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*In the spirit of
Bod and Jenks*

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Nick Trott
Editor

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“I

looked down at my leg,” explains former paratrooper Andy Jones, “and saw an exhaust manifold sticking out of it. Around it were some other wounds. Four pieces of shrapnel, nuts and bolts, had gone through my leg. Thing is,

they were so hot they cauterised the wound on the way through so I didn’t really feel them. They missed all the important arteries and nerves and stuff. I was lucky, I s’pose.”

I hadn’t really thought much about improvised explosive devices before I met Andy - and certainly never considered just how improvised they really are until I shared a car, and a beer or two, with race debutants Jones and Paul Vice MC at the Race of Remembrance (‘they’ll put sheep’s teeth in, and other stuff’ says ‘Vickey’). But then I hadn’t really given much thought to the daily horrors suffered in warfare. Like many, I guess, I would switch off the TV or turn the page when faced with the uncomfortable truths of conflict. Far away battles, at a distance I was all too happy to maintain. Well, never again. Not after watching Andy return to a battlefield of sorts during the Race of Remembrance.

Following the injuries he sustained in the IED explosion, Andy was medically discharged from the parachute regiment. Haunted and lost, Andy’s life went into a tailspin. His marriage failed and he became homeless - the roof over his head provided by a Vauxhall Corsa. By his own admission, he explored the darkest of darkest moments during this horrible time.

Andy’s road to recovery is a racetrack - a passion for cars identified by the Mission Motorsport charity soon after Andy joined the Veteran Employment Transition Support (VETS) programme. Mission Motorsport helped Andy train for his ARDS racing licence, and assist him in finding a new focus and direction. Part of that direction was the carrot of the Race of Remembrance - and a promise of a race debut.

However, in qualifying Andy had a spin. A ‘harmless’ spin to anyone watching. Not to Andy. The spin meant failure. It meant a return to the darkest moments. Worse, Andy was forced to sit out the session in the stranded car. Stuck beside the circuit, Andy’s torment returned. Claustrophobic and suffering a tumult of panic, pain, fear and guilt as the other cars raced by, Andy decided there and then that he would abandon the race meeting rather than risk letting down his team-mates. Of fight or flight, this tank of a man decided on flight.

That’s when I saw the Race of Remembrance and Mission Motorsport in action. Jim Cameron, CEO of Mission Motorsport, told us of Andy’s decision to leave but that the team was rallying around him. Eventually Andy emerged. It was proposed that he

spend a few more laps in the car, with a team-mate beside him, literally trying to drive out those demons. And that’s what he did. Andy got in the car and rediscovered a courage that he thought had abandoned him. Before long, he was back in the groove - enjoying the car, the track, the conditions.

“I would happily charge at insurgents,” said Andy afterwards, “but I was going to walk away after that spin. I couldn’t face it. I thought I’d let everyone down, and I thought that the one thing that gave me some peace - driving - was gone forever. And with that gone, I just knew I’d be on the slide again.”

With confidence rediscovered, Andy drove faultlessly in the race - his debut, remember. Indeed, at the end of the 12 hours, in changeable conditions, on worn tyres and with a faster car hunting him down, Andy drove like seasoned pro and resisted the pressure to take the flag. I’m in no position to comment on bravery - I haven’t witnessed it like Andy or Vickey - but the courage, passion and compassion shown by the Mission Motorsport 2 drivers and team (and that includes you Kes, Ralph, Jeff, Aston, Ben) and the wider team involved in the Race of Remembrance has left an indelible imprint.

For more on the 2017 Race of Remembrance, and a video, see the full feature on page 114 or visit www.motorsportmagazine.com

“The courage, passion and compassion shown by the Mission Motorsport drivers and team has left an indelible imprint”

THIS IS THE LAST MOTOR SPORT MAGAZINE before Christmas, so I would like to wish all of you the very best during this holiday period and into 2018.

2017 has been a fascinating time for motor racing - rich in contrasts with everything from an F1 eRacing champion being crowned to a *Motor Sport* contributor taking the top step on the podium in a 1959 Alfa Romeo Giulia Ti at the Goodwood Revival. Somewhere in between, a chap called Hamilton won the F1 World Championship...

I maintain that now is the greatest era for our sport, and *Motor Sport’s* editorial team look forward to representing it with unrelenting depth and quality in our 95th year and beyond.

Our next issue is on sale from December 29



FOUR IS THE SCORE

Hamilton adds another world title to his record as seats and engines are swapped for 2018

Mark Hughes

The title battle had already collapsed, along with Ferrari's reliability implosion, as we got to the final four races of the season in the USA, Mexico, Brazil and Abu Dhabi. It was a mere formality that Mercedes sealed the constructors championship in Austin and Lewis Hamilton a fourth drivers' crown a week later in Mexico City. The interest instead was centred around new drivers in new teams.

Renault had finally reached two settlements: one with Jolyon Palmer to leave short of his allocated contract duration and another with Red Bull for the services 'on loan' of Carlos Sainz for the remainder of this season and all of 2018. The Spaniard - who had actually proved very evenly matched with Max Verstappen during their time together at Toro Rosso - had been disappointed when the Red Bull group extended his contract into 2018, implying he would be serving a fourth year in the junior team. Just as he was trying to spread his wings, so he felt they were being clipped. With a suitable financial adjustment from Renault, Dr Helmut Marko was persuaded to see things Carlos' way - though he remains on a piece of Red Bull elastic.

But at the same time as agreeing to loan out Sainz, the Red Bull group was also about to terminate its agreement with Daniil Kvyat. At the time of the Austrian Grand Prix, the extension of his contract had been described as 'a formality'. One race later, at Silverstone, he took out himself and Sainz in a first lap accident. All of a sudden it wasn't such a formality - and his subsequent performances weren't enough for Marko to keep the faith.

Kvyat - who'd been dropped in Japan to give the next guy on Red Bull's ladder, Pierre Gasly, his debut - was given a reprieve for Austin as Gasly had a clashing commitment in trying to



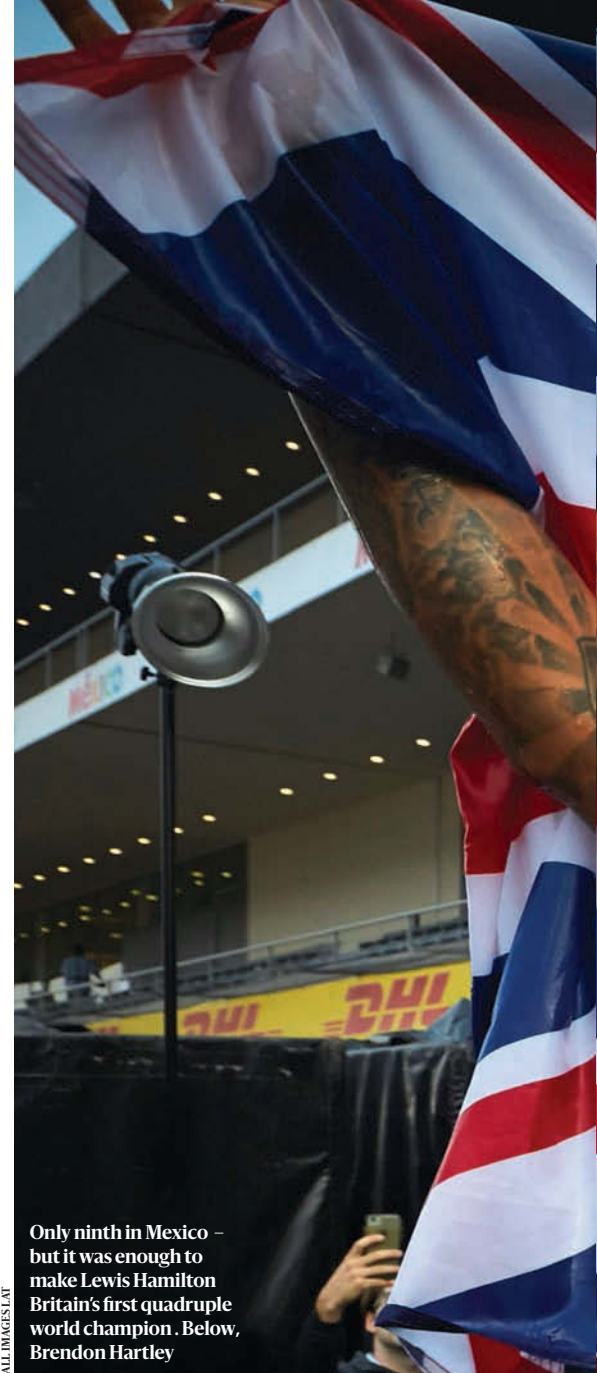
win the Japanese Super Formula championship (ironically, the race was cancelled for a typhoon). Which still left one Toro Rosso seat to be filled. The recruitment came from left-field: former (and about to be again) WEC world champion, Brendon Hartley. At 27 years old, he would be a mature rookie. He'd once been a Red Bull junior driver but was dropped mid-season 2010, having been dominated in Formula Renault 3.5 by his team-mate Daniel Ricciardo. Second chances rarely happen, especially at Red Bull - but here it was. With a deal for just one race initially, Hartley would subsequently secure the drive for the balance of the season, and for 2018 too. So he surrendered his 2018 Ganassi Indycar deal and began to focus on the F1 career he'd long assumed wasn't going to happen.

It was an intense period for the Red Bull contracts team for in Austin it was announced, to the surprise of the paddock, that Max Verstappen's agreement had been extended by two years to the end of 2020. "Max and Ricciardo could have been free after 2018," explained Marko, "so we tried to secure at least one driver and Max asked if he could make a deal to 2020. Ricciardo was putting himself on the market but now we are talking with him."

Indeed, 2019 marks the first time in Ricciardo's career that he is potentially a free agent - and he remains keen to test the water. "The intention is absolutely to have Daniel continue," said the senior team's boss Christian Horner. As for the Verstappen deal,

"It wasn't cheap but not the most expensive we've ever done." So although Verstappen's services may have been secured for less than those of Vettel in his title-winning pomp, it was rumoured that the contract multiplied Verstappen's previous 5 million Euro per annum deal by a factor of four.

At Williams, speculation continued to rage about who



Only ninth in Mexico - but it was enough to make Lewis Hamilton Britain's first quadruple world champion. Below, Brendon Hartley

would be driving in 2018 alongside Lance Stroll. Felipe Massa, having been retired and unretired by the team last year, was being retired once more, it seemed. Although Williams insisted he was in contention for the seat (along with Robert Kubica, Paul di Resta and Pascal Wehrlein), he was demanding to be informed before the Brazilian Grand Prix in order to know if it was his final home race or not. He got his wish - and his retirement announcement, effective at the end of the year, came between the American and Mexican races. Kubica was to test the 2017 Williams (he'd tested the 2014 car a few weeks earlier) at Abu Dhabi after the final race. Williams insisted no deal had been done. A contract had been offered, we understand, but the component of the salary that was retainer - as opposed to percentage of the sponsorship money that he brought - was less than would be needed to be paid back to the insurance company that had paid out on the ending of his F1 career.



USA, AUSTIN

Hamilton secured his fifth Austin victory, chasing and catching early leader Vettel (whose Ferrari was compromised with the wrong corner weight settings) while Verstappen completed a charging drive from a penalised grid position by taking third place from Kimi Raikkonen's Ferrari three corners from home. He had, however, driven off the circuit to do it - and was thus penalised back down to fourth.

Sainz made a superb impression on his Renault debut, making Q3 with ease, passing Sergio Perez (who had undercut ahead) by forcing the Mexican to over-use his tyres and then pressuring the other Force India of Esteban Ocon for sixth until the end. But it was impossible to make a comparison with his team mate, on account of Nico Hulkenberg's 20-place grid penalty and early retirement.

Kvyat - in what turned out to be his last race for Toro Rosso - was in fine form, driving with aggression and precision and flattering the car

in qualifying 11th. He scored a 10th-place point in the race, but delivered too late to save his drive, and possibly his F1 career. Hartley, with no preparation and fresh from a very different category, trailed Kvyat by 0.8sec in qualifying, admitting to finding it difficult to judge how much more grip was available from new tyres. He showed promising pace in the race before getting stuck behind Stroll's Williams.

MEXICO, MEXICO CITY

The pole-setting Ferrari of Vettel went three-abreast into turn one with Verstappen and Hamilton - and only Verstappen came out the other side undamaged. And in the lead. That was the foundation for the 20-year-old's second victory of the season, his no-compromise aggression and racecraft at the core of his achievement, and justifying again why Red Bull had paid so much to keep him from their rivals. Hamilton punctured a tyre on Vettel's front wing, giving them both pit

stops and busy recovery drives. Hamilton's ninth place was enough to secure him a Vettel-equalling fourth world championship.

As for Sainz and Hartley, it was a weekend of promise but ultimately frustration. The Renault driver just lost out in a super-close contest with Hulkenberg, qualifying their Renaults eighth and ninth. Then were running an early fourth and fifth in the race before a power steering problem began giving Sainz strange feedback - leading him to complete a high-speed 360-degree spin.

Hartley had qualified his Toro Rosso into Q2 with ease, having split the two Williams in Q1. He was just beginning his Q2 lap when a turbo let go. "I'm feeling much more confident on the new tyres than in Austin," he beamed. "If Austin was a tough ask, I've come here a lot more prepared." He'd be starting at the back with engine penalties again.

In the race Hartley's replacement Renault motor let go after 30 laps - just as Hulkenberg's had done earlier. ☑

BRAZIL, INTERLAGOS

With Hamilton starting from the pitlane after a crash on the first lap of qualifying, Vettel won after out-racing the pole-sitting Mercedes of Valtteri Bottas into the Senna Esses. Taking full advantage of a fresh engine, Hamilton raced through to fourth place, but had run out of tyre grip by the time he reached Raikkonen a few laps from the end. As the possibility loomed of Lewis winning from the back, Ferrari was working with Vettel in not taking too much from his tyres while staying out of Bottas' reach - just in case Hamilton should have arrived on his tail near the end.

Renault admitted that increasing its turbo speed to compensate for the thin atmosphere of Mexico City had played a significant part in the repeated ERS-h failures there. For Brazil it had opted to be more conservative. Which put the engine at even more of a disadvantage to the Mercedes and Ferrari units than usual. GPS readings suggested that it was some 60bhp down on Mercedes at Interlagos. But even these precautions were not enough to prevent Hartley's engine expiring just as he reached the bottom of the pit exit lane to begin first practice. A scavenge pump was cited as the problem. As well as ensuring he'd again be taking engine penalties and this time starting from the back, it also initiated a war of words between Toro Rosso's frustrated team principal Franz Tost and Renault Sport MD Cyril Abiteboul. Things were hardly eased when Hartley retired from the race when his engine began consuming oil at an alarming rate.

The works cars qualified eighth and ninth in the hands of Hulkenberg and Sainz respectively, the latter getting caught up in a territorial dispute with the crowd's farewell hero Massa. This niggled on into the first lap of the race where Sainz was hung out to dry by the Williams over the kerb of turn two. This not only lost Sainz the momentum that had just taken him past Hulkenberg but also damaged the Renault's floor. This in addition to the detuned motor meant only an 11th place for Sainz, albeit just behind Hulkenberg.

Massa delivered one of his best drives of the season in his final Interlagos appearance, finishing a feisty seventh - the best of the rest after the big three teams - after sustaining race-long pressure from the McLaren of Fernando Alonso.

"It initiated a war of words between Toro Rosso's team principal Franz Tost and Renault Sport's Cyril Abiteboul"

ABU DHABI, YAS MARINA

In the dullest race of the year, Bottas won from his second consecutive pole, with team-mate Hamilton in his slipstream the whole race but unable to find a way by. With Vettel needing to finish eighth or above to prevent Bottas denying him runner-up in the championship, Ferrari ran his race very conservatively. Together with some judicious fuel-saving, it meant Vettel's third place was a distant one.

Hartley for the fourth time in four races took grid penalties for replacement Renault engine components, starting from the back. To say that Toro Rosso was looking forward to working with Honda would be an understatement. At McLaren they were greatly looking forward to leaving Honda and working with Renault...

Renault overtook Toro Rosso for sixth in the championship, costing the latter team around \$10 million. This was courtesy of Hulkenberg's sixth place finish behind the big three teams. Team mate Sainz was on course for ninth but retired because a front wheel had not been tightened properly at his pit stop. Toro Rosso did not have the pace to counter the works Renaults - though Hartley did at least finish this time, in 15th, one ahead of team-mate Gasly.

Massa bowed out of F1 with a 10th-place finish, on the losing end of another fight with his nemesis Alonso. His Williams would be handled in post-race tests at the circuit by Kubica and young Russian Sergey Sirotkin.

So the 2018 future began to take shape as '17 was consigned to the history books.

WORD ON THE BEAT

Rumour and gossip from the F1 paddock

There was serious disquiet among the teams as F1's income decreased for the first time in eight years. The loss of the Malaysian Grand Prix and the reduction in Singapore's hosting fee are only going to decrease it further. At least five other grand prix promoters are pressing LIBERTY for a reduction in hosting fees. There is a MIAMI GRAND PRIX street race on the horizon (probably for 2019) and continuing talks with organisers in ARGENTINA and NEW YORK, but as yet no solid replacement income. The Long Beach proposal is dead.

"I'd like to see a cheap, standard V12 engine at 1000hp, sounding

fantastic - but I doubt we're going to get that," said CHRISTIAN HORNER in Mexico on the eve of Liberty's presentation on the engine formula from 2021 ONWARDS. He was right... Preliminary plans are for the existing single-turbo V6s, without the ERS-h component, increased fuel flow that will require them to be revved higher and a greater proportion of standardised parts.

Perennial clown DANIEL RICCIARDO, sharing the Thursday Abu Dhabi press conference with Sebastian Vettel and Lewis Hamilton, commented: "Between the three of us we have eight world titles - so it's pretty good!"

HAMILTON on his future with MERCEDES after his current contract expires at the end of next year: "We already have something great in



place and it is really just about extending it and enhancing it and working on what more I can do for them and vice versa. But I am pretty sure within the next month or so we would have time to sit down. I'm still going to be here next year and I hope for a little time beyond that."

In Brazil MEN WITH GUNS help up several team members as they left the track on Friday evening. Members of the MERCEDES team were forced to hand over money and valuables, with a gun held to one team member's head. FIA press delegate MATTEO BONCIANI had a gun pointed at his passenger door window, and a

gunman approached a car with WILLIAMS personnel inside before the traffic lights changed and allowed their escape. On Saturday evening members of the SAUBER team had to make good their

escape from gunmen and on Sunday night an attempt was made to hold up the PIRELLI minibus, leading the tyre firm to cancel the planned test at the track the following week. With the race's future uncertain - it is currently contracted until 2020 - and no Brazilian drivers on the grid next year, such incidents do not help its cause.

ROSS BRAWN on F1 cost control plans: "if you are going to have a cost-control system, then having the FIA being able to implement and regulate that is the surest way of having the confidence that it is being applied fairly and consistently through all the teams. That's a very complicated thing to achieve, but if you look at the complexity of the technical regulations in F1, we argue about them often but they are the core of having F1 function. And I see no reason why there shouldn't be the same process on the financial regulations, where we have a financial working group who works with the FIA and ourselves to evolve the financial regulations." ☑

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1954 Jaguar D-Type Works; Chassis no. XKD 403
OKV 2 at speed during the 1954 24 Hours of Le Mans
Photo Courtesy of LAT Images

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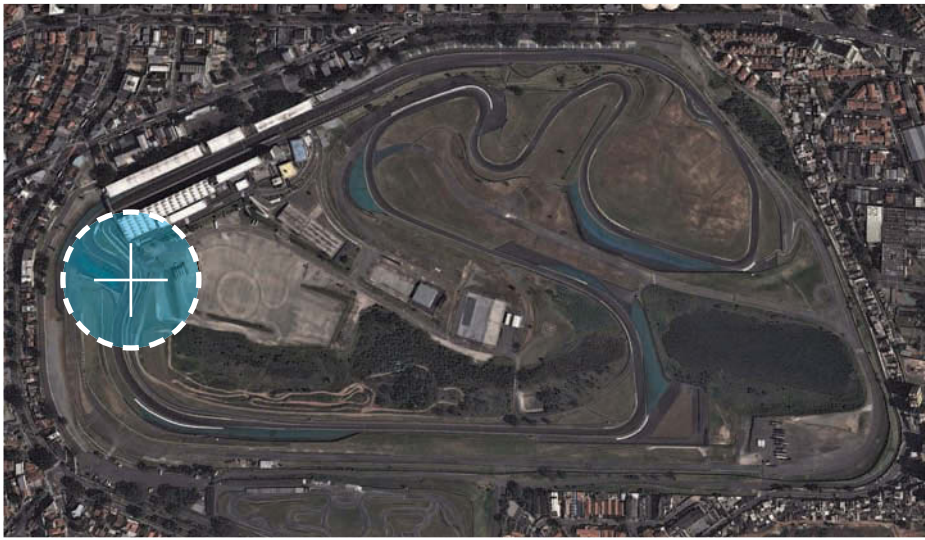


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SENNA ESSES

TRACKSIDE VIEW

There's some prime real estate at Interlagos that everyone wants

Halfway down the steep hill of the Senna Esses there's a sweet spot of tarmac about a metre square. It's here that you ideally need your car to be just as it's finished the downhill adventure that is turn one, with the weight across the axles equalised once more, the tyres no longer squished, ready for a full uncompromised onslaught on turn two at the bottom of the hill.

But it's much easier said than done, especially on this Friday morning with its gusty winds, running up through the corridor formed by the site's depression from the north-east, up through turn four, like a mischievous dervish. It's hot here now, but there's a cold front coming our way and these gusts are its advance troops. On maybe 75 per cent of the laps there's little discernible crosswind and the driver gets to feel the car's natural balance. But on the other occasions, the car just makes no sense; either its front end wipes out into T1 and you're skating across the tarmac run-off or it stalls the rear wing and gives you an oversteer moment. Either way, you miss that sweet spot of tarmac.

Some cars are struggling to hit it even on the wind-free laps, notably the Mercedes which looks a little languid and unresponsive here, wanting to understeer wide out of T1 and

therefore at a shallow angle of attack for T2. Lewis Hamilton and Valtteri Bottas are responding to this trait in very different ways, the former going with it, trimming his entry speed down just enough to keep the front in check and therefore some momentum up. Bottas, by contrast, is man-handling it, aggressive steering and throttle inputs in conjunction upsetting the rear to get that rotation onto the car. Sometimes it works. Bottas, incidentally, makes quite the most outrageously aggressive exit from the pitlane, sideways and leaving black lines in his wake at the top of the hill, 20 degrees out of line at the bottom, the big car's left rear only a foot or so from the barrier.

Max Verstappen is similarly punchy but in a Red Bull that looks more co-operative. Still decelerating hard as he enters from the end of the pit straight, the downforce appears to be bleeding off more at the rear than the front and the car is in a nice shallow, stable, oversteer, making it easier for him to get to that first apex, from where it's a straightforward ride to that sweet spot of tarmac.

The Ferrari looks similarly malleable here, though needs more steering into that first apex - it isn't drifting naturally into it like the Red Bull. Felipe Massa is using a series of bullying little nudges to make the Williams co-operate, but those inputs are occasionally too successful in using the rear to rotate the car and he will get a full oversteer moment that takes him way out wide.

Fernando Alonso is experimenting in the McLaren. On one occasion he compromises his speed into turn one to get a deeper, wider approach for two, allowing him to get on the gas earlier. It goes well - until he gets on the exit kerb and the wheelspin suddenly spoils up the engine, delivering a great heap of unwanted torque, and in a blink he's wrestling an emergency tank slapper. He goes back to the conventional approach next lap. And so they all go, playing in the wind. ☒

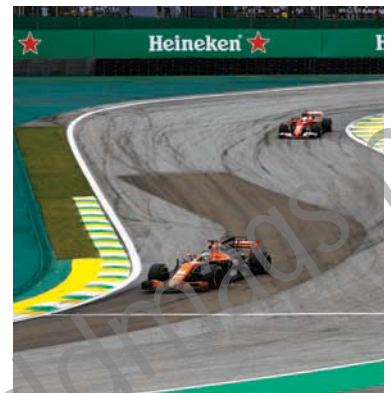
CORNER COMPARISON



Lewis Hamilton trimmed his entry speed for part one to combat the Mercedes' understeer going into part two



Felipe Massa takes a more aggressive approach, with strong steering inputs to force the Williams to turn between bends



Fernando Alonso tried 'slower in, faster out' until a visit to the kerb triggered a sudden rush of inconvenient wheelspin

7 F E B R U A R Y 2 0 1 8
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2009 Ferrari 599 GTB
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2004 Ferrari 360 Challenge Stradale
Chassis no. ZFFDT57B000139664



1981 Ferrari 512 BB
Chassis no. 36775



1970 Lamborghini Espada Series II by Bertone
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WEC LOOKS TO IMSA FOR INSPIRATION

New rules shake-up could see teams allowed to use road car styling on LMP1 cars

Gary Watkins

Full-house racing prototypes that could have more than a passing resemblance to a McLaren P1 or perhaps a Porsche 918 Spyder are likely to be fighting for outright honours at the Le Mans 24 Hours within four years. That's the direction the regulations for the World Endurance Championship are heading as the rule makers strive to come up with a replacement for the current breed of high-tech LMP1 hybrids.

The idea of prototypes being styled after a manufacturer's top-of-the-range sports car has emerged from a series of round-table meetings of interested parties organised by the FIA and the WEC promoter the Automobile Club de l'Ouest, the organisations that write the rules for the series. It has been conceived as part of a drive to make the top division of the WEC more attractive for the big car makers in the wake of the withdrawal of Audi last year and Porsche this year.

There has been no formal confirmation of the plan from either the FIA or the ACO, though Vincent Beaumesnil, sporting director of the Le Mans organiser, has described it as "one of the options". But the brands involved in the discussions are beginning to talk about them. The ideas are undoubtedly gaining traction and the likelihood is that rules allowing – or more likely demanding – manufacturers to style their cars will be put in place for the beginning of the 2020/21 WEC winter season.

"At the moment an LMP1 is a kind of generic prototype and you have to paint it to put your mark on it," said Toyota Motorsport GmbH technical director Pascal Vasselon, who stressed that this vision for the future of LMP1 would result in the cars remaining "real prototypes" incorporating hybrid technology, though at a lower level than at present.

"The idea could be to go towards bodywork that is clearly closer to real cars – it could interest manufacturers who at the moment are not interested in a generic LMP. When you start talking about sports car-looking prototypes, then it seems there is a lot of interest.

"There is a positive momentum at the moment. There is some convergence and some principles now are set that appear to be satisfying for nearly everyone. But, as usual, the devil will be in the detail."


The starting point for the discussions was the idea of allowing manufacturers to race hypercars such as the Adrian Newey-designed Valkyrie. This was quickly abandoned on grounds of both cost and complexity. The rule makers are wary of a repeat of the events of the late-1990s that resulted in a line of ever more extreme GT1 cars, culminating in Toyota's GT-One.

Vasselon explained that there was now "no objective for the cars to be homologated for the road."

"The category has to stay for real prototypes and to stay away from Balance of Performance [the means used to equalise cars in the GTE class]," he added. "It is very clear we cannot have BoP in the top category."

AMERICAN RACING

At least one participant in the discussions has likened the ideas to the Daytona Prototype international category in the IMSA SportsCar Championship in North America. Car makers can take a chassis built by one of the four licensed LMP2 constructors, fit their own engine and then style the front and rear bodywork, as well as the sidepods. "A DPI on steroids" was the term he used to describe the kind of car the WEC might end up with.

The idea of some kind of spec monocoque being at the heart of the new regulations appears unlikely. The DPI machinery that raced with Cadillac, Mazda and Nissan 



The Cadillac DPi in action. US rules allow manufacturers to take a stock chassis and fit their own engine and styling

badges in 2017, which will be joined by the Acuras fielded by Penske in 2018, are LMP2 chassis to their core. They retain everything from their donor car bar key sections of bodywork and their engine.

The new rules, should they go through, would borrow as much from the WEC's GTE category as from DPi. The idea of performance windows, introduced when a new breed of GTE car came on stream for 2016, would be used to match the aerodynamics of cars not designed entirely according to windtunnel and computer data. The message is that a manufacturer wouldn't be penalised by styling a car after a particular model.

— McLAREN RETURN —

Toyota is clearly interested in the new regulations at a time when it is about to launch a range of road cars using the Gazoo Racing under which all its competition programmes are run. Shigeki Tomoyama, the overall boss of motor sport at Toyota, has intimated that the company is ready to make a long-term commitment to the WEC.

"We will probably continue to be racing in a new top-flight class which they are looking to create," he said at the Tokyo motor show in October. "We are looking to stay - and only with the goal of winning."

McLaren has also stuck its head above the parapet. The British supercar builder has been talking up its interest in returning to Le Mans, scene of its 1995 outright victory with the F1

GTR, since Zak Brown took over as executive director of the wider group late in 2016. Brown has now admitted that McLaren is in favour of the direction in which the rules appear to be going.

"We like lots of what they are saying," he said. "With the budgets and the level of technology they are talking, it's heading in a direction that means there is a strong interest on our part."

Aston Martin has also been making positive noises about the rules. "If we could race something that was inspired by Valkyrie, for example, that would be amazing," said Aston boss Andy Palmer.

Porsche has been a participant in all the meetings, despite calling time on its ultra-successful P1 programme for next season. Porsche GT boss Frank-Steffen Walliser said that the company was always ready to "discuss and listen".

The WEC was hoping to put in place a broad framework for the 2020/21 regulations in time for the early December meeting of the FIA's World Motor Sport Council. This now appears unlikely because the next rules meeting is scheduled for after the next world council.

More likely is a short paragraph talking about the drive to reduce budgets, maintain technical innovation and ensure close competition between factories and privateers. Any announcement about a new breed of Le Mans prototypes that would capture the imagination of both manufacturers and the fans should follow some time in early 2018. ☐



HOT TOPIC

TOYOTA'S TEASE

The Japanese firm keeps fans guessing on several fronts

Toyota salvaged something from a season of underachievement in the World Endurance Championship finale in Bahrain. The completion of an end-of-season hat-trick for Sebastian Buemi, Anthony Davidson and Kazuki Nakajima in November meant it outscored Porsche five-four in terms of race victories. Yet this consolation prize was overshadowed by events the following day.

Two-time Formula 1 world champion Fernando Alonso drove one of the marque's TS050 HYBRIDS in the official WEC test the day after the race, confirmation of his run only coming the night before. The lack of fanfare for his run-out was followed by near silence from the man himself the following day.

There was no press call, just a TV interview lasting little more than a minute. Little was communicated about a test that may or may not lead to a drive in next year's Le Mans 24 Hours as Alonso bids to complete the unofficial triple crown by adding wins in the French enduro and the Indy 500 to his two in the Monaco Grand Prix.

If Alonso's late confirmation was confusing, the words of one of the key members of Toyota's racing hierarchy the following day were doubly so. Hisatake Murata, president of the Toyota Motorsport GmbH squad, gave the strongest indication yet that the TS050s will be back on the WEC grid for the 2018/19 superseason. He used the phrases "we'll be back" and "see you next year" on stage at the championship's prize-giving ceremony.

There was, however, no official confirmation in the aftermath of his words. That will have to wait until the publication of next season's rules. When Toyota sees the regulations in black and white, it will put its participation in 2018/19 down on paper, too.



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PORSCHE PHOTO COURTESY OF JEFF ZWART



The new Aston Martin Vantage has been unveiled. Higher in power and price, and equipped with an aggressive new look designed to put an ocean of clear water between it and the DB11, the new car represents many things - none more than the repositioning of Aston Martin's entry-level offering.

Listed at £120,900, it increases by some £25,000 the lowest price you can pay to own a new Aston. The company is looking to move its brand away from the premium sector and present itself as a pure luxury offering. This means the new car's closest rivals are now the Porsche 911 Turbo instead of the standard 911, the Mercedes-AMG GT S coupé and even the McLaren 540C.

The new Vantage is based on the same new bonded aluminium structure philosophy as the DB11, but is shorter of wheelbase and shares only 30 per cent common componentry. At its heart lies the Mercedes-AMG twin-turbo 4-litre V8 that has already been launched in the DB11, where it likewise produces 503bhp (a meaningful 73bhp increase on the output of the normally aspirated 4.7-litre V8 in the car it replaces). But what's going to transform the performance of the car is the increase in torque from 361lb ft at 5000rpm to 505lb ft way down at 2000rpm. Even the 0-62mph time - which always unfairly discriminates against more powerful, traction-limited cars - suggests a whole new level of performance with a time of 3.7sec, down from the 4.8sec of the previous car. Put another way, Aston's new entry-level car is now only 0.2sec slower than its flagship, the soon to be replaced Vanquish S.

Other key mechanical developments include the fitment of a ZF eight-speed automatic transmission in place of the old robotised seven-speed manual. There is no sign of the double-clutch gearbox used by Mercedes in the AMG GT, which has the same engine and transaxle configuration, nor is there as yet a manual option, probably because demand would likely be small and the cost of homologating one would be prohibitive because the engine was only ever designed with two pedals in mind.

The Vantage is also the first Aston Martin to use an electronically controlled differential, or E-diff. This offers the theoretical best of both worlds by being able to go from fully open to fully locked in a matter of milliseconds, depending on information fed to it by the stability control sensors. Active torque vectoring is also included.

Inside the Vantage's looks are also entirely distinct from those of the DB11, despite their common Mercedes-Benz derived electronic architecture. It espouses the power-inspired design aesthetic of Aston creative director Marek Reichman and stands in contrast to the far gentler Vantage interior of old.

The new Aston Martin Vantage is available to order now, first deliveries taking place in the second quarter of 2018.

— MURRAY HITS THE ROAD —

Twenty-five years after his McLaren F1 changed the parameters of road-car performance by a greater margin than any seen before or since, its creator Gordon Murray has announced that he's working on an all-new sports car design.

It will be developed, engineered and sold by a new company called Gordon Murray Automotive, under the IGM brand and from his new premises at Dunsfold Park, Surrey.

IGM stands for Ian Gordon Murray and was



ASTON AIMS HIGHER WITH VANTAGE

Potent newcomer targets 911 Turbo... and even McLaren

Andrew Frankel

first given to the specials built by Murray in his native South Africa half a century ago.

Very little is known about the new car, as all that's been released is an unilluminating teaser image, but it is clearly mid-engined and carries Murray's trademark roof-mounted intake snorkel. It is known that it will be constructed using a new version of his patented iStream manufacturing process, where the usual tubular steel structure is replaced by high-strength aluminium to which composite panels are then attached for additional strength and rigidity.

Beyond that we can only speculate. And I would venture that Murray is not yet done with the arrowhead three-seat configuration seen on the F1. The car will obviously be designed

with its creator's legendary obsessive attitude to weight reduction and I would expect it to offer more than a modicum of practicality. I'd be amazed if it were powered by anything other than a normally aspirated petrol engine. But that's it: how much power it will have, how fast it will be, how much it will cost and when we'll even hear anything more about it is for Professor Murray to know and for us to find out. This extraordinary designer's ability to keep the press guessing remains undimmed.

— MORE NEW PORSCHEs —

Porsche has announced two new versions of its long-standing sports car models. First, predictably, come GTS versions of its 718 Boxster and Cayman, with a new 361bhp version of the 2.5-litre flat-four engine, an increase of 35 and 25bhp respectively over the last normally aspirated, six-cylinder Boxster and Cayman GTS. This takes both cars to 62mph in 4.1sec - a 0.2sec improvement. Both cars come with lowered suspension and the familiar blackened shades for the wheels and front and rear lights. The Cayman costs £59,886, the Boxster £61,727.

More unexpected is a new T version of the 911. Porsche geeks will remember the 911T launched 50 years ago as a detuned 'touring' version. With just 110bhp it was the least powerful 911 ever sold. The new 911T, though, is a standard Carrera with equipment relegated to the options list and some weight loss - no rear seats, much less sound deadening, lightweight glass and you can even delete the navigation and entertainment system. PASM suspension is now standard while rear-wheel steering becomes an option. Big 20in wheels and subtle cosmetic enhancements, including centralised rear pipes, fabric upholstery and a short shifter for manual versions, complete the picture.

It sounds rather like the sort of gentle massage that 20 years ago turned the 968 into the 968 ClubSport, and those have since become somewhat revered by collectors. The 911T costs £85,576; the first cars are due to arrive early in 2018.

— ELECTRIC SHOCK —

Elon Musk, the Silicon Valley entrepreneur, stunned the motoring world in November with the surprise launch of a second generation Tesla Roadster.

On paper the new, all-electric car sets a fresh benchmark for performance. According to Musk, it can accelerate from 0-60mph in 1.9sec, has a top speed of 250mph and a range of 620 miles. Musk claims the new car, which was developed in top secrecy, will go on sale in two years and cost around \$200,000, although production problems have already delayed deliveries of the company's existing models. It is the second Tesla to wear the Roadster name. The original appeared in 2008 and was based on the Lotus Elise. ☑

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With Christmas approaching, there's never been a better time to talk about Turkey. The country that is, rather than the bird for which December 25 is anything but a cause for celebration.

For most people, it's been something of a surprise to see Turkey back on the WRC calendar for 2018 as it last featured on the schedule seven years ago (right).

Next year's all-new Rally Turkey will be held from September 10-16 (two weeks before Rally GB) near Marmaris, on the south-west coast. By all accounts it's a nice event, and the recent candidate rally, won by local man Orhan Avcioglu, was run successfully. But even leaving aside the political situation in Turkey, which led to an unsuccessful *coup d'état* last year and a series of purges, it's hard to shake off the feeling that there's been an opportunity missed here.

There was the chance to break into new territories: for the promoter to shake up the schedule in the same way that the technical rules have been revolutionised.

So, where to? A few obvious places spring to mind: China (although there's a bit of history there, with an event having been included on the 2016 calendar before being pulled at the last minute for reasons that remain nebulous); Japan, with the return of Toyota being the perfect excuse; and the United States. All are key markets; and when it comes to the power of marketing (if not outright car sales), winning the Safari is one of the few things that still mean something to the wider world too.

The teams will talk about costs and logistical difficulties for all these events. But if you were to 'pair' the United States with Mexico, for example - like Formula 1 does - that helps make things a bit more affordable.

The Safari Rally breaks every mould of course, but why should everything have to fit in the same hole in the first place? As well as providing variety, why not have different formats? Not every rally has to be three days: some could be four, some two. Make Corsica a frantic 36-hour sprint, as it always was. Yet have some more 'endurance'-orientated events, like Argentina, or even Rally GB.

The reason why a standardised cloverleaf format (with events being centred on a single service and the stages radiating from it) were introduced nearly 20 years ago was to make it easier for TV, but the technology that exists now is unrecognisable compared to the 1990s. It's now far easier to work in a less rigid environment, with studios able to stitch together footage from diverse locations in real time and stream it, so you can watch it on your phone.

The equipment itself is smaller and there's less of it - making the business of broadcasting not only easier, but also cheaper. Ironically, as technology becomes more advanced, this could actually help rallying to return to some



FAMILIAR PLACES, FRESH FACES

Does the new WRC calendar reflect a lack of vision? Plus, Evans confirms his potential

Anthony Peacock



of its traditional roots. Imagine, for example, a calendar that started in Monte Carlo, then went to Sweden, Corsica, Italy - by which we mean Sanremo of course - Portugal, the Acropolis, USA, Mexico, Argentina, Africa, Spain and Great Britain. Keep it down to 12 rounds to contain costs - but imagine the quality of those iconic rallies.

All these things are entirely possible without making wholesale (and expensive) changes to routes and service parks. It's just a question of having the will to think outside the box; to implement the sort of changes that make the very most of modern technology, while paying tribute to the past.

NEW WELSH WIZARD

One of the enduring hallmarks of Gwyndaf Evans - cult hero, father of Wales Rally GB winner Elfyn, and a British champion in his own right - was the fact that he eschewed driving gloves, preferring the feel of the steering wheel on his bare hands.

Of course, Gwyndaf was driving in an era where people used to regularly compete on the Safari Rally in T-shirts; these days, drivers are regularly fined for having the wrong specification of underwear, let alone not wearing any at all...

That sense of intuition clearly rubbed off on his son Elfyn, who spectacularly won the 2017 Wales Rally GB. Elfyn is of course fully gloved-up, but he still had a fluid attachment to his machinery and that is evident in every image and video from the Welsh forests.

Richard Burns was the last Briton to win his home event (in 2000), and the two drivers' styles are remarkably similar: an unhurried ballet with the car that makes it appear as if the driver is merely following where it naturally wants to go, rather than hustling in one direction or another.

The difference is that Burns had no family background in rallying whatsoever, but that was why his driving was so naturally fluent: it was improvised rather than learned.

Gwyndaf, for his part, claims that he's never really given Elfyn any driving advice: just let him get on with it. And that's exactly what helped the younger Evans to dominate his home event so utterly - becoming not only the first Welshman to win the rally (celebrations below), but also the first man from Wales even to lead since Dai Llewellyn in the 1980s.

That's been enough to earn Elfyn a second stint in the factory M-Sport squad next year, having been dropped from the line-up at the end of 2015. Last year, he spent his time winning the British Championship - exactly 20 years after his father - and also competing in WRC2.

Wales Rally GB proved that clichés only become so because they are fundamentally true. It's not about getting knocked down - it's about how quickly you get back up. ☑



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From stage and track, two wheels and four, an array of cars, famous names and bikes will assemble once more when Race Retro returns in February

The story of ground effects and the dramatic race cars it spawned will be a core theme of Race Retro 2018, when the International Historic Motorsport Show opens for business in February. The 16th edition promises to be the best yet at Stoneleigh Park, near Coventry, (February 23-25) and *Motor Sport* is proud to be a key partner. For the second year running Race Retro will be powered by *Motor Sport*.

There will be a special area dedicated to *Motor Sport* magazine and the *Motor Sport* Hall of Fame, including a live stage. The area will primarily focus on our Hall of Fame awards, which celebrate the greatest drivers and personalities in our sport's history. The aim at Race Retro is to give visitors a flavour of the awards, which take place in June, by bringing together cars, celebrities and industry figures, together with members of the editorial team and other key writers.

Race Retro will celebrate the 40th anniversary of Formula 1's ground-effect era, with a display of several key cars from the period including the title-winning Lotus 79, kindly loaned by Richard Mille, and Williams FW07. Lotus founder and designer Colin Chapman was the first to develop the concept that a racing car as an inverted wing could be forced onto the track, delivering huge downforce and grip.

The Lotus 79, introduced early in 1978, took Mario Andretti to the world championship: one year later Alan Jones won the championship in Patrick Head's response to the Lotus 79, the Williams FW07.

Other cars from the ground-effect era will include the Ralt RT3 Martin Brundle raced against Ayrton Senna in British F3 and the ex-Siegfried Stohr Chevron B48 F2 car, freshly restored by Steve Worrall Racing. They will be joined by Porsche 956 chassis 103, which finished second at Le Mans in 1984 driven by

STAR CARS LINED UP FOR RACE RETRO

Historic show returns with a bang for 2018, once more in association with Motor Sport

Paul Lawrence

John Paul Junior and Jean Rondeau. Other rare Porsches will feature courtesy of the Porsche Club GB, an official Hall of Fame partner.

Many organisations and businesses from across the sport will be exhibiting and race organising clubs on show will include the Vintage Sports-Car Club, MG Car Club, Historic Sports Car Club, Classic Touring Car Racing Club and the Classic Sports Car Club. Equipe GTS will be on hand with details of its new race series for pre-63 GTs.

Outside the exhibition halls, the grounds of Stoneleigh Park will be turned into a special stage and a raft of period rally cars will be in action on Saturday and Sunday. At the core of the demonstration sessions will be the Rallying with Group B movement, but the cars in action will span more than 50 years of the sport.

A special display will honour the work of Prodrive founder David Richards, our 2017 Hall of Fame Industry Champion, recently appointed chairman of motor sport's UK governing body the MSA.





“The ‘arrive-and-drive’ fleet will allow visitors a chance to try classic rallying for themselves”

Four cars will showcase his impact on rallying, including a Subaru Impreza from the era of Colin McRae and Richard Burns.

The HERO ‘arrive-and-drive’ classic rally fleet will allow visitors the chance to try classic rallying for themselves, and the hugely successful Silverstone Auctions sale will be held on Friday, Saturday and Sunday. HERO, the Historic Endurance Rally Organisation, will again run the Race Retro Classic Tour in support of the event.

Show Director Lee Masters said: “The feedback on the 2017 event has been fantastic. We can build on that success as the show moves forward and in 2018 we will see more cars, more celebrity guests and there will be more interaction for visitors to enjoy.”

Advance tickets are just £20 per day or £35 for a two-day pass and can be ordered via the event website: www.racetro.com.

— AMERICAN MUSCLE —

In other news, 1960s American V8 racers will star at the Silverstone Classic next July, when the Trans-Atlantic Touring Car Trophy for pre-1966 saloon cars returns to the schedule.

After being rested this year, the event promoters are hoping to attract as many as 40 US V8s to the race. Inevitably the entry will be dominated by Ford Mustangs and Ford Falcons, but also expected are examples of the monstrous Galaxie and the rare Mercury Cyclone Comet of Kiwi Roger Wills.

The race will relive the arrival of American muscle cars into the British Saloon Car Championship more than 50 years ago. The US invasion was pioneered by Jack Sears, who split his time between a Lotus Cortina and a Ford Galaxie to win the 1963 title. Roy Pierpoint (Mustang) and Frank Gardner (Falcon) later used V8 power to triumph in the fore-runner of the modern-day BTCC. 📺



CHRIS WYNN

— SCOTTISH SHOWCASE —

Scotland's motor sport heritage will be celebrated with a new event to be held in June at Inveraray Castle on the West Coast of Argyll. The Argyll Festival of Performance will bring together significant cars and drivers from Formula 1, Le Mans, Indycars, touring cars and international rallying, plus a whole host of unique vehicles never before seen in Scotland.

The Duke of Argyll has confirmed a minimum three-year programme for the event, starting on the weekend of June 2/3. However it will be, at least initially, a largely static display event. There is not a Goodwood- or Cholmondeley-style course and there will be no element of competition.

The Duke of Argyll said: "We are delighted to be able to host the inaugural Argyll Festival of Performance here at Inveraray Castle. With such an iconic location in the very heart of Argyll, the dramatic landscape and setting will, I hope, draw people from far and wide for a very special weekend."



Inveraray Castle will be home to a celebration of Scottish motor sport heritage in June 2018

The theme for the inaugural festival is Formula 1, marking the fact that Scotland is the fifth most successful nation for producing world champions.

Event director Bill Telford is the driving force behind the project. He said:

"Scotland has an enviable reputation in motor sport but, as yet, there has never been an event that celebrates this success. The Argyll Festival of Performance has been created to do just that with a theme each year to really allow the stories to be told.

"In year one it will be Formula 1, and Scotland boasts some of the biggest names in the sport from the legendary Jim Clark and Jackie Stewart to multiple race winners like David Coulthard. We are also immensely proud, and believe it is very fitting given the Formula 1 theme of our inaugural year, that the Jim Clark Trust will be our chosen charity for the Festival in 2018."

