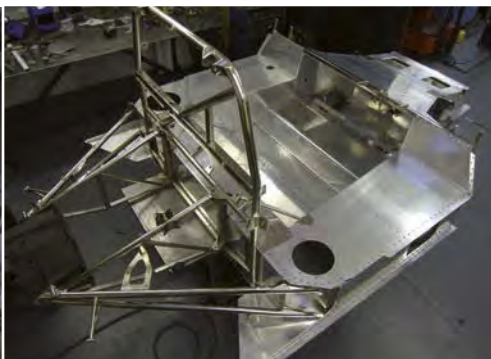


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1970 Aston Martin DB6 MkII finished in Silver Blue with contrasting Blue hide interior and Pale Grey Wilton carpet throughout. This is a stunning example with 5 speed manual transmission and chrome wire wheels that has covered a total of 90,000 miles from new. It has the added advantage of having had a complete recent new clutch less than 2 years ago with little use since. Only 246 of this model were produced making it a very rare Aston. Please enquire for more details.



1997 Aston Martin V8 Coupe with 5 speed manual transmission. Of the 101 cars that were built, none were supplied as a manual but this car was converted by Goldsmith and Young some time ago. Finished in Buckingham Green with contrasting pale grey hide interior and Wilton carpet throughout. It has covered just 51,000 miles and comes with a considerable service history. Currently undergoing a full service in readiness for the next owner. Sensibly priced at £49,950



2001 Aston Martin DB7 Vantage Coupe finished in Skye Silver with contrasting black hide interior. This is a beautiful 3 owner car that has covered only 53,000 miles and comes with a full and continuous service history. Fitted with Touchtronic transmission and sports exhausts together with most other available options, this is a superb example with perfect paintwork and ready to be enjoyed.£29,995



1966 Jaguar 3.8 MkII finished in opalescent dark blue with contrasting burgundy hide interior with red carpets. The specification includes manual transmission with overdrive, engine upgraded to Coombes specification with 2" carbs and stainless exhaust manifolds. Also fitted with cross latticed chrome wire wheels and Coombes style rear spats. It has just been the subject of a bare metal repaint and is in stunning condition throughout.£69,950



1966 Jaguar E type 4.2 Fixed Head Coupe finished in Opalescent Pale Blue with contrasting Navy blue hide interior and blue carpets. This is an Original UK supplied RHD example that was restored in the 90's by XK Engineering and comes with an extremely detailed history file with all recorded expenditure over at least the last 30 years. It has been with the same fastidious owner since 2008 and has received regular maintenance. This is an older restoration with a great patina and sensibly priced at£79,950. (Bound to continue to appreciate).



1965 Jaguar MkII 3.8 finished in Jaguar Midnight blue with contrasting grey hide interior by Suffolk & Turley. Completely restored by Scott-Moncrief 20 years ago and little used since. Spec includes manual transmission with o/d, chrome wire wheels, Coombes spec engine and slimmer rear spats. This is a cracking car to drive and continues to appreciate£59,950



1981 Ferrari 308 GTSi (LHD) finished in black with contrasting burgundy hide interior. The car is in perfect condition having had just 3 owners from new, the last being the President of the Ferrari Owners Club of Houston. It has a warranted recorded mileage of just 16,107 which is backed up by the service history. With Ferrari prices currently still climbing, this car will make a very safe investment in the long term.Please enquire.



1991 Porsche 928 S4 finished in Graphite Grey with charcoal hide interior. Previously the property of Pink Floyd drummer and petrol head Nick Mason since 2004 and kept in beautiful condition throughout. Predicted by the motoring press to be a serious investment for the future, the front engine Porsches have already begun to significantly increase in value. This car has been regularly serviced with no expense spared and is a joy to drive. Very sensibly priced for one in this condition at £25,950



1963 Chevrolet Corvette Stingray finished in Deep Ocean Blue with contrasting red leather interior. This is a very quick example that has a high output fresh motor and has in recent times been used as a competition car in British and European events. With the car there is a useful spares package that includes a modern race competition race seat, a triangulated roll cage and a spare set of competition alloy wheels and tyres.More details on request



1959 Jensen 541 R finished in deep ocean blue with grey interior and fully prepared for Historic Racing or Rallies with FIA/HTP Papers. It has Goodwood racing history and is eligible for numerous other events. Whilst currently set up for racing it comes with its original interior trim and could be returned to road specification at no additional cost. It is offered at a fraction of the price of the equivalent Aston at only£79,750