Cars already confirmed for the event include the Lotus 18 raced by Innes Ireland,

Scotland's first GP winner, and later raced by Jim Clark. The car is now owned and raced in HGPCA events by Sir John Chisholm. The one-off Lotus 32B built for Jim Clark to race in the 1965 Tasman Series will be there from Classic Team Lotus as well as Tyrrell 001, raced by Jackie Stewart in late 1970 and 1971. Prolific Scottish historic racer Tony Wood will take the one-off TecMec Maserati and a Cooper Bristol.

— RALLYING CALL —

Two reunions for historic stage rally cars will be held next year, in a bid to inject fresh momentum into forest rallying for pre-81 cars.

Rally North Wales in March and the Red Kite Stages in June will run to the new Rally 2WD format and the team behind it is working to encourage as many historic crews as possible to support these historic reunions.

Rally North Wales (Saturday March 24) and the Red Kite Stages (Saturday June 23) will offer historic crews the best possible stage

conditions by running all the two-wheel-drive mileage ahead of the four-wheel-drive cars. The plan is to build significant historic entries by making these two rallies a celebration of historic rallying on gravel.

As well as generating strong entries for the two fixtures, the idea of the historic reunions is to bring back the atmosphere, camaraderie and fun that was always a key element of historic rallying. Unfortunately, changes to event running order - brought in on safety grounds - have fragmented and decimated historic entries.

Simon Wallis from Rally 2WD said: "This is designed to encourage historic and all two-wheel-drive cars back to the forests, but it needs everybody's support to make it work or one day we won't have any rallies left. The idea behind the historic reunion is to ensure that this movement does not disappear with cars being left unused in garages and competitors finding other things to do with their time and money." 📧



HOT TOPIC

THE DEFINITION OF 'OLD'

Opinion from the world of historic motor sport

The launch of the Masters Endurance Legends series - for cars up to 2011 - has polarised opinion in historic racing.

In the eyes of the FIA, historic motor sport stops at 1990. Anything since then is considered too new in terms of technology to come under the historic umbrella. Of course, in the fledgling days of historic half a century ago, there was a place for cars that were maybe less than a decade old.

What cannot be argued is that the new series is rapidly gathering support. The chance to race 1995-2011 prototypes and GTs has captured the imagination and those with suitable resources are busy buying or preparing cars.

In an era when racing modern GTs and prototypes can be an intimidating prospect for amateurs, the chance to race such cars within a less pressurised environment clearly has appeal.

Do such races belong in historic festivals? Silverstone Classic promoter Nick Wigley feels these spectacular cars add a new dimension to the event and open up the chance of drawing in a younger audience. Wigley is so convinced he has given the race a prime Saturday evening slot in 2018.

There are, inevitably, drawbacks. These cars are not simple to run and require a level of expertise way beyond most current historic cars. They are not cheap to run, either, but Masters Historic Racing recognises that and plans a modest programme of races.

Then there is the question of policing the integrity of earlier carbon-fibre tubs as well as sophisticated electronics. A new breed of scrutineer will be needed to provide relevant period experience.

It is a gamble, but watching 30 or more prototypes and GT cars from the last 20 years - racing into the dusk at the Silverstone Classic - could just be the highlight of the event.

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The future face of simulators. Below, Jack Phillips takes a drive

DRIVER TRAINING

THE BIOLOGY OF SIMULATION

A Norfolk firm has devised a sim with potential uses that extend far beyond mere motor racing

Jack Phillips

Here's a different take on simulators. The limitation of most is the driver - the one uncontrollable thing, an imperfect cog in the machine.

But the connection between man and machine is the very thing that defines the success of a simulator.

Based in Norfolk, there's one sim that syncs the two better than most. Anible Motion is the brainchild of Kia Cammaerts, formerly of Ralt and Team Lotus, and it is breaking ground with what is said to be the most advanced simulator of its kind. "It started on the back of a fag paper - well, beer mat actually," Cammaerts says.

Most simulators are



hexapods, perched high in the gods. That means movement can be tricky, much more space is needed and the driver can feel the sim moving unnaturally. They convey motion by using jarring movements (for example jerking forward when you stamp on the brakes). However, they then have to move back to the central, neutral position, in order to be ready to make the next movement. This makes a tuned-in driver think something is wrong and removes them from the sensation of driving.

It's biology as much as engineering.

That is where Anible's innovative approach comes in. Its design takes up less space - and it sits on the floor. Think a stack of Meccano with a changeable monocoque on top, in front of large screens, and you're not far off.

Its inherent manoeuvrability means it can be subtler. The 'feel' syncs better with the vision, and once the vision takes over then the sim returns imperceptibly to the centre of the rig. It's a trick of the mind.

The feeling is surreal, but natural. The sim's sophistication and flexibility has made it an easy sell for manufacturers of both racing and road cars. Ten are already out in the wild, in F1 or with car manufacturers. Yet Cammaerts also sees the benefits for emergency response drivers from the police, ambulance and fire service, because it allows them to get

used to driving at speed. The company has already had interest from several police forces so far.

It could train us, then, to be that little bit closer to perfect. But whether the human ever becomes anything other than the weakest link in the chain remains to be seen. ☑



HOT TOPIC

DRIVING AMBITIONS

Gran Turismo is back - at last

There's something pleasingly familiar about Gran Turismo. From the historical load video to the unmistakable 'bong' that celebrates every button selection, you're instantly at home.

That comes from a back catalogue that now extends 20 years. Yet GT Sport, the first game from the franchise to land on PS4, will get the nostalgia flowing for some, but it's still a cutting-edge arcade racer. It's taken its time, mind: Gran Turismo 6 was released back in 2013.

A full fleet of LMP1 cars, from Porsche 919 to Peugeot 908, is a particular highlight (see motorsportmagazine.com/esports for the full list). It's sparsely populated with circuits, but that could change in due course.

The game still feels arcade-like. It's almost as though it wants you to win, but the focus is clearly on online racing, with limited offline capabilities, and the AI suffers as a result - rerun a race and you'll see the same shunts. The best bit? You can still attempt split-screen races. For more challenging kicks try Project CARS; for good old-fashioned fun, GT Sport takes some beating.

Reviewed on: Sony PS4, Thrustmaster T300 wheel, GT Omega Racing seat





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It might have staged its most recent Formula 1 race more than 30 years ago, but as a consequence it hasn't been obliged to evolve - and that's a good thing. While some of former British Grand Prix co-host Silverstone's charms have been obliterated by development, Brands Hatch retains much of its original majesty - and few circuits are capable of generating such a sense of occasion when there is something of moment at stake. Such was the case in October, with the British Touring Car Championship, British Superbike Championship and Formula Ford Festival settled within the space of 22 days. Quite a month, then.

BRANDS HATCH

The sequence began with the BTCC finale and a flavour of bygone Brands Hatch, with queues building gently along the A20 and people arriving early to park folding chairs in prime locations before ambling off to find a bacon butty.

Many are critical about driver conduct in the BTCC, but things have to be put in context. During qualifying for the previous round, at Silverstone National, the whole 32-car field had been covered by 0.886sec. Things were a little less competitive around the Brands GP loop - only the top 23 were covered by nine tenths - but such numbers underline that proximity is inevitable, particularly when cars

CENTRE OF THE RACING UNIVERSE?

Few circuits offer as sumptuous an array of showdowns as Brands Hatch

Simon Arron



are not especially aero-dependent and thus enable drivers to corner as a mob. The key thing is how individuals behave within that framework - and some have greater style and class than others.

Double champion Colin Turkington has traditionally been one of the good guys, ferociously hard yet scrupulously fair, and his recovery drive during the second race (essential, to keep his title hopes alive) was - for a while - a case in point. With no success ballast to impede him, he stormed cleanly from 15th to second before coming up with his own version of push-to-pass by elbowing leader Aiden Moffat aside at Paddock. It didn't look subtle - the Northern Irishman was fined £500 and handed three penalty points - but it wasn't typical.

That set up a championship showdown between Turkington and Ashley Sutton, but it didn't last long in the gathering gloom. When Mat Jackson rejoined after running wide at Graham Hill Bend on lap two, he snagged Turkington's BMW and broke its suspension. Subaru driver Sutton, 23, thus clinched his first BTCC title - a popular triumph in a series that doesn't always reward young blood.

Talking of which...

Earlier in the day, during a sensational Ginetta GT4 Supercup race, one of the commentators referenced a "Gilles Villeneuve-

Champions: Shane Byrne and, above, Ash Sutton. Above left, the vanquished give chase: Leon Haslam and Colin Turkington





“Kids were having a brilliant time before a wheel had turned”



ALL IMAGES: SIMON ABBON



style manoeuvre”. A slight exaggeration, of course, but more than 35 years have elapsed since the French-Canadian’s passing and our sport has still to conjure a better synonym for ‘spectacular’.

Part of the BTCC’s appeal lies in its ability to engage with fans - and if anything the BSB is perhaps even more successful in this regard. On the final morning of the season, the pit walkabout was swamped with families and - brandishing team lanyards, badges and signed photographs - young kids were having a brilliant time before a wheel had so much as turned. Formula 1 used to do stuff like this - I have the stickers to prove it - but pterodactyls were still common at the time.

And then there’s the quality of the spectacle - both sporting and human.

Much of the racing was breathless - at one point, a Superstock 600 lead battle stretched much of the way from Druids to Paddock - and a single superbike (let alone a field of 26) is always worth watching, riders ever refusing to accept physical legislation as they caress 200-odd bhp around the Brands Hatch GP circuit’s glorious contours.

Leon Haslam (Kawasaki) came into the weekend with a healthy advantage, though serial champion Shane Byrne whittled this down to just a couple of points by winning the first two races.

The final denouement was remarkable, not so much for what happened on track as for events afterwards. While Josh Brookes led for Yamaha, Haslam ran ahead of Byrne in the early stages - until brake failure pitched him off at Hawthorn (approach speed: circa 170mph). While Byrne eased off to cruise to title number six (though it’s the first time he’s ever staged a successful defence), Haslam was helped to the grid to congratulate his rival: he wanted to do that before heading to the medical centre, which was vaguely essential as he’d broken one piece of ankle, wrist and thumb.

Contrast his attitude with that of a sportsman in a higher-profile arena (no names, but let’s call him ‘Sergio’), bleating constantly on the radio because he’s behind his team-mate, then ask yourself where courage and dignity are more likely to be found.

One week later the crowd had thinned significantly: the Formula Ford Festival no longer has its pull of yore, but the category - historic or contemporary - still produces the finest single-seater racing in the British Isles.

Time was that one would rise in the morning, watch the Australian GP and then head to the Festival: this year, the running order was coffee, cheese-laced croissant, Brands Hatch and then a dash home to ☐



watch Lewis Hamilton conquer the Circuit of the Americas. Again.

There was a familiar name at the front of the Festival field, too. Outright winner in 2003 - and successful in the Kent-engined section the following year - Joey Foster added to his garland collection by winning heat, semi-final and, having passed Neil MacLennan on the ninth of 20 laps, the finale.

Almost 80 cars took part - about 100 shy of heyday levels - but some things haven't changed. A front-runner in the first FF Festival I covered in 1982, Rick Morris was involved once again - at least until he was sidelined by an accident on Saturday afternoon, when Storm Brian rendered conditions intermittently treacherous.

While the main event could be improved only by the presence of more cars, the supporting cast requires careful pruning. One-marque BMW and Porsche races were fun to watch, but felt out of place, while the visiting Irish supercars (they're not) and Global Lights added nothing at all.

Until a couple of years ago the Irish Fiesta Zetec Championship was a regular feature - a cocktail of cheerful attitude, 10-car lead battles and a willingness to fix inverted cars with a hammer and then carry on as though nothing untoward had occurred.

Their restoration to the schedule is most surely overdue.



CASTLE COMBE

A week beyond Prescott's annual event of the same name, Wiltshire's interpretation of an Autumn Classic came to pass. The event has been gaining traction in recent years and is now among the most popular meetings at the former RAF airfield. It's not hard to see why, with a blend of racing, static displays and parades that included a few F5000 cars being driven at a reasonable lick.

It's hard to believe a venue of such quaintness (those approaching from the east will likely pass through the hamlet of Tiddleywink) hosted European F5000 Championship rounds in 1970 and 1971, when the facilities weren't as good as they have since become. Then again, Mallory Park used to host F1 races...

The term 'classic' applies to the event's structure and content, with seven practice sessions, as many races and no repetition. It also represented something of a cross-pollination, with diverse organising clubs - including the VSCC and HSCC - conjuring strong fields. Only the 500cc F3 race was poorly supported.

The accent was on sports cars and single-seaters, though the single-marque Jaguar event underlined that a well-driven Mk2 remains as entertaining to watch as any racing saloon - and made one wonder why there was no pure tin-top contest on the agenda. That was about the only thing missing.

Other highlights included Richard Bradley's post-race bow to the crowd after he'd spun his enthusiastically driven Aston Martin Ulster on successive laps at Quarry. Bradley is accustomed to a slightly bigger audience, mind: in 2015 he stood atop the Le Mans 24 Hours podium after sharing LMP2 victory with Matthew Howson and Nicolas Lapierre... 🏁



CLUB RACING SPOTLIGHT

Christopher Mann, long-time racer who still plays rugby

A prominent campaigner at Vintage Sports-Car Club events, Christopher Mann is most closely associated with Alfa Romeos - something that extends to the dawn of his racing career.

"I've been lucky to drive all sorts of cars since I started in 1960," he says, "including Ferraris, an ERA [R9B] and three Maserati 250Fs, but my love of Alfas dates back to 1961. I was a gofer for my father, a Bentley man, and we were down at Goodwood with his RL Targa Florio - a car I'm still racing. He didn't much like it and instructed me to drive it back to London. So there I was, 18 years old, driving an RL and feeling pretty chuffed.

"On my way north, Patrick Lindsay came past on the other side of the road in his Alfa Monza, which made the most amazing noise. I saw it in the paddock the next day and thought it looked unbelievable. I went up to Patrick and said, 'Excuse me sir, but how much would I have to pay if I wanted one of these?' He replied, 'Sonny, you'd have to save up for a very long time - they're about £1000...' He had a point, as I was on about £6 per week, but I have loved Alfas from that moment."

The RL is one of many Alfas in a racing fleet that also includes the unique 3-litre Disco Volante crashed by Consalvo Sanesi at Monza in 1954. "I'm a bit of an also-ran nowadays," Mann says, "but I still love my racing and have no plans to stop just yet. It's the same story with rugby: I'll carry on playing until I feel I'm getting in the way."

Not your typical 75-year-old, then.



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COMING ATTRACTIONS

IN THE UK *Dec 3 - Knockhill Stages Rally*
The first Scottish round of the *Motorsport News Circuit Rally Championship* thunders through tarmac rally stages, some as long as five miles in this all-day event.

INTERNATIONAL *Dec 2-3 - Formula E, Hong Kong*
The opening round of the 2017-18 Formula E season takes place on the streets of Hong Kong in a double-header. The Central Harbourfront provides a striking backdrop, along with the Observation Wheel and City Hall.

IN THE UK *Dec 9-10 - Rockingham Stages*
Rockingham isn't perhaps the most likely venue for a rally, but with almost 100 miles of running on 12 stages it is well suited to the purpose. Children 15 and under admitted free with any paying adult; advance tickets for each day are priced at £12.

INTERNATIONAL *Dec 16 - Gulf 12 Hours*
A yacht-lined curiosity in the middle of a desert, Yas Marina hosts Abu Dhabi's Gulf 12 Hours for the seventh time. The entry list includes GT, Super Trofeo and LMP3 series competitors.

IN THE USA *Jan 5-7 - Roar Before the 24*
The US racing season begins at Daytona in early January, with a three-day test before the Daytona 24 Hours. Access to the cars and drivers is more open than usual, with guided garage tours and pitstop demos included as part of the ticket price.

IN THE UK *Jan 15 - Jack Frost Stages Rally*
Croft, which is home to two British Rallycross events in 2018, has hosted this all-day tarmac rally for more than a decade - and the chicane-filled stages provide a serious challenge. Children aged 15 and under are admitted free with a paying adult.

6-20 **OFF-ROAD** Dakar Rally, South America

9-12 **SHOW** Autosport International, NEC

11-13 **ENDURANCE** Dubai 24 Hours

25-28 **WRC** Monte Carlo Rally

27-28 **IMSA** Rolex 24, Daytona



SHORT BREAK

PLUM PUDDING RACES

Boxing Day meetings have become increasingly scarce, but Mallory Park continues to maintain a noble tradition

Motor sport was once almost as much a part of Boxing Day as live football or the latest TV rerun of *Mary Poppins*, but no more. Brands Hatch hosted its last such meeting in the early 1980s and Wimbledon Stadium bowed out in 2016 (due to impending demolition rather than lack of demand).

Short-oval aficionados can retain their fix in Yarmouth (start time 5pm), while Mallory Park continues to run its popular Plum Pudding meeting - a cocktail of racing on two, three or four wheels, of which this will be the 43rd running.

The organisation is necessarily slick - configuration changes have to be made to incorporate the customary chicanes for the 'bike brigade' - and 10 races are scheduled. Four of these are for cars, loosely grouped as 'sports' and 'saloons'.

Stand atop the bank to the inside of Devils Elbow and you'll enjoy fine views across much of the track (and it's close to a tea kiosk). Practice commences when there is sufficient daylight (notionally 9.45am), and racing is due to start from 11.30am. Adult admission is £10 in advance, £12 on the gate.

HOW TO GET THERE

From the M1 south, take J21 to the westbound M69, then leave at J3 and follow A5/A47/A447. The circuit is well signposted. From the M1 north, take J20 to the westbound A4303 and then pick up the northbound A5 to the A47/A447 as above.

ALSO GOING ON

As well as the car racing, bikes and sidecars add fizz and diversity to the Plum Pudding meeting. Solos compete in two groups (125-400cc and 401-1300cc), while the chairs all run together, irrespective of power or antiquity.

DON'T MISS

Breakfast... Mallory's Lakeside Diner is an old-school racing café that serves no-nonsense grub for a fair price. We haven't been for a year or two, but a morning fry-up used to cost a fiver - complete with a pint of tea or coffee.

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Motor Sport Hall of Fame *cast your vote*

Voting is now open for the *Motor Sport* Hall of Fame, with a new racing car category pitting the most dominant machines from Formula 1, rallying and endurance racing against each other for a spot in our illustrious club. Moreover, influential figures from F1, motorcycling, sports cars and US racing vie for your vote. Jenson Button, Mike Costin/Keith Duckworth and Gilles Villeneuve are just a few



of the F1 challengers, while Vic Elford, Hans-Joachim Stuck, Freddie Spencer, Mike Hailwood, AJ Foyt and Dale Earnhardt Sr are nominated in their respective categories. For the first time, voters can nominate a wildcard entry - a figure from any realm of motor sport - who we may have missed when hotly debating the nominees. Plus, there are two huge prizes on offer for those who do vote...

Win a trip to Le Mans Classic 2018 courtesy of Grandstand Motor Sports and a C7 Rapide Chronograph COSC Limited Edition from Christopher Ward

Cast your vote and you could be in with a chance of winning a terrific trip to the Le Mans Classic. The prize comprises a three-night self-drive trip for two to the 2018 event, which runs from June 6-8.

This three-day gathering of classic car and motor sport enthusiasts - 120,000 in all - makes for an unforgettable weekend. Nowhere else attracts such a large gathering of classic cars and fans, with racing taking place on the famous Circuit de la Sarthe, displays of more than 8500 vintage machines on the infield and about 180 car clubs representing 60 different marques.

Grandstand has used its experience as the UK's leading motor sport tour operator to provide a package that includes a ferry crossing (from Dover to Calais), parking for the whole weekend, accommodation for three nights and access to the Le Mans Classic with a grandstand seat, paddock access and refreshments throughout the weekend from Grandstand Motor Sport's marquee.

Not only that, but Hall of Fame Timing Partner Christopher Ward is offering one of its C7 Rapide Chronograph COSC Limited Editions to the winner.

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Mark Hughes

The on-track power struggle was one of F1's main talking points in 2017, but an equally critical confrontation is now brewing behind the scenes

H

ere it begins, the battle that was always coming - the beginning of the end of the honeymoon period between Liberty Media and F1.

Two recent meetings (one outlining future engine proposals, the other budget controls) put the teams and Liberty in the same room. The fault lines became clear. Firstly between Liberty and Ferrari/Mercedes but also between

Ferrari/Mercedes and the other teams. The jockeying for position ahead of a post-2020 commercial agreement has already generated talk of a breakaway championship for 2021. Here we go again. See also 1980-81 and 2009-10. All that's really changed is the number of dollars.

F1 income is slipping gently downwards - and this has been the first time in eight years the teams as a whole have suffered a reduction in payments from the commercial rights holder. It has proved impossible to maintain race-hosting fees at the high level they've been set over the past few years, plus the era of the massive money TV deals is also coming to an end as other (currently less profitable) electronic media impose their reality upon the sport. That is just the environment F1 is in. Liberty has plans for other income streams, but their timing and extent are far from predictable.

That much was known when they bought the sport. The planned solution is to reduce the teams' costs by at least as much, or more, than the reduction in their income - which is where it gets very tricky. Various people have tried to get F1 to adopt imposed cost savings over the last decade - and it has never flown. The big teams try to derive their advantage over the other big teams by outspending them. So they are vehemently, philosophically opposed to the idea of a spending limit even before the practicalities of how to achieve it are considered.

As that process of upping the spend bar in order to beat rivals has proceeded, so the teams have employed more people, invested in ever-more expensive facilities and technology. That cannot just be turned off. So to get from a current top spend of \$400 million per year down to Liberty's suggestion of \$150m (slightly less than Williams currently spends) would be severe.

So, how to do it? Standardisation of parts forms a major component of Liberty's proposal. How standard? A uniform bottom end for the engine, perhaps, with manufacturers left free only to design their own cylinder heads? "Absolutely not," say both Ferrari and Mercedes.

Which is the take-off point for Ferrari's Sergio Marchionne to stake out his strategic position in these ongoing discussions. Dismissing the engine idea as 'NASCAR', he went onto say: "Liberty has got a couple of good intentions in all of this, one of which is to reduce the cost of execution for the team, which I

think is good... but there are a couple of things with which we don't necessarily agree. One is the fact that somehow powertrain uniqueness is not going to be one of the drivers of distinctiveness. I would not countenance this going forward. The fact that we now appear to be at odds in terms of the strategic development of this thing, and we see the sport in 2021 taking on a different air, is going to force some decisions on the part of Ferrari. I understand that Liberty may have taken these into account in coming up with its views, but I think it needs to be absolutely clear that unless we find a set of circumstances, the results of which are beneficial to the maintenance of the brand, and the marketplace, and to the strengthening of Ferrari's unique position, Ferrari will not play."

There it is, in bald terms. Ferrari is using the power of its brand to dare Liberty not to acquiesce. Mercedes currently sits in Marchionne's slipstream, right there but allowing him to do the sabre-rattling. Red Bull, like all the other independents, is more in the Liberty camp than the Ferrari/Mercedes one. You can see where this is going, can't you?

If the income is less than the spend for an entity like Mercedes or Ferrari, it's not a long-term threat to their survival. So they are not particularly motivated by the idea of surrendering their ability to spend in order to make F1 participation a profit centre. On the other hand, the independents absolutely need that equation to balance out into the black - otherwise they go bust. No solution can ever be 'one size fits all'.

What usually happens next is that the big spenders - led by Ferrari - talk of doing their own championship after the current agreement ends. The smaller teams side with the logic of the official championship on the grounds that they can better afford it - until those small teams are then leant upon by the big teams that supply them with engines, with the promise they will look after them in the brave new world.

Cue Mercedes' Niki Lauda: "I'm worried," he told *Gazzetta dello Sport*. "It was right that the American owners needed time to understand what F1 is - but that is about to expire. And what they think about the future is worrying me. The FIA, Chase Carey and Ross Brawn repeat that

we need to level off performance, but F1's DNA is the opposite. You are a fool if you think that to make Grands Prix more attractive you need a different winner every weekend. F1 is about competition.

Developing cars is an important foundation, as well as the bravery of the drivers. Instead, you want to penalise the best teams, and protect the drivers as if they are babies - with the halo's introduction for example."

Battle lines drawn. Stand by for another three years of this.

“
Lauda: the FIA and Chase Carey repeat that we need to level off performance, but F1's DNA is the opposite

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

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SITUATED IN SOUTHERN SPAIN NEXT TO GRANADA

Dickie Meaden

The past might be forever out of reach, but its essence is still out there – so long as you know where to look

O

ne of my favourite regulars in this magazine has long been *You Were There*, where you send us pictures and recollections of a special race you attended in the dim and distant past.

The images – always pre-digital, often gloriously colour-saturated and sometimes a little fuzzy – are brilliantly evocative. As such they are true treasures. It doesn't matter if they

were taken at Crystal Palace or the Col de Turini, club races or a top-flight title decider. Snapshots like these are solid gold in my book.

I've got a few of my own tucked away in assorted photo albums. Taken on simple kit with my nose pressed the through catch fencing, I lived in hope of being in the right place at the right time. It rarely went that way, but the ritual of posting these precious canisters of captured colour and drama to be processed, then receiving a fat wallet of pictures in the post a week or so later, was a joy beyond measure. Instant iPhone gratification and Instagram filters simply don't hold a candle to it.

Looking back I witnessed some really special races in those formative years: Soper and Rouse going door-to-door in their Texaco and Kaliber RS500 Cosworths at the 1988 Brands Hatch 1000Kms support race; seeing Jochen Mass's Sauber C9 get clattered off at Clark Curve in the headline race at the same meeting, and cheering Andy Wallace, Martin Brundle and John Nielsen to victory in their Silk Cut Jaguar XJR-9; Mazda winning the 1991 Le Mans 24 Hours; Nigel Mansell winning the 1991 British GP and giving Senna a lift through the middle of track invasion; Colin McRae doing donuts at Chester racecourse after winning the 1995 Rally GB and taking his first World Rally Championship title. I was even at Pikes Peak when Monster Tajima broke Rod Millen's 13-year-old record.

The magic of motor sport is you can never predict where or when these moments will happen. It is love for our sport that draws us to go and stand by the debris fencing or trek through a muddy forest. There's no surefire certainty of witnessing something remarkable, but when an iconic moment unfolds the memories are indelible.

So how about this? If you could go back in time and witness one great event or moment plucked from the annals of motor sport history what would it be?

At first it's almost too much to contemplate. Even if you restrict yourself to years within your own lifetime, the abundance of possibilities from which to choose is completely overwhelming. Give yourself a moment to take a breath and soon your brain will fizz and flash with things you've read, photos you've seen or archive footage you've watched over and over again. I suggest it's a question best pondered over a beer, in the company of fellow motor sport obsessives, so give yourselves a chance.

Initially the obvious stuff dominates. We've all

watched the Steve McQueen movie, but actually to be at Le Mans to see the Gulf 917s do battle with Ferrari, and maybe sneak through the trees and dodge the *gendarmes* to get up to the guardrails near the Mulsanne Kink. That would be magnificent. Or imagine being at the Nürburgring Nordschleife to see the pre-war Silver Arrows fly?

If you wish you'd be born early enough to watch Jim Clark race, then perhaps you'd want to be sitting on the descent from Druids as he drifts his Lotus Cortina through Graham Hill Bend on three wheels. Then again how wonderful would it be to see him in his Lotus 25 at Spa, right at the start of a winning streak that would ultimately secure his 1963 world championship title?

And me? After much thought I'm heading to Sicily for the Targa Florio. Has there ever been a finer motor race? Not as far as I'm concerned. I'd get there early in the week so I could drive on the course when the teams were doing their perilous practice laps. Assuming I didn't get clattered by Vic Elford I'd make my way to the Buonfornello Straight (all 3.7 miles of it) to see and hear the fastest sports cars in the world totally flat out, before heading to Cerda and looking around the pits as the cars were being prepared.

Come race day I'd get up before dawn, load my Fiat 500 with a hearty picnic and drive into the hills near Catavuturo, or perhaps tuck myself into a doorway in Collesano as the big-banger Alfa and Ferrari sports-prototypes yelp and howl their way through craggy mountains and dusty streets. Me and 700,000 roaring Sicilians: drunk on sunshine, speed and a few glasses of Nero D'Avola. If that's not your idea of nirvana I'd love to hear what is.

It's all a fantasy, one I know can never be fulfilled, but it's an endlessly tantalising prospect. An inspiring one too, for while I'd sell vital organs to travel back to the Sixties or Seventies and feel the Sicilian sun on my face as my ears ring to the wail of an Italian flat-12, if I get my arse in gear and book travel and accommodation to the Isle of Man for next year's TT I can experience a very close approximation of that bygone magic.

Better, if I pulled the stops out I reckon I could sort a drive in one of the Targa Florio-inspired closed-road motor sport events in Tasmania, Western Australia and Newfoundland. They might not be world title level, but they're held annually, super-competitive and open to anyone with the balls and the budget.

Being steeped in our sport means it's only natural to long to have seen some of the greats in action, but we shouldn't fall into the trap of thinking the glory days are behind us.

History lives on in archives and memories, but it's still being made every weekend.

If I book travel to the Isle of Man for next year's TT, I can experience a very close approximation of that bygone magic

Dickie Meaden has been writing about cars for 25 years – and racing them for almost as long. He is a regular winner at historic meetings

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Mat Oxley

*The 2017 season was Valentino Rossi's worst with Yamaha.
What was the problem, old age or bike trouble?*

B

ooks can be dangerous things, especially rulebooks. Just ask Valentino Rossi. In 2017 the Italian veteran endured his worst championship campaign in 18 years of MotoGP, barring his wilderness years with Ducati.

Rossi's woes and Yamaha's woes are a direct result of a tectonic shift in technical regulations, from tailor-made factory electronics to a control

ECU and from Bridgestone tyres to Michelin.

In the two years since the new rules were introduced, Yamaha has won 10 MotoGP races, one fewer than the company won in 2015 alone. When Yamaha suffers, Rossi suffers. He finished 2017 a lowly fifth overall, with one race victory and five further podiums.

Despite Rossi's gloom the new regulations have been great for MotoGP. They have drastically narrowed the window of optimum machine settings, making the racing much harder to predict for engineers and riders, as well as for fans. During the last two seasons the competition has become thrillingly uncertain: whoever gets it right on the day, wins the day.

Of the three major manufacturers, Yamaha has certainly suffered worse than Ducati and Honda. Rossi and team-mate Maverick Viñales each raced four different chassis across 2017's 18 races, searching for a way out of their vicious circle. Both riders had their own grievances, but they suffered everywhere, all the way from corner entry to exit.

Rossi's chief engineer Silvano Galbusera, a bright and smiling 60-year-old, chuckles while reviewing the slings and arrows of his rider's fortunes. "It was a very terrible season because we found that the 2017 bike wasn't 100 per cent for Valentino," he says. "Yamaha changed the chassis a little bit, with different geometry and similar stiffness, but Valentino never had the feeling he had in 2016."

The key with the Michelins and the lower-tech electronics is the middle phase of the corner. The rider needs to get the bike turned quickly at the apex, so he can lift it up onto the fatter part of the rear tyre before opening the throttle.

If he can't do this, he will run wide, then he will have to apply throttle while on the edge of the tyre, which will most likely break traction. This may cost him only a hundredth of a second per corner, but that's two tenths a lap or five seconds over race distance.

"In 2016 Valentino's feeling with the bike was good, but we destroyed the rear tyre with four or five laps to go, depending on the track," Galbusera continues. "The Japanese modified the chassis for 2017 to save the tyre, but Valentino lost the feeling he had in 2016, so he couldn't go into corners quickly and keep his line. Then he couldn't pick up the bike, so he was

a bit delayed, so he had to open the throttle more to recover that time, which destroyed the tyre. It's a vicious circle!

"We tried to save the tyre by reducing torque delivery, which was good, but then we lost acceleration. This was the critical moment: Valentino couldn't use all the power from the engine because the tyre couldn't handle the acceleration without spinning and thus being destroyed."

Rossi believes that the problem is a combination of a lack of both mechanical grip and electronics grip. But while Yamaha focused most of its attention on improving mechanical grip, Galbusera believes a better solution could be found within the control software, supplied to all teams by Magneti Marelli.

Yamaha's big rivals, Ducati and Honda, have a big advantage in this crucial area. Ducati has always run Magneti software, so knows the system inside out. Before last season Honda signed a former Ducati and Magneti electronics engineer, who knows all the system's secrets. "This is the easier way to find the best setting - but I don't think there's anyone left at Magneti with that kind of experience that we could hire," grins Galbusera.

Then again, perhaps the problem isn't all mechanics and electronics, perhaps it's partly the riders. While Rossi and Viñales mostly bumbled their way through last season, MotoGP rookie Johann Zarco had some storming rides on a hand-me-down Yamaha 2016 YZR-M1. So Yamaha gave him a 2017 chassis to test after the Valencia season finale. The Frenchman was immediately superfast, finding none of the problems that had haunted his more illustrious rivals.

Rossi hopes Yamaha will finally solve the Michelin/Magneti conundrum before motorcycling's 70th season of Grand Prix racing, which gets underway in Qatar on March 18. But the initial signs aren't good. Even factory engineers have admitted they are confused by the number of different data feeds from all its different chassis.

"When I tried the 2016 chassis again at the end of the season I felt good, but we still have the same problem with rear tyre degradation," said Rossi. "We know the 2017 chassis helps to fix the tyre problem, but we are trying to recreate the feeling of the 2016 chassis. I don't know which direction Yamaha will follow. All we can do is give them our feelings and then they decide which way to go."

Next season is the second and final year of Rossi's current Yamaha contract. He will decide by mid-season whether to continue racing into 2019, by which time he will be 40 years old...

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

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This may cost him only a hundredth per corner, but that's five seconds over a race distance

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Richard Williams

Lewis Hamilton has been in the news for his tax affairs as well as his racecraft, but does he deserve the criticism he has received?

I remember the sense of disappointment on learning from a story in one of the motoring weeklies that Jim Clark was taking up residence abroad, in order to avoid British taxes. It was 1966, and I was not quite out of my teens; the broader social implications of tax avoidance had yet to make themselves clear to me. But Clark had been my hero since a day at Mallory Park seven years earlier, when he won three races in a Lister-Jaguar and one in a Lotus Elite. I associated him with the modest, homespun life of a farmer in the Borders rather than the gilded existence of an tax exile.

Was he the first to take an accountant's advice and leave the country in this interest of minimising his tax burden? His 1950s predecessors such as Stirling Moss, Mike Hawthorn and Tony Brooks retained their homes in London and the home counties, although Peter Collins lived for a while in Modena and was planning to make a life with his new wife, the actress Louise King, on a boat in the Monaco harbour. Rows in those days were less likely to be about avoiding tax than evading the requirement to do National Service; there was a full-blown rumpus in the popular press and questions were asked in the House of Commons when Hawthorn, having initially deferred his call-up while completing an engineering course in 1952, appeared to be staying out of the country on purpose three years later in order for his 26th birthday to render him no longer eligible for the compulsory two years in the armed forces.

Clark had been having a particularly hard time with the Inland Revenue (as HMRC was then known). In the words of his biographer Eric Dymock, his local lawyer and accountant had been "out of their depth". At one point the tax authorities had sent him an assessment accompanied by a demand for a whopping £250,000, more than double his annual income at the time. Apart from the terrifying sum, Clark was infuriated by the idea of risking his life in order to receive less than the pre-decimal equivalent of 10p in every pound he earned, thanks to a top tax rate of 91.25 per cent. His original financial advisers had already set up a company in the Bahamas, which had not satisfied the tax inspectors. Now he consulted a more sophisticated accountant who sorted out the assessment and sent him, in April 1966, to a new residence in Bermuda. The Revenue complained that the arrangement was a sham, but eventually gave in. Thenceforward Clark's appearances in Britain would be minimal.

He was certainly not the last world champion to reduce his tax obligation by moving abroad. In

1968, four days before he died, his compatriot and friend Jackie Stewart moved his family into a house on Lake Geneva, where they lived for the next three decades. Stewart was more adept at watching the pennies than Clark, and a great deal shrewder in his financial dealings with teams and sponsors, but he was no less resentful of the right of the UK government to take such a high percentage of his earnings.

Other British world champions - Graham Hill, John Surtees, James Hunt - submitted to the demands of the UK tax authorities without moving abroad. Nigel Mansell, however, lived for most of his F1 career on the Isle of Man, where the top rate of income tax is 20 per cent; after his retirement he moved to Jersey, which offers a similar benefit. Damon Hill moved his family to Dublin for a year or two. David Coulthard and Jenson Button relocated to Monaco almost as soon as they started earning decent F1 money, and remain there.

Lewis Hamilton has followed their example. Born and brought up in Stevenage, he moved to Lake Geneva even before becoming world champion for the first time in 2008. Scorn was heaped on his head when he erred by claiming that he was making the move in order to secure greater privacy; eventually he confessed to Michael Parkinson that tax had been a factor. In 2012 he moved to Monaco, and a year later bought a Bombardier Challenger 605 private jet worth £16.5m. This autumn a cache of confidential documents known as the Paradise Papers revealed a complicated scheme through which the jet had been registered on the Isle of Man, leased to a management company, and then leased back to Hamilton, enabling him to save £3.3m on VAT.

At a time when many UK citizens are questioning why the rich are allowed to get richer while the poor must submit to years of austerity, this is not a good look for Lewis, even though it puts him in the company of the Queen, some of whose investments also seem to have been channelled through offshore companies. But why should he uniquely be vilified for exploiting legal opportunities to reduce his tax payments?

I happen to believe that those who have benefited from a country's infrastructure - from the schools, the health service, the roads and so on that are paid for by the taxes on ordinary people - should not avoid their own obligations.

But to single out Hamilton - and to suggest, as the historian Max Hastings wrote in the *Daily Mail*, that he should be barred from receiving further honours in his home country - is manifestly unfair and unjust.

Richard Williams is a former editor of Melody Maker, was The Guardian's chief sports writer and is the author of several books on Formula 1

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Jim Clark was infuriated by the idea of risking his life in order to receive less than 10p in every pound he earned

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Doug Nye

Against the backdrop of a brewing row about future Formula 1 regulations, here's how Grand Prix racing looked almost 60 years ago. Plus ça change...

H

ere we go again. Any combination of big-time sports promoters and small-time politicians, spiced with entirely self-interested team chiefs and sometimes compliant engineers, spells motor sporting trouble. Still one suspects that much of the fuss over the future of Formula 1's engine regulations will be just so much hot air before the scrum engages in earnest. Ultimately white smoke will puff from the FIA's chimney, Liberty's over-riding showbiz ambitions should be appeased and a new set of regs will be greeted as a great breakthrough.

All will surely then be sweetness and light - until one team emerges dominant and the wonderful new regulations prove to be as inadequately phrased or over-engineered as the last. Ask the motorist in the street about Formula 1 engines' mgu-H and mgu-K componentry and enjoy the blank stare... The sports promotion people will conclude that the drive towards a standardised show based around a one-make engine should really ratchet forward... so we can concentrate on the personalities, dude - and Formula 1 as we know it will surely be diminished.

Opposition to engine regulation changes is, of course, nothing new. Back in November 1958 at the world championship presentation ceremony at the RAC in London, FIA president Augustin Perouse announced the new replacement Grand Prix formula for 1961-63 to a dismayed British audience.

They could not believe their ears as Perouse announced that maximum engine capacity was to be slashed from 2500cc to 1500cc, and a new 500kg - 1102lbs - minimum weight limit introduced.

Such well-established continental constructors as Ferrari and Porsche cheerfully absorbed the decision and set about developing 1500cc Formula 2 designs to match for 1961, but the arriviste Brits like Cooper and Lotus, backed by old hands BRM, protested bitterly and set about perpetuating their own 2½-litre programmes beyond 1960.

They floated instead an alternative category which would enable them to continue to use 2½-litre F1 hardware, to be known as the InterContinental Formula - extending the capacity to three litres to attract US and even Tasman entries. But British grumbling failed to shift the FIA.

As late as March 10, 1960, a meeting was convened in London of the Society of Motor Manufacturers & Traders' sporting sub-committee, chaired by 'Lofty' England of Jaguar. It issued a clear challenge to the sporting authority of the FIA. The SMMT committee, representing the most powerful force (the British constructors seemed to think) in contemporary Grand Prix racing, simply rejected the forthcoming Formula 1 - and refused to support a drivers' world championship run to it.

Instead they proposed that a 2½-litre Formula 1 extension should apply for three years, 1961-63, with 1500cc Formula 2 continuing as a subsidiary class. The SMMT committee declared that "Only in this way can Grand Prix racing hope to maintain majority support from the international industry". Yeah, but nobody seemed to have involved the 'international industry' - in this case Ferrari and Porsche - in this new master plan.

The SMMT asked the RAC to forward its protest to the FIA in Paris. Ever since the original 1½-litre Formula 1 announcement had been greeted by British abuse, the FIA had muttered about the possibility of a new Formula 2, or an InterContinental Formula intended to bring America and Europe together in some kind of parallel single-seater race series, floated as *Formule Course*, to perpetuate existing 2½-litre cars.

Twelve nations sat on the CSI - the FIA's relevant sporting commission - but while Britain and Italy together provided every car on the regular 2½-litre F1 starting grid and eight of the 19 graded drivers, they could always be outvoted 10-to-2 on the CSI. Which sailed on regardless - for powerful factions still gave qualified and self-interested support. The British view would be struck down through lack of political presence.

In Modena, Enzo Ferrari criticised the British protest by declaring, "We stopped designing 2½-litre cars in 1959 and instead have concentrated upon the preparation of two new 1½-litre cars for the 1961 formula". He disapproved of the proposed 500kg minimum weight clause, but was otherwise perfectly happy to see 1½-litre Formula 1 proceed.

Porsche also expressed surprise that the British should be demanding changes for the new formula, just nine months short of its introduction yet 18 months after its announcement, when its own new F1 chassis project was already well advanced. In truth, the British constructors had missed the vital point. The bodies most capable of cracking the whip were at that time the continental race organisers. When Ferrari had stayed away from the 1959 British GP, the Aintree crowd had been meagre. Back in 1952-53 Formula 1 racing had become a second-class citizen in precisely this manner and world championship Grand Prix status had been awarded instead to Formula 2.

This could easily happen again.

At the end of April, 1960 - with only eight months to go - the CSI convened a special meeting in Lausanne to consider the British protest. They rejected it. The 1½-litre formula would proceed for 1961-63, but with minimum weight limit reduced from 500kg/1102lbs to 450kg/992lbs. And an InterContinental Formula would indeed be introduced, to cater for cars "with engines from 2½ to 3 litres capacity". Both Germany and Italy supported the CSI verdict, while British interests were allowed until May 15 to react.

The 50kg minimum weight reduction was regarded - or at least, was promoted - as a British victory, since the high minimum weight had been

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When Ferrari stayed
away from the 1959
British Grand Prix,
the Aintree crowd had
been meagre



With UK constructors on the back foot, Ferrari dominated in '61. Wolfgang von Trips heads for victory at Zandvoort

the SMMT sporting committee's main objection. On May 3, the SMMT committee resolved to support InterContinental racing.

In Paris on May 19 the CSI confirmed that its new 1½-litre Formula 1 would indeed apply from January 1, 1961. The vexatious British stance concerning InterContinental Formula was accepted - which then begged the question "Which Formula will receive world championship status?". The answer to that was 1½ litres.

In fact there was no chance that the French and most other continental factions would agree to a reprieve for 2½-litre racing. The French argument was decisive. Theirs was one of the few remaining countries to use real road circuits - public roads simply closed for a race weekend. Spectator control there was more difficult and demanding than on an artificial course on private land. If the speeds of current Grand Prix cars continued to rise - as they surely would if 2½-litre racing was reprieved - then more strict spectator control would be required, demanding more police. Since newly introduced weekend speed restrictions in France had already placed extra demand upon police time, sufficient officers were simply unavailable. In effect therefore, the change of formula came about to settle a virtual ultimatum from the French *gendarmierie* - either 1½-litre racing had to be introduced to diminish speeds, or police supervision at French events would be withdrawn. In France, that would spell the end of motor racing... So *les flics* snapped their fingers - and the British Formula 1 constructors were forced into line. Funny thing, war...

The AC de Monaco made it clear that, in view of its confined circuit, the club would definitely run a Grand Prix to the 1500cc formula in 1961. The Dutch GP gate was doubled by Germans making day trips over the frontier, whenever German entries were competing, so if Porsche fielded 1500cc F1 cars for 1961, they would also adopt the new formula. Two fatalities in the 1960 Belgian GP, similarly benefitting from many German fans, had seriously shaken the local authorities, who were seeking any means to reduce speeds.

In a letter from BRM chief engineer Peter Berthon to team owner

Alfred Owen, he commented that "I think you will agree that the eggshell solidarity of the British is bound to fall apart, as they can all get 1500cc Climax engines - and we shall have to prepare for 1500cc". Brief talks with Porsche about a BRM-Porsche for 1961 evaporated in a flash. The 'eggshell' became even more brittle as Coventry Climax announced that since its big 2½-litre PPF 4-cylinder engine was already near its possible bore-size limit it would be unable to produce a unit competing with pure 3-litre engines as proposed for the new InterContinental Formula...and it would instead concentrate upon 1500cc engines to supply interested F1 teams while developing a new V8 for the category.

As it was, the new 1½-litre Formula 1 took off in 1961, the slow-starting, recalcitrant Brits caved in and built eventually dominant BRM and Climax V8 engines. Ferrari alternately shone and really struggled, while Porsche won two races (one major, one minor) before retreating - somewhat humbled - to sports car competition, which they ultimately dominated while happily beating nobody but themselves...

And InterContinental? It proved a dismal joke, with undistinguished races at Snetterton, Goodwood, Brands Hatch and twice at Silverstone. For most teams running 2½-litre machinery, with bit-part appearances by Scarab and Aston Martin, ICF was a pain in the exhaust pipe.

But what the lesson of 1½-litre Formula 1 most plainly holds for the modern category's future is surely that 30-strong starting grids and plenty of private entrants prove there is no substitute for the sheer spectacle and entertainment potential in attracting a packed entry. It simply makes for a better show. But to do that affordable engines - a la DFV days - have to be encouraged. And currently, one sees precious little evidence of vested interest allowing that to happen.

NASCAR provides 40 starters, Indy 33, F1 just 20, fewer than half of real quality. There's ammunition for Liberty right there... ☒

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

Gordon Cruickshank

There's a busy timetable during London Motor Week – but first there are hard choices to be made for the RAC Motoring Book of the Year

I

t's never easy deciding the 'best' in any disparate group, but picking out which of a year's offerings is worthy of claiming the title RAC Motoring Book of the Year is especially fraught. But finally we judges made our decision and the envelopes were opened at a smart event at the Royal Automobile Club premises in Pall Mall. In the end it wasn't

difficult for us to give the award to Damon Hill's searingly frank autobiography *Watching the Wheels*, and Hill was present to receive his award which he waved in the air like a Grand Prix trophy.

Speaking engagingly about the process of writing his revealing tale, which discusses the thrill and stress of growing up with exciting but demanding Graham Hill as a father, his devastating loss and Damon's own later struggles with depression, Hill said he'd overthrown the original plan for a ghost-writer and instead did it in his own words. The judges felt the result was a compelling read, all the more so for appearing almost 20 thoughtful years after the close of the world champion's career. Hard work too, said Hill - "I'd go downstairs and start at 5am every day, and just hammered away until it was done."

A very different work on the short-list, *Stephen South - the Way it Was* by Darren Banks probed into a very different racing career, one which South himself tripped up by his own behaviour. Though hardly a glossy work, we appreciated the dogged research by a first-time author on a driver whose impressive talents are forgotten by many.

A panel discussion before the announcement highlighted book collectability, now that so many include limited editions at high prices. Ben Horton of specialist motoring bookshop Hortons, one of my fellow judges, made the surprising point that the limited editions often don't appreciate as much as the 'reading' copies which can soon double and treble in value - if they're one of the latest breed of super-detailed, chassis-by-chassis, 'must-have' investigations.

That's something that has changed over the years, the panel agreed. Today's specialist car books are far ahead of what were considered fine works in their time, often capitalising on first-time access to factory records. Prolific collector Dean Butler, whose library includes some 20,000 books, added that there was still more information to mine - Peugeot, for example, retains records of every single car it has made, back to car 1.

Typical of this new breed of work is Porter Publishing's comprehensive *Great Cars - Jaguar C-type*, by Chas Parker and Philip Porter, on our short-list along with *Continental Journeys*, in which David Bassoli presents the complete history of Bentley Continentals with details of every car built.

But for our RAC Specialist Book of the Year (a 'labour of love' prize with no price limit, whereas the other award cuts off at £75) we chose *Delage - Champion du Monde*, by Daniel Cabart and Christophe Pund.

There's been surprisingly little written about the low, slim 1.5-litre machines that brought Delage brief glory in 1926 and '27, but Cabart, who has restored and researched Delages for many years, and Christophe Pund, who owns one of the six cars built, have magnificently filled the gap. It's not only the tabular information, including designer Albert Lory's hand-drawn graphs, but the rare picture selection that make this work a valuable historical source.

As the discussion confirmed, books like this with an apparently small market look expensive when new, but if you need access to this history later on you'll find yourself paying much more.

On the same day as the book award, another highlight of the RAC's London Motor Week was the presentation of the Dewar Trophy and the Simms medal, both recognising British technical achievements.

With electrification of our roads the current hot topic, Jaguar made a worthy winner for its forthcoming I-Pace, Jaguar's first all-electric vehicle, which seems to offer that Holy Grail combination of speed, handling and range - over 300 miles is the claim - plus quick charging. And it doesn't look weird. After Jaguar Land Rover CEO Dr Ralf Speth had accepted the Dewar Trophy, design chief Ian Callum made the point that electric drivetrains free designers from previous constraints, while adding "Elon Musk's secret was that Tesla didn't look odd. I hate the perception that EVs must look odd."

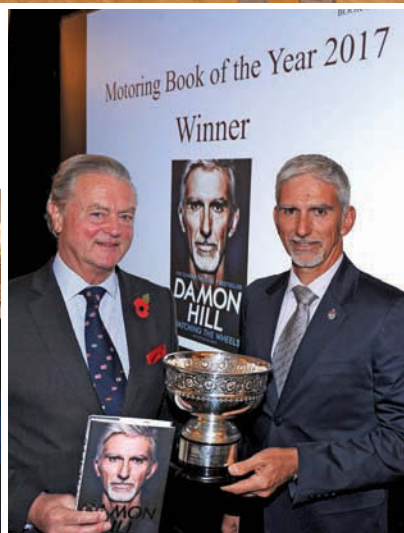
Even more striking and offering staggering performance is the forthcoming HIPERCAR, created by a consortium of Ariel Cars, Delta Motorsport and Equipmake, who collectively received the Simms Medal for engineering the 1100hp five-motor (four electric plus a micro-turbine topper-up) design, slated for production in 2019. It's a sign that smaller specialist firms are just as capable of advancing technology as the big players.

LONDON MOTOR WEEK BUILDS UP TO TWO MAJOR public events, the Regent Street Motor Show on Saturday and Sunday's RAC London to Brighton veteran run, but on the way offers talks, this year from Hans-Joachim Stuck, Jean Todt and Prodrive chief David Richards among others, presentations on transport design by the Royal College of Art, and an impressive display of motoring art. I went along to the Mall Galleries to investigate, and while there is a blizzard of poor automotive art around, the exhibition proved that the best should be more celebrated than it is. Tim Layzell is now well known for his vibrant pop-art style but here he showed black and white sketches as well

It seems our brilliant new technologies are likely to arrive wrapped in relatively conventional forms



Clockwise: art display brought new names into view; veterans on Regent St; Damon Hill and Ralf Speth receive their awards from RAC's Tom Purves



as a figurative Targa Florio landscape. “Only finished it on Friday night,” he told me. “But I’ve always painted these as well as the stuff that’s got me known.”

Other techniques ranged from Yahn Janou’s impressionistic heavy impasto on coarse canvas to Ella Freire’s cool and pure prints on Perspex. With my background at the drawing board I liked Geoff Bolam’s very technical profiles painted onto aluminium complete with chassis numbers, forming a contrast with John Ketchell’s fractured, atmospheric images of 917 and Cobra almost leaping off the wall.

Exhibits were three-dimensional too, both Gary Smith and Esteban Serassio showing bronzes of famous machinery, Smith’s Jaguars and Bugatti crisp in shape while Serassio lets himself distort forms to emphasise speed - the element hardest to represent in artistic form.

It was noticeable that all the chosen artists leaned more to history - 917s and GT40s, Birkin and Bugattis - than today’s racing. The only work based on modern F1 was Nick Roe’s Art of Aero collection, which I’ve written about before - Williams CFD aero images turned into art, backlit on Perspex. Very effective, and a long way from the classic gouache and pencil work of the great motoring artists from history - de Grineau, Nockolds, Gordon Crosby - some of whose work was also on display. It would be fascinating to know what they, who drew Segrave and Nuvolari from life, would make of today’s images of history reconstructed from photos.

Featuring 17 of the top automotive artists, this is reckoned to be the biggest curated show of its kind, as opposed to the selling stands at the big classic gatherings - although even at the private view the orange ‘sold’ dots were going up again and again. It made an impressive show, in spacious premises. If you’re in London for the next RAC Motor Week, go along. Entry is free.

IT’S YEARS SINCE I WATCHED MY FIRST LONDON-BRIGHTON, wondering where people get the fortitude to sit atop a puttering de Dion, sometimes in miserable rain, yet while it no longer makes our January front cover as it always did in Bill Boddy’s time, it remains one of the great motoring events. Now we have an extra chance to inspect the veteran voyagers without standing by the roadside as the day before all the cars assemble for the Regent Street Motor Show, along with some of the eco vehicles that will shape our driving future.

The sheer novelty of strolling along the centre of this major London artery, closed for the event, makes this day special. And all the veterans are there for public inspection, including the high-chimneyed Salvesen steam cart that Bonhams had sold the day before for £158,000. The rows of gleaming machinery, all now more than 11 decades old, are a reminder that there was no obvious pattern for this emerging technology, so engines pop up front, rear and middle; steering is by lever, tiller and wheel; and driving controls sprout in bewildering array from columns, dashboards and steering wheels. They were finding their way, as we are now with low- and zero-emissions vehicles, on show alongside *les anciennes*. But I thought the future tech shown was disappointingly conventional; I was expecting some form-factor novelty - banking trikes and pedal power, maybe - but apart from Renault’s tiny Twizy, already available for some years, the others were all cars you might see on the road today - Prius, BMW hybrids, one hydrogen-fuelled hatch which would blend in at any car park.

It seems Ian Callum was right - that our brilliant new technologies are likely to arrive wrapped in relatively conventional forms. ☐

Long-time staffman Gordon Cruickshank learned his trade under Bill Boddy, and competes in historic events in his Jaguar Mk2 and BMW 635

Making plans for Nigel

I have enjoyed the recent series of technical retrospectives. The underlying reasons for a car's speed are always interesting.

Nigel Rees's sidebar article on the 1930s Auto Unions (*Motor Sport*, November), and how they set back perceptions of mid-engined advantages, caught my interest. History tends to forget that Auto Union learned quickly and, having disposed of a certain Dr Porsche, put a De Dion rear axle and pannier fuel tanks in the cars for the 1938 and 1939 seasons.



One would expect this to have sorted them out, and perhaps it did, but results suggest otherwise. From 1934 to 1937 Mercedes outscored the swing-axle Auto Unions by 12 *Grandes Épreuves* to six. In 1938 and 1939 they outscored them by six to two, so what was wrong with the later Auto Unions?

Perhaps Nigel can explore this for us?

Incidentally, the pleasure of opening a fresh *Motor Sport* remains undiminished after 45 years.

Patrick Irwin, Port Melbourne, Australia

Ecclestone like Trump?

Bernie Ecclestone is gone from Formula 1, and that's good.

I wake up every morning to a steady barrage of claims, denials, boasts and lies from his political clone in the US.

With either of them, the only thing I can believe is that their comments are totally self-serving and will be contradicted in an instant if the climate changes.

Bernie did a lot of good and at least as much bad, all of it for the same reason: to enrich himself

Please stop wasting good paper or bandwidth by continuing to feed the ego of a greedy, narcissistic old man.

John Tuleibitz, Simpsonville, South Carolina

Plane, strains & automobiles

Formula 1 front wings are presently vulnerable and potentially troublesome. They should be reduced in width to a measurement equal to that between the inside faces of the front wheels and they should be of a single plane. There should be no bodywork ahead of the front wheels. This would do away with

unnecessary punctures and damage, necessitating a pit visit. It would also address the cost problems to teams who seem to produce several (expensive) new wings every race weekend.

The loss of downforce at the front would have to be addressed at the rear and the overall effect should make cars less stable and increase the relevance of driver input. Rules changed to make the cars go slightly quicker over a lap make no difference to the spectator at the side of the track or watching on TV. Spectators want to see drivers in cars that are not stuck to the road, showcasing their skills rather than just guiding a missile.

William H Cole, Cheltenham, Glos

The generation game

I liked Nick Trott's idea of a one-make endurance series for three racing generations - those of us relatively new to the game can learn so much from the old masters.

My family has been racing vintage Bentleys for four generations and a few years ago my father, brother and I competed in the same event at the wheel of 1920s Bentleys. I cannot remember how we got on, but surely that has to be a first?

My grandfather? He retired from racing only last year after almost 65 seasons...

Keep up the great work. I love the magazine.

Stuart Morley, via email

Crown jewels

Could someone please tell me where I can obtain a pair of Ferrari-tinted spectacles as issued to all Formula 1 stewards? My grandson is called Sebastian and will be absolutely thrilled to discover that, while I'm wearing them, he can do no wrong.

Can someone from Mercedes also explain why, after spending millions on shaving as



much weight as possible from their F1 cars, they allow Lewis to climb in wearing half a ton of unnecessary bling? The way things are going, I wouldn't be surprised to see

Roscoe pop his head out of the cockpit on the slowing-down lap at Monaco in 2018.

That said, I think he has had a very good season - as did Red Bull and Max Verstappen, who did an exceptional job of developing and winning with an underpowered car.

Paul Beever, Leeds, West Yorks

Food for thought

I couldn't resist taking a peek at my latest digital edition of *Motor Sport* as soon as it became available, though I showed

considerable restraint and limited myself to *Lunch with Ari Vatanen* - what a fabulous story and Joe Dunn wrote it so well, too.

It got me thinking about a potential feature series for the future: *Life after racing*. It would focus on those, like Ari, who went on to do interesting things outside the sport. Niki Lauda and Jody Scheckter spring to mind.

Here in Canada we've just about wrapped up another season, rallying and ice racing apart, but I'm semi-retired and look forward to soaking up the fumes and sound once again at Daytona in January.

Bill Shepherd, Ontario, Canada

Here comes the sun

I consider myself very lucky, living in Western Australia close to glorious beaches and with access to nice cars for both road and track. And yet, when the latest *Motor Sport* arrives, it inevitably brightens my day.

As a long-time competitor in local racing, I love the new *Garagista* and *Speedshop* sections, plus all the regular features. Dickie Meaden's articles are always worth reading at least twice as are Simon Arron's insights into UK club racing.

I buy many similar publications every year, but if I could only afford one it would be the mighty *Motor Sport*.

Thanks for a brilliant publication.

John Hurney, Perth, Australia

Hughes on the mark

I write in support of the refreshed version of *Motor Sport*, especially the matt laminate cover and the regrouping of your specialist contributors towards the front of the magazine. As for Mark Hughes, no one else is more informed, incisive and balanced when writing about Formula 1.

I have been a cover-to-cover reader since 1974 and extend my best wishes to all of you.

Paul M Latham, via email

Lost tango in Paris

I would like to extend my appreciation to Richard Williams for his excellent interview with Bernie Ecclestone (December issue). Just one point; I thought he might have quizzed Mr E a little more deeply about the relationship Formula 1 has with the FIA. Over many years, Europe has played an indisputable role in helping F1 build its worldwide success. Would it not be better for the sport if the FIA did not find itself, apparently, quite so powerless?

It seems wrong that any sporting authority can be told where its own world championship will, or will not, be run.

Further letters and images may appear in our digital edition only. Please include your full name and address when corresponding

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2017 Competition Results

Goodwood 75th Members Meeting

Gerry Marshall Trophy
Race 1 - 1st
Race 2 - 1st

Donington Historic Festival

Stirling Moss Trophy - 1st
Historic Touring Car Challenge - 1st

Mille Miglia

All competing crews finished - 10 cars in total

Brands Hatch Masters Historic Festival

Stirling Moss Trophy - 1st

Snetterton Aston Martin Owners Club Meeting

Historic Touring Car Challenge – 1st

Silverstone Classic

Stirling Moss Trophy - 1st
Woodcote Trophy - 2nd

Pebble Beach Concours d'Elegance

The FIVA postwar award for the best preserved and regularly driven car - Bentley R-Type Continental

Goodwood Revival

Whitsun Trophy - 1st
Freddie March Trophy - 2nd
RAC TT Celebration - 2nd

Spa Six Hours

Combined Stirling Moss/Woodcote Trophy - 1st
Spa Six Hours Endurance - 1st

The Warren Concourse d'Elegance 2017

2nd in Class N Racing category - 1964 AC Cobra
Best in Class F European Classics - 1972 Lamborghini Miura
Best in Class H Ferrari Racing & 2nd Best in Show - Ferrari 250 MM Vignale Spyder

Bernina Gran Turismo

Overall Winners

Algarve Classic Festival

Combined Historic Touring Car Challenge and Tony Dron Trophy -2nd
Motor Racing Legends 1950's Sports-Car Race - 1st

Motor Racing Legend's overall series title for the 2017 season



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PRECISION

H. MOSER & CIE

H. Moser & Cie is based in Schaffhausen on the banks of the river Rhine and is very proudly Swiss. Last winter it even attempted to enhance the country's reputation for humour by selling a watch with a case made from Swiss cheese. That watch was a one-off gimmick made for laughs, but also to protest at the much-disputed laws governing the definition of the label "Swiss Made". The label has become meaningless, Moser said, announcing that it would no longer use it, despite making watches entirely in Switzerland - apart from the straps, which come from Italy.

Now, however, Moser is going further back into its history and celebrating its Russian origins. The company was founded in St Petersburg by Swiss-born watchmaker Heinrich Moser, in 1928. He soon opened manufacturing premises in Switzerland, building a dam and turbine on the Rhine to power his industry. The business had great success in Russia, with Moser becoming synonymous for quality watchmaking, with the name quoted in popular songs and even in the works of Dostoevsky.



When Moser died in 1874, the company continued to thrive under new ownership - and in the early 20th century Carl Fabergé used Moser movements in his table clocks.

Following the Russian Revolution in 1917 the St Petersburg arm of the company was nationalised and the name was no longer used. The Swiss side of the business did well through the middle of the 20th century, but then like many others became a victim of the world turning to cheap, battery-powered watches in the 1970s. But mechanical watches came back, and so did Moser.

This watch is made to celebrate pre-Revolutionary Russia, and displays H. Moser & Cie's old Russian logo over a beautifully uncluttered red dial designed to bring together "the style of 1917 Russia with the inimitable aesthetic codes of today's H. Moser watches". Over the last few years Moser has made some of the most understatedly beautiful watches around, and this smoky Russian number is no exception, whatever your take on the history.

The H. Moser & Cie Venturer XL Centennial Red has a hand-wound movement and is limited to 17 pieces. CHF19,900. www.h-moser.com

WATCHES

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Powerful players in the watch world

Richard Holt



Mühle-Glashütte SAR Rescue Timer Bronze

MÜHLE-GLASHÜTTE

The first SAR Rescue Timers were made in 2002. A tough tool watch with 1000-metre water-resistance, it has become popular and Mühle has introduced a limited-edition bronze version to commemorate the watch's 15th anniversary. The middle section of the case is made of aluminium bronze, a material also used to make ship propellers. A nice touch, but perhaps more usefully the dial is coated in luminous material for optimum legibility in low light. £2000. www.muehle-glashuette.de



Fears Brunswick

FEARS

The Fears Watch Company was founded in Bristol in 1846. It survived for more than a century, including being bombed in the Bristol Blitz, leading to its relocation outside the city centre before ticking its last in the mid-1950s. The brand has been revived by the founder's great-great-grandson and its line-up began with a quartz watch, the Redcliff. This has now been joined by the Brunswick, which pays tribute to cushion-shaped Fears watches from the 1920s and 1930s. £1750. www.fearswatches.com

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ROBERT WILSON

Back on Track

When he retired from Formula 1 last year many thought they had seen the last of the 2009 world champion, but as he reveals in our exclusive interview, Jenson Button isn't ready to hang up his racing helmet just yet and is already gearing up for a return to racing next year





Jenson Button: Our whole household were Formula 1 fans but we all loved Alain Prost, rather than Ayrton. Obviously, I have massive respect for Ayrton but I think one of the reasons why I liked Alain was because of his smooth driving style. He also had Ayrton as a team-mate - and Ayrton would be the quickest guy over one lap.

They had very different driving styles. I remember speaking to Alain, a couple of years ago, about the Monaco Grand Prix when I think Ayrton was one and a half seconds quicker than Alain, which was embarrassing. Then in the race, Ayrton just disappeared into the distance until he crashed. It should have been the easiest victory for him and Alain said, "That probably was Ayrton's only weakness, he wanted to humiliate me," and that's exactly what he tried to do but he ended up humiliating himself by crashing.

I loved the different personalities that were racing at McLaren-Honda, you know. It was Alain, it was Ayrton, such different characters. I wish I'd been able to be there and watch them and really experience their racing or even be part of that racing, because that was very special, a very special time in motor sport history.

In terms of driving style, when I started racing I was very aggressive, and my dad was the one that made me become a lot smoother in my driving style and smoother in my application of everything. Whether it was the throttle, whether it was the brake, the steering. He said, "You can be more precise that way, just like Alain." So that is something I've carried through my career and it's definitely stuck with me. At times I've had to change my style, a little bit, but the basics are still the same.

Sometimes it really hurts me because I can't drive a car that doesn't work for me. I really struggle because I want to fight the limit and keep it on the limit. Someone like Lewis can drive whatever at the limit - he'll have oversteer and you'll look at the lap and think, "That looks messy" and then you look at the lap time and he's unbelievably fast. So, it's just a very different way of driving. It means that I have better feel, I think, in tricky conditions, you know, when it's dry or wet. I feel it through my arms and my bum, through the car and that's where I get my pace from.

Motor Sport: And then years later we had you and Lewis at McLaren. And just like Prost and Senna, your styles were different. You were always smoother than Lewis; Lewis was perhaps rather dramatic to watch but often, particularly in the wet, the way you did it was quicker.

JB: Yes, for both of us it was a big part of

Champions aren't always as likeable as Jenson Button. The 37-year-old may have been at the pinnacle of his sport for more than a decade and won the world title in 2009, but he never lost his Somerset charm.

While some F1 superstars build a wall of publicists around themselves or construct an impregnable and improbable public image to protect them from prying eyes, JB has always managed to create the impression that he is still just a boy from Frome done good.

That may, in itself, be a carefully constructed image, but when we caught up with him recently he was as open as we can remember him. After retiring from F1 last year he was relaxed and cheerful, happy to chat and seemingly content be away from the F1 circus - notwithstanding his unexpected recall to the McLaren line-up for Monaco.

We wanted to find out how he saw his incredible career with the benefit of hindsight and what he plans for the future. But we began by asking him about his earliest memories of Formula 1, when as a seven-year-old he would watch Ayrton Senna and Alain Prost doing battle, and whether their very different driving styles influenced him.

“Flavio said I was ‘a lazy playboy’ at the 2001 Monaco Grand Prix, which I thought was perfect coming from him. Maybe he thought it was a compliment”

our career, for three years, and there was a lot of pressure on both of us. We were world champions, him in 2008 and me 2009, so racing for this British team that had so much history and a history of having the greats - Alain Prost and Ayrton Senna - there was a lot of pressure on us. Yes, totally agree, very different styles.

Throughout the three years we were together - Lewis outqualified me, I think there were 60 qualifying sessions, and he was probably in front of me 40 times. So he was quicker, consistently, through qualifying but the race was a different story. We had such good battles. I really, really enjoyed working with Lewis but, when you're both emotional individuals, there are times when it's tough as well. So we had our ups and downs, a lot of ups and downs but that's natural, that's the way it should be. Nobody wants to see two perfect racing drivers, it doesn't make for good racing.

You've got to have weaknesses and that's what makes it fun.

MS: We've talked about relationships between team-mates. Of course, the other

thing that goes on in Formula 1, which is incredibly intense, is your relationship with your team boss. If you go through the list of the people that you've worked with. Your first season you worked with Frank Williams and Patrick Head, two very different characters, two very charismatic men. Then, of course, you went to Benetton and had to deal with Flavio Briatore, which can't have been easy.

Then David Richards at BAR, then of course Ross and then to McLaren. Ron Dennis must have been a bit different. Tell us about driving for Ron Dennis?

JB: As you said, I have worked with some interesting team bosses and CEOs, but they're all different. They're all so different and it's been fun and interesting working with all of them, even Flavio, to be fair. I mean Flavio said I was a “lazy playboy” at the Monaco Grand Prix in 2001 and I thought it was perfect coming from him. Maybe he thought it was a compliment. Thinking back he probably did. It was a compliment, yes.

To be fair, I wasn't lazy, but I probably was having a lot of fun and I did take my eye off the ball, definitely. My career almost ended

then because I did get too involved in the whole glamour of Formula 1. So I made mistakes, but it definitely sorted me out and I became a lot more focused.

I changed a lot of things in the team as well, because the engineer I was working with didn't suit me. I changed it all around and it became much better.

Anyway, that's not what you asked. You wanted to know about Ron Dennis... Yes, I've got a lot of respect for Ron, I really have, because he's achieved so much with McLaren over the years. He would do anything for that team, he really would. In terms of his personality, yes, he is difficult to work with, but when you know him well, he's a really good guy, he honestly is.

He's been tough over the years, but he's always been very straightforward. He's said exactly, you know, how it is and when we've done contracts together he's been good. I've actually really enjoyed working with him but obviously he's gone his own separate way now, so he's missed.

MS: Were you sad when you read or heard that Ron had effectively been eased out of McLaren?

JB: I was probably more sad than most, yes. I would say that for the mechanics, it was slightly uncomfortable when Ron was around. He wanted them to fear him and it's just not the way, really, these days, to run a team. You need a good atmosphere, especially when times are tough. You need to be rallying the troops, working closely with them and bringing them all in close when times are tough.

It didn't really work, and the atmosphere wasn't right for the last couple of years.



MS: That's something that Ross Brawn was extraordinarily good at. He pulled that team who'd had an incredibly difficult time with Honda, together. He dragged the whole thing back together and you won your first race in Australia. Extraordinary.

JB: Yes, it was. The 2008 season was terrible in terms of results, but we knew what was coming for 2009. Honda had spent so much money developing this new car and we knew that it was going to be good. Then we heard the news that Honda was pulling out and couldn't go racing any more and it was like, "Okay, well I don't have any options, it's just so late in the day."

I had a chance to race at Toro Rosso. I remember speaking to Franz Tost. He said, "There's a seat here, but you'll have to bring money." It was like, "This is a big change in my career after winning my first race a couple of years ago." So it was a case of: "Right, this isn't good enough, we've got to find a way of trying to help, first of all."

Ross had to find a sponsor for the team - or a new owner, because we had a couple of options we put forward in terms of people who were interested. But obviously he decided to go the route of taking it over himself, but it was tough for me because I still wanted to race in Formula 1, with a top team. For the guys working in the factory, there were 300/400 people, their jobs gone, made redundant, so to finally go racing again, there was a big sigh of relief in the team. But it was so late when we actually got the call to say, "It's back on. We're going to paint it like this."

There wasn't a lot of thought that went into the design; we just had to come up with

something because we had to get the car out on track and go testing.

Everyone was running around frantically, trying to work out where we'd find an engine. I spoke to Martin Whitmarsh from McLaren and asked whether he'd mind if we called Mercedes to ask for engines for the 2009 season?" He said, "Yes, no problem." We had Mercedes engines that didn't fit the car, so a spacer had to be fitted between the top of the chassis and the engine, because things didn't fit correctly as the car had been made for a Honda engine. But then we went out testing and, obviously, the rest is history.

The special thing with this car, as everyone said, was the double diffuser. That's true, but

that's not all. It's the whole package. I remember speaking to Ross in Australia. He said to me, "It's great that they're all looking at the double diffuser because they're not looking at the rest of the car - and that's where the pace is. It's just put together so well."

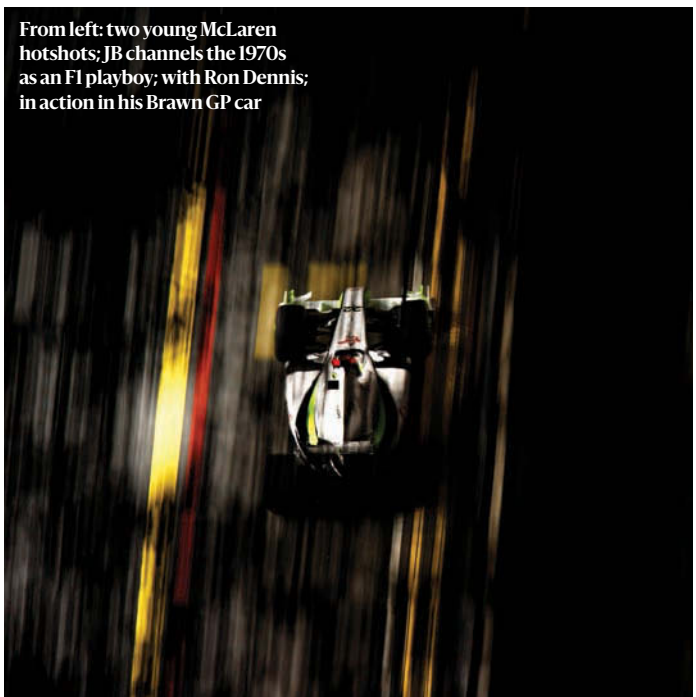
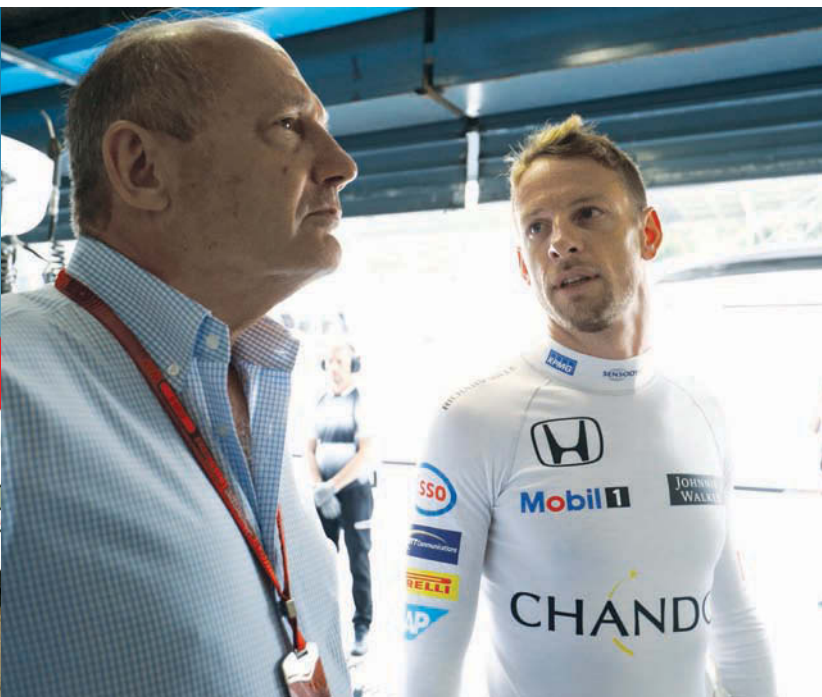
When you go winter testing with a Formula 1 car bits fall off, things overheat, you always have an issue with something. With this, zero. There was nothing that went wrong.

MS: To go back a bit to 2006, you'd been six, seven seasons in Formula 1 without a win. Then in Hungary you got your first. How much did that first win mean?

JB: I'd been close a couple of times before and we got to Hungary and were running well. I think we were fourth-quickest in qualifying, but I had an engine penalty - yes, even back then! That meant a 10-place grid penalty, so I started 14th. It was when Fernando Alonso and Michael Schumacher were fighting for the world championship and they both got time penalties in practice [for flag infringements]. So they ended up starting quite close to me and we were all together, 10-15 places behind where we should have started.

So it was us three fighting through the whole way and it was a really good race, you know. It was a drying track and it was about picking your tyres at the right time. Fernando was leading the race and I was in second. I pitted, came out and I was hunting him down, taking eight tenths a lap out of him. So it was going to be a good old ding-dong. Then he pitted, came out and then had to retire when a wheel nut worked loose. So that left me on my own - I had a 35sec lead and I'll always take a win. I don't care how it happens. ☑

Button had one GP win to his name before the 2009 season - and then it became a habit



From left: two young McLaren hotshots; JB channels the 1970s as an F1 playboy; with Ron Dennis; in action in his Brawn GP car



JENSON BUTTON'S DREAM GARAGE

Button has an eye-watering car collection. Here he takes us through his favourites.



FERRARI 275 GTS

"It's black, which is beautiful. I've really got into my classic cars. It's in America at the moment."



FERRARI F40

"This was on my bedroom wall as a kid. I had Pamela Anderson, Bart Simpson and an F40."



MCLAREN P1

"I have made some money and I've always liked to put it into something for which I have a passion."



PORSCHE 964

"I've just bought this - I'm going to turn it into a boy-racer car. I haven't done that since I was 17."



PORSCHE 964 TURBO RHD

"It's one of 14 rhd models. It was commissioned by the Sultan of Brunei, so I've got a few toys."



Most people forget about the Fernando bit, but I thought I'd just mention it. I was just thinking, "Well, I've got 12 laps to go" and they were the best 12 laps. A lot of drivers say they worry about things falling, that they want it to end immediately.

Not for me. I enjoyed every single second of it because I'd had seven years of not winning races. It was the first time I'd won a race since I was in F3, so I savoured every moment.

MS: Another win, which we remember as possibly your greatest race, was the Canadian Grand Prix in 2011 when you had two accidents, six pit stops and you came through from last place twice. Tell us about that.

JB: I probably wouldn't say it was my greatest race, but perhaps my greatest victory because most of the race was awful. I mean, I started sixth or seventh, I was fighting with Lewis for quite a few laps and then we touched, and he ended up in the wall. It looked like his suspension was broken. It wasn't, he'd just had a puncture. Yes, he could have continued but the team said, "Stop, you've got broken suspension." He could have continued, changed his tyre and carried on. I'm glad he didn't, but...

Anyway the race was stopped for an hour or so, red-flagged because of the rain, and then I collided with Fernando. So two world champions - boom.

Then I had two more to contend with later on. I also got a puncture in the incident with Fernando and a broken front wing, so I had to pit for that. There was a safety car at that point, because they couldn't move his car out of the way, so I changed the front wing, did the tyre, headed back out and I didn't even catch up with the safety car when they restarted. I was about half a lap behind the back of the field and still came through to win, so, yes, it wasn't pretty.

It was the maddest race, though, and fighting through and getting past Mark Webber and then overtaking Michael Schumacher I said, "This is great," and I could see Sebastian Vettel up the road and I was catching him at one or one and a half seconds per lap, and then he started getting his car working. He could see me coming, I could see he was taking more risks - he was putting his tyres near the wet part of the circuit and then he finally did. I was hoping that I'd get close enough so that I could DRS past him on the back straight, but who knows if I would have done that? He then ran wide.

MS: Do you think you're better when the odds are stacked against you? Does that allow you to pull out something a little extra?

JB: I don't know. I mean, it makes it more fun... Maybe that gets me more excited, ☑

LAT

I don't know. I also like winning from pole, but that doesn't happen very often because I don't normally qualify on pole.

MS: Moving on through 2012, 2013, 2014, 2015, you were with Fernando Alonso. It's been said that even though he's never quite found himself in the right car, Fernando Alonso is possibly as quick as Lewis or even quicker. Do you agree with that?

JB: He's just a very different driver, I think. I don't think Fernando has ever doubted his ability. He's a very confident individual. I've always found him very nice and, to be fair, I've enjoyed working with him. But I also know probably more than the team does in terms of how he'll try to do something. He will try effectively... I'm not going to say because I think it's unfair, but he will try anything to beat you.

It's funny because when he'd done something I was probably the only person who knew - we'd sit across from each other in the engineering meeting and I'd just give him a little nod.

So, yes, he's very clever.

MS: He has taken the decision to stay with McLaren, and they've had such a terrible time with Honda. Do you think it can all come right now?

JB: I don't know how long he's going to hang around. I love racing and I love Formula 1. But he is always on the go, you know. If he's not driving a Formula 1 car, he's driving something. He's driving a car five days a week, so I don't really know where he's going to go with his life if he's not racing in Formula 1. But he enjoyed Indy last year, so maybe he'll do that. Then there's Le Mans, but I think next season he'll have a better time.

The only issue that I foresee is Red Bull.

It has the same engine and to beat a Red Bull with the same engine is very, very difficult. I'm not saying McLaren can't, but there's no hiding place.

It's a shame with Honda, because I feel like part of the family with both McLaren and Honda. To see them separate is sad. I understand the reasons for it. I also think that Honda improved a lot throughout the season. The problem is, every time they get to the end of the season they look at, for example, the design of the Mercedes or the Ferrari engine and then start to change things drastically.

They do that and then racing starts again and then you have more reliability issues. I think that's the biggest problem. If Honda keeps the same engine for next year, just keeps developing, there's a possibility that it could be strong in the Toro Rosso. We've got to wait and see, but I'm happy that both Honda and McLaren are racing.



"I was about half a lap behind and still came through to win"

MS: In 2016 you finally took the big decision to retire. Let's just talk about that for a moment. Had you planned that for a long time? Or, was it a decision you actually had to take during that year?

JB: I didn't actually think I'd be in F1 past 30. When I got my drive with Williams, I was at dinner that evening in Barcelona with my dad and he said, "How long do you think you'll race for? Do you think perhaps 35?" I said, "What, that's old. I'll be done by the time I'm 30," but obviously not. Time flies.

I've always been told by ex-drivers that, if you feel like you want to stop, do one more year and then retire because otherwise you'll feel like you've missed out and you will come back. So I did that and it's probably the worst mistake of my life - the 2016 season wasn't fun. I didn't enjoy it.

Even 2014 and '15 I didn't enjoy as much as I should have done, but '16 was a tough year and, as soon as I decided I was going to retire in August/September, things changed.

It doesn't matter if you think, "It's not going to change, I'm going to stay fully focused and I'm going to give it everything." Something changes. I drove round in Brazil and we had the perfect conditions for me to be competitive, but I was nowhere, nowhere. I couldn't get the car working at all.

I don't know if you become more fearful because it's near the end, or whatever, but something happens.

There's a switch that's flicked and, yes, basically you disengage.

MS: When you left McLaren you had this slightly unusual deal to become an ambassador and then Fernando went off to do Indy and there you were doing the Monaco Grand Prix. You'd retired and suddenly there you were strapping yourself into a cockpit and had to do it again. Was that difficult?

JB: It was because I didn't expect it at all. To be fair I could have said, "No." I was sat on my sofa with my girlfriend and my two dogs and I was saying, "Shall I? Shall I do it, just one more race?" And she's like, "Yes, you have to. You have to, you've got to see if you..." Not if you've still got it but if you still want it. I replied, "Okay, let's give it a go." I went to the factory and I think I drove the simulator for two days - which I think is more than Fernando drove the whole year!

I was just trying to get a feel for what to expect, making sure that I had a good feeling because it's a completely different car. It's three or four seconds quicker, you work in a very different way, the tyres are much bigger. So it was a case of, "Okay, let's do this." I was a little bit worried, but I didn't have any pressure on me.

When I came out of the pit lane, I drove up the hill and I thought, "Okay, this feels so normal. It feels so natural," and the first practice felt great. In second practice, when I had to start finding the limit, I found it a little bit more difficult. Not because I hadn't been driving for six months, but because it was completely different from anything I'd ever driven in Formula 1.

You could brake 10 or 15 metres later, but to find that limit around Monaco is difficult, because if you brake too late you're in the wall. It was tough, but I was pretty chuffed to come away with ninth on the grid for my only race that year, I must say.

MS: Well, you are a retired Formula 1 driver, but you are not a retired racing driver, and you've been a little bit cagey about what you're going to do next season. So what can ☐

How I fell in love with racing

In an extract from his new book, Jenson Button describes the moment he knew what he would do with his life

'THE RACING LINE', WE CALL IT. THE FASTEST way around a corner. So, say, if the corner is a right-hander, you'll start as far to the left as possible, you judge the turning-in point, hit the apex and then let the kart run all the way out to the exit kerb. It's not necessarily the shortest distance around a corner, but it's the route that lets you keep your speed as high as possible, and that compensates for any extra distance. If the track is empty or if the cars are in procession then the racing line is the same for every car. The difficult bit comes when there are lots of other cars around, that's the trick. In karting, it's complete madness.

To teach me the basics, Dad would stand on the side of the circuit at the very point he thought I should brake for the corner. He'd position himself about 150 metres from the corner apex, wait for me to pass - thumbs up or thumbs down depending on how I'd done - and then move closer to the apex of the corner for the next lap, the idea being that I'd carry more speed into the corner and brake later. He'd go so far up to the apex that I'd end up coming off, but I learnt from that, too.

They were great sessions. Thanks to the old man's tuition, Clay Pigeon was where I learned my racecraft, by which I mean how to overtake, how to position your kart when you're fighting for position, how to understand racing lines, the quickest way around a circuit, how to deal with the curveballs that catch you off balance, how to adapt to them - just a few of the tools you need in your toolbox as a racing driver.

It was also where my driving style was forged. In many ways I suppose you could say that I looked back to my time admiring Alain Prost. As a rule I try to be as precise as possible. I try to carry speed through a corner. I try to feel the car. In karting I'd always listen to the revs of the engine and make sure to keep the cornering revs as high as possible, and that's how I'd judge which racing line to take. I'd listen to the engine note and if the engine note died too much in a corner, I'd know it wasn't the best line. So next time around, I'd try a different line. Same in F1. Every corner I get to, I don't just see it, I feel it through my bum, through the car itself.

It's why I always get the maximum out of the car in the wet. Because I drive by feel, I can adapt to unusual conditions and think on my feet.

A lot of drivers, they look at the circuit and they'll go, 'Well, it's a bit wet in that corner, so I'll slow down', whereas you need to arrive and

you need to feel everything through the car and through the tyres.

That's how I always gain the time in those tricky conditions, when it gets wet through a race or it dries out and you're on the wrong tyre.

So I could be in the wet on a dry tyre but I can always find the grip, whereas a lot of people can't. In Formula 1, I've won 15 Grands Prix and I think seven of them were in the wet.

Another thing I learned back then is that I love being in control of the rear of the car. If it has too much front grip the rear slides throughout, and I hate that feeling. A tiny bit of front sliding is fine, because I know where to put the car at the corner. But if the rear is sliding, ugh. I need the rear stable to carry that speed through a corner. My style has stayed the same

"I love being in control of the rear of the car. If it slides, I hate that"

since those early days of karting. I mean, obviously you adapt little things here and there but basically that's the way I drive; that was the way I did it in karting and I've carried that style through my entire racing career.

I'll even do it on the road. I'm not a fast driver on the road. Yes, I have, in the past, driven very quickly on roads, but I was younger then and stupid. These days I don't. But I do bring racing principles to it. For example, if I'm arriving at a roundabout, even in a Range Rover, I'll shift down manually always, just to use the engine brake and slow the car down so it doesn't damage the brakes too much and then (having checked it's safe, obviously) I'll always do the racing line around the

roundabout; I'll cut every kerb as much as I can, so that I've lined the car up for a good exit, and if I see a kerb that's quite flat, I'll always take a little bit of that kerb, just like on the circuit.

Precision, see? It has its plus points but it does mean that if I get a car that doesn't handle the way I want then I won't be as quick as Lewis Hamilton. I won't be as quick as Fernando Alonso. I need to fine-tune my car so that it works with my style. If I do that, I'll be unbeatable.

And like I say, Clay Pigeon was where my racing style was first developed. I was putting the rudimentary knowledge I'd gained in those early sessions to good use, getting better and better, increasing in confidence and skill. Because most of the lads who used Clay Pigeon were older, 10 or 11, I'd been learning the ropes by following them.

One particular guy was Matthew Davies, hotly tipped, the favourite to win the Cadet championship. We knew all about him from our well-thumbed copies of *Karting Magazine*. Following Matt one afternoon, I pretty much stayed on his bumper for several laps, which for a young kid and rank rookie like myself was pretty good going.

'Why don't you put him in for a race?' said Matt's dad to my dad. Obviously I had to be a hotshot if I'd managed to go bumper-to-bumper with his lad. 'Nah,' said Dad, 'it's just something we do at the weekends, bit of fun, you know? Some father-son time.' Later, though, when it was just him and me, Dad asked the question to which he already knew my response. 'Do you fancy having a crack at racing, Jense?' I hardly needed to answer, I was that full of confidence and fearlessness.

Dad knew I wanted to race but I think even he was taken aback by my enthusiasm. In most other areas of my life I was shy and unsure of myself; the boy from Northcote Crescent tended not to travel. But I'd found him, outside of his usual comfort zones. I'd found him in the driving seat of my kart.

From Life to the Limit - my Autobiography, by Jenson Button, published by Blink. Available from the Motor Sport Shop at £20. www.shop.motorsportmagazine.com



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you tell us about that? Are you going to be racing in 2018?

JB: Yes, I will be driving, certainly next year. I haven't got a contract to do anything yet, but I love Super GT in Japan. It's an unusual category. I mean most people in Europe don't know about it, because it's not really televised. I need to work on them televising it or having a channel for it over here, because it's such a good form of motor sport.

It's basically a DTM car, so a carbon tub with a two-litre turbo engine, which sounds amazing. I don't know how they run but they sound great, 650 horsepower and huge amounts of downforce and with a shell on top which is either a Toyota, a Nissan or a Honda. These things are four seconds quicker, I think, than a DTM car.

They're about 10sec quicker than a GT3, so it's quick, proper fast, and we race on the same track as GT3 cars. So the whole time you're overtaking. In August I had a little race, a little taster, and absolutely loved it. The hunger is back for racing, so I'm very excited about that new challenge.


MS: Finally, given your style you would have been a pretty awesome racing driver in the 1960s and '70s as well. Do you think you could have transferred to another era of our sport? And if so what one?

JB: I don't know, I think the '80s is an era during which I would love to have been racing. The only thing I would say is that we forget just how much of an advantage the McLarens had - up to two seconds clear of everyone else. The fight was so good between the team-mates that we forget that they had such a margin.

It's difficult to know which era would have been the most exciting. Personally, the 1970s wouldn't have been of interest to me because of the danger. The 1980s were definitely a bit more interesting and also a lot faster. From the '70s to the '80s there was a big difference in speed. You went from 400-450 horsepower to more than 1000bhp in the '80s with the turbocharged engines.

I've driven a few of those cars. I drove an '86 chassis, the McLaren MP4/2C - Alain Prost's car with the turbo engine. It's just crazy because you get to 2000/3000 revs and there's nothing, no power, and then suddenly you get all the boost, then it just blows your mind. How those guys could drive them wheel-to-wheel... Because you're not in control of the boost at all. It's crazy.

So I enjoyed driving that. I also drove, last year, a V12 from 1990. The sound and everything else just worked. That's the car in which I felt most at home, from the gearshift to the throttle and the brake.

Out of all the old cars I've driven, that was the one for me. 



When JB came to JD

Nick Trott tracks down the F1 driver and discovers a secret Porsche geek



MICHAEL BAULIE

Where is Jenson? Where has he gone? We need him for photography, but after two hours of book signing he's disappeared. We're getting nervous. A quick search of JD Classic's incredible showrooms come to nought. Uh oh. We then look outside. There he is. At the counter of the burger van laid on for the 200 or so guests, grabbing himself a cup of tea.

Jenson's on great form - and mixes comfortably with the crowd. The event, held at JD Classic's Aladdin's cave, is packed with fans - chosen from an oversubscribed lottery. His stock is clearly as high as ever, and his ready wit and bright intellect cement his hero status among those present. And when he reveals that he will race in 2018, there's genuine excitement from the crowd. Too young to retire, too good to stop.

Between signings and poking around some of the incredible cars present, Jenson talks. I underestimated his passion for road cars - particularly classics. When he talks about Porsches, he does so with the knowledge gained not from occasional internet surfing, but from reading books and magazines. I'll admit to being a Porsche geek, but even I was impressed when he reeled off the option code for the special engine fitted to his 964 Turbo (X88, in case you were interested). He scores more points for his love of the Ferrari F40, and talks wide-eyed about the performance of his McLaren P1.

JD Classics look after a number of his cars, and it's clear the relationship runs deep. Like most present, he's drooling over a number of the cars dotted around the showroom, but of course he can afford most here. Not that you'd know, seeing him queue for his cup of tea.

Bruno Junqueira once faced Jenson Button in a Williams F1 shoot-out. Button got the nod – just – at the dawn of a fruitful career; Junqueira never would grace a Grand Prix grid, but harbours absolutely no regrets

WRITER Simon Arron

Parallel

W

e meet at Brands Hatch, where Bruno Junqueira is testing a Chevrolet SS prior to a run in the NASCAR Whelen Euro Series – symbolic of the gun-for-hire role that has become his motif. He's at the dawn of his fifth decade, but still looks as trim as he did 17 years ago, when he split his time between challenging for the FIA Formula 3000 title and testing for Williams. He'd been within arm's reach of F1's hem, and yet...