1963 Jaguar 3.8 MkII LHD, automatic finished in Old English White with contrasting red hide interior. This is an original black plate California applied car that was the subject of a full restoration some 10 years ago and has remained in very nice order. It is fitted with power steering and chrome wire wheels and is a delight to drive.Sensibly priced at £48,950



1956 Austin Healey BN2 100/4 finished in Opalescent silver blue with matching dark blue hide interior. One of only 1100 cars produced in this specification and built at Longbridge, this car has been the subject of a total ground up restoration some years ago and has been used only sparingly ever since. Real 50's sports car motoring and utterly reliable.£75,000



1938 Triumph Dolomite Straight Six beautifully built by Rob Green in Oxfordshire. Rob is the World's leading expert in Pre-war Triumph Motor Cars and here he has created a beautiful silhouette of the original competition Straight Eights of which only 3 were ever produced. Using an original 1938 Triumph Dolomite chassis and a Dolomite straight six engine coupled all pre-war running gear, this car is really superb and very sensibly priced at£125,000. Please enquire for more details.



1959 Jaguar XK150 3.8 FHC finished in Carmen red with black hide interior. An older restoration now offered for sale due to bereavement. The specification includes a 5 speed Getrag gearbox and chrome wire wheels and upgraded Coopercraft brakes. It is a joy to drive and is likely to continue to appreciate.Very sensibly priced at £69,950



1950 Allard J2 Sports finished in BRG with matching interior. Recently the subject of a complete overhaul following a long period of little use. It now has a completely rebuilt and correct Cadillac 331 engine producing 280BHP and most importantly qualifies for consideration as a Mille Miglia entry. These cars were fast and competitive in period and very exciting to drive £345,000



1957 Aston Martin DB MkII FHC (Notchback). One of only 37 cars built and well known within the AMOC. It has been the subject of a chassis up restoration and is now in stunning condition.£250,000



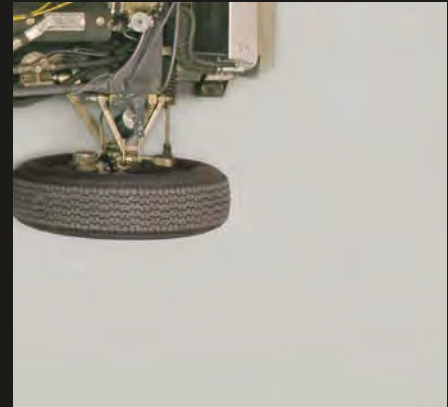
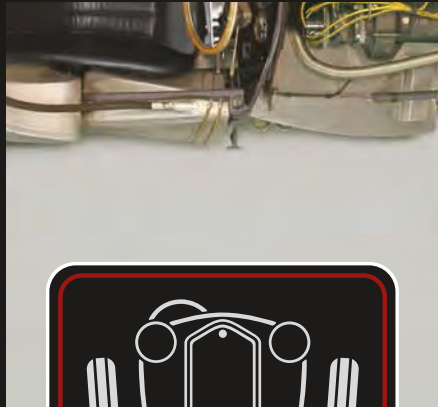
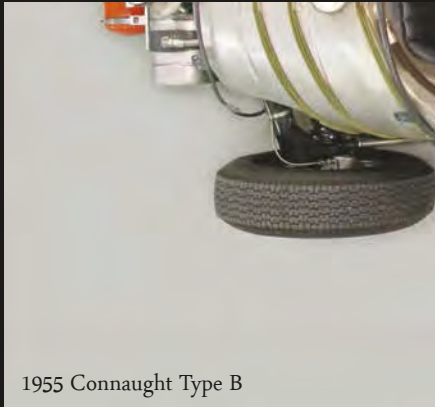
1975 Rolls Royce Silver Shadow finished in Nutmeg with contrasting sand beige hide and walnut dash and door cappings. This car is in very fine condition and comes with one of the most comprehensive service histories we have seen. If you are looking for a really well cared for example then look no further.A gift at £14,950



1958 Aston Martin DB MkIII finished in silver with contrasting burgundy hide interior and Wilton carpet throughout. It has just emerged from a full engine rebuild and engine bay refurbishment and sits on new chrome wire wheels with Avon Turbospeed radial tyres. It has the desirable overdrive gearbox which makes for comfortable high speed touring. An appreciating asset at £250,000

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