"Even to be in that position was quite something," he says. "I started racing when I was 10 and won the Brazilian karting championship three times. Despite my success, though, it was very difficult to think about making the transition to cars because we didn't have much money.

"I was lucky, though, because I managed to find a bit of sponsorship that enabled me to do a few races, then [national fuel giant] Petrobras started a scheme to help young drivers and picked me to compete in the SudAm F3 Championship."

He won that in 1997 and Petrobras put him on a plane to Europe, to race in FIA F3000. Junqueira proved to be a consistent front-runner, winning at Hockenheim in 1999 and earning a reserve role with Williams along the way. "I was invited to test alongside Darren Manning and others at Jerez," he says. "It wasn't just driving – we had to do written assessments, too, a bit like being at school, but they chose me and I became reserve alongside Ralf Schumacher and Alex Zanardi. When they fired Alex at the end of the season I realised there might be an opportunity, but they called and said they wanted to run me against a promising British driver – and that was Jenson.

"The test was hard, because the team was just starting a relationship with BMW, the engine was very new and there were reliability problems. We spent a few days at Jerez, but every few laps the engine kept blowing. Once we began running the team didn't let us know about any lap times – somebody told me I was a tenth quicker, but I've no idea whether that's

true. I think what swung it was Jenson's potential – I was 23 and he was 20, which at the time was considered incredibly young for F1 but might now be considered too old! Frank Williams and Patrick Head were very proudly British, which I respected, and Jenson was clearly very good, so he got the ride.

"ONE THING I'VE LEARNED IN MY LIFE, and it has probably been my best quality as a driver, is never to give up and to work really hard for what you want. I had real



"Jenson was fulfilling what used to be my dream, but I'd had fun"

perseverance and a strong will to win, things that I think helped me more than any natural talent. In 2000 I was still very close to Williams, as test driver – I did more than 30 days that year – and was honestly very happy. Jenson was a nice guy, a great driver and looked a better prospect than Ralf. Even then I felt he deserved the seat. We both did! I never thought, 'Shit, they picked him instead of me' – and besides, I thought there might be a chance that they'd drop Ralf..."

Junqueira scooped the FIA F3000 title in 2000, winning four of the 10 races. "He was very good that season," says Paul Jackson, principal of the DBA team that ran him. "He didn't mope about what he couldn't have but just focused on the job in hand. Did we think he was F1 material? Absolutely – and I know a few of the Williams engineers would prefer to have taken him over Jenson, too, because they told me as much. There was almost nothing between them in performance terms and they felt Bruno's greater experience would have been advantageous over a season. He was quick, motivated and worked very hard."

Junqueira: "I guess the frustration came when I won the championship and still couldn't secure an F1 drive. I was talking to lots of teams, but nobody could commit and none of the available seats was going to give me a chance to win. Plus, by the late summer I had a Champ Car offer from Chip Ganassi. I carried on talking to F1 teams for another couple of weeks, but none wanted to commit – or if they did it was for a crazy five-year deal that would commence with a season of test duties, so it made sense to go to America. At that time the Champ Car series was still very strong and I would also be paid properly for the first time."

It seemed logical. Former Williams test driver Juan Pablo Montoya had spent two years in America after winning the 1998 FIA F3000 title and was now poised to make the return trip – ironically replacing Button, who was being loaned to Benetton – after a fruitful stint that netted one Champ Car title and an Indy 500 victory.

"I was hoping to do something similar – see out my initial two-year contract with Ganassi and then return to Europe," Junqueira says. "Juan's success created slightly false expectations, because the American media seemed to think I'd be able to 'do a Montoya', but you have to bear a few things in mind. One, he's an unbelievable driver – I reckon I was the most dedicated of that generation, but he was probably the most naturally talented. Two, he jumped in a Ganassi Reynard-Honda, a car that had won the title for the previous three years. After he'd won the title Ganassi

Lines

The Williams launch in 2000: Junqueira and Button prepare to go their different ways



switched to a Lola-Toyota and Juan slipped to ninth in the championship - that package was still evolving when I arrived.

"In 2001 the Ford- and Honda-powered teams found a tweak that the Toyotas didn't have, but I still won a race and took pole at Nazareth, my first oval. I did Indianapolis, too [not a Champ Car event at the time, but a round of the rival IndyCar Series], and went from 26th to fifth, with which I was happy. By the following season the Lola was better and the Toyota was at least as good as the Hondas. I also took pole at Indy, led until the engine blew, scored two wins, lots of podium finishes and finished second in the championship to Cristiano da Matta. While I was in the US Toyota discussed a long-term F1 contract with me - with the possibility of a race seat for 2003... but then Cristiano won the title and got the F1 drive. I think that's when I accepted that my chance of racing in F1 had gone."

Between 2002 and 2004, initially with Ganassi and then Newman-Haas Racing, Junqueira recorded six victories and 19 other podium finishes, but ended up second in the championship each time. He made a bright start in 2005 - third at Long Beach and victory at Monterrey giving him an early championship lead - but then came the annual detour to Indianapolis. "I was running strongly, in sixth, when we came up to lap AJ Foyt IV. I remember being clipped as I passed him, knowing I was going to hit the wall... and that's it. I was quite heavily concussed."

He also suffered vertebral fractures that sidelined him for the balance of the season.

"Looking back," he says, "that season might have represented my best chance of taking the title. In 2002 Cristiano was just better than I was, in terms of preparation and everything else. And over the following two seasons I think I put too much pressure on myself, because I wanted to win the title so badly, and ended up overdriving."

"My philosophy changed a lot after my accident. Previously I'd always regarded second place as being first of the losers, but when I came back I'd come to accept that it was a better option than finishing third. My attitude to many things in life changed."

He returned to Newman-Haas in 2006, taking fifth in the championship, but lost his seat to promising youngster Graham Rahal for 2007, when he switched to perennial backmarker Dale Coyne Racing.

"It was a very small team at the time," he says. "I think they'd had something like one top-three finish in 20 seasons, but I nearly won a couple of races, scored three podiums and took seventh in the championship, which was quite something. The accident didn't really seem to affect my driving."

THE UNIFICATION OF AMERICAN SINGLE-seater racing led Coyne to the IndyCar Series in 2008, but most Champ Car refugees took time to adapt to new equipment - and Coyne had fewer resources than most. There were a couple of decent results, but it was a low-key season and by its end there were no longer the funds to keep the Brazilian employed.

"For the next three years I received last-minute offers to do Indy," he says. "I'd turn up on Bump Day and set a time quick enough to qualify - but on two of those occasions my place on the grid was sold on to somebody else. After that happened in 2011, I decided I'd had enough." There would be a one-off appearance for Fisher Hartman Racing at Baltimore in 2012, but since 2011 he has concentrated mainly on sports car racing in the United States. There have been a few appearances in the Brazilian Stock Car Championship, and he was offered a full-time ride there for 2012, but with his family settled in Miami - and a deal in place to compete in the American Le Mans Series - he declined.

"If you'd asked me many years ago I'd have said there was no way I'd ever be a sports car driver," he says, "but now I think I'm one of the nicest. I wish I had me as a team-mate! I'm usually paired with a gentleman driver and really enjoy helping them. I've grown to love the sports car environment. I had a promising World Endurance Championship deal lined up for 2016, but the project collapsed, and I competed in IMSA's Prototype Challenge class [with BARI Motorsport] for much of 2017."

"I'm still looking for a future WEC deal. I love doing IMSA, but I've won in Monaco

[F3000], I've had pole at the Indy 500 and I've also won at what I think is one of the world's best tracks, Surfers Paradise. My remaining dream is to race at Le Mans, so I'd love to do a full WEC season. I'll continue driving until the time comes that I can't compete at the same level as the young kids. If ever I feel I'm slower, I'll quit. I still work out a lot and can kick the asses of a few 20-year-olds when we go training together..."

Has he kept in touch with Button since fate dispatched them in different directions? "We'd nod to each other when our paths crossed in the paddock," he says, "but that didn't happen very often after I left Europe. And then, last January, he was in Miami for the Race of Champions and, as we have a few friends in common, we ended up meeting. He then invited me to his birthday party - and that was the first time we'd ever really had a chance to sit down and chat properly. A couple of months later I went to meet him in California and we went out for a bike ride. It's quite funny that we reconnected like that after so many years doing different things."

"I have no regrets about the way things have worked out. It would be nice to have won the Champ Car title, but I look at things this way. In 2005, just before my accident at Indy, somebody asked me about not being in F1 and I pointed out that Jensen was fulfilling what used to be my dream, was making at least 10 times more money than I was and probably wasn't paying much tax in Monaco, but at that stage he hadn't scored any victories whereas I'd won a major title in Europe and quite a few races in America - I'd been fighting for titles and had gone into every race during that time knowing I was capable of challenging for victory, so I'd had a lot of fun. I hadn't realised my dream, but I had no right to complain." ☐



The reign

The Spanish rule MotoGP and in Marc Márquez have a genius that can live up to the country's bygone legends. It's time for fans to celebrate

WRITER Mat Oxley

Spanish riders dominate MotoGP. They've done so for quite a while, winning all but one of the last eight MotoGP world titles. And their domination goes further than that, with Spaniards mostly ruling the Moto2 and Moto3 classes. Indeed it was in the sport's smaller categories that the nation first made an impression. Over the past 15 years more than half the intermediate and junior world titles have been won by Spanish riders working their way into the top category, including current MotoGP champion Marc Márquez,

Bracketing a national success story – Angel Nieto in 1976 and, left, Marc Márquez in 2017



of Spain

former champion Jorge Lorenzo plus MotoGP race winners Maverick Viñales and Dani Pedrosa.

Márquez clinched his latest success at Valencia in November, the MotoGP championship's traditional fourth visit of the year to Spain. And he secured the title in true "Márquez style" (his words): fighting for the win, even though there was no need, and very nearly crashing in the attempt. The 24-year-old lost the front of his Repsol Honda into the 100mph first corner, averting a nasty accident by digging his left elbow and knee into the asphalt. "When I lost the front, I said, 'Okay, I will be with my bike until the end'," he grinned. "I don't know if we will finish in the

gravel, in the wall, or... I don't know, but I will be with her."

The reception he got from the capacity crowd was suitably ecstatic - Márquez is like a god in Spain. However, he's more than just a very special Spaniard, as fellow Honda rider Cal Crutchlow observed. "There are seven billion people on this planet and only one of them could have saved that crash."

To understand why Spaniards race motorcycles better than anyone, you need to go back decades, all the way to the 1960s, because this is a tale of politics, protectionism, industry, media money and balmy Mediterranean weather.

During the 1960s Spain was still under the

heel of dictator General Franco. Since the end of the Second World War, the country had been a pariah to the rest of Europe, which had fought off fascism at a terrifying cost, while Franco blithely remained neutral.

Spain was therefore isolated, so Franco prescribed an economy of self-sufficiency and protectionism. The nascent Spanish motorcycle industry was one of many protected from outside competition, most importantly from Japan. Companies like Bultaco, Derbi, Montesa and Ossa were able to flourish - to an extent - by manufacturing cheap little two-strokes that helped mobilise the nation. Inevitably, locals started using these bikes in street races, organised in



Alex Crivillé celebrates in 1999, when he became the first Spanish rider to win bike racing's top prize

GOLD&GOOSE

towns and cities across the country.

By the late 1960s, Bultaco, Derbi and Ossa were building bikes and training riders good enough to compete in Grands Prix. The best of these riders was Angel Nieto, a tough little streetfighter from the Barrio de Vallecas, the rough part of Madrid. Nieto pursued his childhood dream of racing motorcycles by moving to Barcelona, the centre of the industry. He ended up at Derbi, where legend has it he started out sleeping in the factory's coal shoot.

Nieto and Derbi, then Nieto and Bultaco, became formidable partnerships, dominating the 50cc and 125cc world championships for a decade from 1969. During his world-class career Nieto won 90 Grands Prix - all of them in the smaller classes - which makes him bike racing's third most victorious rider, after Giacomo Agostini and Valentino Rossi.

At a time when Spain had little place in the larger world, 'El Nino de Vallecas' (the kid from Vallecas) became its first modern hero, fêted across the nation. His successes won him nerve-wracking audiences with Franco, who believed that motorcycle racing would promote Spain as a brave and technically advanced nation. Later Nieto became close friends with racing fan King Juan Carlos; a much easier-going relationship.

Nieto was undoubtedly the start of Spain's

love affair with bike racing and thus vital to its subsequent MotoGP hegemony. Following his death earlier this year, the result of a quadbike accident, Márquez, Lorenzo and other Spanish MotoGP stars acknowledged their debt to their compatriot who had blazed the trail.

When Nieto retired from racing in the mid-1980s, Spain's motorcycle industry and racing industry knew they must work together to find a new Angel. Bultaco and the RFME (the Royal Spanish Motorcycle Federation) organised a one-make series "to discover the next generation of world champions". The winner of the first Copa Bultaco Streaker was a young Catalan by the name of Alfonso 'Sito' Pons, who in 1988 became Spain's first 250cc world champion. This was the beginning of the country's long march up the ranks, from 50s and 125s to 250s and finally to the 500cc world championship, the Formula 1 of motorcycling.

Nieto had taken a crack at the 500 class, albeit in the twilight of his career. Spanish riders of his era could never hope for a Japanese factory contract because their country's protectionist policies blocked the import of Japanese machines. However, there was a way around this problem, if you had friends in high places. In early 1982 King Juan Carlos contacted Soichiro Honda, asking him to provide a factory NS500 for Nieto at the

Spanish Grand Prix at Jarama. Nieto got the bike, but was caught by its power and speed. He crashed out of the race, breaking several ribs.

Victory in the premier class was always the ultimate goal of those enthusiasts in charge of Spanish racing, who step by step initiated their plans for world domination. These people had their eyes on the bigger classes because, although Nieto's successes were well celebrated at home, much of the rest of the world viewed the lightweight classes with a certain disdain.

American bike racer and journalist Dennis Noyes made Spain his home in the 1970s and well remembers an exchange with a British racing journalist, with whom he wanted to trade information.

"I would tell him the news from Nieto and Victor Palomo [another of Spain's early greats] if he would help me out with Phil Read and Barry Sheene," Noyes said. "The British guy laughed and replied, 'I'll agree to a better trade: if you promise to tell me nothing of your Spaniards, I will supply you with some snippets from Sheene and Read'."

No surprise that jibes like this didn't please Spain's motorcycling elite. The country's racing ambitions have always been fired by a fervent patriotism, then supercharged by the world's most partisan bike-racing fans. (At

least until Valentino Rossi arrived.)

It is interesting to compare the trajectories of Britain and Spain in MotoGP. British riders have won 43 world championships, all of them between 1949 and 1976. Spain has won 48, all of them since 1969.

Empires come and go in sport, just as they do in the real world. In the early years of motorcycle GP racing, British and Italian riders dominated, because their motorcycle industries led the world, which fostered strong national racing scenes that honed local talent.


Usually, riders succeed because they've got an industry and/or governing body behind them. But not always. From the late 1970s to the late 1990s the premier class was ruled by Americans and Australians, who had neither. Their advantage? A certain riding technique.

During most of those two decades 500 GP bikes were malevolent pieces of machinery, their wild two-stroke engines overwhelming tyres and chassis. Americans like 'King' Kenny Roberts and Australians such as Mick Doohan grew up on dirt tracks, so they knew how to ride with the engine overpowering the rear tyre. This is why Americans and Australians won all but two of the 500 world championships between 1978 to 1998.

And this is why Spain didn't conquer the 500 class until the late 1990s, when advances in engine, chassis and tyre technology had tamed the 500s, so they could be ridden more like 250s and 125s.

In 1999 Alex Crivillé became Spain's first 500 world champion. His ride from the smaller categories to the class of kings was cheered all the way by much of Spain, where bike racing had gone fully mainstream, the second most popular sport after football. Crivillé achieved his first Grand Prix podiums with Derbi in 1987, then won the 125 world championship in 1989, riding a Rotax-powered Cobas. Cobas was one of many Spanish teams - small, perfectly formed and backed by local sponsors - that began to dominate.

Crivillé graduated to 500s in 1992, a case of perfect timing, because this was the year Honda introduced its so-called big-bang engine configuration, which made 500s easier to ride. Former 250 champion Pons had graduated to 500s in 1990 and retired at the end of 1991, battered and bruised by the light-switch power of earlier 500s. Pons then established his own team and hired Crivillé, who scored Spain's first 500 GP victory in his rookie season.

Pons is still in the GP paddock, running a Moto2 team that brings young riders through the ranks. Half of the 10 Spaniards on the 2017 MotoGP grid rode for his Moto2 team before moving up to the big class. And he's not Spain's only grand old man who has dedicated his retirement to keeping the country at the sharp end of MotoGP. Former 125cc world champion Jorge Martínez runs teams in both MotoGP and Moto2, while Alberto Puig, the second Spaniard to win a 500 GP, has spent years coaching youngsters. 



Angel Nieto snapshots, clockwise from above: celebrating a home win in 1984; meeting Franco in '69; another Spanish success in '83; awaiting the start in '72

"At a time when Spain had little place in the larger world, 'El Nino de Vallecas' became its first modern hero"



ALAMY

The sponsors have followed. Three years after Crivillé's maiden 500 win, Spanish oil giant Repsol became Honda's title sponsor, securing his future. Backed to the hilt by Repsol and Honda, Crivillé took another five years to take the premier-class title. Repsol is still with Honda and has been joined on the grid by other Spanish businesses like mobile-phone company Telefonica and brewer Estrella Galicia. Five of MotoGP's 12 teams have Spanish title sponsors.

Success breeds success, especially in this case. Crivillé's historic 500 GP victory came just months after a Spanish sports-marketing company beat Bernie Ecclestone to the world championship TV rights. Dorna Sports was attracted to bike racing because of its national profile and its international possibilities. The Spanish takeover was now almost complete: Spanish riders, Spanish teams, Spanish sponsors and a Spanish rights-holder.

Of course, it would have been easy to make a mess of it all, just as the British had when they seemed to own the sport. Britain squandered its dominance. The collapse of the country's motorcycle industry didn't help, but more crucially the Auto Cycle Union failed to maintain a strong national championship that would sharpen riders and lift them onto the world stage.

This is where the Spanish have been particularly effective. They succeed at world level because they laid strong foundations at home by creating highly competitive national championships and then taking their best riders through international series and into Grands Prix.

Dorna took a while to get a real grip on motorcycle racing. But it got there in the end. As a result Spain has become the global centre of bike racing. The country's multiple championships - from tiny minimotos through to the larger categories - offers a ladder to the big time. So much so that ambitious riders from around the world quit their national championships and head to Spain.

To underline how things have changed since the 1970s, Kenny Roberts took his eldest son

Kenny Jnr away from the US racing scene to contest Spain's Ducados Open series. He went on to win the 500cc world title in 2000.

Two of the three Britons in next year's MotoGP championship also left home to further their careers in Spain. Scott Redding, who rides for the Italian Aprilia factory, won the Spanish 80cc MiniGP title in 2005 and became a full-time world championship rider three years later. Bradley Smith, who rides for Austrian firm KTM, got his big break in 2005, when he was invited by Dorna to contest the Spanish championship as part of the company's MotoGP Academy. Dorna management always knew they needed to create new stars from other countries, not just Spain, because they want to sell TV rights across the globe.

Eventually, the FIM (Fédération Internationale de Motocyclisme) acknowledged Spain's leadership, so the Spanish championship became the European championship, which then became the Moto3 Junior World Championship. More recently Dorna (by luck, more than judgment) gained control of the World Superbike series, formerly MotoGP's only competitor, and established the Asia Talent Cup to coach new riders from motorcycling's burgeoning south-east Asian market.

In 2010 Spanish riders made history by winning all three MotoGP categories: Márquez took the 125cc title, Toni Elias Moto2 and Lorenzo MotoGP. This was the first time that one nation had won every title. Spain repeated the triple crown in 2013 and 2014, achieving three times in five years what no other

country has ever achieved.

Márquez won his first premier-class title in his rookie 2013 season, which made him the first rookie champion since 'King' Kenny Roberts in 1978 and the youngest premier-class champion, taking the record from another American, Freddie Spencer.

Márquez has just become the youngest rider to win four MotoGP titles, relieving Britain's Mike Hailwood of that record. A few weeks before the 24-year-old secured his latest crown, the 2017 Moto3 title went to Spain's latest hotshot, Joan Mir, a 20-year-old Mallorcan who graduated to GPs in 2016, from the Junior World Championship.

Somehow Spain keeps the production line rolling, turning out more young racers than anywhere else. Italy is fighting back, though, largely thanks to Rossi. He created his VR46 Academy to create new champions and last season VR46 won its first world title, with Franco Morbidelli in Moto2.

Italy remains Grand Prix racing's most victorious nation, with 785 wins across all classes, against Spain's 577 victories. However, Italy has been winning since the very beginning, with Italian riders taking their first GP successes at Berne, Switzerland, in July 1949, 19 years before Salvador Canellas became the first Spaniard to climb the top step of a GP podium, at Montjuïc Park, Barcelona.

Of course, there's always the possibility that we are thinking too hard in trying to explain why Spain and Italy dominate. Perhaps it's simpler, perhaps the real reasons are the nice weather and the Latins' never-ending love affair with the internal combustion engine... ☒

Spain's greatest motorcycle racers



ANGEL NIETO

Got his first job aged 12, working in a Madrid bike shop. Admitted he wasn't good with the spanners, but it was a way to get close to motorcycles. When his boss was away he would climb aboard one of the Triumphs or BSAs he was supposed to be fixing, fire it up and cause havoc in the streets. The result was 90 GP wins and 13 50/125cc world titles, followed by a long career as a TV pundit.



JORGE MARTINEZ

Spain's successor to Nieto followed a similar path. Martínez won four world titles in the two smallest classes at the end of the 1980s. The last time he came close to winning a GP was at Brno in August 1996, when he lost a last-lap dogfight with a wild youngster called Valentino Rossi. After retirement he moved into team ownership. Martínez currently runs riders in Moto2 and MotoGP.



SITO PONS

Pons gave up his architectural studies to focus on racing. He was one of many talented Spaniards who rode for the nation's most famous engineer, Antonio Cobas. In the late 1980s, as Spain opened up to the world, he became its first factory Honda rider. He won back-to-back 250cc titles in 1988-89 but got a shock when he moved up to 500s in 1990. He has run teams in MotoGP and Moto2.



REYCONDIEU/GOODSHOOT

“There are seven billion people on this planet and only one of them could have saved that...” Cal Crutchlow’s take on Marc Márquez in Valencia



ALEX CRIVILLÉ

The first Spaniard to go all the way, from winning the 125cc world title in 1989 to taking the 500cc crown in 1999. He spent five years as factory Honda team-mate to serial 500 champ Mick Doohan, who accused the Spaniard of using him as a tow truck. Crivillé took out Doohan on the last lap of the 1996 Australian GP, after which the Aussie said, “Your perception of racing needs to be fine-tuned, I think.”



DANI PEDROSA

Discovered in a talent cup, Pedrosa made his GP debut in 2001, took the 125cc world title in 2003, added 250 championships in 2004 and 2005, then moved to MotoGP with the factory Honda squad, where he’s been ever since. He is MotoGP’s most victorious rider never to have won the title. The 32-year-old has won 31 MotoGP races, mostly despite - not because of - his diminutive stature.



JORGE LORENZO

Trained from a very young age by his father Chicho, Lorenzo made his GP debut at Jerez, Spain, one day after his 15th birthday, before the sport’s minimum age limit was raised to 16. He has a very particular approach to riding. Won his first 125cc GPs with Derbi, graduated to 250s with Aprilia, then to MotoGP with Yamaha in 2008. Winner of two 250 titles and three MotoGP titles.



MARC MÁRQUEZ

In 2013, before the pair fell out, Rossi announced that Márquez had the ability to become the greatest MotoGP rider of all time. He’s done nothing since to suggest that he won’t go on to break all the records. In 2017 he became the youngest rider to win six world titles across all three classes. His talent for riding on the ragged edge has most of his rivals watching in slack-jawed admiration.



MAVERICK VIÑALES

Viñales was favourite for the 2017 title after dominating pre-season testing and winning the first two races, but chassis and tyre problems destroyed his season. He won the 2013 Moto3 world title with a superb move at the last corner of the finale. He won second time out in Moto2 the following season and graduated to MotoGP in 2015, firstly with Suzuki before switching to Yamaha.

ALAMY, LAT & GETTY



The Spanish never truly embraced F1 until Fernando Alonso broke cover. Their love affair with motorcycle racing runs rather deeper...

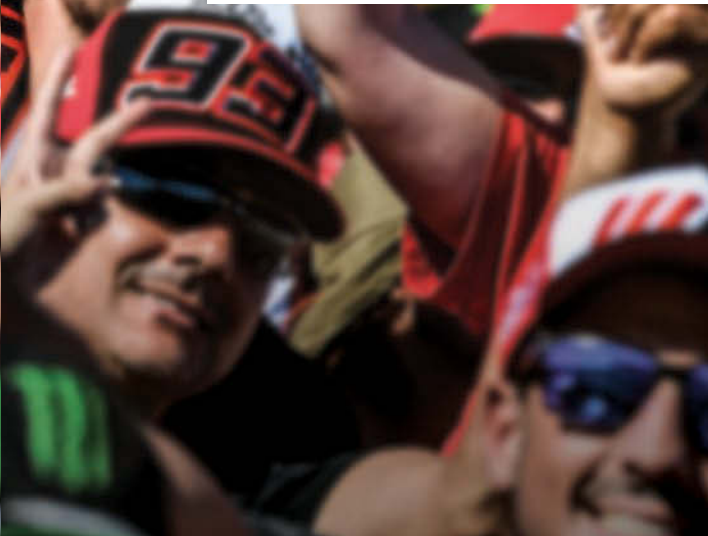
PHOTOGRAPHER Václav Duška

A

merica once hosted three F1 Grands Prix in a single season (1982), an idea nowadays perhaps unthinkable, yet such is Spain's infatuation with bikes that it presently hosts four (of 18) MotoGP races annually - in Jerez, Barcelona, Aragon and Valencia. Its stranglehold on the schedule has been thus since 2010.

These images were taken at the 2017 finale, where Marc Márquez's consecration added a certain frisson, but the mood is ever similar. As Mat Oxley explains on the preceding pages, Spain's love affair with bike racing gained impetus in the late 1960s - and nobody has yet seen fit to tap the brakes. In contrast, Alfonso de Portago recorded the first F1 GP podium finish for a Spaniard - sharing with Peter Collins at Silverstone in 1956 - and such a feat would not be repeated until Fernando Alonso took third in a Renault R23 in the 2003 Malaysian GP. 📷

A postcard from Valencia



Lunch with Hugh Dibley





Dibley drove the Howmet TX in several races, including the 1968 BOAC 500 at Brands Hatch



LUNCH WITH

Hugh Dibley

He was part of the 1960s jet-set, rubbing shoulders with Clark, Moss and Stewart before becoming a manufacturer. Despite all that, he only ever regarded racing as a hobby

WRITER Colin Goodwin

Riverside, California, 1964. A psychologist is at the *Los Angeles Times* Grand Prix, interviewing racing drivers as part of a research project into what makes top sports people tick. From Europe there's a healthy contingent that includes Jack Brabham, Bruce McLaren, Jim Clark, John Surtees and this month's lunch guest, Hugh Dibley. "We were given a pile of paper with dozens of questions on them which we were to answer," says Dibley. "Daft questions like 'Would you like to go to a new restaurant or experience sexual excitement?' Well, I didn't give a toss about fancy restaurants."

He's not much fussed about posh eating today, either. We are in the Kensington branch of Côte Bistro at his suggestion. The menu looks good and it's just a short walk from Dibley's long established London address near the original Coys showroom. Dibley is my sort of lunch companion: no faffing over the menu for hours. He chooses mushroom soup followed by cod goujons with a house white to slosh it down.

But back to Riverside and the results of that survey into the workings of the racing driver's mind. "It was interesting," says Dibley, "because all of the other blokes who were quizzed came out as aggressive and very focused; the results of my test [I think it was the Myers-Briggs test that had just come out] said that I was not aggressive and had a lot of sympathy towards my fellow man."

A lack of aggression is not ideal in a racing driver but I would imagine that the hundred or so passengers sitting in the back of a BOAC Boeing 707 with Hugh Palliser Kingsley Dibley at the controls would be relieved to hear that their pilot was not an aggressive type and was by nature concerned for the safety and wellbeing of his fellow men. It's an interesting combination, racing driver and airline pilot. Particularly since Dibley's racing was conducted at a high level in very distinguished company. So how do you combine two disciplines? Where does the interesting Hugh Dibley story start?

"With the Royal Navy. My father was an engineering Admiral who wound up running Devonport dockyard. I was born in Hong Kong in 1937 but we moved about a lot during my early life before settling in Lee-on-Solent, in a house that was literally yards from ☐

Lunch with Hugh Dibley

the threshold of runway 36 at the airfield that was the Fleet Air Arm's base. Seafires, Sea Furies, Mosquitoes and Sea Hornets would constantly come over our house and, not surprisingly, as a youngster I was mesmerised.

"My father had always wanted to be a farmer and when he retired bought a smallholding and, like a lot of people who grew up on farms, I learnt to drive hammering up and down our long drive and in the fields. I loved everything mechanical and was always taking things to bits and putting them back together again. One weekend dad took the family to Goodwood for what was the first meeting at the newly opened circuit in 1948. That sparked the racing interest and, since Goodwood was cycling distance from home, I went often with mates. I remember seeing the Aston that caught fire in the pits.

"Farnborough was a rather longer ride but I used to go by bicycle to the airshow. As far as a career I had no doubt, I wanted to be a pilot. The RAF was offering three-year commissions at the time but for the son of an admiral, the great-great-grandson of one of Nelson's man-of-war captains [and sponsor of Captain Cook], joining any service other than the navy was out of the question. Even my big sister had been a officer Wren during the war.

"You joined the navy at 15 and went to Dartmouth, but you didn't start your flying career until you were 21 years old and at 15 that seemed a lifetime away so I stayed at school and then joined the Navy as a national serviceman. I'd been very worried about not being accepted as a pilot but that went okay. However, it all went wrong when Duncan Sandys [minister of defence] put in his cuts and flying training was curtailed. To cut a long story short, an admiral I met said 'Why don't you join BOAC?' He'd just been across the Atlantic with the airline and told me that working for them looked like fun. So I joined in 1958 and did my training at Hamble."

No sign of motor racing yet, but young Dibley had equipped himself with a Riley Nine that he'd bought while doing his basic Navy flying training at Syreston, near Nottingham. "It didn't cost much and I used to drive it everywhere like a lunatic. Clearly I was going to kill myself, but since I was still very much a motor racing fan, and wasn't going to experience the adrenaline rush of flying a jet fighter off an aircraft carrier deck, I decided to buy an AC Aceca that I'd seen for sale and to try my hand at racing. I did every discipline at every opportunity, taking part in club races, hillclimbs and anything else I could find."

In 1960 Dibley moved up a gear and joined the popular and frenetic world of Formula Junior. Lotus would be the logical place to go for a top-flight car but Dibley chose to spend his money at Lola, a marque that featured strongly in his later career. "Lola was very much a small family company whereas by then Lotus was a big business. I figured, and I was right, that I'd get a more focused service from smaller Lola."

Like Formula Ford later in the decade, Formula Junior was crammed

full of drivers aiming to make their mark and progress up through the ranks. Drivers like Richard Attwood and Trevor Taylor. Dibley must have been a strange interloper: a youngster who had a passion for his day job and no desire to leave it for full-time motor racing. "Stirling Moss said 'You Formula Junior blokes come into a corner five abreast and all want to come out of the corner in the lead. We Grand Prix drivers are much more civilised.' And rather more professional. I used to leave my car on its trailer at the Heathrow crew car park and then return after a couple of weeks away, in Australia or somewhere, knock the rust off it and go racing."

DIBLEY STAYED IN FORMULA JUNIOR FOR THREE YEARS BEFORE moving to sports cars in 1964. "I bought a new Brabham BT8 from Jack Brabham and took it to Goodwood in April for a test. The bloody thing was undriveable, very unstable. Jack happened to be there and so I got him to have a go. He did one lap and came back in. He peered at the dampers but didn't say a word. A few weeks later I took it to Silverstone for another go and Stirling was there so I got him to drive it. 'It's undriveable,' he said, 'get Bruce [McLaren] or Jack to sort it out'.

"While I was at Silverstone I had a go in Stirling's Porsche 904. Wish I hadn't: I put a wheel on the grass at Stowe and flew off into the bank and wrote the thing off. Stirling was ever so good to me over the years. I can't remember, but I think I met him first through his secretary Val Pirie. Possibly at the Steering Wheel Club in Mayfair. I used to run errands for him like collecting shirts from New York. He was seeing a lovely girl called Shirlee Adams, who was an American Airlines stewardess, and Stirling used to ask me to look her up in New York when I was there. She eventually married Henry Fonda. Funny, I recently paid £200 to have my photograph taken with Jane Fonda so that I could ask after Shirlee. She just said 'She's fine' and that was it."

The BT8's cure came from Brabham employee Len Wimhurst. "Len put 13in wheels on the car and a spoiler, made from a piece of tin or something, on the back. Anyway, that transformed the car. I took it to Brands Hatch for the Guards Trophy and came ninth."

A good result for a hobbyist racer but more was to come in July. Dibley entered the Brabham for the sports car support race at the British Grand Prix also at Brands. This is 1964, remember, when the top men were called racing drivers, not Formula 1 drivers, because they drove all types of cars for a living. The entry list was peppered with top names, among them Jackie Stewart, Denny Hulme, Roy Salvadori and Frank Gardner. Dibley won.

"Slight caveat there," explains Dibley, "Denny was second but his BT8 had a 2.0-litre engine and mine had a 2.5-litre lump in it. Jackie [Stewart] was driving the Tojeiro Jaguar, which was a dreadful thing from which it was impossible to see anything. I was trying to lap him in the race and it took a while to get past, but Denny was 10sec behind so I

Hugh Dibley

A career in pictures



1964

Dibley aboard his Brabham BT8 during the British GP meeting at Brands Hatch. He won, from Denny Hulme and Roy Salvadori



1966

The remains of Tony Sargeant's Lola T70, which Dibley had been driving in the Mont-Tremblant Can-Am fixture. He escaped serious injury



1968

Dibley was part of the crew that flew the Howmet – plus gold bullion! – to the UK for the BOAC 500. He and Dick Thompson shared the car

“I used to pay Stirling £30 a week, of which he gave £15 to the mechanic. I was able to get myself to the foreign races for free, through work”

was okay. After the race Jackie came up to me to apologise for holding me up. A class act, very thoughtful then and now. Tony Brooks was doing post-race interviews for some reason and came up to me and said ‘That was a great result, I presume you’ll now be wanting to progress your career upwards?’

“I replied, ‘No. not really’ - I think Brooks was a bit taken aback and just said ‘Oh’.”

Dibley’s entrant for the Brands race was the Stirling Moss Auto Racing Team. “I used to pay Stirling £30 a week, of which he gave £15 to the mechanic. I might have given him a bit more at the end of the season. He didn’t pay me and I was able to get myself to the foreign races for free, through work.”

I was talking to Richard Attwood about Dibley recently and the first thing he commented on was Dibley’s somewhat exotic race calendar. For example, in ’64 he also took the BT8 to Nassau for the Bahamas Speed Week. “Made a right cock-up of that,” he says. “Left the line in the wrong gear, which didn’t impress Stirling.” We started our lunch at Riverside with Dibley and his rivals having their heads examined by a shrink. Again Dibley was in the Brabham and, as usual, under the SMART banner.

“I qualified really well and Frank [Gardner] said ‘I bet the bastard’s still got that 2.5 engine in it.’” He hadn’t. Class win and eighth overall against a field of Devonshire cream quality - pretty good for a part-timer. “Flying dictated what I could do. I lived in a permanent anxious state, fretting about getting back from a trip in time for a race. I had to chat up the girls in the scheduling office: there was no computerised rostering system in those days. I used to go on trips because they fitted in with a race - that wasn’t popular with the other pilots. When I was starting to get better known one of the bosses, a chap called Noel Peacock, called me into his office to grill me as to whether I was fiddling the roster. I was deemed clean.”

For 1965 Dibley upgraded to a Lola T70. “Tommy Atkins was going to run the car, but sadly he passed away so I took it on and Stirling ran it



for me.” One of the first races that Dibley and his new Lola contested was at Mont-Tremblant (also known as St Jovite), Canada, a venue that the Can-Am championship would visit when that iconic series kicked off the following year.

“I certainly didn’t fulfil my potential at that meeting. I was running third in the second heat; Jimmy Clark and Bruce McLaren had both broken down. Trouble is, my engine was running hot and I was worried about joining them and was driving like an old woman. With three laps to go the engine was still running fine so I decide to pull my finger out. Surtees was leading in his T70, I doubt I’d have caught him, but I gave it a shot. I was having a lot of trouble with a few backmarkers and one nudged me off the track when I went past. I should have been more aggressive and blasted past him earlier. Anyway, I went off backwards at some lick and hit a tree. I clambered out and, since I was so hot, lay down on my back next to the car. I was furious with myself and was cursing out loud my stupidity.

“A flag marshal came up and said to me: ‘Pity, you were going so well,’ then Murray Wallace, who was running the race and who was a mate of mine [and coincidentally an Air Canada pilot], arrived. The marshal said ‘I think he’s delirious, his language is shocking.’ Murray replied ‘No, he always talks like that’.”

Free flights enabled Dibley to compete internationally, but he still ✉



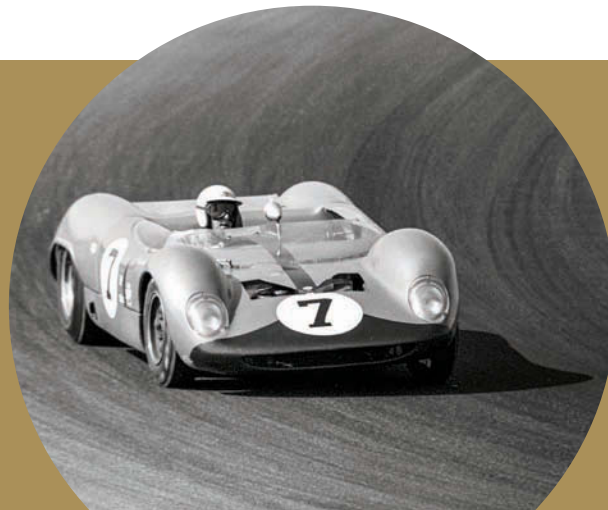
1968

The Dibley/Mike de Udy Lola T70 chases the Gerhard Mitter/Rolf Stommelen Porsche 907 during the Sebring 12 Hours. Both cars retired



1969

By the end of the Sixties Dibley had started to rein in his racing activities, in order to devote his attention more fully to his day job with BOAC





had to get the car to races. "I tried to get BOAC to fly the Lola to the Mont-Tremblant race, but the management said that was possible so long as the car was broken down into pieces, none of which could weigh more than 100kg. Well that wasn't going to work because the bloody engine block weighed more than that." Closer to home, there was another cracking result at Brands Hatch in the 1966 British Eagles Trophy Grand Prix support race for sports cars. "I won the race in the T70. It was a cracker: Jacky Ickx came up behind me and thought 'It's only Dibley, I'll blast past him' but outraked himself and ended up fifth. Chris Amon was third and Brian Redman fourth. After the race Bruce McLaren said 'We only put Chris [Amon] into the race so that he could clean up and bloody Dibley goes and wins it'."

As previously mentioned, 1966 heralded the inaugural year of the Canadian American Challenge Cup. Can-Am was a good earner with big entry fees and a big pot at the end. "I used to kid myself that I broke even in my racing," says Dibley, "but probably not. It was a combination of start money, my pilot's salary and a bit of family cash. The trouble was, I could never commit to a full series like Can-Am as it was impossible to fit all the races around my day job. Never, even after a good win, did I ever consider packing up flying. BOAC was considered a great airline to work for. It would be different today."

Dibley did have one outing in the Can-Am series in '66, with a spectacular result but not quite in the right way. "It was back at Mont-Tremblant, where there was a big crest taken at very high speed.

Paul Hawkins in his Lola took off and had a massive accident, though thankfully he walked away. I said to him 'You shouldn't have gone flying, you haven't got a pilot's licence.' The joke backfired on me in a big way. Unlike Hawkins's T70, mine had a small front spoiler and felt all right over the crest when I tried it with a bit of a lift. Bit squirrely, but not too bad. Anyway, next lap I come up to the crest flat out. Suddenly I'm faced with a view that is reassuring in a Boeing 707 but extremely disconcerting in a racing car. I knew the landing would be nasty so I tucked myself down - as far as the belts would allow - into the passenger side. I did a massive end-over-end and watched my legs flailing about. Then it went quiet. 'Thank Christ that's over' I thought, and put my head back up. More sky: I was airborne again. This time it's a barrel roll, and eventually I finished up in one piece in a rather bent chassis. A few yards away, the car's Chevrolet V8 was sitting upside down on a tree stump."

Sometime in 1966 Dibley bumped into Jim Clark at Heathrow, the Scot on his way to New York. "Oh, if I'd known you were flying there today I'd have got you to fly me'," Jimmy said to me, 'but I'm going TWA.' I told him he was a bastard and asked why he wasn't flying BOAC. I did a bit of checking and discovered that, in the racing world, only Reg Parnell flew with us; the rest used US airlines. When I got home I wrote to the BOAC chairman Sir Guy Guthrie, saying that it was a shame that our entire racing community wasn't using us. I got a very nice reply."

Dibley is rather too modest to suggest, if it were true, that this letter



The day job. Left, Dibley (Camaro) chases Frank Gardner's Falcon at Oulton Park in '67.

“The car came to the UK in a BOAC freighter, which I was flying as crew. The other cargo was 36 tons of gold bullion, spread along the hold’s floor and on top of which we parked the Howmet”

was the catalyst for the airline’s sponsorship of the now legendary Brands Hatch sports car races. I can’t believe that it didn’t at least get someone thinking. Regardless, 1967 was the first year of the BOAC 500. For once Dibley wasn’t Lola-mounted. Instead he shared David Piper’s Ferrari 250LM with Roy Pierpoint. If you go onto YouTube you’ll find a wonderful BOAC-produced publicity film of the race that starts with Dibley stepping off an airliner and climbing aboard his AC Cobra and driving to Brands Hatch for the race. There’s race coverage, too. Dibley and Pierpoint won their class with the LM.

WITH HIS FLYING CAREER SEVERELY LIMITING HIS RACING outings, it is rather a surprise to hear that in the summer of 1967 Dibley embarked upon an enterprise that would completely gobble up his spare time. He started a racing car manufacturing company called, using his second christian name, Palliser Racing Designs Ltd. “I must have been mad. Len Wimhurst, who had sorted out my BT8, had left Brabham and told me that he thought he could build a perfectly good racing car himself. So I got him to build a single-seater which I then put on pole at a club race at Castle Combe. The next year we made some Formula B cars and these were sold in America by Bob Winkelmann, elder brother of well-known team owner Roy. Bob had been at BOAC as a traffic officer and was a good salesman. We sold loads of cars in the US, including lots of Formula Fords. Our FFs did particularly well and in 1970 our cars won the Townsend Thoresen and Guards Formula Ford

titles. It all came tumbling down after Bob cancelled an order for 20 cars because his customer in Texas had gone bust.” *Motor Sport’s* previous meeting with Dibley was at Palliser’s Clapham, London, works in 1970 where the proprietor was found with his head in the new Boeing 747’s operating handbook mugging up to transfer to the new Jumbo Jet.

Meanwhile, the racing continued. And in 1968 in a particularly fascinating car, one quite suited to a jet aircraft pilot. That car was the Howmet TX turbine. “A driver called Ray Heppenstall got an old McKee sports car chassis and put a Continental gas turbine [designed for a helicopter] in it. Through the BRSCC’s Nick Syrett, BOAC had asked me to do some PR in the US for that year’s BOAC 500, to drum up some entries, and one of these was Heppenstall’s Howmet turbine. Nick got me a drive in it, so I went to Sebring for a go. Heppenstall wanted to drive it himself, of course. I was quicker than him, especially after he’d spun it in a cloud of dust. It broke down in the Sebring 12 Hours, in which I was driving a T70 coupé with Mike de Udy. Or I was until the engine broke.

“The car came to the UK in a BOAC freighter, which I was flying as crew. The other cargo was 36 tons of gold bullion which was spread out along the hold’s floor and on top of which we parked the Howmet. Heppenstall’s eyes were on stalks when he saw the bullion and he said ‘Forget the car, let’s hijack the gold.’

“It was an odd car to drive. The dashboard had 707 instruments for the engine, so I was familiar with them, but the driving technique was ☐



different from a conventional car. A helicopter turbine has a lot of lag so you had to brake with your left foot and get on the throttle before you needed the power. A bleed valve - they called it a wastegate - had been fitted so that the turbine compressor would keep spinning at speed. The equivalent of approach idle in an airliner. You kept about half-throttle on and then floored it when you wanted full power. It had a massive loud pedal, a big slab of aluminium, typically American."

Dibley shared the car at the BOAC 500 with American Dr Dick Thompson, a New York dentist who like Dibley juggled a day job with motor racing at an international level. "Talk about an aggressive driver," says Dibley. "Dick put the Howmet into the bank at Brands Hatch. He claimed the wastegate had stuck. Anyway, the car was repaired and we took it up to Oulton Park the next weekend where I put it on the front row next to Brian Redman's Lola T70. I was lying third in the race, but when I had to pit for more fuel it wouldn't fire up again because the starter motor wiring had burnt out."

Hugh Dibley career in brief

Born 23/4/1937, Hong Kong
1959 Began racing with AC Aceca
1960-63 Formula Junior, Lola
1964 Brabham BT8-Climax; winner of British GP support race, Brands Hatch
1965-66 Lola T70; winner of British GP support race and second in Wills Trophy, Croft, in '66
1967 various sports cars; drove T70 on the Targa Florio; Chevrolet Camaro in British Saloon Car Championship
1968 Only Le Mans start, Howmet TX; DNF
Early 1970s Began to wind down racing career

earlier in the summer. Early on in the race, around 6.00pm, I had a wobble going into Mulsanne corner and then an even bigger one at Indianapolis so I came into the pits.

A wheel bearing had failed. The mechanics fitted a new upright and, as they were putting it on, I thought, 'I hope they're putting on the right

one.' I didn't say anything because they'd have hit a driver if he started poking his nose in. I wish I had because that's exactly what they'd done. It meant that the wheel spindle had the wrong thread for that side and that the single nut would try to unscrew itself. Even with it lockwired it wasn't worth the risk, because you don't want a wheel coming off at Le Mans. During the race I'd been trading lap times with Dick with him doing a 3.59 then me doing a 3.58 and then him going a second faster. I eventually beat his time and he went off the road at Indianapolis. Because we'd spent so much time in the pits taking the suspension on and off, we were disqualified."

DIBLEY HAD OTHER ONE-OFF DRIVES AT CLASSIC EVENTS, including the 1967 Targa Florio at which he shared a T70 with Jackie Epstein. Hardly an ideal machine for the Targa, the big Lola's gearbox failed on the second lap. "By the late Sixties I'd met my second [late] wife Marianne," explains Dibley. "My first marriage to Doris, who went on to marry Charles Saatchi, didn't go too well. She used to complain that I never paid her any attention because of the racing and flying, so one day I offered to give up the driving. 'Oh no', she said, 'I don't want to be married to an airline pilot.' She liked the glamour of motor racing and would go to a race if she thought I would win it. When she got to the track she would complain that I ignored her.

"Marianne was amazing. She used to go in and sort out Palliser. She'd say that I should 'Open a window and chuck everything out. It's pretty bad when you're here but when you go away it's even more of a shambles.' She was really good about the racing but, as a Swede, she was very upset when Jo Bonnier was killed at Le Mans in 1972. I was doing very little driving by then, but every time I was due to race she was in pieces with nerves. By 1973 I'd pretty much given up and had turned my attention to the subject of fuel saving and noise reduction in the airline business."

For a man who only considered motor racing as a hobby, Hugh Dibley had a huge amount of success. He raced against, and was friends with, many of the great names of the '60s. Most of the time he ran with them, sometimes he beat them. He's modest about his success and is far more effusive about the fun he had and the spirit of competition. He slipped out of motor racing as quietly as he had slipped in, leaving the name Dibley on the results sheets of many great races alongside very great names. Usually near the top of the list; sometimes heading them. ☐

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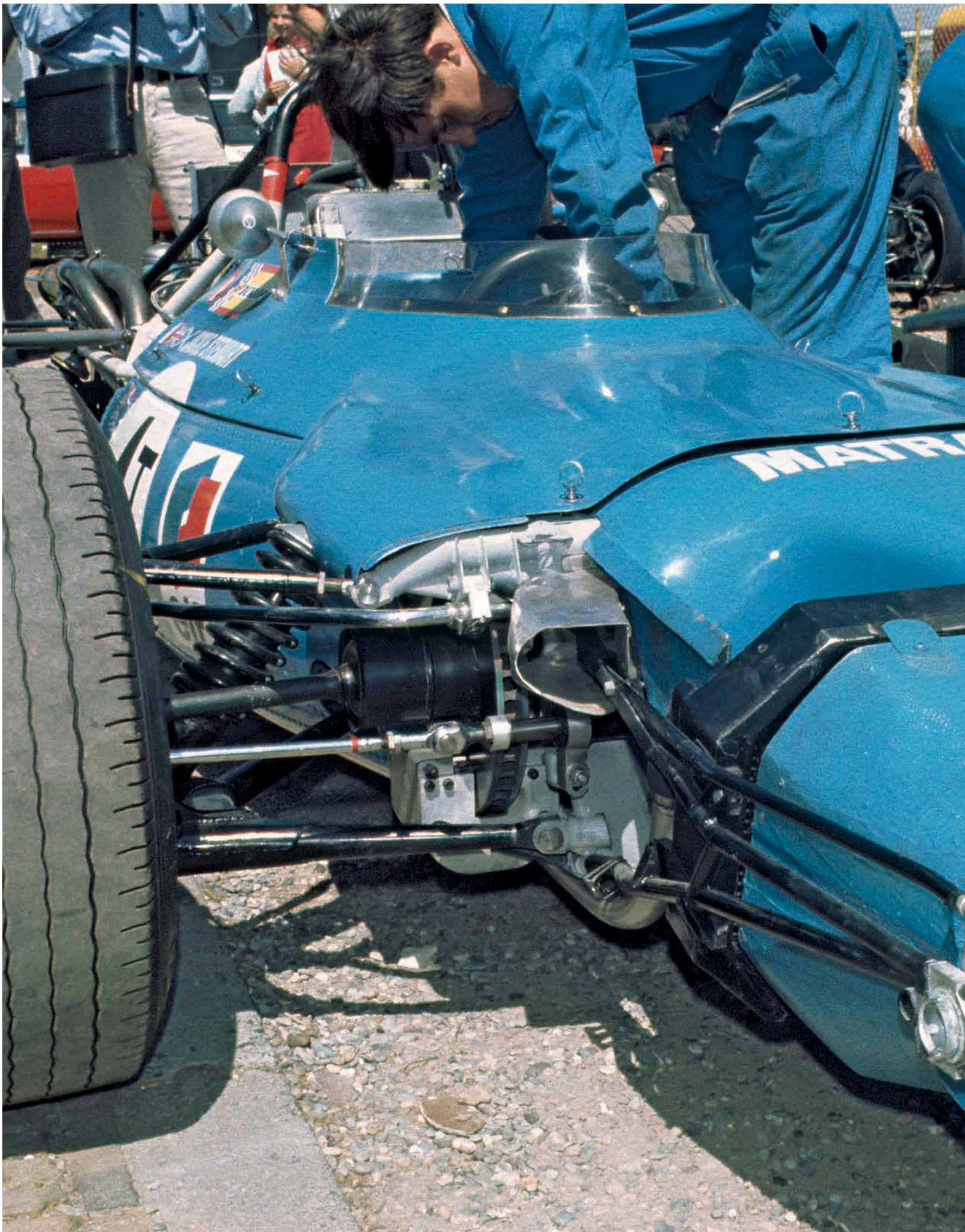
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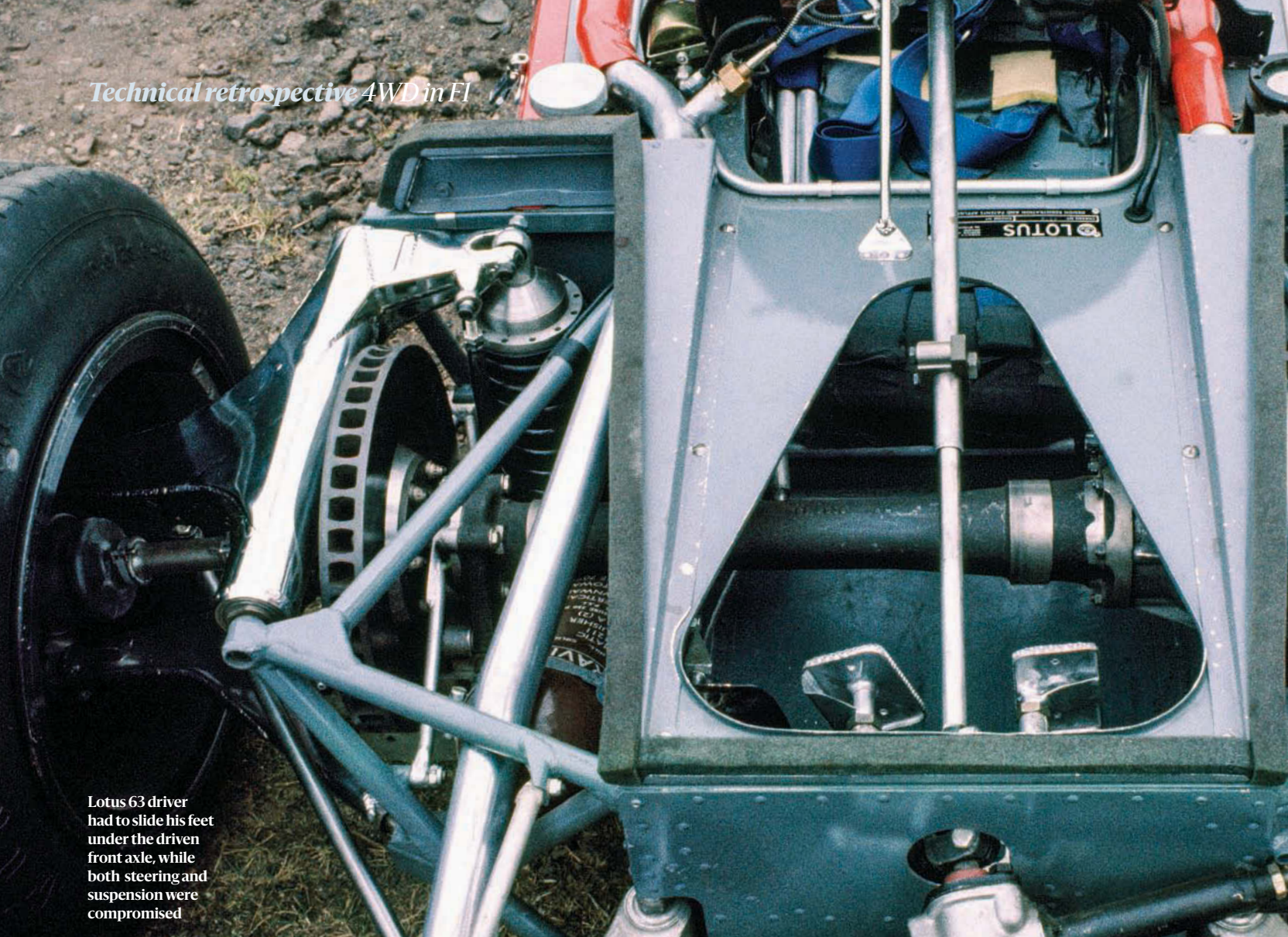
GRIPPING *yarns*

We explore the technical reasons behind the failure of four-wheel-drive F1 cars in 1969 – and consider whether it could have a place in the future of Grand Prix racing

WRITER Nigel Rees

Towards the end of 1963, the FIA announced that naturally aspirated Formula 1 engines would increase from 1.5 to 3.0 litres in 1966, though supercharged or turbocharged 1.5s would also be eligible. Widely regarded as the sport's leading design authority, Colin Chapman spoke to *Road & Track* magazine soon afterwards and made two bold predictions to interviewer Graham Gauld. He felt a forced-induction 1.5-litre engine would be better than the atmospheric alternative – and that four-wheel drive would be essential from 1966 because of the massive increase in engine power. The former was ultimately correct, though it took until 1979 for Renault to prove it. The second prediction was spectacularly disproved, despite the best efforts of the four manufacturers – including Lotus – who built 4WD F1 cars towards the decade's end.

Defying Chapman's predictions, neither 4WD nor forced induction appeared in 1966. Jack Brabham won the 1966 world title in his own BT20, using a simple Repco V8 giving little more than 320bhp. The situation changed in 1967, with the introduction of the Cosworth-DFV in Chapman's Lotus 49. The DFV initially delivered 409bhp – but it had a rather lumpy torque curve, power coming in with a bang at 6500rpm, causing traction and handling difficulties. In *Motor Sport*, Denis Jenkinson noted, "Grand Prix cars have become very big and fierce." ☐



Lotus 63 driver had to slide his feet under the driven front axle, while both steering and suspension were compromised

During 1968, encouraged by the performance of the 4WD Lotus 56 Indycar, Chapman applied the principle to F1 with the Lotus 63. Matra swiftly followed suit with the MS84 and McLaren joined the party with the Jo Marquart-designed M9A. All three cars used the Ferguson 4WD transmission system. Cosworth hired McLaren chassis designer Robin Herd and pitched in with its own 4WD project, using an in-house transmission design, but the car never raced. Four-wheel-drive Grand Prix cars were not new (see sidebar), but the huge push in 1969 was unprecedented.

In order to understand the decision to pursue these projects, we will look at the physics using only the tools that designers had at their disposal in 1968 - slide rule, log tables and limited access to unwieldy mainframe computers. We will look at 2WD versus 4WD for straight-line acceleration and cornering. Only when we have done this will we use simulation software to evaluate performance around a lap. Finally, we will look at some 4WD design features that affected performance and driveability, particularly front to rear torque split, differential characteristics and steering scrub radius.

"In 1968 designers only had slide rules, log tables and unwieldy mainframe computers"

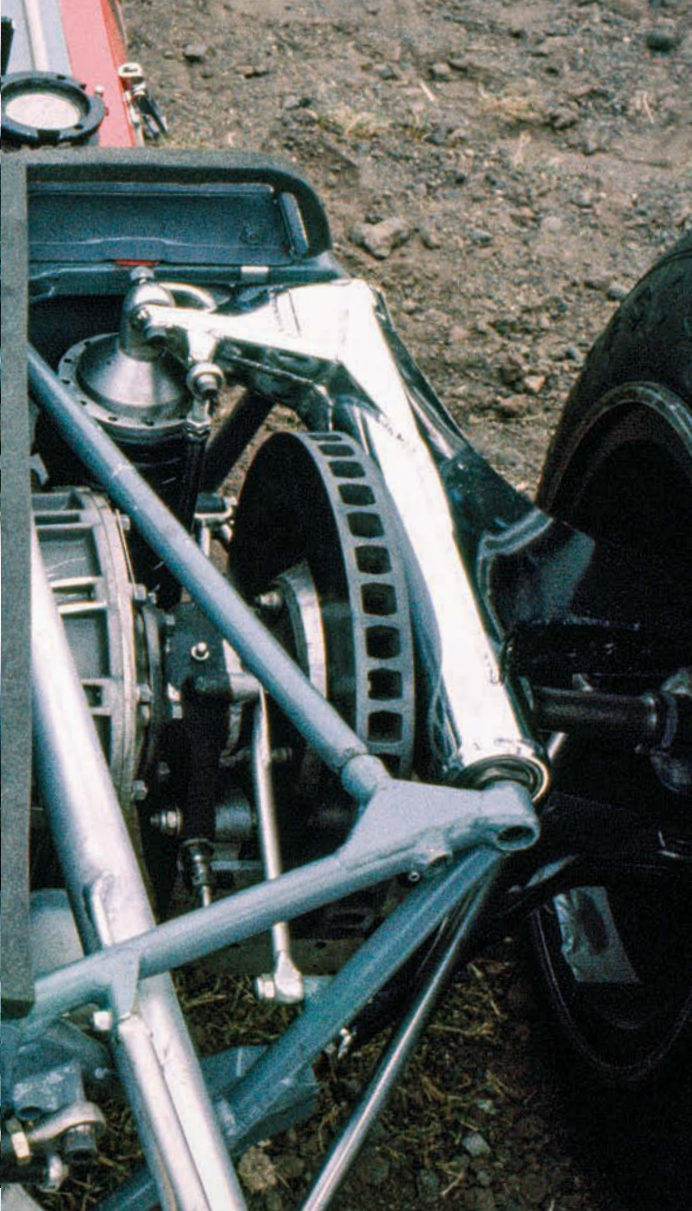
Most of us are familiar with the benefits of 4WD on low-grip surfaces, but for a single-seater on asphalt the advantages are not so clear-cut.

To understand what's happening in straight-line acceleration, we need at least a rudimentary understanding of the laws of friction as they apply to tyres - and the basic physics of rearward load/weight transfer under acceleration. Your school physics teacher probably told you that friction is independent of area. If that is true - and it pretty much is - then why use wide tyres in motor racing? The answer is in heat

generation and dissipation. If we use a small tyre tread area, we are forced to use a hard (low-grip) compound to resist heat and wear. If we increase the contact patch, heat dissipation is dramatically improved and we can use a softer compound with a higher coefficient of friction (μ), generating extra grip.

F1 tyres in the late 1950s achieved a coefficient of friction between 0.9 and 1, allowing cars to corner at almost 1g lateral acceleration. Between 1963 and 1973, driven by a 'tyre war' between Dunlop, Goodyear and Firestone, tread widths widened dramatically, correspondingly softer tread compounds were introduced and coefficients of friction crept upward, perhaps reaching 1.5 by 1973. In early 1964, when Chapman made his 4WD prediction, coefficients of friction were probably just above 1, rising to 1.15 by 1968 (when the 4WD cars were in the design stage) and nearer 1.2 by 1969.

Let's look at rear-wheel drive and 4WD F1 cars accelerating on a straight. The analysis involves calculating the tractive force at the wheels due to the engine, which reduces as the driver goes up through the gears and speed increases, then calculating the tractive



Four wheels good...

A brief history of 4WD racing cars

The first 4WD racing car was the Spyker. Built in Holland in 1903, it was not particularly successful. In 1932, Bugatti built the 4WD Type 53, which won two significant hillclimbs but was not successful in racing - and had a reputation for poor handling. Piero Dusio commissioned Cisitalia to build a rear-engine 4WD 1500cc supercharged Grand Prix car in 1946. The design was very advanced, with strong Auto Union roots, using Ferdinand Porsche's flat-12 engine design and von Eberhorst's influence on the chassis. On paper, the car should have been highly competitive against the dominant Alfa Romeo 158s, but unfortunately Dusio ran short of money and the project was abandoned.

The 1961 Ferguson P99 was a front-engined 1.5-litre 4WD F1 car built by Ferguson Research for Rob Walker. Using the advanced Ferguson Formula 4WD torque-splitting transmission system, the car achieved

fame as the last front-engined car to score an F1 victory - and the only 4WD car ever so to do - when Stirling Moss won the 1961 Oulton Park Gold Cup in the damp (above). The P99 did not appear particularly competitive in the dry.

BRM also built a 4WD F1 car in 1964, using the Ferguson system. The P67 qualified last for the 1964 British GP and the project was mothballed.

Both the Ferguson P99 and BRM P67 had successful second careers in hillclimbing, where the 4WD gave a significant advantage off the start and out of slow hairpins. Peter Westbury used the Ferguson P99 to win the British Hillclimb Championship in 1964 and Peter Lawson did so with the BRM P67 in 1968.

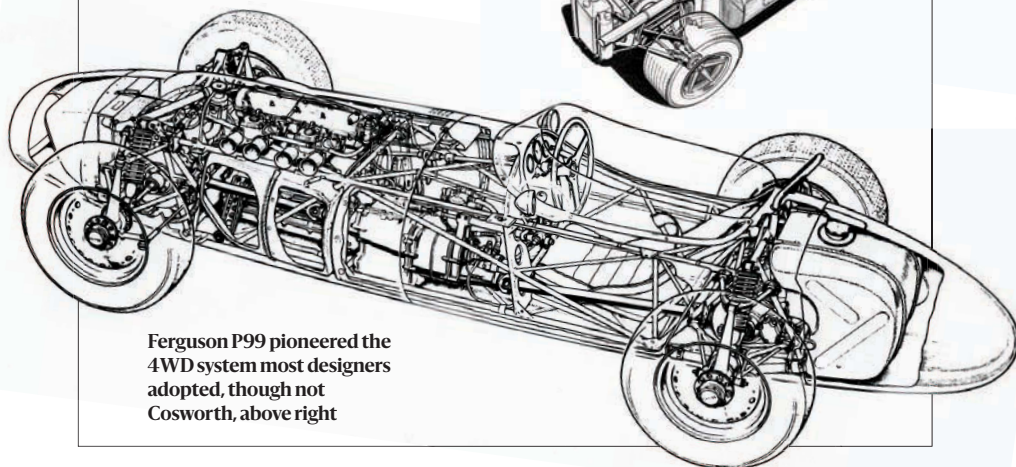
force available from the grip of the tyres. While the available tractive force at the wheels due to the engine is greater than the tractive force due to tyre grip, the car is traction limited and the driver cannot use full throttle.

The analysis was done for a 2WD car (590kg, 62 per cent rear) and a 4WD car (624kg, 55 per cent rear) assuming 430bhp at 9500rpm, a 1.1 coefficient of friction for the tyres and zero aerodynamic downforce. Weights included an 80kg driver. The analysis shows that the 2WD car is traction-limited up to about 145mph, but the 4WD car is only traction-limited up to 100mph.

This is probably the level of analysis that constructors used in late 1967/early 1968 - and it looks promising enough for 4WD projects to be given the green light. However, it is worth looking a little deeper.

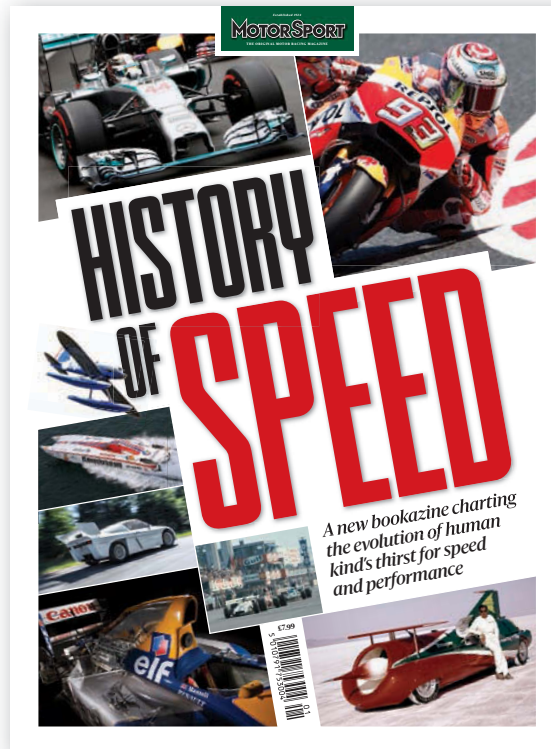
If we look at the tractive force required from the front wheels, the optimum torque split is only 24 per cent front at 100mph, falling to zero at 140mph.

Moving from straight-line acceleration to cornering, we need to look at the tyre's traction circle. Very simply, this means that if we use grip for acceleration, grip available for cornering is reduced. With rear-wheel drive, ☐



Ferguson P99 pioneered the 4WD system most designers adopted, though not Cosworth, above right

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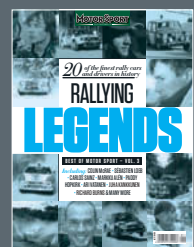
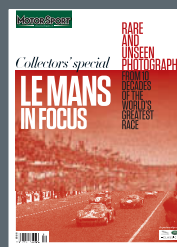
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Indy 56, right, inspired Colin Chapman to dabble with 4WD in F1. Below, left to right, Lotus 63, Matra MS84 and McLaren M9A



the throttle can be used to adjust the car's handling balance in the corner exit phase - known as 'steering the car on the throttle'. However, with a 4WD car, the application of power to the front wheels reduces front grip available for cornering - causing understeer. This lessens the driver's ability to steer with the throttle. A relatively simple calculation shows that the 4WD car, cornering at 100mph with 24 per cent front torque split, loses 22 per cent of front cornering force when 50 per cent power is applied in the corner exit phase - but it only loses 8 per cent of rear cornering force. Therefore the car understeers and its exit speed is restricted by available front grip. This is a consequence of the traction circle and rearward weight transfer under power.

So the 4WD car performs better than the 2WD under straight-line acceleration, but worse when cornering. Simple hand calculations cannot give us the combined effect on lap time.

WE MUST NOW RETURN TO THE 21ST century and use lap simulation software to determine whether 4WD gives a significant advantage over a full lap. GSD RaceDyn ran simulations at Spa, Brands Hatch GP and Monaco for 4WD and 2WD cars, again using a tyre coefficient of friction of 1.1 and zero aerodynamic downforce.


"Analysis shows that the 4WD cars were fundamentally slower than 2WD"

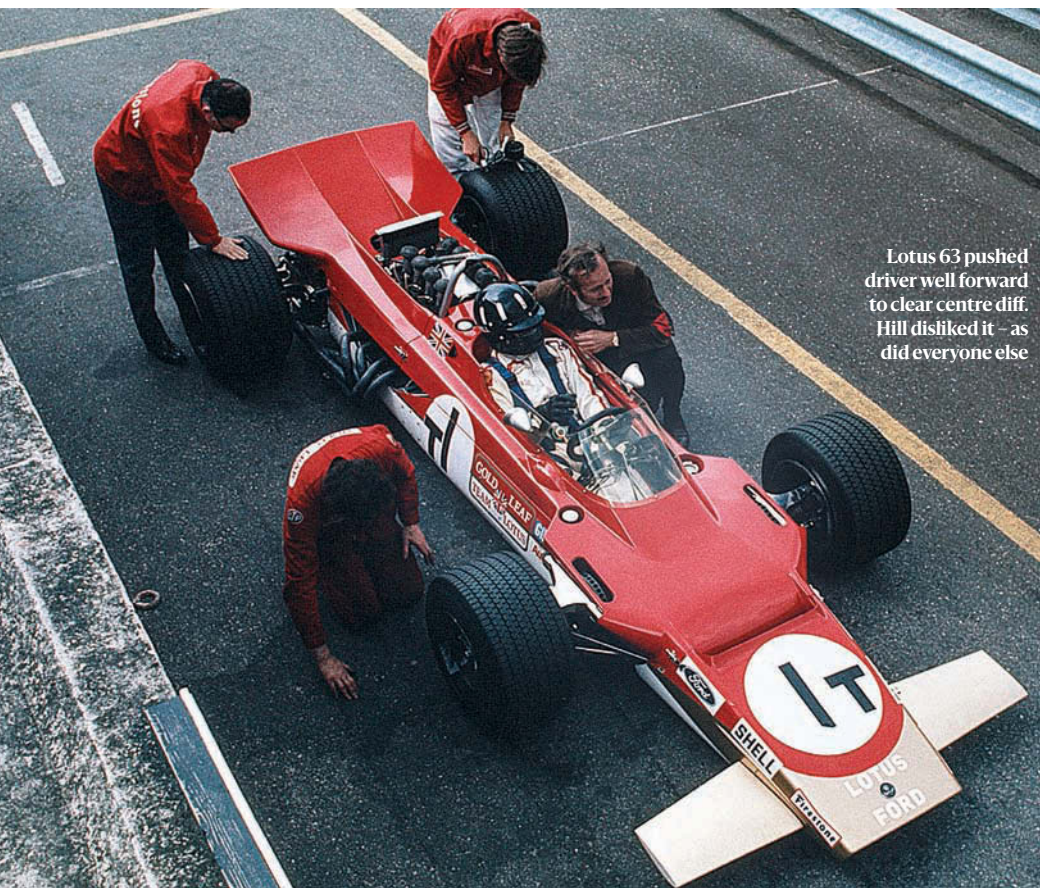
The 2WD car was faster at all three circuits, by 1.768sec per lap at Spa, 1.02sec at Brands and 0.746sec at Monaco.

This leads to some interesting conclusions. Lap simulation shows that the 1969 4WD cars would be slower over a lap than comparable 2WD cars, even with relatively low-grip tyres and zero aerodynamic downforce. With the calculation tools available in period, the constructors could quantify the straight-line acceleration benefit. They probably knew that 4WD would cause understeer, but they could not quantify the effect on lap time because the computing power and simulation software was simply not available. The constructors' decision to pursue 4WD was justifiable, but they certainly wouldn't have done it if they had been able to run a full simulation.

Conventional wisdom suggests that the 4WD cars were rendered unnecessary by tyre development and aerodynamics. That is not strictly true. Analysis has shown that, even with relatively low grip and without aerodynamic downforce, the 4WD cars were fundamentally slower than 2WD.

Looking at actual performance, Jochen Rindt took pole position for the 1969 British GP in the 2WD Lotus 49. John Miles's 4WD Lotus 63 was more than 4sec slower. Jackie Stewart tried the 4WD Matra MS84 in practice, but was 3.3sec off Rindt's pole time. Graham Hill and Jochen Rindt refused to drive the Lotus 63 and severe understeer plagued all the 4WD cars. Reducing the torque split to the front wheels from 40 per cent to 20 per cent was found to be an improvement, so Matra disconnected the drive to the MS84's front wheels. The drivers preferred it that way, but now it was just an overweight rear-wheel-drive car with the weight distribution too far forward.

The performance of the 4WD cars relative to 2WD was a little worse than analysis suggested. There are three reasons for this. Firstly, tyre development increased coefficients of friction to more than 1.2 by 1969, reducing the straight-line acceleration advantage of 4WD. Secondly, the advent of wings and aerodynamic downforce in 



Lotus 63 pushed driver well forward to clear centre diff. Hill disliked it – as did everyone else

mid-1968 further diminished the advantage of 4WD in straight-line acceleration. Third, the detail design of the 4WD cars, particularly the transmission, rendered them difficult to drive.

Let's take a look at the designs, starting with the Lotus 63. Penned by Maurice Philippe, the chassis was an aluminium monocoque with tubular sub-frames carrying front and rear suspension. The DFV was fitted 'back to front', so that the gearbox, Ferguson 4WD transmission system and centre differential could be mounted amidships. This pushed the driver forward so that his feet were ahead of the front axle centre line and his lower legs slotted beneath the front drive assembly. The Ferguson transmission used sprag clutches and epicyclic gears to allow differences in front and rear axle speed and adjustment of front to rear torque split.

Front torque could be reduced to as little as 18 per cent. Short propeller shafts ran past the driver's left side to the front and rear final drives, which used cam and pawl limited-slip differentials. Brakes were inboard front and rear. Suspension was by lower wishbones and upper rockers front and rear, the robust, beautifully fabricated rockers operating inboard spring/damper units. Great care was taken to reduce the steering scrub radius, minimising torque steer. Steering was by angled rack and pinion, operating an unusual arrangement of bell cranks and steeply angled

"Placing the car was like writing your signature with someone jogging your elbow"

track rods, probably needed to clear the front-drive arrangement. Despite the front-mounted radiator, it had wedge bodywork with single-plane front wings and, initially, a flat rear deck. A rear wing was an early addition.

The McLaren M9A also used the Ferguson 4WD transmission and was similar in general layout to the Lotus 63, though rather more bulbous in appearance. Instead of a rear wing, the car used two large tray type spoilers and suffered from torque steer and steering kickback, which probably accounts for Bruce McLaren's comment that "Placing the car was like writing your signature with someone jogging your elbow."

The Matra MS84 again used the Ferguson transmission and the same basic layout, but the chassis was a tubular spaceframe. Unlike

the Lotus and McLaren, the Matra used conventional outboard spring/damper units.

The drivers all reported that the 4WD cars understeered, could not be guided on the throttle and were very difficult to place precisely. The understeer was largely caused by the traction circle effect, reducing front grip when power is applied. The Ferguson 4WD system allowed for adjustment of front to rear torque split, but only in the garage. Once set, the torque split was constant. What is really required is active control of the centre differential - which governs torque split - to give about 24 per cent front up to 100mph in a straight line, then falling to zero at 140mph. When cornering, front split would be close to zero. This would give all the 4WD advantages when accelerating and the ability to balance the car properly when cornering.

The Lotus, Matra and McLaren all used cam and pawl limited-slip differentials at front and rear. These are rarely used today. They are 'free' when no power is applied, but as soon as power is applied, the differential locks solid. In conventional rear-wheel-drive cars, this causes strong power understeer. To overcome this, cars were often set up with a very stiff rear anti-roll bar and a lot of castor. With a cam and pawl LSD at both front and rear, and a fairly coarse torque split arrangement, it would be difficult to overcome power understeer in the 1969 4WD cars. Ramp and plate-type (Salisbury) differentials would have been a significant improvement, but the real solution is electronic control of front, rear and centre differentials.

THIS LEADS US TO SUCCESSFUL applications of 4WD. Rally cars running on asphalt or low-grip surfaces such as gravel, ice and snow benefit hugely from 4WD. Most current rally cars are based on front-wheel-drive production cars with drive added to the rear. Weight distribution is generally more than 60 per cent front, but under acceleration, weight/load is transferred off the front wheels to the rear, so 4WD significantly improves traction and acceleration. Differential torque transfer maps can be used to avoid power understeer or provoke power oversteer.

Of course, 4WD has been banned in F1 since 1982. If that was lifted, could 4WD be used advantageously? It would depend on the regulations, but I think that in a hybrid world the answer is probably yes. Imagine using small electric motor/generators mounted in the front wheels. These could be used to harvest braking energy at the front wheels (it is currently done only at the rear). Battery power could be applied to the front wheels during acceleration from low speeds, when the car is traction limited. When cornering, power could be applied at different levels to the two front wheels to help control handling balance. The downside would be the weight of the electric motors. Something similar has been tried in LMP1, but it seems unlikely that F1 regulations will ever permit it. ☒

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Supersonic SHAKEDOWN

A successful first test of the Bloodhound land speed record car did more than prove that 1000mph is within sight – it re-affirmed faith in home-grown engineering.

WRITER Simon de Burton



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A

According to many pundits, Britain will go to hell in a hand cart post-Brexit; according to the naysayers, we 'don't make anything any more;' and, according

to a recent report in *The London Times*, the DVLA raked in £5.9 billion in vehicle excise duty between the end of last year and this.

That all crossed my mind on October 26, when the autumn sun was shining down on an object that has been specifically designed to demonstrate Britain's greatness and that proves, unequivocally, that we certainly do 'make things' - and, that when we do, they're really rather good.

So why, I couldn't help wondering, has the Bloodhound SSC land speed record

project been thwarted by cashflow problems when less than half of one per cent of that VED money would have seen Richard Noble, Wing Commander Andy Green and the team of incredibly talented engineers behind Bloodhound right through to the project's fruition, and on to South Africa's Hakskeen Pan to smash the 763mph land speed record set by Green in Thrust SSC 20 years ago?

The idea that the required £30 million - barely enough to keep a back-of-the-grid F1 team in corporate refreshments - should ever be dished out from civil coffers is, of course, laughable. And, without Chinese automotive giant Geely coming on board as lead sponsor, the project could have stalled altogether.

But such an act might have provided a heartening demonstration that the level of British government support for the Bloodhound project matches the commendable and encouraging enthusiasm of the British people, an estimated 3500 of whom happily paid for the privilege of being able to turn up at Cornwall's Newquay Airport on that nippy October day to see the supersonic car's first public

shakedown. (The most generous private individual, I'm told, gave the project £25,000 simply because Bloodhound has fired such a fascination with engineering in his young daughter that she wants to make it her career.)

The atmosphere was truly remarkable, being the result of a combination of excitement that we were about to see the true beginnings of a land speed record in the making, and unspoken worries that everything might not go according to plan.

In the build-up to the post-noon run, crowds filled the vast hangar that had been adapted as a temporary education centre containing the scale model of Bloodhound, explanations of its propulsion systems and representatives of the many firms that are providing input - there was even a man talking excitedly about the soldering of the circuit boards his firm supplies to the project.

Outside, meanwhile, final preparations were being carried out on the car which, although it had been based at Newquay for a month of private tests on everything from the integration of the EJ200 jet engine to its steering, brakes, suspension and management systems, was still being thoroughly prepared for its public debut.

There was plenty happening to help ☐

Bloodhound hit its 200mph shakedown target at Newquay. Below, Green focuses in the cockpit, and left, on his record breaking run in Thrust SSC in 1997



“You might also be surprised that the hole which affords cockpit ingress was created after drawing around a dustbin lid...”

pass the time, however - not least the opportunity to listen to the ever-engaging Green telling us what it's like to have the responsibility of piloting Bloodhound in front of a global audience for the first time. During the past decade, he has proved the cool-as-a-cucumber credentials that make him world land speed record holder numerous times, without ever having to drive Bloodhound really quickly.

“It's no different to the day job,” he said. “It will be just like flying a high-performance fighter jet. All I have to concentrate on is raising my driving game to the level of the world-class engineers who have built the car.” All quite straightforward, then....

According to Green powering-up Bloodhound to reach 200mph on the airfield would actually require more focus than driving it at 1000mph on the Hakskeen Pan,

simply because the 1.7-mile runway offered no room for error in terms of run-off.

Indeed, he informed us, his game plan was to throttle-off at 130mph, after which the car would continue to accelerate to 200 mph and beyond in the 2.5sec required for the ‘slow down’ message from his foot to be transmitted to the engine - during which time he would also have to warm the carbon ceramic brakes to something like operating temperature.

Looking around the car was a revelation, too, as it was missing several bits of bodywork due to the fact that it was running ‘just’ its second-hand Eurofighter Typhoon engine and not carrying the single Nammo rocket and the additional three-chamber hybrid rocket that will, ultimately, push it to 1000mph in 2020.

It also differed from its final configuration in that, instead of the solid aluminium wheels it will eventually use, it was wearing rubber

tyres designed for an English Electric Lightning - pre-owned jobs that, I was told by engineering lead and mechanical designer Mark Elvin, were found at Cape Town's Thunder City aircraft maintenance facility and acquired in exchange for a crate of whisky.

And, if that sounds more akin to Malcolm Campbell and the 1930s than to Bloodhound, you might also be surprised to learn - again according to Elvin - that the hole which affords Green cockpit ingress was created after drawing around a dustbin lid. “It seemed about the right size,” he said.

Additionally, the massive amount of electronic data being generated by the car is collated using an Oracle system that relies on a SIM card bought from a local newsagent. “It's all about keeping it real,” said one boffin. “Nothing we've fitted cost more than \$500.”

While low in the scheme of things, such an

10 facts about the Bloodhound SSC project

1 Bloodhound reached 210mph in 8sec at Newquay. By way of comparison, the Bugatti Chiron takes 13.1sec to reach 186mph.

2 If Bloodhound does achieve 1000mph, it will represent the largest margin by which the world land speed record has ever been broken.

3 Under full acceleration, Bloodhound SSC will be travelling faster than a bullet fired from one of Smith & Wesson's .357 Magnums.

4 Bloodhound measures 13.47 metres - and is capable of covering its own length in less than three hundredths of a second...

amount of money would be life-changing to many of the people of South Africa's Northern Cape Province where the Hakskeen Pan is situated. The importance of the area being chosen as the site of the next level of testing (to 600mph-plus later this year) and the subsequent record-breaking attempts was evident in the fact that its Premier, Sylvia Lucas, travelled to Newquay for the test run with no fewer than 31 other people.

"We have seen the car in newspapers and on TV," Lucas said, "so couldn't miss seeing it run in public for the first time. The fact that the Northern Cape has been chosen as the most suitable place is amazing and it's going to give an incredible boost to our area.

"This year's testing and the record attempts in 2019 and 2020 will involve thousands of local people doing everything from clearing the surface of stones to providing food, accommodation and transport, and there will be numerous legacy projects."

As Bloodhound was manoeuvred onto Newquay's runway in autumnal temperatures, however, the scorching Hakskeen Pan could have been on a different planet.

But once Green was secured in the cockpit, the air compressor had spooled-up the EJ200 jet engine and the moment had arrived for Bloodhound to trundle off to the start line, a decade of waiting evaporated into a feeling of spine-tingling anticipation.

And then, from the most distant area of the airfield, Bloodhound hove into view accompanied by the sort of sound we usually only hear from vehicles that are taking to the air - but this particular one made the familiar, ground-level progress of a commercial airliner seem laboured and lumbering in comparison, passing by in a flash despite already being in the deceleration stage.

Another run a few moments later and it was all over - Bloodhound SSC had proved in public that it works by hitting 210mph in 8sec over a distance of 1300 metres, and surprised its engineering team by achieving full engine reheat in a much shorter time than expected.

But just as important, perhaps, was the fact that people at the scene and millions who saw it on TV know that Bloodhound's 1000mph goal is a step closer. And that Britain can, perhaps, still cut the mustard, after all. ☑



Turn back the clock

Why analogue dials will be vital

When Andy Green eventually attempts to take Bloodhound to a four-figure speed in 2020, he is expected to experience a force of 2.5g as Bloodhound travels from standstill to 1000mph in a difficult-to-comprehend 55 seconds. Slowing it down, meanwhile, will result in deceleration forces of up to 3g as the combination of air brakes, parachutes and finally disc brakes are deployed to draw Bloodhound to a safe halt.

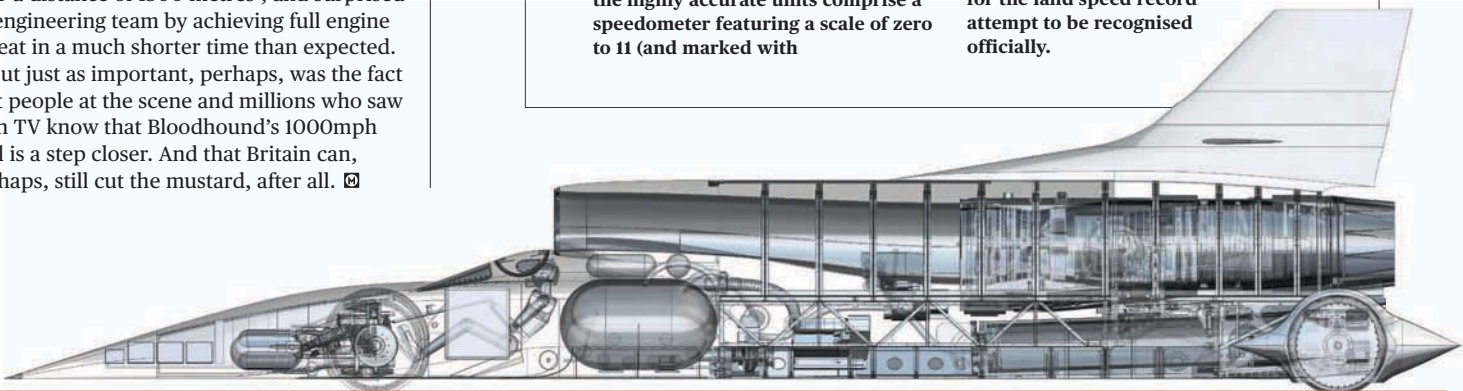
A high-tech digital screen and a mass of electrical switches will enable Green to operate the car's myriad mechanisms - but the two most important instruments at his disposal will be instantly recognisable to anyone, as they take the form of a pair of traditional-looking analogue dials mounted on the dashboard pods to either side of Bloodhound's multi-function steering wheel.

Developed and supplied by Rolex, the highly accurate units comprise a speedometer featuring a scale of zero to 11 (and marked with

the all-important legend 'X100') together with a matching chronograph and time clock.

Despite the ability of digital technology to slice a second in to fractions of mind-bogglingly small proportions, it is thought that the human brain is quicker to process information provided by a traditional, analogue dial - so, while the central electronic screens will inevitably be more accurate, the Rolex instruments are there to provide at-a-glance data and serve as a fail-safe back-up in the event of a significant systems failure.

Green will use them during two critical phases of the record bid: firstly, to time the all-important braking sequences required to slow Bloodhound down before it reaches the end of the 19-kilometre track; and, secondly, to monitor the time during the turnaround between the two runs that must be made in order for the land speed record attempt to be recognised officially.



5 ...or, to put that another way, Bloodhound will cross the equivalent of four-and-a-half football pitches in just one second.

6 Pilot Green must allow Bloodhound to decelerate naturally down to 800mph, the highest speed at which he will be permitted to apply the air brake.

7 The temperature inside Bloodhound's rockets will reach 3000 degrees centigrade - or double that within a volcano.

8 America's Black Rock Desert is no longer suitable for record attempts due to lack of rain - and being churned by the annual Burning Man Festival.

9 Bloodhound SSC's wheels measure 91cm in diameter, are 12cm wide - and will rotate 172 times per second at 1050mph.

10 With fuel and driver, Bloodhound weighs 7786kg. More than 1000kg of that will be hydrogen peroxide, carried to power the car's rocket.

Track test CUT 7 E-types



Sibling
REVELRY

Not clones, not replicas – these two E-types have parallel and equally compelling histories

WRITER Dickie Meaden PHOTOGRAPHER Lyndon McNeil



LOTUS
CUT 7

TOW

Track test CUT 7 E-types



R

ather like today's superstar footballers and musicians - so famous they're known only by single names - the most successful and celebrated GT cars competing in the UK in

the late 1950s and early '60s tended to be known not by their model names, but by their registration plates.

If you're schooled in that golden era, many spring to mind. Essex Racing's glorious Aston Martin DB4 GT Zagato duo of '1 VEV' and '2 VEV' are fine examples. As are the brilliant 'BUY 1' and 'OWN 1' plates sported by assorted competition Jaguars fielded by racer (and Jaguar dealer) John Coombs. However, when it comes to evocative registration plates few carry more mystique and kudos than 'CUT 7'. Associated with not one, but three successive - and successful - competition E-types, the CUT 7s were built to specifications that strayed from those of the factory-built cars. Like all racing cars they were developed and evolved to generate more pace through performance enhancements and weight savings, but the CUT 7s also had panache and charisma that set them apart. The registration number and striking colour scheme played their part, but the cult of the CUT 7 cars was as much to do with the fascinating man who built and raced them as them. That man was Elmer Richard 'Dick' Protheroe.

Like many of his generation, Protheroe (born in 1922) was an exceptional individual. A decorated wartime pilot in RAF Bomber Command, he flew Wellingtons and Lancasters before completing his operational flying with the Pathfinder Squadron. His post-war flying career was no less impressive, and included three years as a test pilot and training aircrews

to fly the new Vickers Valiant and Handley-Page Victor 'V' bombers.

Protheroe was also a keen driver, and used his meagre wartime petrol rations to fuel a tasty variety of pre-war sports cars, among them a number of MGs, a supercharged Austin 7 and a rather splendid Bugatti Type 37. However it wasn't until 1952, while serving with the RAF in Egypt, that Protheroe acquired his first Jaguar. Not just any Jaguar, but one of the first alloy-bodied XK120s, which he modified and raced at local motor club events before bringing the car back to the UK the following year.

It was from this point he went racing in earnest, continually developing his XK120 - by now nicknamed the 'Ancient Egyptian' - over the next few seasons and making a name for himself against established stars like Mike Hawthorn and Duncan Hamilton. This led to a spell driving Jaguar-powered sports cars for Tojeiro and HWM, but Protheroe returned to his own self-run XK120 in 1959, subsequently acquiring two further examples that were raced in 1960 and 1961. The latter of these was fitted with a 3.8-litre engine, carried the registration plate 'CUT 6' and had sufficient pace to beat the then brand-new E-types. At least for a while.

Despite his success the canny Protheroe knew the end was nigh for the XK, so acquired one of the first E-type coupés during 1961 with a view to developing it for the '62 season. Equipped with an engine fitted with D-type wide-angle heads and Weber carbs, plus improved suspension, brakes and the new 'CUT 7' registration number, it ran successfully in all the national and international races of that year. One highlight was Goodwood, where it finished a highly creditable sixth in the TT against works Ferrari GTOs, factory-supported E-types and DB4 GT Zagato Astons.

Still Protheroe was restless. He knew the E-type needed to shed weight if it was to fulfil its potential, and was already formulating plans for further improvements to be incorporated into his next car. With excellent contacts at Jaguar via Lofty England, Protheroe enquired as to his options for '63, but was told there would be nothing more suitable for racing.

Duly advised, Protheroe decided to order his next E-type in component form so that he could build the second CUT 7 to his desired specification. That's to say less weight, more power and better cooling for rear axle and brakes. Such was its bespoke nature it even carried its own model designation and bespoke chassis number: DP138-D5.

As the start of the '63 season approached it's easy to picture Protheroe feeling rather optimistic at his chances. Painful, then, to imagine his dismay on arriving at the first race to find the factory had spent the winter rebuilding chassis S850006 (reg '4WPD') into the first Lightweight E-type.

Unfortunately for Protheroe, the weekend would get a whole lot worse, as an extract from his biography describes in graphic detail: "The first race of '63 was the March Snetterton meeting, which took place in pouring rain. When lying third behind Innes Ireland and

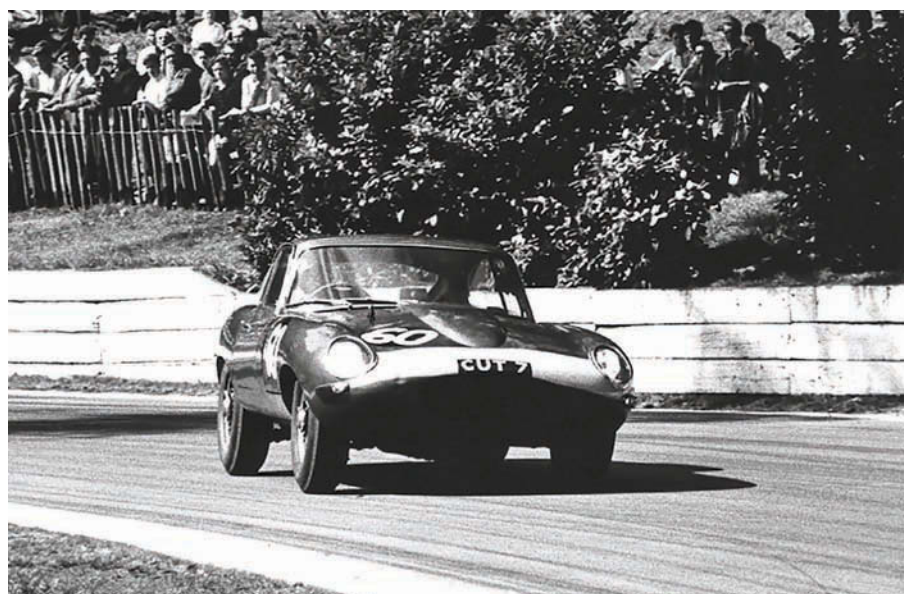


First outing for the pair. Below, second car after triple roll. Bottom, first CUT 7 brought Protheroe the 1963 production sports car title



ARCHIE SMITH

“Protheroe decided to order his next E-type in component form so that he could build CUT 7 to his desired specification”



RIGHT

Graham Hill (in the new lightweight E-type) at about three-quarter distance I lost it in the biggest possible manner at 6200rpm in top at the end of the Norwich straight. After three rolls I came to rest on the inside of the circuit, somewhat bruised but in one piece, just in time to see the two following cars repeat the process...

“In 10 days the car was completely stripped and rebuilt and appeared at Goodwood on Easter Monday, where I had the privilege of being lapped by two Lightweights! At the May Silverstone meeting I came in third after Mike Parkes had obligingly attacked a bank. By this time the irrefutable fact had emerged - I was once again in an outclassed motor car in international GT racing.”

Close links or not, Protheroe must have been extremely vexed by the ‘surprise’ appearance of factory Lightweight Es in early ’63. He quickly acquired the lightweight low-drag development car from Jaguar’s Experimental Department as the basis for his third and final CUT 7 E-type, which suggests he expressed his displeasure to Lofty England in no uncertain terms.

So what became of the first two CUTs? Well, the original was sold by Protheroe as a road car, though it eventually found its way back into racing. By contrast Protheroe sold the second CUT 7 as a racer (albeit re-registered as ‘256 DJU’) to Roger Mac, who enjoyed immense success in the car at national level, including a hot streak of seven wins from seven race meetings. David Cunningham then owned and raced it in 1964, again with great success, before selling it to Paul Vestey and Richard Ward, who fared well with it in 1965.

In 1966 the car suffered damage to the front of the chassis in a testing crash, so Vestey and Ward used the opportunity to rebuild the car around a new semi-lightweight roadster tub. ☐

Track test CUT 7 E-types



Visual differences are small but tell-tale, notably the flank scoops of v2



It then enjoyed a new lease of life, becoming one of the most successful and well-known E-types during the '80s and '90s. Meanwhile, the damaged original Protheroe coupé monocoque had been sold to Jaguar employee Dick Soans, who quickly sold it to Penny Woodley in 1968. She used it as a hillclimb car and retained ownership until 2015, when she sold it to Jonathan Lewis. Still with me? Good!

It's at this stage that historic racer and self-confessed Protheroe anorak Richard Meins enters the frame. Having owned the first CUT 7 E-type for some years and raced it regularly at Goodwood Revival, Meins agreed a deal with Jonathan Lewis to buy both the souped-up semi-lightweight and the ratty but remarkably unmolested ex-Woodley hillclimber in order to restore the second CUT 7 to its former glory without their being any doubt about its provenance or identity.

This was the start of a unique and painstaking restoration that has led us to this point: standing in the sunshine at Goodwood as CUT 7 v1 and CUT 7 v2 are arranged on the start-finish straight for the

benefit of a Motor Sport photo shoot.

It's remarkable and just a little strange to consider that because all three CUT 7s were concurrent cars - that's to say Dick Protheroe sold one to build the next - the first and second iterations have never before sat together in the Goodwood paddock. In rolling them out onto the start-finish straight we've created a small piece of history. Understandably it's quite a moment for Meins, who's in reflective mood as he stands gazing at his two fabulous cars:

"I think the whole Protheroe story is amazing. The way he started with the XKs, then got into early E-types and was fighting Ferraris and the factory Lightweight E-types by doing things his own way. The TT grid here in '62 was just amazing, and there was Dick and his CUT 7, right in the thick of it.

"My connection to the CUT cars started almost by accident. I was looking to get out of racing in historic F1 at the time, and I'd decided I wanted to get a Jaguar. No specific car, just a good one with the credentials to get me into the right events. It just so happened that the first CUT 7 came up around that time.

I didn't know much about the Protheroe story then, but I did my research. The more I learned about him the more I got into the fantastic story behind the cars. Of course when the second car came up I'd become something of a Protheroe anorak, so I couldn't really pass up the opportunity to get it!"

Meins entrusted the project to Jaguar race preparation expert Valley Motorsport (VMS). It was a logical move, as Nigel Morris and his team were already looking after the first CUT 7. One of the VMS crew closely involved in the project is Tom Adams, who takes up the story.

"We knew Richard believed it was vital that the car's provenance was preserved and respected. When we picked it up from Jonathan Lewis he said to me that the tub and body were really original, but it was hard to see all the clues we were looking for. Prior to Jonathan having the car, it had been owned by Penny Woodley from 1968 right through until 2015. She had it sat there as a hillclimb car, so hadn't done much to it. When we got it back to the workshops we stripped it down, acid-dipped it and had Pat Wells - the original

Protheroe mechanic - come and look at it. He identified all the brake ducts and other tweaks that they'd done to it.

"Normally we rebuild E-types and they're all the same, but this one had so many alterations. Protheroe always had a thing about fitting a big plexiglass panel in place of the tailgate to save weight and increase rearward visibility. At some stage this had been removed and retro-fitted with a regular tailgate, but we could see where they'd welded up the brake duct holes to reinstate the tailgate hinges.

"After we'd dipped it we stood back, looked at all the modifications to the floor and body panels and said we literally couldn't touch any of this! You could see where Protheroe's boys had thrashed it with a hammer and hit it with a chisel to make the holes in the floor. The crossmember where the gearbox sits had been chopped out and a tube fitted in there.

"A modern preparation mindset makes it very hard for us not to immediately jump in and replace sections of floor or put the crossmember back, but Richard was insistent

we left all of that. Consequently I think this car is very special. It's terrific to look at it and say 'This tub is the tub modified by Protheroe in 1962/63'. The authenticity is plain to see."

Meins isn't just here for our benefit, as he's come for some pre-Revival testing: CUT 7 v1 in readiness for the TT Celebration; CUT 7 v2 for its very first shakedown and some prep prior to its debut in the Kinrara Trophy. I'd be happy just to watch the day unfold and see the CUT 7 cars in action, but once Meins and his racing partner, Rob Huff, have tried the cars I'll be suiting-up and having a go. Quite a day, then.

Of Meins' brace of CUT 7s, the first has a comprehensively evolved specification that takes it some way beyond that which Protheroe built it over the winter of 1961. In fact with wide arches, bigger brakes, peg-drive alloy wheels and a full aluminium engine with the fabled D-type wide-angle heads, it's the spec of which Protheroe would have dreamed! This then is the other kind of authenticity. The sort that reflects a competition history that extended way beyond its first few seasons.

Meins could have put it back to its narrow-

bodied, wire-wheeled 1962 TT spec, but not only would this deny its later history, but it would also render it easy meat for the Cobras that are now so hard to beat in the Revival's blue riband TT Celebration race.

The second car - the one we've really come to pore over - is much the closer to its original Protheroe spec. Visually it is just as it would have been at the start of 1963, and of course it sports that quirky and almost entirely original tub, as modified at Protheroe's workshops back in 1962/63. On first glance you simply see an E-type, albeit one that doesn't look quite as you expect. Closer inspection reveals a number of detail changes, the most obvious of which are the blistered air intake ducts that sit proud of the flanks just aft of the B-pillars, followed by two oblong exit holes in the C-pillars. There's another pair of round holes where the standard tail lights would be and, of course, Protheroe's trademark plexiglass panel in place of the heavy tailgate. The more you look the more there is to love.

The only significant changes to its period spec are those to make it eligible to race in



"The TT grid in '62 was amazing, and there was Dick and his CUT 7 right in the thick of it"

Track test CUT 7 E-types



the pre-63 Kinrara Trophy. That's to say swapping the wide-angle D-type head, tubular manifold and triple Webers favoured by Protheroe for the heavier steel bonnet, regular cylinder head, SU carbs and a cast exhaust manifold demanded by historic racing's period-specific regs.

While there would be a certain satisfaction in seeing these cars in time-warp condition, just as Protheroe built them, it would mean they were also museum pieces. Better, surely, to preserve them, but also race them? And hard. As their creator intended.

Meins and Huff spend the morning putting miles on the cars. They look and sound magnificent: v1 bristling with a swagger that can't be faked; v2 with the pristine aura of a freshly restored car that has yet to be bloodied in battle. Both are the very essence of GT racing in the Sixties.

You don't so much climb into an E-type as persuade yourself through the tight door aperture. It's a squeeze to get in, but once you're there it's reasonably roomy, slung low in your seat with legs out straight, arms comfortably crooked and steering wheel just the right distance from your chest. It's easy to imagine Protheroe tucked in here, checking the array of Smiths dials set into the distinctive metal dash and staring through the upright windscreen and out over the endless bonnet, hunting down the factory Lightweight E-types

and the odd works Aston or Ferrari.

Of the pair, CUT 7 v2 is a softer, sweeter, less edgy machine. The motor has a lovely spread of low- and mid-range performance, but there's none of the D-type-spec motor's top-end punch. It doesn't quite have the howl or snort, either, thanks to the SU carbs and cast exhaust manifold, but the noise still has that unmistakable timbre that can only be a Jag straight-six - as much a part of Britain's iconic internal combustion playlist as a Rolls-Royce Merlin.

Given this is the first day v2 has been driven in anger I should probably be feeling a bit tense, especially as Goodwood is such a fast and unforgiving circuit, but it takes less than a lap to relax into the car and enjoy it to the full.

Where CUT 7 v1 has a deliberately purposeful, no-nonsense edge to its dynamics, v2 is really progressive and approachable. I have no doubts it would share v1's pricklier personality if it were built to TT spec, but in toning things down for pre-63 eligibility and a slot on the Kinrara Trophy grid, Meins has got himself an E-type that's unquestionably quick, but one that's more readily exploitable and fabulously feelsome.

The way it slides is particularly satisfying, for compared to the grippier, stiffer TT-spec car it gives you plenty of warning. You feel ahead of the car rather than behind it, predicting its next move rather than reacting





Chatting to co-driver Rob Huff, owner of both cars Richard Meins (right) has become ever more fascinated with the Dick Protheroe story

“The timbre of a Jag straight-six is as much part of Britain’s internal combustion playlist as a Rolls-Royce Merlin”



to it. Huff has honed v1’s handling to make it a faster car over the last few seasons, but that speed requires skill to extract - something you can see in the way he wrings its neck around Goodwood. Nevertheless he loves the way v2 delivers its lap time in a more benign manner. Meins, who has worked hard to develop his driving and get on top of the TT car’s more demanding nature, is immediately smitten by v2’s Kinrara set-up, as much for the contrast it offers as the pure enjoyment it delivers. Both cars are wonderful things to drive, but I have to say for pure pleasure the milder-mannered v2 is an absolute gem.

It seems amazing to think one man and a handful of mechanics could hope to develop their own racing E-type to rival that of Jaguar’s own Competition Department, let alone Ferrari. Yet not only did Protheroe relish the challenge, he steered his cars to considerable success against the established stars in their factory-run cars.

The fact that his story still captivates the imagination (tragically, Protheroe was killed while testing a Ferrari 330P ahead of the RAC Tourist Trophy at Oulton Park in 1966) is testament to the exploits of an exceptional individual.

And the cars? Seeing two of the most fascinating E-types ever raced still in action at Goodwood is the best possible memorial to a true character of British motor racing. ☑

“This has been the toughest car in my F1 career”

Lewis Hamilton

The 2017 season had it all – new cars, new faces and new owners. But for Lewis Hamilton it was business as usual. Here he takes us through his epic title winning championship.

WRITER Mark Hughes

A watershed season, 2017 marked the return of F1 drivers having to drive flat out - after seven years in which the quickest way to finish the race was to drive slowly. It

was a season in which F1 cars became wider and meaner-looking, running on fatter tyres. But most of all it was the first post-Bernie Ecclestone season as new owner Liberty Media dismissed the man who had changed the face of the sport.

It was a condition of Ross Brawn's recruitment as technical and sporting boss that he would only accept the role if Bernie wasn't there - and Liberty's Chase Carey lost no time in making that change.

They didn't alter much in their first season as custodians, preferring to be guided by Brawn's carefully considered research before making big changes. What was significant was the structure established behind the scenes, as Ross allied Liberty with the governing body





through his relationship with FIA president - and former partner in success at Ferrari - Jean Todt. The commercial rights holder and governing body were thus aligned in a way they hadn't been since the days of Bernie and Max Mosley, thereby potentially outflanking the teams.

But that's for the future. This season was really all about a sometimes fantastic duel between two of the era's pre-eminent stars. Against pre-season expectations, Sebastian Vettel's Ferrari was a formidable threat to Lewis Hamilton's Mercedes. After three seasons of Merc domination, that was a nice change. Hamilton's fourth title was clinched in Mexico, with two races to go, but that undersold Ferrari's competitiveness. The team just failed to keep control of its processes and systems as effectively as well-oiled Mercedes.

It's maybe not too fanciful to suggest there might have been an element of manipulation in creating a more competitive field. Certainly, the banning on the eve of the season of Mercedes's asymmetrically-valved heave spring (something Brawn had been

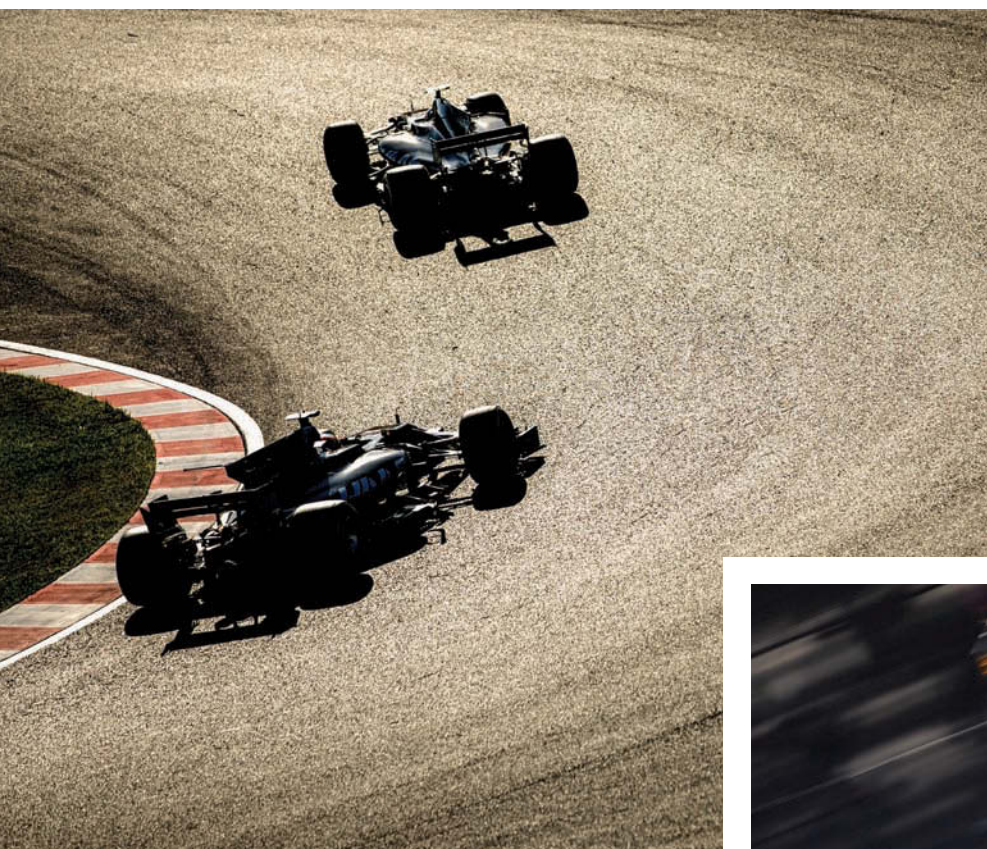
instrumental in overseeing when he was at Mercedes) seemed to make the justification of its low-rake/long wheelbase concept obsolete. Certainly, Brawn works hand-in-hand with the FIA. Certainly, the SF70H featured a much-enhanced input from Brawn's old partner Rory Byrne. "A fourth season of Mercedes domination would have been very dull," said Brawn in Montréal. "Luckily, we're seeing two teams fight it out. I can't take any of the credit for that." As he said this, a nearby FIA man gave a wry smile and shake of the head...

Not that Ferrari escaped the FIA's attention. It had a hugely innovative design with some very clever trick details and, at various points in the season's first half, the team was asked to attend to the flexibility of its floor, to a moving caliper arrangement that allowed the front axle to be either blown or unblown (according

to whether downforce or drag reduction was required) - and to desist with oil burning. Impressively, the aero department was able to recover its losses quite quickly (albeit after both cars ran out of front tyres at Silverstone through being unable to balance the car because of the stiffened floor). The oil-burning row rumbled on as engine manufacturers sought ways around the fuel-flow limitation.

Ferrari lost out through inferior reliability (possibly related to oil burning) and a couple of errors from Vettel. Hamilton, meanwhile, broke Michael Schumacher's pole record and surpassed Jackie Stewart to become Britain's first quadruple world champion. In the 'diva' Merc W08 he was frequently mesmerising and rather left his new team-mate Valtteri Bottas gasping, though the latter did take a couple of accomplished victories in the season's first half.

"It was the first post-Bernie season as Liberty dismissed the man who had changed the sport"



But it wasn't only Vettel that Hamilton faced as competition. As Red Bull came on song in the season's second half, Max Verstappen established beyond any doubt his credentials as a driver of Hamilton-like ability - enhanced by the audacity of youth and not having to worry about a title. Certainly, he caught Hamilton's attention after taking the lead from him in Malaysia with a characteristic move out of nowhere. A week later and he was stalking Hamilton hard in the closing stages at Suzuka and the latter remarked afterwards, "I was driving down the back straight thinking 'Jeez, the guy behind me is so much younger than me, I've got make sure I kind of man-up and show my age, make sure that I stay ahead, show that I'm still very young at heart'."

Verstappen's arrival definitely seems to have brought into focus the passing of the years for Hamilton. Here are his observations about several of the season's key subjects.



Right: Hamilton in Monaco; top right, Ricciardo lights up Spa; above season two for Haas - Magnussen leading Grosjean at Suzuka



Lewis Hamilton on...

THE 2017 GENERATION OF CARS

“They brought exactly what I expected in that the racing was worse. But in terms of driving they’ve been a big step in the right direction, more enjoyable. Another step like this would be good - bring some of the noise back. There are some great qualities but we need to put better bits in. Following other cars has been worse, naturally. They know the issue and I think they should utilise us and speak to us. Some of these guys on the board haven’t driven an F1 car and don’t really feel why it’s so hard to get past. But they’re also very smart and know stuff we don’t.

“The Suzuka Esses in these cars were just insane. Physically, they really challenge you but I want that. The human body’s quite remarkable because you can build the strength. So if we make the cars another 3sec faster it’s going to be a challenge but F1 should push you to the limit physically. I love that. That’s where we should be.”

THE RIVALRY WITH SEBASTIAN VETTEL

Were Vettel’s incidents in Baku, Singapore and Mexico pressure errors? “I don’t know. It’s difficult because anything I say would just be an assumption. But you just keep your foot down, keep the pressure on and when the

other shows no sign of weakness ... that’s really difficult for them. Look at Federer and Nadal; at some point in the game one will see a slight weakness in the other - even if just half a per cent. That’s what they try to capitalise on and which makes the difference and that’s how it’s been this year. The key is to be the most solid driver here.”

Has he learned anything about Vettel this year? “Of course. I don’t want to say exactly what but you can see it [for yourself]. He shouldn’t shy away from that and will learn from experience, as we all do. I imagine next year he’s going to be coming back all guns blazing, but I don’t think there’s anything I can’t achieve if I put the work in.

“When you watch Usain Bolt out of the start blocks, he’s just a little bit slower than the others, he’s just behind and then creeps back. That’s how my season’s been.”

HOW DOES HE ASSESS HIS THREE TOP RIVALS?

“The four strongest drivers I think are me, Fernando, Sebastian, Max. I really hope we are all in the fight next year. You look at them all slightly differently, they all have different characteristics. Sebastian from this year, I could say I need to give him more space. Not in a negative way. Max takes a lot of risks - also

Mark Hughes’ top 5

#1



Lewis Hamilton

This was the most impressive of Hamilton’s titles, the one where he most consistently accessed extraordinary levels of performance. In the season’s first half he had difficulties with the Merc W08, through not being able to unlock the set-up of an often stubborn car. He would try to compensate by pushing harder - which in those instances made things worse. In between times were the familiar stunning pole laps and fighting victories - none more impressive than how he pounced on circumstance to deny Vettel in Spain. Then, with a better understanding of the car in the season’s second half, he became unstoppable. The Mercedes was faster overall in qualifying than the Ferrari - but not by the margin he made it look. Several poles were his, not the car’s. The retirement of Nico Rosberg - and a heart-to-heart with Toto Wolff - brought Hamilton a new serenity in his environment, and that played its part in him reaching a new level.

#2



Max Verstappen

Set to light up our sport for many years, a great driver came into full flower in 2017. A combination of talent with mentality - breathtaking audacity, no surrender from the opening second until the last - has established him as surely the greatest 20-year-old F1 has ever seen. That’s partly a reflection of the ever-earlier starting point for racers today, but he gave absolutely nothing away to anyone at any time, and simply doesn’t recognise the concept of seniority or reputations out on track. They are all there to be conquered and he’d ambush the best of them without compunction, whether that be Vettel in Canada/Mexico or Hamilton in Sepang.

His sequence of engine problems frustrated the hell out of him but he pressed on regardless and when finally the probability waves turned in his favour, just as the Red Bull RB13 came on song, he delivered those stunning victories in Malaysia and Mexico. ☑

#3



Fernando Alonso

It's almost impossible to judge a guy in an uncompetitive car on the same basis as those contending for victories - the pressures are less and an ordinary performance can be masked - but there were so many moments of astonishing tenacity that it's impossible to overlook Alonso. At 36, in his third straight season with a weak Honda engine, that grinding intensity of performance was still there and left such a talent as Stoffel Vandoorne breathless. The way he adapted his approach in racing faster cars - either terrorising them or using their DRS to keep out of reach of those behind, the fighting spirit... all these things told you that he'd lost none of his special terrier ability. He several times retired healthy cars when there was no possibility of points - an unforgivable sin to some, but it was protest rather than surrender. It might not have been the best way to put pressure on Honda, but that's just how he rolls.

#4



Sebastian Vettel

With a super-quick car beneath him, Vettel switched on to become an irresistible force once more, driving with all the panache of his title days. He was the gold standard of the season's first half and unlucky not to be leading the championship by a greater margin at the halfway stage. He was up against it though, as the combination of the Merc's superior qualifying pace and Hamilton's confidence increased the pressure. Eventually it told - on both the team and Seb. He cost himself a victory with his Baku road-rage incident and lost another with an inappropriately aggressive move in Singapore. Those two incidents meant there was no cushion when Ferrari's reliability imploded in the late Asian leg of the season, which probably cost him a further two victories. He's inspirational within the team, but is trying to carry the Scuderia's aspirations without strong senior management support.

#5



Daniel Ricciardo

A subdued season by his own standards, as the light shone brightly upon his team-mate, but it was stamped with quality nonetheless. Verstappen's gung-ho style tended to bleed out the more subtle qualities of Ricciardo's performances. Some of his drives from penalised grid positions were quite sublime, but relatively unheralded. Take Silverstone, for example: starting from near the back after yet another engine penalty, he scythed through the field but kept his super-softs in perfect shape for an amazingly long time. This was the foundation of fifth place, just behind Verstappen. Victory in Baku came after he'd crashed in qualifying and stopped very early to clear a blocked brake duct - but he can sniff opportunities from the most unpromising situations. He cannot be resisted and, once ahead, is almost impossible to break - as Räikkönen found out at Spa, after being ambushed on a restart and then frustrated by his defence.



you have to give him more space. Fernando is the toughest there is, you need the utmost respect for him and really have to play your cards right. You can race physically closer with him it would seem. His racecraft is mighty. Max's racecraft is very impressive - he's doing wonderful things and is going to grow so much. It won't be a problem - it'll just be freaking tough. What a contest. Even I'd pay to see that! There are millimetres of difference between us all, even if it can look bigger outside."

THE MERCEDES W08

"This year people talked about us having the best car and for sure it's been good, but it's got a lot of... There are a lot of fundamental issues in the car that pop up like they did in Hungary, that I'm fighting to overcome. I feel like in these moments I've been able to extract more.

"This has been the toughest car to understand in my F1 career. Some of the issues we've had have been with us for years and we still have them and are only just realising we need to do something. I'm hoping for next year some of these go - but other things will pop up. The new regulations, the wider scale, magnifies the issue and there's also been a different tyre dynamic. The 2008 McLaren was a difficult car. The 2009 car was horrible, not a good car. This is a great car but it has been tricky getting it to work.

"You start a weekend with the potential you have and the potential the car has and during the weekend you want to reach your potential

and over-exceed, squeeze out those extra drops that no one else can get. That's where I feel my value is.

"Often if you go in the wrong direction you don't even get to the car's potential, the car just won't allow you to squeeze out that extra bit. Understanding the car has really allowed me to get more potential from myself. Even in the races where we've struggled, we've come out with more than we'd hoped."

THE LIMIT

"The exciting thing is being on the limit. It's getting out there and discovering the limit faster than everyone else and then, when you get to that limit, playing with it, balancing on the edge and controlling it. I love that."

Once he's found that point at a given corner in practice, does he ever just bank it and bring it out only in Q3? "For sure. That's part of what practice is for. Which is how you see often in qualifying I can pull out a little bit more. You keep those things. I love the qualifying because you're always trying to pull out another card. You can't always do it."

THE SEASON'S DYNAMIC

"You do try to step it up, especially in the second part of the season, and I feel that I was able to step up a gear. Silverstone was like you'd been sailing without wind, but suddenly you pick up the gust. It felt like we'd dealt [Vettel] a blow by turning the wick up there, like when Anthony Joshua gets the right hit and the guy's on the back foot after that. I had that feeling there. We went to Hungary and weren't quick enough, but it didn't unnerve us. It was a special weekend because the difficulties we went through plus the scenario we went through [handing the place back to Bottas at the end] as a team really solidified our dynamics and sent such a positive ripple effect.

"It was like, 'Okay, this is what we're here to do, this is how we're going to operate, these are our core values.' So while we didn't win in Hungary it was a very important race and was a huge win in terms of our unity.

"I enjoyed my summer break, had a fantastic time. I'm very sensible with how I balance my time in terms of my energy. So I'd blow out at the beginning, then you do your recovery and training and arrive just with a nice balance. I couldn't have hoped for better. Came back, started on the right foot and felt strong. The Hungary experience really just added a good amount to the foundation of the relationship with the team, with the engineers as well. We just worked better from then on. I did some studying during the summer and assessed my understanding of the car, to analyse where I'd been with it and just basically jotting down 'This is what the car wants, this is how I gotta drive it.'"



THE FUTURE

"My thoughts about it change like the weather. It's about trying to find the balance. I've currently got another year with the team and I do want to continue, but I'm at that point where there's that nagging question: 'If you leave you're gonna miss it - next year, five years from now, you'll miss it.'

"So there's a saying: 'you stay as long as you can.' I'm not quite sure about that but there is a lot of life left beyond F1. Things that I've missed in life.

"I was talking to my best friend the other day about things that I look forward to, like living in one place, getting a routine, seeing my friends and family. Each year I stay in the sport I delay those things.

"But from 40 onwards there's so much time for it. My auntie died from cancer. On her last

day she said: 'I've worked every day with the plan of stopping one day and doing all these different things [and] then I ran out of time'. So I have that in the back of my mind. So I do live my life day by day and try to live it to the maximum. So that's what I'm fighting with - I want to keep racing but I want to do other things too. I want my cake and I want to eat it. I just want to make sure I choose the right things at the right time.

"Retirement isn't something I fear. You could say it's because I'm financially secure but it's not that. I have discovered these other strengths and qualities and I don't mind going to start in a company at the bottom, if that's what I end up doing. I don't mind doing an internship. I'm excited about learning new crafts. It's risky and I like the idea of that. It's exciting... what am I going to do?"



Every year the Race of Remembrance commemorates the sacrifices made by service personnel and their families. This year, Motor Sport shared a Mazda MX-5 with two ex-servicemen making their racing debuts.

WRITER Nick Trott

Y

The Race of Remembrance is much more important than that.

This unique event pays tribute to the men and women who have returned from military service with too many questions, and not enough answers, and too many physical and psychological tunnels, and not enough light. Cars and motor racing, with assistance from a number of volunteers and the Mission Motorsport charity, provides a pathway to answers, light, distraction and ultimately a form of recovery.

The Race of Remembrance at Anglesey in Wales an annual event where all this forges into one. Around 40 teams, a variety of cars, over 70 beneficiaries and the most

es, there's racing - quite a lot of it - and yes there's incidents, safety cars, overtaking and drama. All pretty conventional stuff. But today the racing is background music.

astonishingly brave, honest and warm-hearted people make it a race like no other.

This year's was the longest ever - 12 hours (albeit with an overnight suspension) plus another suspension for the service at 11am on Remembrance Sunday. The staccato pace and bursts of activity followed by longer periods of inactivity seemed strange only to those without military experience. But ultimately this wasn't about the racing. This was about people. Racing is selfish in many ways. The Race of Remembrance is not.

I asked my three team-mates to write about the event. I gave them little in the way of a brief. 'Write whatever feels appropriate,' I told them. What follows is not a conventional race report, but it does reflect this extraordinary race. For a more conventional report, and an incredible gallery of images, head to www.motorsportmagazine.com

There are too many people to thank, but Kes, Ben, Jim, Aston, Ralph, Vacey and Andy in particular - you are stars. Nick

*At the going down of the
sun and in the morning,
we will
remember
them*



"I went to Anglesey for a number of reasons, all of them wrong"

Yes, I knew it was 'a good cause', but so too did I know it was a free skid after a thin year of racing, with a few old chums who'd also be taking part. I also knew plenty who'd done it before and said it had been one of the best weekends of their year.

I'd done my homework, particularly on team-mate Paul Vice - Vacey to one and all - and was fascinated to meet someone described as the most injured man to survive Afghanistan - and intrigued to meet the other man with whom Nick and I would be sharing the car, paratrooper Andy Jones of whom I knew nothing. But that was as far as it went.

Up until that weekend, the sufferings of such people were just headlines in newspapers, to be consumed with tea and toast on a Sunday morning before going to the pub. Even when I met them I didn't really connect. Vacey and

Andy appeared fit and well, the former confident and raring to get behind the wheel, the latter quieter but friendly and keen to learn before their first race.

Then came the party on Friday night. There were some speeches, but not like any I'd heard before, from people who came forward and talked about their battles not with the Taliban, but with PTSD. They talked also about friends who'd fought off the insurgents but still lost their lives, years later in the civilian world, unable to live with the aftermath. And they talked about the guilt they felt at still being alive. It was the first time I'd realised that the physical wounds - the missing limbs, scar tissue and chronic pain - were not the extent of their injuries, but the start, in many cases easier to cope with than the injuries that could not be seen.

Then Andy and Vacey started to talk to Nick and I, and at last I was ready to listen. They told us about being blown up and rescued and their faltering, partial recoveries. Vacey has no business even being alive: as a tale of human

courage and survival it ranks with anything you've read. As for Andy, he went in a matter of months from being a member of one of the most elite regiments on earth to losing his house and marriage and living rough out of bin bags.

These snapshots of the race will never leave me. First was being slightly disappointed that Vacey lost several places on the opening laps only to discover he'd received a face-full of petrol through his open visor from a competitor's over-full fuel tank. He could barely see where he was going, yet in his first race he stayed out.

Then there was Andy's first stint. Having fallen off in qualifying and believing himself to be useless at the only pursuit able to clear the horrors from his head, watching him complete a flawless session was one of the most uplifting experiences of my life.

Precious forever will be the memory of watching the crew of traumatised beneficiaries - British, American and Canadian service men and women - transform from a disparate ☐

On track Race of Remembrance



Servicemen and women from the UK, Canada and USA pay tribute during the 11am service, above



bunch of strangers into a well-drilled team working as one to service the car during the course of the race.

It seems silly even to mention the MX-5 in such context but it was superb. Despite 13,000 racing miles on the clock, it was faultless throughout, the perfect training car to have in conditions that were rarely easy and often bloody difficult. The only person who left the track was me, and that only thanks to uninvited external assistance from another competitor who gave me a tap through the circuit's fastest corner. I learned that if you drive into the Welsh countryside at 100mph it rains mud so hard than when you publish a picture of your helmet on social media, most will assume you entered the field upside down.

And the finish, taken by our paratrooper, now a different person to the one who'd fallen off in quali and wanted to go home. Beers, bear hugs and banter were now the order of the day. For him, there could have been no therapy more powerful.

But if the Race of Remembrance worked for him, so too did it for me, for it left me a slightly changed man. Changed enough never look at these people as headlines again, never again to take their service and sacrifice for granted, and to know that if I do just one race next year, it will be in Anglesey in November over the Remembrance Sunday weekend.

Andrew Frankel

"So, where the hell do I start?"

If you rewind the clock 18-years ago almost to the day, I was setting foot on the famous platform at the Lymington Commando railway station just outside of Exeter. I'd always wanted to be either an astronaut, racing driver or an elite soldier - but the latter option would be the one for me. It had to be. I was on the wrong path. I was mixing in the wrong crowds. The military would sort me out. That was the plan.

I wasn't prepared for military training - frequenting the wrong side of the law meant I wasn't prepared for anything. However, unbeknown to me at the time, I was about to embark on the most physically, mentally and emotionally demanding career I could have wished for. With its ecstatic highs and devastating lows, life as a Royal Marines Commando is never dull. It was the most exclusive club in the world and I had joined it.

The training moulded me from a 16-year-old scrote from Bristol into one of arguably the best soldiers that our tiny island has produced (and keeps on producing over the last 353 years). Everything I am today - my determination, my loyalty and sometimes my downright analness - is down to this training. Maybe you can call me big-headed but I was

an excellent soldier (in the field). This was important to me. I had always been 'all right' at most things from school to sports, never top of the class but never at the bottom. But here was one thing however that I did excel at.

My old COs will testify I did have quite a charge sheet but I believe I earned my leeway with my performances on exercise and on operations.

Having said that, my military career was cut short due to me not looking where I was going one day and I ended up on the noisy side of an IED. I won't drag out the injuries or long rehab story but let's just say it wasn't the best day in the office. Thanks to the Taliban I am now down a working right hand and left leg (amputated below the knee). I can't hear properly and haven't got a fully functional brain anymore. Some say I never had.

After competing at the Invictus games in 2014 and 2016 I am fully aware of the healing power of sport. Unfortunately, I wasn't selected for the 2017 Toronto games which I think may have been a factor for my downward spirals. At the time I was having a bit of a meltdown that I haven't talked about until now. I was drinking heavily and my relationships were in ruins.

Anyway, enough of the sob story. I first heard on the jungle drums of an opportunity to drive cars on a track back in August. I was struggling with a sense of purpose and not knowing which



Editor Trott prepares for his stint, above. MX-5, prepared by Mission Motorsport, was faultless, top right



way to turn. The idea of driving a car on track, and perhaps going racing, seemed to shift the way I was feeling. My mood, my demeanour and my tenacity had returned.

With huge help from James Cameron (Jim), the founder of the Mission Motorsport charity, I set about completing my ARDS course. I had a direction again; a focus, a goal and I jumped head first into this steep learning curve.

I'd only being on track in a car four times including my ARDS test but I passed the test the week before the Race of Remembrance. Jim helped with this - giving me one-to-one instruction in the weeks leading up to the race. I felt alive again and I could barely sleep before the weekend of the race.

I met my team mates, journalists Nick Trott and Andrew Frankel, shortly before practice on the Friday. I also met my third team mate Andy Jones - a great big honking para. Andy was also racing for the first time.

Qualifying was a bit of a non-starter for me. We were each assigned a letter, and as driver A I was first - which meant qualifying in Anglesey's finest weather (pouring rain). The forecast said the weather would improve throughout the session, so our hopes rested on our 'D' driver - Mr Frankel.

But before that, Andy (driver C) had unfortunately taken a spin off the circuit and sat beached for his session on the sopping wet grass. Andy was distraught, he felt he had let

everyone down which he definitely did not. It must have been quite a sight to see a marine hugging it out with a para and I told him that it was no big deal: "it can and probably will happen to any of us" I told him.

We ended up qualifying in the middle of our class and I was told by team manager Ben that I was to be starting the race. I could not wait! When the time came to get the car to the grid for the start of the race I started to feel a little nervous, but then as I was strapped in and trying concentrate on making the first corner with no contact my nerves turned into panic. I was shitting myself!

All the work the team had put in all weekend up to this point was resting on me. I didn't want to be the one to bin the car or under perform. Panic then turned to nausea. I swear on my life I was going to puke. I said out loud to myself "Vicey, what the f-ing hell are you doing here!"

We started under the safety car for a rolling start and by the time we had got half way around the warm-up lap I'd already had to swallow a bit of vomit - I caught it before it made a mess of my new balaclava. Then BANG it was green flag racing and everything I was feeling dissipated and was replaced with pure adrenalin and focus.

I was laughing my head off inside my helmet for exactly two corners, but then a car in front was spewing petrol everywhere (most of it into

my eyes) and I couldn't see for the next two corners. When it cleared I did have a little chuckle to myself and thought if there is a God surely he is going to give me a break one day.

I did seriously debate coming into the pits on lap one but if I squinted really hard I could just about see 100 yards albeit very blurry. I was lapping pretty slow for around four laps but my vision was coming back lap after lap. By the end of my hour stint I was setting personal bests nearly every lap without traffic. I came into the pits and felt a mix of elation and relief. I hadn't crashed and I had so much fun.

Darkness had set in for my next stint and driving on a track at night is by far the most fun you can have with clothes on. Everything is heightened. I felt more focused, more alive and it is terrifying at the same time. The feeling of pinning a throttle into the darkness and braking as hard and as late as you can and then turning for an apex you can't see until your headlights swing round is unbelievable. I told our chief mechanic that the speedo was broke as when I glanced down it said I was doing 100mph but it felt closer to 200.

The race was suspended at 2100 hours. The whole team had delivered on every level. There were big high fives and man hugs a plenty. We then had a couple of beers with the team and headed off to rest to do it all again tomorrow - Remembrance Sunday.

Remembrance Sunday is not great for me ☑



“Andrew received a love tap in the fastest corner that put him on the grass”

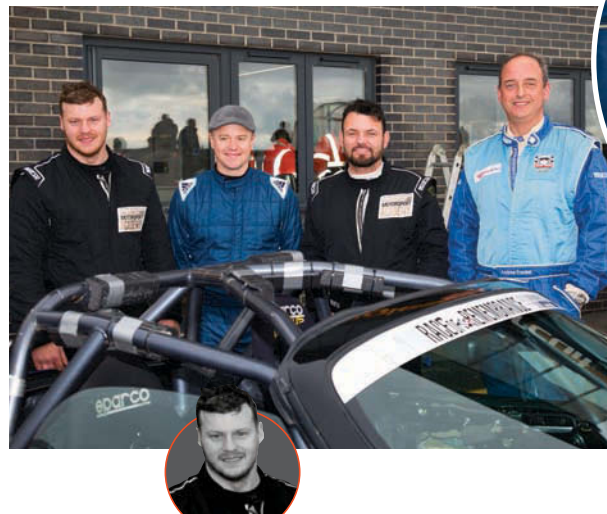
and it tends to get worse each year. Having been involved in front line duty for nearly all of my adult life I have seen the ultimate sacrifice being made at close quarters and there are things that you wish you could un-see. But we were racing! The track was very greasy on Sunday but Nick and Andrew did a sterling job of keeping the car on the road - although Andrew received a love tap in the fastest corner which did put us in the grass.

The safety car was deployed at 1045 and the race suspended for us to remember. Simon from Mission Motorsport had asked me to do a reading at the service which I agreed to without a thought but then wondered if I would be able to hold it together.

The surroundings and the people made this the best service I have ever been to and I feel privileged to have been asked to speak at it. Obviously it was very emotional during the last post, but as the service closed Jim Cameron bellowed “let’s go racing” and the mood instantly changed and everyone was back on task. I was next due in the car at 1300 so I casually planned to grab some food and water and go to the loo around 12:30. 12:00 comes and Ben shouts “Vicey safety car were getting you out now,” well what do you say to that? You say sod the food, water and needing a wee. Get me in that car!

My last stint was my best. I was in my groove. The track changed from full wet to dry in my 100mins behind the wheel and I loved every second. I handed the car over to Andy and said: “enjoy this buddy, you will never forget it”. Andy drove superbly. To watch him cross the line and see his face in parc ferme was priceless. After his spin he wanted to go home. That is why sport is so powerful as a recovery aid. You can watch peoples lives being changed in real-time. There are too many people to thank but I do have to single out a few: Nick, Andy, Andrew and Aston. Jim for getting me here. All the crew from Mission Motorsport Canada and USA. And Tessa my wife. If it wasn’t for her I would not be here.

One final point. I said I always wanted to be one of three things. Two out of three ain’t bad...
Paul Vice MC



What do you do when things go silent?

I was part of an incredible unit of individuals, all from different backgrounds and all sharing different experiences. Personally, it was the first time I felt true togetherness, safety and contentment in years. However just a few hours after the race I began to feel very different and started to ask the question of what do you do when things eventually go silent?

The many senses that brought you into the light are now just a distant memory. The roar of an exhaust on start up and the howling note of tired engines being taken to the redline are replaced with a deafening silence. The conversing of excitable pit-crews has ceased and the bright lights of glowing discs along with that unmistakable smell of burning rubber have been exchanged for a characterless wintery odour. As soldiers we sometimes fear the quiet, it’s a safety mechanism. We do not want time to think, time to digest the past.

For many of us, racing is the only thing that shines a light into that terrible darkness, it is an escape hatch from what we believe is a sinking ship.

However, to quote an old phrase: ships do not sink because of the water around them, they sink because water gets within them. We must ensure to not let what’s going on around

us, consume us and bring us down.

Togetherness is not something that only presents itself on race-day, it is a hidden bond that is unbreakable, powerful and infinite. We must learn to lean on each other in everyday life, we shouldn’t need a race-car around us to give someone the support they desire. Racing gives us an identity, an identity we felt we lost when we left the armed forces. Throughout the race weekend we have a purpose, a sense of meaning in life, when that ceases our own mind tells us that we are no longer required, that we are expendable. This type of negativity is simply an illusion and not reality. The sooner we realise this the shorter and less painful the come-down will be.

As frustrating as it may seem, the reality is that your dark memories will never fade, however it’s important to understand that your good memories will always shine brighter; do not fear the dark and remember that a star needs darkness in order to shine. Who you were on race day, who you met on race day and what you did on race day does not dissolve at the chequered flag. Carry your experiences forward, enjoy the quiet and look forward to next time. Ultimately reflect and learn.

So I ask you again what do you do when things go silent? It is normally in times of silence when you are best placed to find your answers.
Andy Jones

For more about the race, visit www.raceofremembrance.com 📺



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GREEN

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Aston Martin is gearing up for a fresh assault on Le Mans with its all-new Vantage GTE

WRITER Gary Watkins

I

t may seem strange to suggest that a marque basking in the glory of a class victory at the Le Mans 24 Hours last June is stepping up its assault on the World Endurance

Championship for the coming season. But that's what Aston Martin Racing is doing as it prepares to defend its Le Mans GTE Pro crown and attempts to regain the WEC GT drivers' and teams' titles it last won in 2016.

Prodrive-run AMR has a renewed – and bigger – commitment from Aston Martin Limited and, most importantly, a new weapon with which to take the fight to Ferrari, Ford, Porsche and WEC newcomer BMW, not to mention the Corvette Racing squad when it crosses the Atlantic to race at Le Mans. It's still called a Vantage GTE, but almost nothing is shared between the new contender and its predecessor bar the name. Ben Sayers, AMR's technical director, isn't even sure how many components have been carried across from the 2017 GTE Pro Le Mans winner.

"Maybe the seat and the driver display," he says. "That's all. This car is completely new."

The new racer has been developed out of latest Vantage unveiled at the Frankfurt Auto

Show last September. AMR has taken a no-holds-barred approach to development of the car, which stands in stark contrast to the way its predecessor first emerged back in 2008. The first-generation Vantage was conceived as a budget contender, aimed at privateers at a time when AMR was still racing the DBR9 that completed a Le Mans double in the old GT1 class in 2007-08 and just beginning its brief dalliance in the LMP prototype ranks.

The outgoing Vantage has undergone near constant development over 10 seasons of racing, including major upgrades for 2013 and, when new rules came into force, 2016, the season in which Danish duo Nicki Thiim and Marco Sørensen claimed the World Endurance Cup for GT drivers. So much so that the current car is described as "an evolution of an evolution" by Prodrive Motorsport managing director John Gaw.

Everything has been taken to the limit with a clean-sheet-of-paper brief for the new GTE contender since the project began in February 2016. And the starting point of the new Vantage road car offers key advantages over the base for the previous racer.

"The bodyshell improvements are significant on the road car in terms of a 60 per cent increase in torsional rigidity," explains Sayers of the bonded-aluminium structure. □





“We benefit directly from that on the race car. With improvements on the rollcage, we have close to double the torsional rigidity of before. That’s a great starting point.”

The new Vantage is a wider than its predecessor. It hits the 2050mm maximum width prescribed by the rules, whereas the old car was under the 2000mm allowed when it was conceived. That has allowed the AMR design team more scope aerodynamically. There has been a conscious effort to give the car more downforce than the old Vantage to create a more ‘raceable’ machine.

Sayers: “We have identified the weaknesses of the current car. If you look at sector two at Spa for example, the twisty bits with the corners requiring high downforce, that’s where we currently lose out to our rivals. We’ve taken all those lessons on board with the new car.”

The multi-link rear suspension of the new Vantage road car has given more freedom.

“There was always a slight negative with the previous car because we had relatively short wishbones at the top, so the geometry was not ideal,” says Sayers. “The move from the trailing link to double wishbones on the race car means we are not governed by the production mounting points and that means we can have longer wishbones.”

BIG BENEFITS ARE ALSO DERIVED FROM the new powerplant at the heart of the latest Aston. Race car, like road car, is powered by the AMG-Mercedes four-litre twin-turbo V8, the result of a tie-up in which the German maker has taken a five per cent stake in AML.

“The old normally aspirated V8 was running on the limit,” says Sayers. “We had to do a lot of work to keep it competitive and it was difficult to ensure that it remained as durable as some of the more modern engines. We have already put more miles on this engine in testing than the current engine can do. That’s going to be a big benefit to the programme.”

Build of the first new Vantage racer started in May 2017. Because development of road and race car look place side by side, AMR was able to go to Aston Martin’s production facility in Gaydon, Warwickshire and construct the first tub exactly to its specifications on the prototyping line.

“We have been able to get involved in the production of our own bodyshells,” explains Sayers. “We could have the first tub manufactured exactly to our specifications.”

The gearbox is still made by Xtrac and still



has six speeds, but is wholly new and crucially much lighter. “We’ve taken 15 per cent of the mass out of it and taken everything to the limit by mounting it right on the floor,” says Sayers.

The new Vantage GTE turned a wheel for the first time on August 18 at the Turweston airfield close to AMR’s Banbury HQ. It wasn’t quite the completed car, however. “Some of the bodywork was missing,” adds Sayers. “Actually quite a lot...”

“It was quite ‘Mad Max’-looking. It turned out to be more worthwhile than we imagined. We spent a week dialling out issues with the gearshift control, calibration and driveability just running on the runway. We found some niggly little issues that we were able to sort out before we went to the first track test.”

Sayers didn’t want to postpone the roll-out because he knew what lay ahead. AMR is already a long way down the road with an intensive test programme in the lead up to the 2018/19 WEC ‘superseason’.

The test programme continued with runs at Pembrey, Rockingham and Snetterton in September before AMR headed south in search of good weather. The first extended run was at the obscure Circuit do Andalucia in Spain, before a switch to Navarra for the first 30-hour endurance simulation.

Sayers describes undertaking endurance run so early in the development as a “leap of

faith”. The test at Andalucia had proved a major success, but two days of running prior to the start of the 30-hour test at Navarra proved troublesome. AMR had to have some new lock-nuts for the suspension manufactured locally before it could begin.

“It defeats the object of an endurance test if you have to keep stopping to check things aren’t coming loose,” says Sayer. “The test was a massive success - we had only an hour and a half down time. It was great for the car.”

And the drivers: they are raving about the new Vantage GTE.

“The new car gave an incredibly positive feeling straight away,” says Aston stalwart Darren Turner, who added a third Le Mans class victory with the marque to his CV in 2017. “A lot of thought has gone into the car and the way it is bolted together. It didn’t feel like a new car on my first day behind the wheel. It was strong from the word go.”

The factory Vantages will switch back to Michelin tyres in 2018 after two years running on Dunlops. The driving force for the shift has been a commercial tie-up with the French rubber supplier encompassing the forthcoming Valkyrie hypercar and the range of AMR specials, but Sayers points out that one of the key reasons for swapping to Dunlop in the first place has been removed.

“We had an ageing car at a time when other



New car carries over barely any parts. Wider shell gives more aero scope while new rear suspension has big advantages



Objective – Le Mans


Despite a forthcoming F1 partnership, WEC and GT remain at Aston's core

manufacturers were bringing out new cars," says Sayers in reference to the Ford GT and the Ferrari 488 GTE. "We thought it would be good to have a differentiator in the tyre and it worked brilliantly. Dunlop did a great job."

ASPIRATIONS FOR THE NEW VANTAGE ARE high, but Sayers offers a note of caution. The new Balance of Performance system introduced for the 2017 season is based on an algorithm that can result in changes to car weights and engine power outputs on a race-by-race basis. It was devised by rule makers and manufacturers to end the bickering, lobbying and sand-bagging that had been long been part of GTE. But the data still has to be interpreted by humans rather than computers when a new car arrives.

"That's the potential snag," says Sayers. "We will have to rely on the starting BoP being correct, because there isn't the scope in the regulations to make big adjustments during the season. It's the big unknown right now."

John Gaw, AMR's racing boss, is more bullish.

"With the BoP system you are not going to win every race and you are probably not going to win the championship every year," he says. "But at some point soon we are aiming to win Le Mans again and win the world championship again. That's our goal and we will be disappointed if we don't achieve it." 

Aston Martin may be beginning a partnership with Red Bull Racing in Formula 1 and it may have talked up the possibility of building its own powerplant for a team that will race as Aston Martin Red Bull from next season, but GT racing will always remain the heart and soul of the brand's racing activities. That's company chief executive officer Andy Palmer's take on Aston's motor sport.

"Racing at Le Mans and the in the WEC is our basic activity; Formula 1 is an add-on," he says. "We would never dream of substituting or sacrificing the WEC and GT stuff. It's about going racing with a car that our customers can drive."

Palmer is putting Aston's money where his mouth is as far as that commitment to GT racing goes. AMR's WEC GTE Pro assault on the WEC became a factory-funded programme in the traditional sense at the start of 2017, the year that the GT titles finally became full FIA world championships. Prodrive's funding model before was much more complex. AML provided only part of a budget for the organisation that has had the right to build GT racing Astons since the end of 2004.

"It is important that everyone in the company knows that the cash is coming off of the Aston Martin balance sheet," says Palmer, who took over the reins of the British manufacturer in 2014. "That means, firstly, everyone has to support it and then, secondly, everyone has to use it."

Palmer insists that Aston is committed to racing at the highest level of GT racing for the long term. That, he says, may or may not involve a switch to a new mid-engined Aston, which will share some of its DNA with the Valkyrie, planned to enter production in 2021.

There's also a new set of LMP1 regulations on the horizon. One proposal for 2020/21 would create a set of rules that would provide manufacturers with the chance to give full-house racing prototypes the look of road-going hypercars such as the Valkyrie. Palmer offers up an analogy that hints that Aston's could be interested in such a class.

"Sometimes you feel that we at Aston Martin celebrate our 1959 Le Mans victory in the same way as the English celebrate 1966 in football," he says. "We really need to look forward, not backwards..."



EYES *on the* PRIZE

Aston Martin's troubled relationship with Le Mans has come to reflect the very essence of Britain's famous marque

WRITER Paul Fearnley

Aston Martin at Le Mans is a précis of Aston Martin, the saga. As much chequered past as chequered flag, emboldening success that includes the 1-2 of 1959 has - just about - seen it through embittering failure. Though there has been tragedy, too, this hand-made's tale is ultimately uplifting.

Galvanised by a succession of incautious men drawn to a glamorous past and breezily confident of a better future, it has risked all on occasion, often paid the price in the short term, but reaped the benefit in the long.

That's thanks to: an Italian-born engineer/racer raised in Cardiff; a Huddersfield adventurer made wealthy by transmissions and tractors; a former Rolls-Royce apprentice based in Burton upon Trent; a patriotic petrochemicals entrepreneur; and a world champion rally co-driver.

The first was Augustus Cesare 'Bert' Bertelli, engineering focus and driving force of the conglomerate that in October 1926 bought for £10,000 the barely going concern - with good reputation - of Bamford & Martin. With help from coachbuilder brother Enrico, aka 'Harry', his low-slung cars - with dry-sump 'four' and underslung back axle - were built with little regard to cost.

And sold like stale cakes.

Motor sport was Bertelli's weakness and strength. Co-driven by Maurice Harvey, his International model, headlights secured by rope, finished fifth overall to win the 1.5-litre

class at Le Mans in 1931. Coffers dry and shored by admirers and rivals, it was double or quits by 1932. What could have been the death of Aston-Martin Motors Ltd, however, was the first of several renaissances.

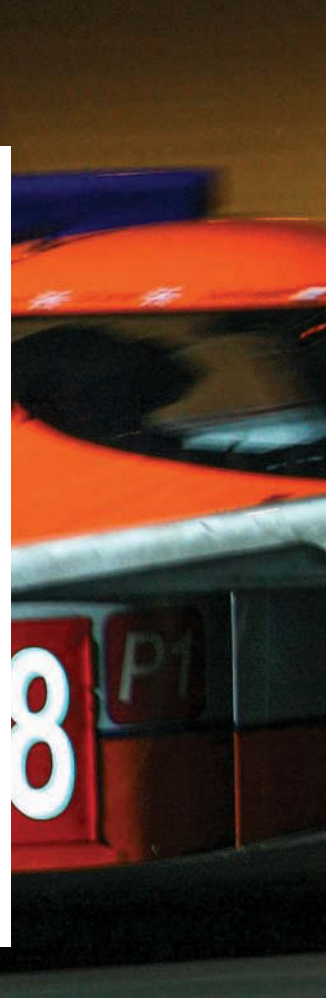
Co-driven by Pat Driscoll, Bertelli finished seventh and secured the puzzling but prestigious Biennial Cup - a handicap based on engine size and target distances spread over consecutive seasons. Their Anglo-Swedish team-mates Sammy Newsome/Henken Widengren finished fifth - a class-winning result repeated by Driscoll and Clifton Penn-Hughes in 1933.

This was topped in 1935 when an Ulster model driven by a pair of Charlies - Messrs Brackenbury and Martin - finished third and won the Index of Performance as well as their class. Two years later the same car finished fifth - Astons' fifth such class success in seven attempts since 1928 - and a 2-litre Speed Model, designed by Claude Hill for the cancelled 1936 race, clanked across the line with a broken piston, its 11th place sufficient to capture another Biennial Cup.

But Aston Martin was transitioning. Increased use of subcontractors and outsourced components, at the insistence of an increasingly twitchy backer/owner, jarred with Bertelli and he left in February 1937 rather than compromise.

Such reputations are hard to earn and do not come cheap, as David Brown would discover.

The industrialist bought the company on a whim in 1947. Responding to a classified in *The Times* that simply stated 'High Class Motor Business', he paid £20,500 for what turned out





Aston through the ages. Lola-Aston, 2009. Far left, from top: Zborowski at Shelsley in '22; DBR1 in '56; EMKA-Aston in '85; AMV8 at Le Mans in '77; DBR9 in 2005

to be Aston Martin. The year after he paid more than twice that for Lagonda to gain access to its 2.6-litre twin-cam 'six', designed by 'Willie' Watson under WO Bentley's supervision.

That was the easy part.

Le Mans was sportsman Brown's first priority. Unlike Enzo Ferrari, he knew instinctively the race's marketing value. Ferrari, however, knew instinctively how to win it; David Brown Aston Martin did not.

Its pre-production DB2 coupés were entered in 1949: the six-cylinder version retired early because of water pump failure but a 2-litre 'four' finished seventh. Sadly the other, running with compromised brakes, crashed while chasing third place with fewer than two hours remaining, killing its Franco-British occupant Pierre Maréchal.

Mildly modified six-cylinder DB2s did it proud in 1950 and 1951: five top 10s, two more class wins, another Index of Performance (shared in 1950) and, driven by Eric Thompson and Lance Macklin, an overall best of third (1951). Brown's fastidious competitions manager John Wyer was matching Jaguar's 'Lofty' England in terms of preparation and strategy, but his cars were being outgunned by the latter's slippery C-type.

Aston's first dedicated racer in contrast was too conservative and lacked the legs and lungs for the Mulsanne Straight. When ladder-framed DB3 arrived finally - designer Robert Eberan von Eberhorst was more used to the financial clout and manpower of the government-backed Auto Union team - it was no match for the Mercedes-Benz 300SL 'Gullwing' and triggered a sequence of dispiriting DNFs: clunky

"Aston Martin in 1959 eventually outsmarted and outlasted Ferrari to score the victory Brown so craved"

gearboxes and fussy engines were unfortunate themes during this period.

The smaller, lighter DB3S, a rushed yet thorough reworking by Watson and Frank Feeley, went some way to rectifying this - a 300cc increase plus an extra plug per cylinder still left it short - and its second places of 1955 and 1956 (a gearbox gremlin likely costing Stirling Moss/Peter Collins victory on the latter occasion) were important stepping stones. The crucial final step, however, was Ted Cutting's spaceframe masterpiece: DBR1.


ALREADY PROVEN CAPABLE OF BEATING the 'big bangers' of Ferrari and Maserati on tracks that highlighted its excellent handling, the switch in 1958 to a 3-litre formula put it at the front everywhere. Recovering from three retirements - leavened by another second place for a DB3S - Aston Martin in 1959 eventually outsmarted and outlasted Ferrari to score the victory Brown so craved: Roy Salvadori/Carroll Shelby led home the sister car of Maurice Trintignant/Paul Frère after Moss had drawn Ferrari's sting.

Job done, Brown withdrew his world champion team from racing at season's end.

A DBR1 run by Scotland's Border Reivers

finished third in 1960 - Jim Clark's first international podium - and dealer clamour coaxed the handsome Project Prototype/GT cars from Cutting's Design, Developmental & Experimental shop. The first, DP212, led the opening lap of 1962, and the fastest, DP215, became the first in 1963 to top 300kph on the Mulsanne. But all flattered to deceive.

The launch of DB5 and signing of the marque's most famous and influential driver - James Bond - was much more pressing. The Feltham comps shop at the former London Airpark was closed; Wyer joined Ford in 1963 to usher a new era of sports car racing; and Aston Martin has never quite caught up since.

Both Team Surtees' Lola T70 coupés, powered by Tadek Marek's new fuel-injected quad-cam 5-litre V8 (DP218), retired embarrassingly early in 1967 - and the subsequent 10-year lull was ended by a gloriously ambitious verging on delusional club racer in a steroidal DBS of 1969. Robin Hamilton's 'Muncher', so named because of its appetite for pads, won French hearts by finishing 17th in 1977 and - after retirement in overstretched twin-turbo form two years later - persuaded its creator that a bespoke racer ought to be built and outright victory sought. 



“That’s the charm of a small company with big ideas. No flaws, no soul..”

Salvadori and Shelby’s 1959 Le Mans victory was Aston’s apotheosis – so far

But could he win over Aston Martin’s new minds?

Brown had paid off substantial debts before selling Aston Martin Lagonda in 1972 for a nominal £101. Bought from the receivers for £1.05 million in 1974, it was again on the verge of collapse in 1980 when MD Alan Curtis bumped into the garrulous boss of independent Pace Petroleum at a Brands Hatch jolly.

The aptly named Victor Gauntlett invested £500,000 for a 12.5 per cent share, but soon increased his stake to become joint owner and executive chairman. “Often wrong, never in doubt”, he would eke a Royal Warrant from Prince Charles, win back Bond, buy a stake in Zagato and charm Ford into buying 75 per cent in 1987. He’d also been prepared to tweak Capris and Metros. Whatever it took.

But he couldn’t win Le Mans.

He gave wholehearted support to Hamilton’s Nimrod Racing Automobiles at a time when Aston Martin was producing as few as 30 units annually, but although its chassis and suspension were designed by Eric Broadley and built by Lola, there was still too much for this inexperienced team to do: the eventual car was overweight and Astons’ in-house Tickford 5.3-litre V8 was surprisingly unreliable.

Ray Mallock’s sister team for Viscount Downe did a better job and finished seventh – first British car home in 1982 – but this much-hyped, ill-starred programme ended calamitously in 1984 when one car crashed at the Mulsanne Kink and the other collided with its debris. Driver John Sheldon was badly burned, one marshal was killed and another

seriously injured.

Steve O’Rourke’s rival EMKA led briefly after the first round of pitstops in 1985 and finished 11th – best Brit, first atmo – and the talented Mallock, encouraged by the indefatigable Gauntlett and backed by Peter Livanos, tried again at the decade’s end. By which time the carbon-fibre AMR1, a joint venture between Aston Martin and Ecurie Ecosse co-designed by Max Bostrom, its 6-litre V8 prepped by Reeves Callaway in Connecticut, faced Jaguar, Mazda, Nissan, Sauber-Mercedes and Toyota, as well as Porsche. It finished 11th in 1989. But news of an expensive 3.5-litre formula for 1991 triggered the team’s closure in February 1990.

Aston Martin had popped a sensible pill. Gauntlett stepped aside for Ford’s Walter Hayes so that the next model could be built in its thousands rather than hundreds – on Jaguar underpinnings and engineered by TWR. Ford, who had bought Jaguar in 1990 – and handed its Cosworth HB 3.5-litre V8 to Tom Walkinshaw’s proven racers, too – completed its purchase of Aston Martin in 1993.

The bug, however, would not go away.

GERMAN DR ULRICH BEZ, CEO FROM 2000-13, was a racer at heart, and the production at Gaydon – Astons’ first purpose-built factory – of a more ambitious model, its 6-litre V12 hand-built in Cologne, prompted a return to Le Mans in 2005.

Prodrive’s DBR9 version of it rivals DBR1 as the most important competition Aston Martin. Its GT battles with Chevrolet’s yellow Corvettes were fiercely fought and memorably won in 2007 (in signature almond green) and 2008 (in the zenith blue with tangerine stripe of Gulf) by David Brabham and Darren Turner; ably supported respectively by Rickard Rydell and Antonio Garcia, they finished fifth overall in 2007 and 13th in 2008.

Aston Martin’s return to independence, however, in 2007 – Prodrive chairman David Richards heading a consortium in a £479m takeover – led to another giddy bid for outright victory, with Lola-based 6-litre prototypes finishing ninth, fourth, sixth and seventh from 2008-11, an era dominated by the big-budget turbodiesels of Audi and Peugeot. This culminated in Prodrive’s radical and disastrous 2-litre six-cylinder turbo petrol AMR-One of 2011; it was 1954 and 1967 all over again.

But that’s the charm of a small company with big ideas. No flaws, no soul. Joy compounded by heartache.

Emotion ran understandably high when the ‘Dane Train’ 4.5-litre V8 Vantage GTE of Kristian Poulsen/Nicki Thiim/David Heinemeier Hansson won the LM GTE Am category in 2014, one year after compatriot Allan Simonsen’s fatal accident at Tertre Rouge, and again when Jonny Adam’s Vantage overtook Jordan Taylor’s Corvette at the exit of the last corner of the penultimate lap to win LM GTE Pro in June.

Aston Martin at Le Mans is a précis of the human condition. ☐



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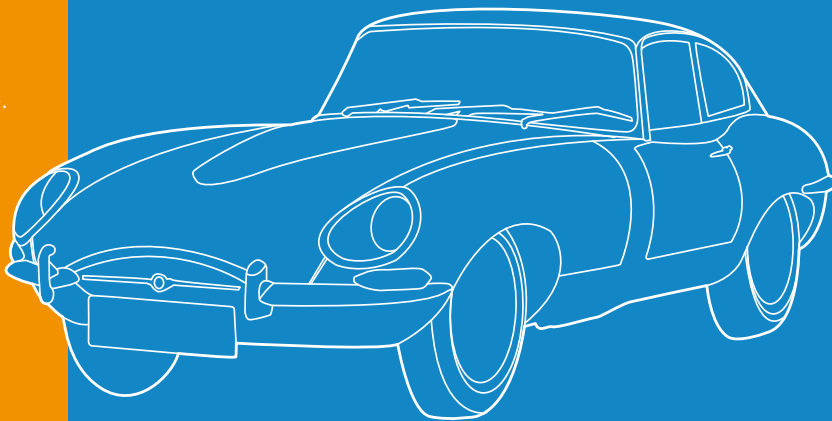
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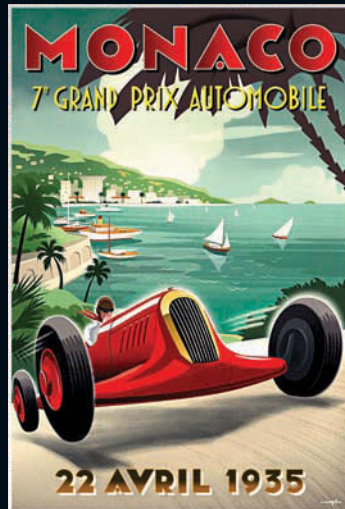
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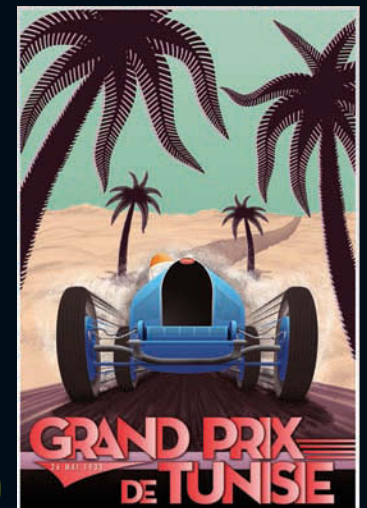
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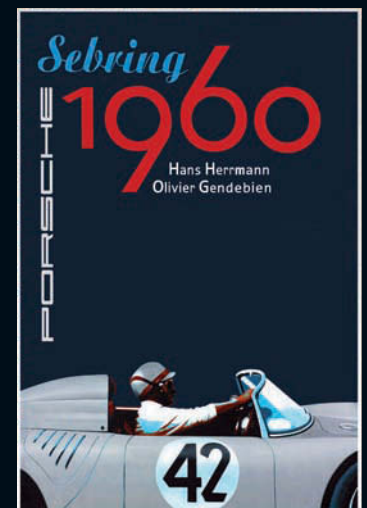
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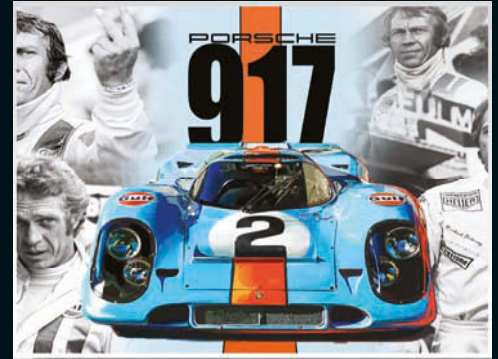
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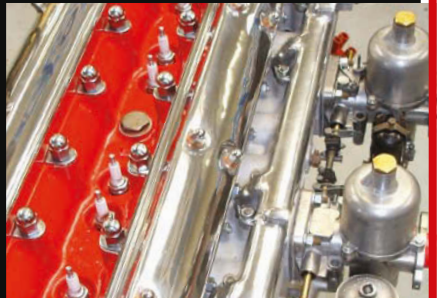
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ROAD TESTS

THIS MONTH PORSCHE 911 GT2 RS • JAGUAR F-TYPE 2.0 I4 • LEXUS LC500



Winged wonder

Porsche's GT2 RS is perhaps the greatest 911 you can buy – just watch out for the sting in its tail

So fast is the pace of change among ultra-fast road cars at present that when I drove the Lamborghini Huracán Performante it was the fastest production car to lap the Nürburgring. Yet by the time I came to write about it on this page last month, it had already been beaten by another car. This car, as it happens.

So we now find ourselves in an era when a road car made in unlimited numbers, derived from one that is a very common sight on our roads indeed, is now as quick around a track as all but the very fastest Group C cars of the early 1980s. These cars were not only pure prototypes, but weighed less than a tonne, had full ground effect ☐



"It's a barely believable 31sec quicker around the 'Ring than the car it replaces"

bodywork and massive slick tyres. So if you can afford the £207,506 Porsche asks for a GT2 RS, you can forget the fact that it laps fully 10sec faster than the limited-numbers hybrid hypercar 918 Spyder that cost more than three times as much, and concentrate on the rather more focusing fact that you have a car as quick as customer-specification 956 with a professional driver at its wheel.

It's crazy, and one day I really will return from one of these tests and just cry "Enough!" Indeed, having been bitten by the previous GT2 RS harder than any other road car I've driven in the last 25 years, I fully expected that time to be now. But it seems not.

As you will now be correctly speculating, back in 2010 I crashed the last GT2 RS. My excuse is I was on a private track, I'd grown tired of doing endless drift shots for my photographer and decided to do one that would not need repeating, with some fairly inevitable consequences. I got caught out by the turbo lag, I was a split-second late with the correction, over compensated and off the track we duly went. The damage was so light the car resumed its duties later than day,

but I'd crashed it all the same.

The good news is that this one is even more powerful, to the tune of 80bhp, and has even more torque. So much, in fact, that the lunatics in Weissach who dream up these cars briefly came over all responsible and seriously considered retaining the four-wheel-drive system from the 911 Turbo S, from which the GT2 RS is derived. But where'd be the fun in that? With 691bhp from a massively tuned 3.8-litre twin-turbo flat six in a car weighing just 1410kg with the optional 'Weissach pack' (comprising magnesium wheels, a carbon roof and - get this - carbon-fibre anti-roll bars and a titanium roll cage), it is a barely believable

FACTFILE**Porsche 911 GT2 RS**

| | |
|-------------------------------|---|
| Price £207,506 | Engine 3.8 litres, 6 cylinders |
| Power 691bhp@7000rpm | Torque 553lb |
| ft@2500rpm | Weight 1440kg (1410kg with |
| Weissach pack) | Power to weight 480bhp per |
| tonne | Transmission seven-speed paddle shift, |
| rear-wheel drive | 0-60mph 2.8sec |
| Top speed 211mph | Economy 23.9mpg |
| CO₂ 269g/km | |



31sec per lap quicker around the 'Ring than the car it replaces. The one I crashed.

Of course you don't get that kind of decrease in lap time with just some extra power brought courtesy of bigger turbos, a titanium exhaust and an engine remap. Tyre technology has moved on in giant leaps since the start of the decade and the Michelin Pilot Sport Cup 2 tyres on the GT2 RS are bespoke to the car. It has stiffer springs than the Turbo S but softer anti-roll bars. A huge aero programme, featuring the biggest wings ever seen on a standard production Porsche, now brings downforce you will not mistake in quick racetrack corners, while all the refinements already seen on the last-generation GT3 RS (such as its carbon-fibre bonnet and engine cover) are common to the GT2 RS as well.

If the looks fail to scare you, the sound will finish the job. Andreas Preuninger, the man behind all of Porsche's GT-series cars, told me with unconcealed glee that the car sounds the way it does because, "It does not pretend to be something else, and is allowed to sound like a late 1970s 935 race engine." I can confirm he is not kidding. It growls into life, its voice deep, mean and urgent. Some 911 straight sixes sound wonderfully mellifluous even at idle; this, emphatically, is not one of them. Having heard the bark, you'd not be human not to wonder about the bite to come.

If you read anywhere else of someone reckoning to have got the most out of this car on the public road, I'll show you either a fantasist or someone who should never be allowed to hold a steering wheel again. It evoked in me a feeling I've felt in a few other road cars, but only really specialist stuff like the LaFerrari and McLaren F1. They made the network of roads and streets feel like a net



around the car, one from which you try to break free at your peril. Driving becomes an exercise in saintly restraint. Attempts to savour the performance become mere frustrations, impotent little squirts, still strong enough to eliminate straights in all but an instant, and close the gap to the car in front faster still. You need to take it somewhere where it can be released.

In the meantime there is still stuff to enjoy. It rides remarkably well and the noise levels in the cabin are acceptable despite its polycarbonate side and rear screens. If you asked for yours to be fitted with navigation, entertainment and other usual refinements, you could happily use one every day. The enormous front Michelins tramline a little, but no more than you might expect from such a car, and otherwise the steering is excellent. But all the time you're aware that you're clopping a racehorse around a manège, and while it will do it, that is not its purpose in life.

I know this because I was able to complete a dozen laps of the Silverstone Grand Prix circuit in the car before I had to give it back. Laps in which every other car on the track day, be it Ferrari or Caterham, simply became obstacles to be approached, negotiated and dispatched.

Usually I'd expect such a car to be quite difficult to drive until you'd learned its ways and then, with familiarisation, become progressively easier. That would be logical, but it was not quite my experience. In fact at first I could barely believe how well behaved it was. As you can imagine the power is immense, but it arrives far more progressively than in the last GT2 RS; in all my time in it, the new car didn't scare me once. The most obvious manifestation of this is a level of traction you could scarcely credit to a rear-drive car with more than 550lb ft of torque to transmit. I don't know how it does it, but I'm mightily glad it does. An easily understood measure of just how successful Porsche has been here is that it will get to 62mph in 2.8sec, quicker with

two driven wheels than the Lamborghini Huracán Performante is with four.

But after a while, the GT2 RS actually becomes a little harder to drive. This is because the performance is so enormous, it places highly unusual demands on the chassis and, in particular, the brakes. This is a car that indicates more than 170mph on the approach to Stowe, meaning even the biggest carbon discs Porsche can squeeze behind the rims are going to have their work cut out. Likewise, the tyres and suspension provide apex grip of more than 1.6g if you believe the little indicator on the dash, but the car still feels like it has more power than grip. And that's the thing: drive a GT4 or GT3 race car and I guarantee its power will be by far the least exciting component of its dynamic make-up: in relative terms they stop and corner far better than they accelerate. The GT2 RS is the reverse, so even on Britain's biggest racetrack, the car needs managing.

Which I must say I quite liked. I want to feel involved in the actions of cars like this, feel that whatever skill I have is making a difference. The PDK gearbox removes an element of that involvement (all RSs are PDK now and, besides, I bet Porsche doesn't have a stick shift that would take the torque), but the need to look after the tyres and brakes puts much of it back. And you'll still go faster than anything else wearing a number plate.

In the end a car I'd approached with some trepidation turned out to be one I absolutely adored. It's not perfect - you can feel the heavy back end become restless through the left, right, left, right, left Becketts complex - but which 911 ever was different? What mattered far more was that I felt in charge of it in a way I never had in its predecessor. Put it this way: before I drove it, there'd never been a GT2 I'd preferred to its contemporary, normally aspirated GT3 stablemate. But if you parked every last one of them in the Silverstone pitlane - 911R included - I'd walk past the lot for one more lap in the GT2 RS. ☑





Jaguar's eco boost

A four-pot F-type sticks in the craw but is it as bad as it sounds?



I don't know why I dislike the idea of a four-cylinder Jaguar F-type. Four-cylinder Jaguars are not news, indeed the vast majority of cars it sells these days have no more, but the F-type? I guess I feel the same way as I did when I learned Porsche was putting four-cylinder turbo motors under the engine covers of the Boxster and Cayman. It just doesn't sound right, and I mean that both literally and figuratively.

But the two cases are not strictly comparable. Yes, this F-type has just two litres and four cylinders like the base-spec versions of those Porsches, but if you want one with a V6 or even a V8 Jag, that option remains. For the Porsches, it's four or the door.

Moreover, Jaguar's four is considerably easier on the ears than Porsche's. Its strategy has not been to embark on some futile mission to make it sound like something else, but to make the most of the resources available. This is a four-cylinder in party dress and, for the most part, it scrubs up quite well. There's a bit of boom and blare, but so too is there some crackle and fizz. More importantly it responds well from very low revs and changes up early, relying on its torque and excellent eight-speed auto to do the hard work, rather than let the

engine spin to higher and harsher speeds. By and large the approach is successful.

That said, don't look too closely as its performance, otherwise you might notice all those hot hatchbacks costing almost £20,000 less that would leave it struggling in their wake. This F-type is quick enough, and absolutely no more.

It remains a lovely thing to drive, though. Like other F-types it tries to put you off with an inadequate driving position for the tall, an interior that's already ageing badly and a navigation system far behind those now offered by likes of Mercedes and BMW. But once you're actually on the road, the inherent class of the chassis is impossible to miss. You'll like the way the suspension is set quite

soft yet remains beautifully controlled by its damping. Owners downgrading from heavier, more expensive F-types might be surprised to feel how eager is the nose to turn into corners with over 50kg less weight on it, and those who push a little further will likely love its resolutely neutral handling balance and impeccable on-limit behaviour.

Of course Jaguar didn't make this car because it wanted an F-type with better weight distribution. In a world now dominated by downsizing and emissions, it would have concluded it had little choice in the matter, and all the benefits outlined above would have been no more than rather welcome side-effects. The real prize for Jaguar is CO₂ emissions of 163g/km compared to the 199g/km of the next most expensive rear-drive automatic F-type whose engine, though half as large again and supercharged, yields just 40 additional horsepower; in power to weight terms they're closer still.

You can most readily tell a four-cylinder F-type from its brethren by its single exhaust pipe, and I'll be interested to see how many I spot out and about. For the truth is I didn't like the idea of a four-cylinder F-type before I drove the car, and I still don't. The reality, though, is far more appealing. **Q**

FACTFILE

Jaguar F-Type 2.0 i4

Price £49,990 **Engine** 2.0 litres, 4 cylinders, turbocharged **Power** 296bhp@5500 rpm **Torque** 295lb ft@1500rpm **Weight** 1545kg **Power to weight** 192bhp per tonne **Transmission** eight-speed auto, rear-wheel drive **0-62mph** 5.7sec **Top speed** 155mph **Economy** 39.2mpg **CO₂** 163g/km

Denny Hulme World Champion



This fine 1:18 resin cast model by market leaders Spark depicts Denny Hulme's 1967 World Championship winning Brabham BT24. The car is modelled on the third placed car from Mexico, where Hulme clinched the title from his employer Jack Brabham*. The kerb-side model is beautifully finished with plenty of engine and suspension detail and the driver's overalls are subtly weathered.

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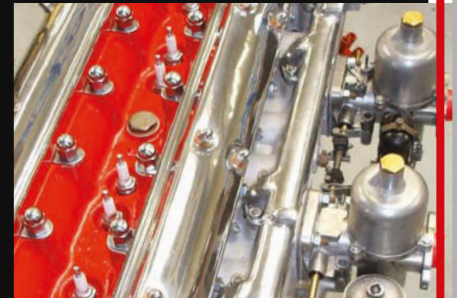
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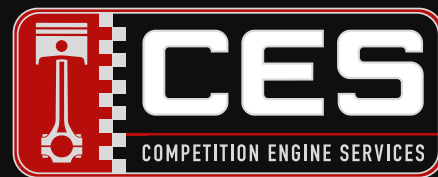
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Brilliantly flawed

The Lexus LC500 is beautiful to behold but spoiled by a lack of polish



Sometimes it takes a little time for a car to worm its way into your affections. Others find a way of grabbing at your heartstrings from the off and some, despite their best endeavours, never manage it at all. But very few leave you completely smitten on first sight and sound and then seem to dedicate the rest of your time together to putting you off. The new Lexus LC500 is one such car.

Its appearance will polarise opinion but I think it looks fabulous: modern, edgy, interesting and very, very sporting. The interior is just as good: given how many different materials, shapes and angles it uses it could so easily just be a mess, but it's not. It's a very cool, funky place in which to pass the time.

And then there's the engine. There is a hybrid version with a 3.5-litre V6 motor that I've not driven, but the 5-litre V8 alternative is a pearl. In an era of downsized turbocharged engines far more concerned with manufacturing low on-paper CO₂ emissions than providing driving pleasure, the voice of the normally aspirated bent-eight comes as



something of a howl of freedom. And it's tied to a 10-speed paddle-shift gearbox, with which it interacts near perfectly so long as you've first remembered to adopt the correct driving mode for the conditions you're in.

But what really surprised me, given a kerb weight uncomfortably close to two tonnes, is that it handles exceptionally well. It's taut, accurate, quick and genuinely good fun. Not a 911, mind, but for its mass closer than you could reasonably expect it to be.

So, the car has the looks, the performance, the sound and even the handling to be fully

FACTFILE

Lexus LC500

Price £76,595 **Engine** 5.0 litres, 8 cylinders
Power 471bhp@7100rpm **Torque** 398lb
ft@4800rpm **Weight** 1935kg **Power to weight**
192bhp per tonne **Transmission** 10-speed auto
automatic, rear-wheel drive **0-62mph** 4.7sec **Top**
speed 168mph **Economy** 24.6mpg **CO₂** 263g/km



convincing in its sporting Grand Tourer role: what's not to like?

Only the details, which are so important in a car seeking to appeal across as much ground as this. The suspension feels like it was developed in the US, where most roads are untroubled by bumps. My back didn't care much for the seats after a couple of hours at the wheel and the navigation system is so difficult to understand and use and has terrible graphics, I ended up using the one on my telephone instead. And the boot's too small.

As a list it's not long, but every item serves to subvert the LC's intended role in life and I'd counsel everyone understandably wooed by its appearance and specification to think hard about the realities of everyday life before taking the plunge.

I actually started warming to it again towards the end of our time together, because it's so different, interesting and characterful. But spoiled by a lack of polish as it is, this is still a qualified thumbs-up, and not the ringing endorsement it's fundamental qualities undoubtedly deserve. ☑

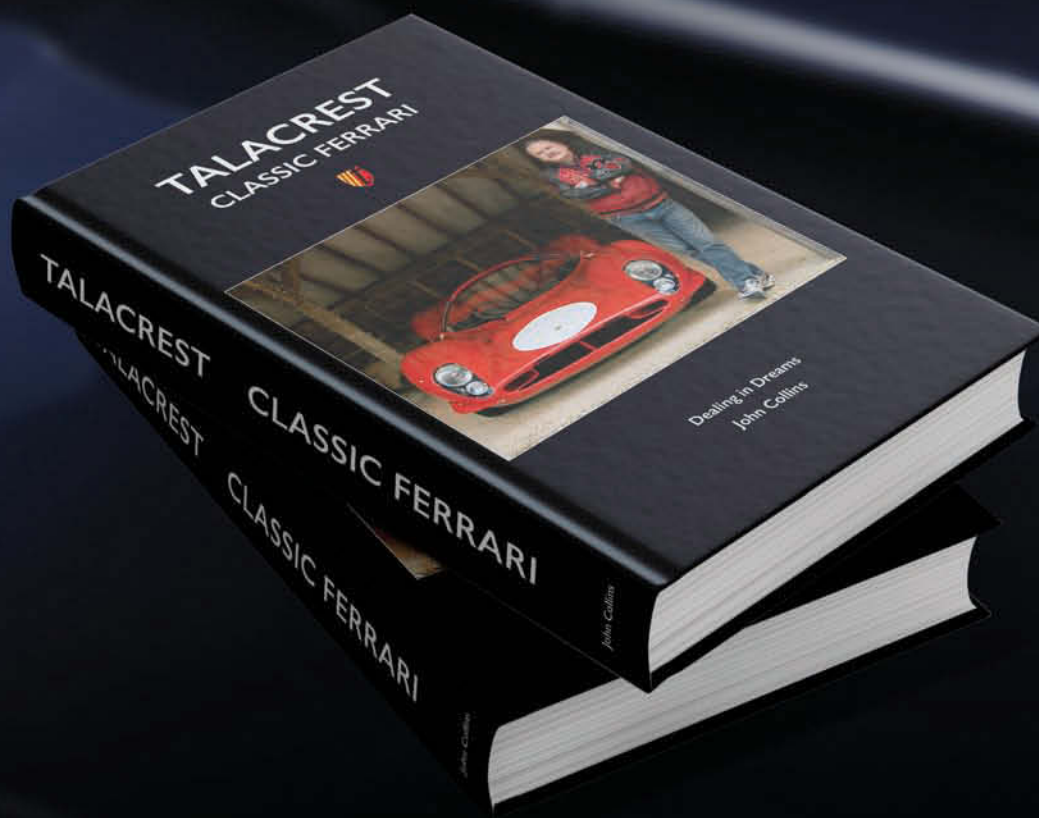


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TOP STORY

Aston Martin Vulcan


Applying a traditional approach to a parallel universe

You can't drive it on the road and you can't race it. What, then, is the point of the Aston Martin Vulcan? There must be one, given that both Ferrari and McLaren offer equivalent programmes built around track-only hypercars.

You might think you'd be better off spending the same money on a customer racing car and joining the GT grid of your choice. But even as a gentleman driver this demands a significant commitment of time,

one commodity even the healthiest bank balance can't buy. Privacy to enjoy your new toy at exclusive arrive-and-drive events with no pressure to perform to the crowd is, therefore, an appealing prospect.

Then there's the car itself. Unrestricted by road or race regulation this is, truly, a no-holds-barred hypercar demonstrating the full breadth of Aston Martin's ambition. Think of it as a fast-moving, flame-spitting concept car you can actually buy and drive on a track and you're not far wrong.

Compared with the Ferrari FXX K and McLaren P1 GTR, the Vulcan takes a defiantly traditional approach too, focusing less on F1-inspired aero and hybrid trickery and instead on more old-school thrills, with an 820bhp, 7.0-litre and glorious naturally aspirated V12 at its heart. Like the One-77 that inspired it, the engineering artistry under the skin is as impressive and as nicely finished as the exterior. Which kind of explains how this example - one of just 24 sold - finds itself on the market with Kaaimans International. 

After buying it for his own collection, Kaaimans' co-founder and chief investor Ian Kershaw surprised even himself by taking part in one of Aston Martin's customer events at COTA in Texas. As business partner Gary Tolson explains, Kershaw's tastes don't usually take in track-only cars like the Vulcan. But the support programme is tailored to let owners enjoy the fearsome performance to the full, whether or not they've driven on track before.

A perfect centrepiece to Kaaimans' big-ticket stock list and country estate location, it's doing a great job of attracting

- (1) Steering wheel has echoes of F1 and would also suit a jet fighter**
- (2) The Vulcan is propelled by an old-school 820bhp V12**
- (3) Rear-end design detail: most of the stuff that matters is hidden**

attention to this newly established business. The burly £2.7m asking price doesn't seem to be putting people off, either.

"We've had unbelievable interest from collectors all over the world," says Tolson. "Obviously it's very limited market but it's also a very exclusive car and I've got a couple of guys in Hong Kong chomping at the bit."

As it's a privately owned car and not simply a stock item, it will only sell if the right buyer comes along. As it stands it can simply be appreciated for what it is, namely a spectacular and beautiful demonstration of what Aston Martin can do technically and stylistically when let off the leash.

It's a sculpture with flame-spitting side exhausts and circuit-slaying performance - absolutely no racing ambition is needed.



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Carbon-bodied limited edition, created to celebrate the 100th anniversary of Ferruccio Lamborghini's birth
www.jamesedition.com



2015 Ferrari FXX K
£POA

Presently located in the United States, 1036bhp track-day missile offered with only 200 kilometres under its belt
www.classicdriver.com



2006 Ferrari FXX
£POA

Driven for only about an hour since the factory upgraded it to Evo spec - and fewer than five hours from new
www.classicdriver.com



2015 McLaren P1 GTR
£POA

Some P1 GTRs have been converted for road use, but this one retains its original, track-only specification
www.alastairbols.com

It's not easy finding the correct parts for a car which qualifies for OAP status - but if it's a one-off design hand-beaten into shape by a cigarette-smoking artisan long departed then you have even more of a job on your hands. That's what faced Classic Motor Cars of Bridgenorth when a unique Jaguar arrived in its workshops requiring a complete bumper-to-stylish-bumper restoration.

First revealed at the 1955 Geneva Motor Show, this XK120 was reinterpreted by Pininfarina as a sleek coupé which in styling terms leap-frogged the Coventry car by a country mile. Commissioned by Max Hoffman, enthusiastic importer of European luxury cars to the USA, the car crossed the Atlantic after



The 21st century stepped in

With 3D scanning to replicate the missing rear window

its debut where it had a brief life as an eye-catching road car. Bought by a German collector, it sat untouched for years until CMC's Peter Neumark purchased it. Although based on a complete I20 SE underneath, nothing visible was standard; the firm's technicians had to form bumpers and chromework by eye and hand from photos, while to replicate the semi-cowled lights the team scanned the nose and made mock-ups for 3D printing. Missing interior trim was recreated following Pininfarina practice of the time, while a tiny scrap of leather hinted at the correct ochre shade of seating. Similarly, a speck of paint under the screen surround was colour-matched for the exterior.

One-off glass is a particular challenge; luckily the 21st century stepped in with 3D scanning used to replicate the missing rear window.

Finally, after two solid years of work, the only Jaguar to wear Pininfarina clothes has reappeared. That oval grille clearly says Jaguar, but the rest could only emanate from Italy. ☑

DEALING



BUGATTI'S BEATING HEART

Three generations of expertise in one family business

The knowledge required to work on pre-war Bugatti Grand Prix and road cars is not something you can master in a day - indeed the Dutton family has taken three generations to learn the trade. The dynasty started with Victor Dutton, who was a riding mechanic in the 1920s. He was followed by his son Ivan, who set up his own business in the early '60s. Then came his son Tim, who now runs the family firm.

Such expertise in these most celebrated of cars is rare, and Dutton's hard-earned experience is in demand with owners the world over. From ground-up restorations to reconditioning of engines and gearboxes, Tim's understanding of Bugatti's quirks is rightly valued. Business is helped by the current economic climate. "Brexit has been good for us," he says. "When the pound weakened people we'd

been talking to for years were on the phone to us."

These days he's even finding himself teaching owners how to drive. "Back in the day owners had grown up with old machinery, but we've got a generation now who've got the money but don't have any experience of cars from this era."

Having driven his first Bugatti - a Type 51 - aged just 18, Tim Dutton says his passion is for the Type 35 and other classic Grand Prix cars. As values rise and opportunities open, however, he sees the market moving towards road machines, of which the Type 44 is a personal favourite. Sales are a sideline compared with the servicing and restoration work but the family passion for rare and interesting racing machinery seems in safe hands. www.duttonbugatti.co.uk



Bugatti Type 35B
c£800,000

Described as a 'built-up' car. The Type 35B was introduced in 1927 and became an enduring Bugatti icon



TVR Grantura
£POA

Climax-powered Grantura racer with period Goodwood competition provenance. Ready to compete in historic events



Alvis Grey Lady
£60,000

Tickford-bodied and custom-spec Alvis built by Ivan Dutton as - principally - a tow car for his Lotus II racer

Move to the country

Nicholas Mee & Co quits London to keep up with demand from abroad



“This expansion is in direct response to the needs of both our clients and ourselves,” acknowledges Nicholas Mee. “The relocation to our new site will strengthen the company’s long-term position and plans, within an industry which has recently been valued to be worth £5.5 billion annually to the UK economy.”

At a practical level, commercial director Neal Garrard identifies a straightforward issue of a lack of suitable premises for an expanding business within London. Sure, there are flats and office blocks being built everywhere but selling, restoring and servicing cars demands floor space and the 10,000sq ft covered by the existing showroom and service facility simply aren’t enough. From a business perspective the decision to move was a straightforward one, identification of a suitable site that could be developed to suit the firm’s needs

now completed and the work under way.

The exact location is currently being kept under wraps but, suffice to say, it places Nicholas Mee & Co within reach of a number of airports serving the capital and makes it a lot easier for visiting international customers. And once there they’ll be in for a

real treat, given the new facility will be far from your typical glass-walled showroom or anonymous unit in a business park. “It’s a rural location,” says Garrard, “and a lovely place to test-drive cars. We want to create a relaxing environment where you can see our workshop facilities on site, get a feel for what we do and what customers experience when they arrive is key - we want to create a very British experience!”



After joining the business in 1976, rising to sales director at the flagship Knightsbridge dealership and then going it alone in 1991, Nicholas Mee’s name is inextricably linked with Aston Martin’s presence in the capital. Indeed, of the 13 Heritage Specialists Aston Martin recognises globally Nicholas Mee & Co is the only one of the seven here in the UK to be based in London. But not for much longer, the firm confirming it is to leave its West London base early in 2018 and move to a brand-new location currently under construction in rural Hertfordshire.

At an emotional level it may have been said that when a man is tired of London he is tired of life, but in business terms the capital is proving to be an increasingly challenging place to sell and service cars of this calibre. And while the streets just a couple of miles east of

the firm’s base heave with exotic cars driven by owners from all corners of the globe, the increasingly international nature of the classic car business has actually inspired the move.

You might have thought characterful locations like Mee & Co’s Brackenbury House showroom and nearby ’30s-built Brackenbury Garage are perfect settings for browsing classic Aston Martins, but it seems the growing customer base for cars of this nature - especially those from overseas - can actually be put off by a London-based location, traffic, transport links and other perceived inconveniences seemingly less attractive than the supposed glamour of being in the capital.

SPEAKING TO NICHOLAS MEE

Owner of Nicholas Mee & Co, the Aston Martin specialist, on his planned move

I have been operating in London in one way or another for 40 years and, in recent times, it has become especially difficult to do business here. You have the congestion charge, you have traffic and you have the speed cameras. It means that many customers simply don’t want to come into London. That can be especially true of foreign buyers. Our move away of the capital can therefore be seen as a move into the future. It also solves the problem of attracting top staff - whether that is technicians or sales people, who tend not to live in London because of the costs. Plus, the new location is within easy reach of Heathrow for overseas customers.





1983 FERRARI 308 GTB GROUP B - Chassis no. 18869



One of the 4 original Michelotto Ferrari 308 GTB Group B
The only one fitted with a 315 bhp two-valves engine and the only one with a fiberglass body.
Won six of the 7 Italian rallies it entered in 1983 with Bronson and Di Prima. In 1984, the car won a further 5 times on its way to the Spanish Championship with Zanini and Autet.
Matching numbers. Ready to race. FIVA papers. Eligible for the Tour Auto, Modena Cento Ore...

1976 TOJ SC 304 - Chassis no. SC 304 10 76



First DFV powered TOJ produced - 3 Liter DFV Cosworth engine / FG 400 Hewland gearbox.
Driven by Jörg Obermoser and Rolf Stommelen. Excellent racing history.
Eligible for CER races, Proto Seventies and Pre-80 Endurance Series.
Totally restored to the highest level. Comes with moulds and a massive spares package..

©PhotoClass racing.com

Ferrari flies

Michael Schumacher Grand Prix car lifts the bar for modern FI

Michael Schumacher's 2001 Monaco GP-winning car set a world record for a modern-era Ferrari of \$7.5m in November - and confirmed a shift towards seeing cars as art. It was listed in RM Sotheby's contemporary art sale, while in December top-rank machinery such as a 1952 Jaguar C-type driven by Phil Hill (estimate: \$5.5-7m) and a 1959 Ferrari 250GT California which bagged fifth at Le Mans (estimate: \$14-17m) are catalogued among wine and sculpture in its Icons auction.

Arizona's Scottsdale Collector Car Week is the next pivot in the auction year, with sales by Gooding, RM Sotheby's, Worldwide, Russo & Steele, Barrett-Jackson and Bonhams.

Worldwide's January 17 sale features two Indycars: Smokey Yunick's first Indy 500 entry, a 1957 Kurtis Kraft roadster which finished fifth that year, and a 1969 AAR Eagle Santa Ana, another 500 finisher for Joe Leonard in sixth. Both have appeared at Goodwood.

Two days on, Gooding & Co offers some premier vehicles including a Maserati Ghibli Spider, a 1977 Khamsin and a '74 Bora, plus a highly unusual French racer - a 1956 Deutsch-Bonnet HBR5. Formerly owned by legendary industrial designer Brooks Stevens, this lightweight device with glassfibre body and 850cc Panhard flat-twin engine raced in the 12 Hours of Sebring in 1957, though it failed to finish. Also rare is a Bristol 402 cabriolet, the roof lopped off its Touring Superleggera coachwork to let the occupants enjoy summer.

'A Century of Sportscars' is the theme of RM Sotheby's sale at Phoenix, and the prime interest centres on an Alfa Romeo that is almost a century old - the only remaining 1921 G1 (right), first model to add the 'Romeo' to Alfa. These 6.3-litre six-cylinder cars were apparently sold only to Australia, and this was abandoned on a farm before being rescued and rebuilt as a two-seat sportster. As the oldest Alfa Romeo in existence this is a unique machine, which has starred at Pebble Beach and Goodwood.

Two more Alfas illustrate the mid-century



Schumacher's Monaco Ferrari set a world record and confirmed a shift towards seeing cars as art

styling shift from wings to enveloping bodywork: a 1942 6C 2500 SS resembling an 8C 2900B (estimate: \$0.9-1.1m) and a one-off 1900C SS (left) clothed by Boano for the 1955 Turin Motor Show Estimate: \$1.25-1.75m. Among Ferraris on offer, a 1964 250GT Cabriolet is rated at \$1.4-1.8m while a 250GT/L Lusso should make a little more.

Barratt-Jackson lists a wide spread of US metal, including the prototype Shelby GT350 Mustang (above right), sporting a unique blue vinyl roof that was briefly considered for production, and a 470bhp Chevrolet Biscayne (right) with a drag racing history, refinished in its original signage. Among Europeans there's an outrageous Saoutchik-bodied 1951 Talbot-Lago, whose swooping curves have netted it a class win at Pebble Beach.

Back at home, November's H&H sale at Duxford proved Ford Capris are rising - a 70,000-mile 3.0S exceeded estimates at £22,218, though a 1974 RS3100 hit its low-end estimate at £46,125 - yet a 1958 Bentley S1 closed at £15,750.

At the NEC Classic Show, Silverstone Auctions also saw Fords soar - to £97,875 for a 1980 RS2000 and £91,000 for a 1996 Escort Cosworth Lux with 837 miles on the clock.

In February major buyers and sellers head for Paris and the Rétromobile show and sales that kick off the European season. Look out for some special machinery. After that, Race Retro, Warks, features Silverstone Auctions' racing and classic car sales on February 23.



Preview & Calendar

DECEMBER
2 CCA
 Leamington Spa, UK
3 Bonhams
 London, UK
6 RM Sotheby's
 New York, USA
6 Bonhams
 London, UK
11 Bonhams
 Los Angeles, USA
12 Barons
 Sandown Park, UK

JANUARY
5 Mecum
 Kissimmee, USA
6 Bonhams
 London, UK

13 Barrett-Jackson
 Scottsdale, USA
17 Russo & Steele
 Scottsdale, USA
17 Worldwide
 Scottsdale, USA
18 RM Sotheby's
 Phoenix, USA
18 Bonhams
 Scottsdale, USA
19 Gooding & Co
 Scottsdale, USA

FEBRUARY
5 Mecum
 Kissimmee, USA
17 Russo & Steele
 Scottsdale, USA
18 RM Sotheby's
 Phoenix, USA
18 Bonhams
 Scottsdale, USA
19 Gooding & Co
 Scottsdale, USA



BARRETT-JACKSON

1937 Rolls-Royce Phantom III Sedan de Ville *Estimate: £TBA*
 Known as 'the Copper Kettle' due to the shade of its wings and trim; interior features ivory and brass. A well-known concours exhibit in the 1940s and 1950s - and still a star at high-profile shows today.



GOODING & CO

2012 Lexus LFA Nürburgring package
Estimate: £TBA
 Only 50 examples of this extreme Lexus coupé were built; this one has done just 50 miles - about three laps of the 'Ring'!



H&H

1994 Ford Sierra Sapphire Cosworth 4x4 *Sold for: £35,437*
 Less lairy and much more refined brother of the RS500; four-wheel drive made it a rapid all-rounder



RM SOTHEBY'S

Mercedes 300SLR children's car
Estimate: \$15-20,000
 Mini-Mossmobile for lucky offspring; false beard and reduced-scale roller map of Mille Miglia not included



WORLDWIDE

1969 AAR Eagle Indycar
Estimate: \$275-350,000
 One of four built and only customer car; sixth in 1969 Indy 500 with Joe Leonard; owned by Smokey Yunick for 30 years



THE EXPERT SIMON HOPE

Chairman and chief auctioneer, H&H Classics

Classic car auctions are more a barometer than an influence - it's buyers who decide prices. While we've seen sale rates go down a little, the hobby remains sound. There are huge crowds at classic events. People are perhaps more selective in the middle of the market and are after usable cars to show, race or rally. Single-seaters are different; buyers want preparers to look at them, so tendering is more appropriate than auction. That's why we have our Private Sale department, as well as showroom stock. I believe we are the only auction house that sells all three ways. I am also asked to do talks to high net worth clients because classic cars are now seen as an asset class on a worldwide stage.

Now, pay attention James

The DB5 doesn't need Bond's help to be a classic, but it doesn't do any harm

Price new: £4248
Price now: £700,000 - 900,000
Rivals: Jaguar E-type;
Maserati 3500 GT
Heritage: The quintessential
English sports car



Q's handover of the Aston Martin DB5 to Sean Connery's 007 in *Goldfinger* marks perhaps the most successful piece of automotive product placement in movie history. And yet in the scene a reluctant Bond seems less than impressed, clearly not happy his dependable Bentley is deemed to have "had its day" and M wants him to get with the times. Smart move by M.

But the association has also propelled the DB5 into the big-league of '60s classics. Cars that would have cost a quarter of a million a decade ago are now going for four times that. With or without *Goldfinger* the DB5 would arguably be hitting these heights anyway

though, especially given its combination of performance, styling and an image that put it right up there with the very best of its contemporaries. In fact there is a case to be made for the fact that the DB5 is the definitive Aston Martin of the post-war era.

What makes it so special? And can it really be worth up to double what its fundamentally similar-looking predecessor commands? Comparable numbers were built in period, Aston Martin producing just over a thousand DB5s of all variants compared to 1185 DB4s. But it's the DB5's refinement of the DB4's Tadek Marek straight-six and classic Touring Superleggera aluminium bodywork that makes it such an appealing proposition.

For the DB5 the engine grew from 3.7 to 4.0 litres and the standard spec featured triple SU carburettors like the DB4 Vantage. Power was up to 282bhp and, although weight also increased, the five-speed synchromesh gearbox fitted to all but the earliest cars helped chop the 0-60mph time to 7.1sec, nearly two seconds faster than the DB4. This and the standard Girling disc brakes help make the DB5 a more civilised and easier car to drive in modern traffic, without any compromise in performance. And it looks sensational. The later Kamm-tailed DB6 was still an attractive car but the subtle fins of the DB5 are arguably more seductive.

Q's modifications are all very well. With or without them, though, the DB5 was always going to be a true '60s star. **Q**

SPEAKING TO STUART BATCHELOR

JD Classics' in-house Aston Martin specialist reveals what gives DB5s wings

Although they are to all intents and purposes very similar, the DB5 is a more iconic car than the DB4 and that is down to the James Bond thing. But it's also a more refined and usable machine, thanks to things like electric windows, the extra space in the back and a five-speed gearbox. The DB4 is sportier, perhaps, but the extra power of the 4.0-litre more than makes up for the extra weight. Price-wise I've just sold one for £800,000, but provenance always counts - we have an ex-Paul McCartney car up for £1.2m, and everyone wants the Vantages. People are prepared to pay for the right car and that's why we make sure our presentation is second to none.





FERRARI & LAMBORGHINI

| | | |
|----|--|-------------------|
| 63 | LAFERRARI Rosso Corsa/Nero Alcantara, Matte Black Alloy Wheels, Nero Roof, Front Suspension Lift, Carbon Fibre Mirrors, Sat Nav, Sports Exhaust, 4 Point Racing Harness, 5,800m..... | £2,295,000 |
| 04 | ENZO Rosso Corsa/Rosso Leather Race Seats, Yellow Dial, Classiche Certified, 3,700m FSH, Best Example In the World | £2,000,000 |
| 17 | 488 SPIDER Triplo Strato Giallo/Nero Hide, Goldrake Carbon Seats, Sports Exhaust, 20" Diamond Cut Forged Alloys, Carbon Driver Zone With LEDs, Carbon Air Ducts, 1,500m, As New..... | £259,950 |
| 62 | 458 SPIDER Grigio Silverstone/Sabia E/Seats, Sat Nav, Carbon S/Wheel with LEDs, Carbon Interior, Carbon Rear Moulding, 20" Forged Alloys, 20,000m FSH..... | £159,950 |
| 62 | 458 ITALIA Silver/Rosso Hide, 20" Sports Alloys, Full E/Seats, Chromed Exhaust Pipes, Nero Roof, Central Tunnel In Rosso, Ferrari 7 Year Service Pk, 15,000m..... | £149,950 |
| 03 | 360 CHALLENGE STRADALE LHD Bianco Avus/Blue & Black Alcantara Racing Seats, Carbon Interior, 12,000m FSH, Immaculate | £164,950 |
| 54 | 360 SPIDER MANUAL Rosso Corsa/Nero Hide With Red Piping, Red Carpets, Challenge Rear Grille, 1,200m, 1 Owner, Just Serviced, The Very Best Available..... | £139,950 |
| 16 | AVENTADOR LP750-4 SV 3 Layer Giallo Orion/Black & Yellow Alcantara, Full E/Seats, Branding Pk, Carbon Seats, R'Camera, Sat Nav, High Gloss Black Diantus Alloys, 1 Of 600, 750m | £365,950 |
| 63 | AVENTADOR ROADSTER LP700-4 Grigio Estoque/Black Leather, Full E/Seats, Grigio Alloys, Sat Nav, Orange Brake Calipers, 3,000m, As New..... | £264,950 |
| 14 | AVENTADOR ROADSTER LP700-4 Black/Black Leather Stitched Red, Capristo Exhaust, Carbon Interior, 20"/21" Dione Forged Alloys, DMC Carbon Exterior Pk, RHD, 6,000m, Stunning..... | £274,950 |
| 12 | AVENTADOR LP700-4 LHD Bianco ISIS/Black Leather, 21" HRE Alloys In Gloss Black, Nero Roof, Front Lift, Glass Engine Cover, DMC Carbon Spoiler, Bianco Brake Calipers, 5,800m | £224,950 |
| 12 | AVENTADOR LP700-4 LHD Grigio Estoque/Black Alacantara With Yellow Stitching, Front Lift, 20" Nero Lucido Iperione Alloys, Yellow Calipers, Glass Engine Cover, 13,000m, Immaculate..... | £194,950 |

CLASSICS

| | | |
|------|--|-----------------|
| 1968 | ASTON MARTIN DB6 MK1 Tungsten Silver/Red Leather, Engine Rebuild In 2016, One Owner Since 1971, Big History File, Excellent Example, 45,000m..... | £POA |
| 1995 | FERRARI 512M Rosso/Crèma, E/Windows, 1 Of Only 41 RHD UK Cars, Great History File, 3 Owners, 38,000m FSH, Perfect | £229,950 |
| 1988 | FERRARI TESTAROSSA Rosso/Black Hide, E/Windows, 7,000m FFSH, Just Had Major Service With Graypaul Ferrari, Immaculate Condition Throughout | £179,950 |
| 1998 | FERRARI TESTAROSSA Rosso/Black Daytona Seats With Rosso Inserts, E/Windows, 1 Of Only 438 RHD UK Cars, 23,000m FFSH, Immaculate Condition Throughout..... | £139,950 |
| 1991 | FERRARI TESTAROSSA Argento Nürburgring/Black, E/Windows, 1 Of Only 438 RHD UK Cars, 2 Owners, 41,000m, Just Serviced..... | £119,950 |
| 1988 | FERRARI 328 GTS Rosso Corsa/Crèma Hide, Rear AeroFoil, Rosso Carpets, UK Supplied, Only 5,400m, As New | £159,950 |
| 1983 | LAMBORGHINI JALPA P350 TARGA Red/Cream, 1 Of 35 RHD Cars, Featured In Many Articles, Original Tools, Books & Spare Wheels, Award-Winning Example, 40,000m | £109,950 |
| 1959 | JAGUAR XK150 3.8 DROPHEAD MANUAL Cream/Black Leather, 92,000m, Restored, Ex-Rock Hudson..... | £129,950 |

ROLLS ROYCE & BENTLEY

| | | |
|----|--|-----------------|
| 13 | PHANTOM SERIES II Diamond Black/Seashell Hide, Sliding Roof, Rear Theatre, TV, Visible Exhausts, Camera Pk With Top View, 6 DVD Changer, Dynamic Pk, 9,000m..... | £189,950 |
| 16 | DAWN Dark Tungsten/Jubilee Silver/Mandarin Leather, 21" Full Polished Alloys, Wood Decking, Wood Interior Panelling, Mandarin Coachline, Black Hood, Night Vision, Bespoke Audio, Launch Spec, 13,000m..... | £229,950 |

PORSCHE

| | | |
|----|---|-----------------|
| 54 | CARRERA GT GT Silver/Ascot Brown Leather, Bucket Seats, Luggage Set, Air Con, Porsche Online Pro Radio, Full History File, Totally As New, 599m From New | £POA |
| 65 | 991 GT3 RS 4.0 LHD GT Silver/Black Alcantara & Leather, 918 Spyder Bucket Seats, RS Pedals, FI Exhaust, Clubsport Pk, PCCB, Front Lift, Dynamic Engine Mounts, Massive Spec, 4,500m..... | £179,950 |
| 66 | 991 GT3 RS 4.0 LHD Lava Orange/Orange Alcantara & Black Leather, Silky Black Alloys, PCCB, Front Axel Lift, 918 Bucket Seats, Sports Exhaust, Michelin Decals On Tyres, Sports Exhaust, 8,000m | £174,950 |
| 17 | MACAN GTS White With Black Leather & Alcantara, PCM With Navigation, Panoramic Roof, Carbon Fibre Interior Pk, 21" Sport Classic Alloy Wheels, R'Camera, Switchable Sports Exhaust, 1,500m, As New | £69,950 |

OTHERS

| | | |
|----|---|-------------------|
| 14 | McLAREN P1 LHD Volcano Yellow/Black Alcantara & Leather, Exposed Carbon Exterior, 20" Lightweight Alloys In Stealth, Carbon Roof Snorkel, Meridian Sound System, UK Supplied, 1 Owner, 1,500m..... | £1,595,000 |
| 67 | McLAREN 570S SPIDER Ventura Orange/Black & Orange Alcantara, Front Lift, Super Lightweight Alloys In Stealth, R'Camera, Luxury Pk, Orange Brake Calipers, As New, 200m | £189,950 |
| 16 | McLAREN 570S Blade Silver/Black & Orange Alcantara, Front Lift, Sports Exhaust In Stealth, 20" Stealth Alloy Wheels, R'Camera, Ceramic Brakes, Orange Calipers, Soft Close Doors, 6,700m, As New | £134,950 |
| 65 | McLAREN 650S LHD Brilliant Silver/McLaren Orange, Sat Nav, Parking Sensors, Carbon Side Intakes, Great Spec, Delivery Mileage | £139,950 |
| 67 | ASTON MARTIN VANQUISH S RED ARROWS EDITION Eclat Red/Black & Olive Leather, 1 Of 10 Worldwide, In Cockpit View Roof Lining, Signed Helmets, Must Be Seen, Great Investment, 22m | £339,950 |
| 16 | ASTON MARTIN V12 VANTAGE S SPITFIRE 80 EDITION Duxford Green/Tan Leather, 1 Of 8 Worldwide, Tribute To The RAF Supermarine Spitfire 80th Anniversary, 680m, As New, Great Investment..... | £249,950 |
| 59 | ASTON MARTIN V12 VANTAGE Onyx Black/Obsidian Black Leather, 700W Aston Martin Premium Sound System, Silver Contrast Stitching, 10 Spoke Alloys, Full AM Service History, 22,000m | £79,950 |
| 13 | ASTON MARTIN DB9 VOLANTE Meteorite Silver/Sandstorm Leather, 20" 5 Spoke Alloys, R'Camera, H/Seats, Wind Deflector, Black Hood, Comfort Suspension, 28,000m..... | £84,950 |
| 61 | MERCEDES-BENZ SLS Matte Designo Allantite Grey Magno/Classic Red Designo Leather, Black Twin Spoke Alloys, COMAND With Sat Nav, Carbon Interior Pk, R'Camera, Immaculate, 31,000m | £149,950 |
| 61 | MERCEDES-BENZ SLS ROADSTER Obsidian Black/Saffron, Sat Nav, R'Camera, Airscarf, Blind Spot Assist, 10,000m FSH, As New | £149,950 |
| 65 | MERCEDES-BENZ AMG GTS Magnetite Black/Black Nappa Leather, Burmester Sound System, AMG Performance Exhaust, Panoramic Roof, Red Calipers, 20" Black Alloys, Massive Spec, 23,000m | £79,950 |
| 67 | MERCEDES-BENZ S65 AMG CABRIOLET Canvasite Blue/Porcelain Leather, Driving Assistance Pk, Burmester Sound, AMG Exclusive Pk, Massage Seats, Blue Hood, 1,000m | £164,950 |

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SHOWROOM VIEWING BY APPOINTMENT
OPEN 7 DAYS: 9AM-8PM

Austin-Healey 3000

A cocktail of ample power and elegant simplicity


*Price new: £1107 (MkIII)
Price now: £40-50,000
(MkI/II); £60-70,000 (MkIII)
Rivals: Triumph TR3; TVR
Grantura; Sunbeam Tiger
Heritage: Fit for road & stage*



For all its popularity, there has always been a degree of snootiness directed at the 3000: the '50s origins, body on frame construction and prosaic nature of its running gear were considered crude even in its day.

Its toughness and simplicity made it a successful rally car though and the styling strikes a fine balance between beauty and butchness, qualities that have seen values rise significantly in recent years.

Of the 3000s, the MkIII (or BJ8) is favoured by many for its increased power, more luxurious equipment levels and grown-up grand tourer vibe. They are also the most numerous. The MkI - distinguished by its horizontal grille slats - and the MkII started out as roadsters in the traditional mould and were coded BN7 for two-seat versions and BT7 for 2+2s. A curved windscreen, quarterlights and wind-up windows only arrived in 1962 on the BJ7 MkIIa before becoming the default spec for the MkIII.

Mechanically the 3.0-litre Austin straight-six and associated running gear are tough and reliable, befitting their roots. Like any car of its era rust is always a worry, so condition is always an important consideration. But these are fundamentally tough, dependable cars with charisma and character of their own. For living that idealised '60s dream at a slightly faster pace, a Big Healey remains a compelling choice and a safe place to put your money. 

No car epitomises the idealised vision of British classic motoring better than an Austin-Healey. It is a vision of string-backed driving gloves for him, a headscarf for her and a jaunty blast along the lanes to a country pub.

But as ever with 1960s cars, the looks were considerably more glamorous than the mechanical parts underpinning them and performance was modest.

The best-known version was the Austin-Healey 3000, which bridged the gap to faster and more exotic machinery like the Jaguar E-type. It was an evolution of the six-cylinder version of the earlier Austin-Healey 100 and part of a lineage commonly referred to as the 'Big Healeys', thanks to their macho image and traditional driving manners.



SPEAKING TO JEREMY WELCH

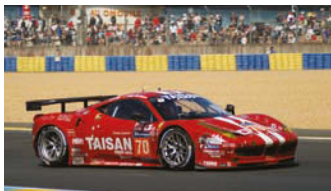
Owner of Denis Welch Motor Sport, the UK's leading Austin-Healey specialist

In terms of value they've gone through the roof and are regularly north of £70,000-£75,000 for the more desirable two-seater models. Our business specialises in parts and upgrades for road and competition - replacing the iron head with an aluminium one is a worthwhile upgrade. Cams and carburettors are effective ways of tuning the cars, too. And while they're not homologated for competition, aluminium radiators and electric fans are good for road cars that get a lot of use. At the end of the day it's pretty old-school technology and they were designed to be tough.



MARK DONALDSON LTD

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2013 FERRARI 458 GTE

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1986 FERRARI TESTAROSSA

LHD, 10,000 kms, Rosso Corsa with Tan interior, super-rare 'due-spechchi' high twin-mirror example, just had thorough service including belts, excellent condition.



1996 FERRARI 355 GTB CHALLENGE RHD

Restoration opportunity, only 18 UK RHD, race winning car, competed in 1996 West European Challenge Championship then Maranello Challenge, 300-page history file.



2009 FERRARI F430 SCUDERIA

RHD, 10,000 miles, Rosso Corsa, factory gold stripe and wheels, alcantara interior, red stitching, large carbon seats, yellow callipers, carbon steering wheel, full service history.



1967 FERRARI 330 GT 2+2 SERIES 2

LHD, rare interim model, matching numbers, O'Rourke Coachrimmers retrim, Borrani wheels, original colours, factory headrests, lovely history file, lots of recent work, must be seen to be appreciated.



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1964 FERRARI 330 GT 2+2 SERIES 1 RHD

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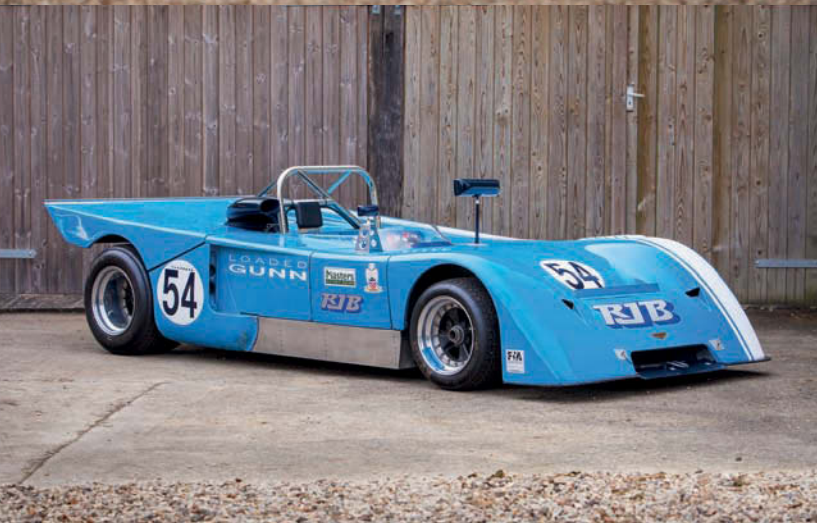
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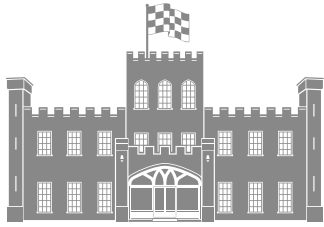
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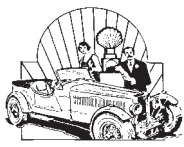
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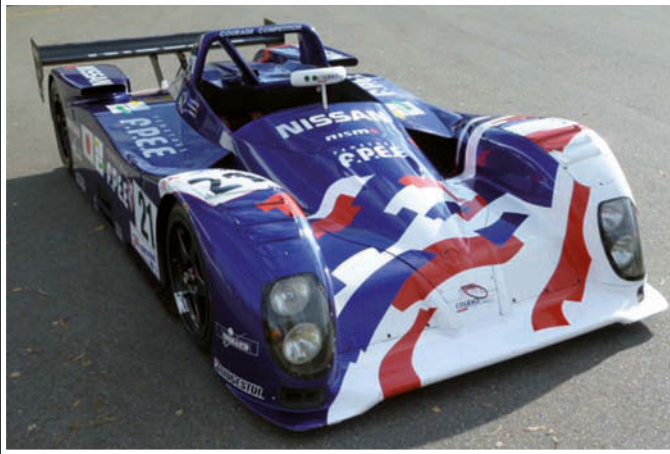
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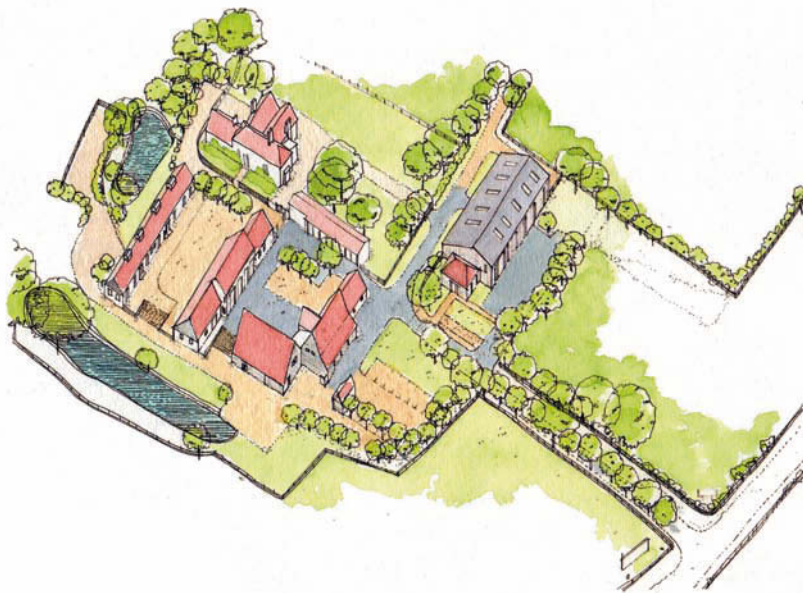
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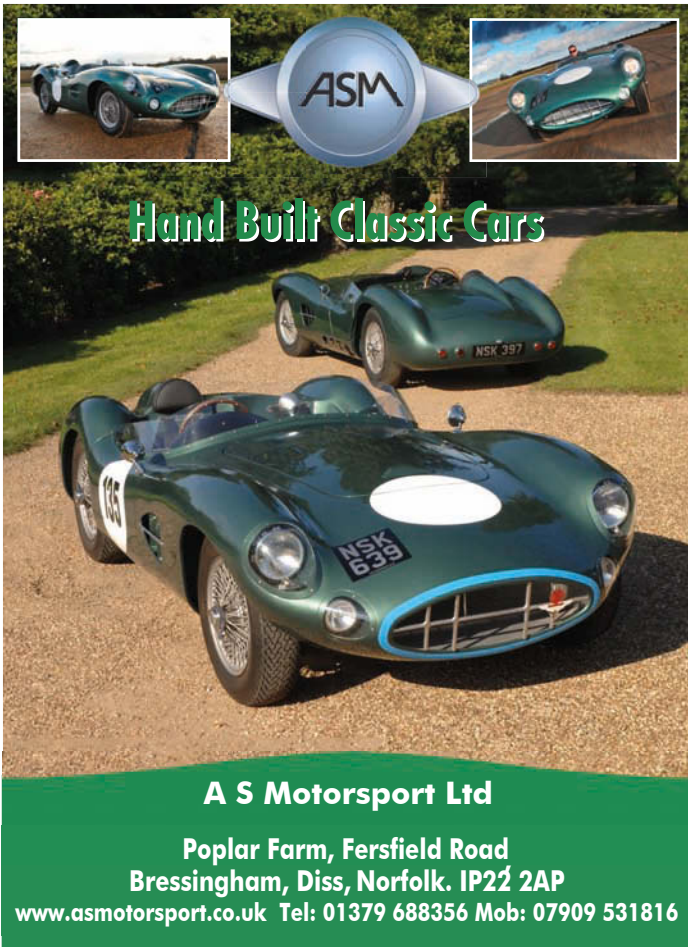
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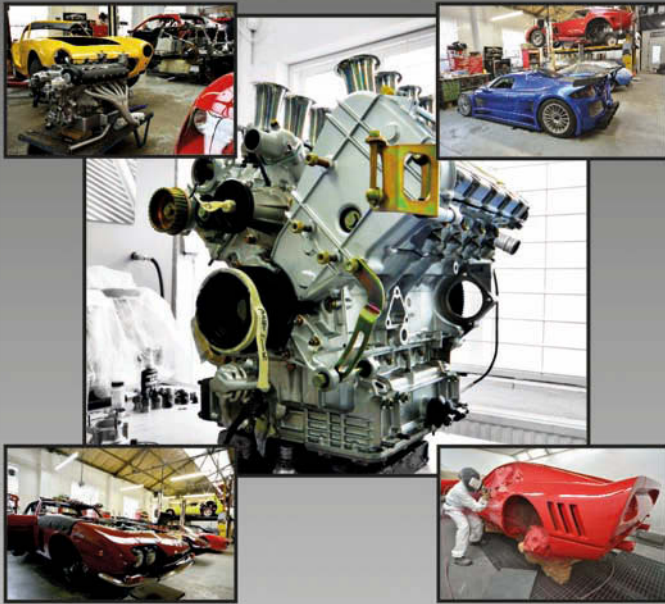
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THIS MONTH MGB IN ACTION AT SNETTERTON • ALFA ROMEO'S DOZY APPROACH TO HOMOLOGATION IN THE 1970s • JORDAN 195 GEARBOX BEGINS TO TAKE SHAPE



HISTORIC RACING

MGB Roadster

A maiden solo race in Norfolk almost ends in disaster for Nick Trott as he continues his budding competition career

If you read my report last month, you will know that my trip to Snetterton in the MGB was the first time I 'flew solo' in the car. BRX owner Ed Foster was unable to make the event but generously offered the car. So, with fantasies of being a true 'gypsy racing driver' I loaded the trailer and used *Motor Sport's* long-term test Mercedes Marco Polo camper to tow the car to the Norfolk racetrack. With spannering assistance from Roy Gilligham of

Chequered Flag Classics, I felt ready for the race. Even more so after the Friday test when I put in times good enough for a top 10 spot on the grid - and that was on an old set of Dunlop historic tyres. I had a new set in the camper ready to go on for the race - which inflated my confidence further.

If you tune in regularly to these pages, you will not be surprised that the whole lot came down to earth with a bump. Feeling (over-) confident, I asked Roy to put the new set of

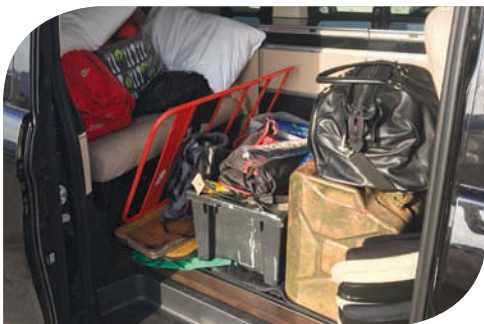
tyres on for the qualifying session so they would be scrubbed for the race. Bad move. I also asked him to tweak the rear suspension - feeling that we needed to stiffen the rear (but with nothing other than instinct to base it on). Double bad move.

Three laps in, I was slithering all over the place and unable to get within a couple of seconds of my test time. I came in to the pits halfway through the session and Roy tweaked the tyre pressures, but I was running out of



“The safety car flag was shown when a Triumph disassembled its left-rear corner at Riches”

Left, Trott leads a group towards Palmer. Below, waiting to find out how an MGB handles with stiffer rear springs



time to set a fast lap. After traffic, fluffed apices and some quite choice swear words I found myself with one lap to go - and three seconds away from the top 10.

The lap was going well. Really well. The MGB hooked up beautifully around Coram, with its right front wheel tap-tap-tapping the inside kerb. The way it dangles its front wheel is a strange curiosity of MGB race cars and ours, despite stiffening the rear, does it more than most. It felt good. Really good...

“Be careful if you stiffen the rear suspension,” said owner Foster before qualifying. “It can make the car a little more unpredictable under braking.” Sure enough, at Murrays (the last corner) I locked the inside front left and went straight on. Having lapped in the 2min 28sec region in testing (good enough for ninth) my qualifying best was a 2min 34.7sec (bad enough for 30th). I felt I let the car down. And Ed. And Roy.

Roy saw my deflated attitude and worked the mind coach on me. Not just a fantastic engineer and mechanic, Roy - as I found out - is also a pretty damn good motivator. He said he'd been watching me on track and it was clear I was faster than the cars around me on the grid. “Remember that when you're in the pack at the start,” he said, “and take advantage of it to move up the field quickly.” Then crucially he added, “and don't forget to have fun.”

Fun is exactly what happened next. For the first time in my short racing career it felt like I was only looking forwards, planning the next overtaking move and working out racing strategies. For the full 40 minutes I was overtaking and only once was I passed - and that was mistakenly by a competitor who didn't see the safety car flag. That flag was shown when a Triumph disassembled its left-rear corner at the fast Riches, leaving a driveshaft, a hub and a wheel in the centre of the track. I was one of the first on the scene and carrying some speed when I came across the car. I knew if I braked mid-corner I'd spin and hit the stranded car, so I lifted sloooooowly and just steered around it. Phew.

Then, after the safety car, I was well and truly mugged. I missed the green flag on the Bentley straight and Graham Bates came past me in another MGB. I felt I was faster than him, so regrouped to overtake. Then, suddenly, that was that. The chequer was thrown, and I was left ruing a lapse in concentration that would have put me 13th.

Still, Roy was there in *parc fermé* to give me the slap on the back I needed. “You made up 16 places,” he said cheerfully. “If only I'd started higher,” I replied.

If. That oft used word in motor racing. I'm getting fed up with saying it! ☑



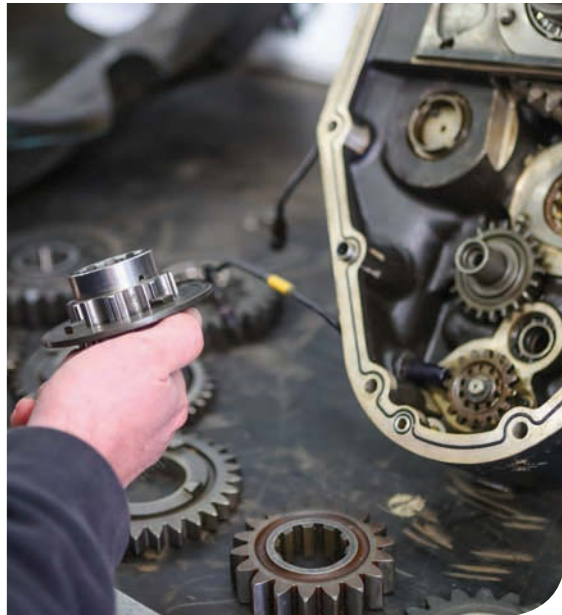
Next month: Ed's back, the glorious Oulton Park, more safety cars, and (ahem) a visit to the clerk of the course
Thanks to: www.equipgts.uk, www.fyshe.com
 (Adidas racewear), Roy Gillingham, Ed Foster



F1 RESTORATION

Jordan 195

Hi-tech components will allow Warren Stean to run his Formula 1 car with a skeleton crew, compared to the army of technicians required in period



This car is really starting to come together and we are planning final assembly in late January or early February. The gearbox for my Jordan-Peugeot 195 is in the final stages of measurement and re-engineering. Metal should be being cut as you read this, and with any luck we will have a gearbox full of fresh components by Christmas, as well as a pile of CAD/CAM files.

In anticipation of this we have now turned our attention to the chassis electronics and control systems. In 1995 the gearbox was controlled by hydraulics that allowed for gearshift times of about 30 milliseconds. The hydraulic system was complex, courtesy of extremely high pressure and the need to reduce component size and weight.

Later V10-powered Formula 1 cars included a variety of systems that put demands on the hydraulic system, from the steering right down to the fuel flap popper. On a mid-1990s car such as the Jordan, the only areas that require this type of control are the gearbox and the clutch. Technological improvements in the intervening years mean we can now achieve this with a modern pneumatic system. The cycle times of the two systems are the same, but pneumatics are significantly less complex. That means less maintenance and better reliability.

We will be installing a Shiftec GCU800, which will allow fine control of all stages of the gearshift. Pneumatic power for the gearshift will be provided by a Shiftec air power source, which integrates a compact, lightweight direct-drive compressor with an air accumulator and control electronics into one package.

The engine control will be provided by a Life Racing F90A ECU, which will permit full sequential control of the 10-cylinder Peugeot

engine along with protection strategies for oil and air-valve pressure. The ECU will also function as the data-logger, recording chassis parameters such as damper position and steering angle. Alongside the gear shifter will be a Shiftec clutch control unit which uses pneumatic power to drive a conventional master cylinder and in turn operate the clutch. By utilising these updated modern controllers, we can now reasonably expect to be able to run the car with two or three technicians rather than the 20 or 30 they had back in period.

The chassis wiring loom has been designed from scratch to support as many original components as possible and integrates with the original Peugeot/Jordan engine loom and Jordan chassis sensors. The loom is being constructed to F1 specification from Raychem Wire and DR-25 heat shrink, with all terminations via Deutsch Autosport or Amphenol connectors as appropriate.

Finally, we are servicing the original dash, cockpit switches and potentiometers. We will be integrating this display with the new electronics to retain the period feel. The steering wheel is being made from scratch, as a reconstruction of the original, and will have the hand clutch and shift paddles on the back. ☑



Next month: Simplifying complexity – the next stage of a rewarding challenge
Thanks to: Tour-de-Force Power Engineering, Bedford; Engine Developments, Rugby

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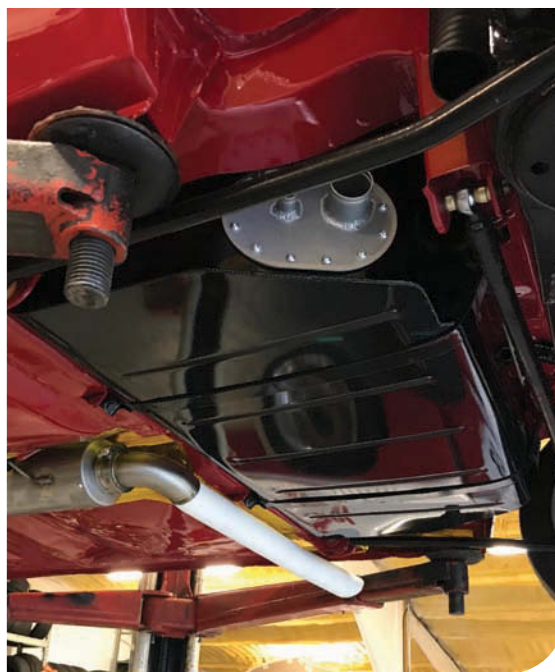
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RACER REBUILD

Alfasud Sprint Veloce

This month Geoff Gordon had hoped to chat about his rebuilt Group 2 car firing up for the first time. It will have done so by the time you read this...



The big moment is more or less upon us. The 'Sud is starting to look ever more like a racing car and the engine is due to run for the first time just as *Motor Sport's* printer presses the 'start' button to make this issue a reality. The goal now is to have the whole project completed by Christmas and to be ready to test early in the new year - that would be a lovely present.

Things have moved on since my last report, though the project was put on hold for a week for the very best of reasons. Pete Johnston, one of the partners at preparation specialist Raceworks Motorsport, decided to give his dad Charles a wonderful 60th birthday present by entering them both for the Roger Albert Clark Rally in historic racer Grant Tromans' Datsun 240Z. I think most of the team went along to provide moral support, which was a lovely touch - I hadn't factored that into the build schedule!

As the Alfa has progressed, it has been interesting building up a picture of how motor racing was when the car was new. Given the growth in historic racing, the FIA takes a very keen interest in making sure that cars in all categories comply with their HTP (historic technical passport), which specifies what can or can't be done.

When the 'Sud Sprint was launched, in the second half of the 1970s, Alfa Romeo was supplying Formula 1 engines to Brabham and up until 1977 still had a World Sports Car Championship programme with the T33. Evidence suggests the company had more important things to worry about than touring cars, so it left most of the customer stuff to tuning

partner Autodelta and there really isn't a huge amount of paperwork.

The likes of Ford and BMW felt competition should be used to sell road cars and went to great lengths to make sure the right parts were homologated. There would be pages and pages of information about which type of radio or door handle trim could be fitted - and then suddenly, tucked away in the middle, you'd find a line about a certain bore and stroke being permitted. These things tended to be hidden away among the mundane details, presumably because they were hoping the opposition might not notice.

As far as I can tell, Ford and BMW homologated just about everything that could possibly be included. The 'Sud? It does have its own HTP, but it is rather brief and means we've known from the start that we'd be quite limited in what we can legitimately do. For instance, it would probably be better - for cooling purposes - if we could run outboard brakes. They must have been a twinkle in somebody's eye at that time, because they appeared on the following Alfa 33, but nobody ever thought to homologate them for the 'Sud... ☒




Next month: Alfa's boxer music. Plus, hopefully, some clues about a test schedule
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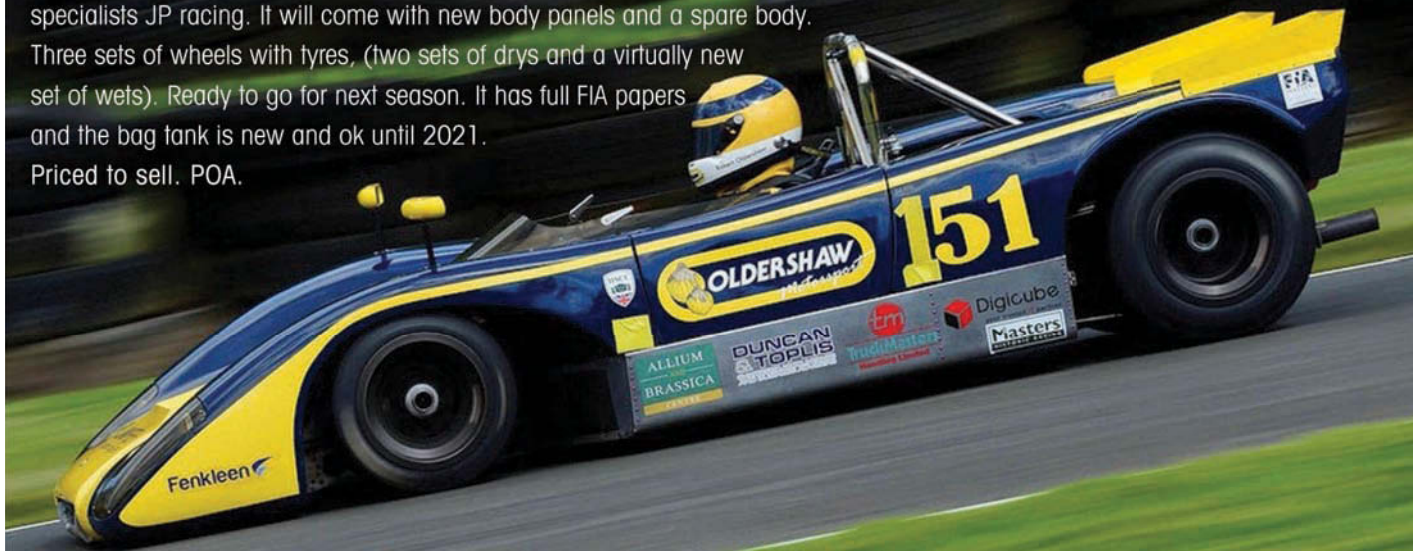


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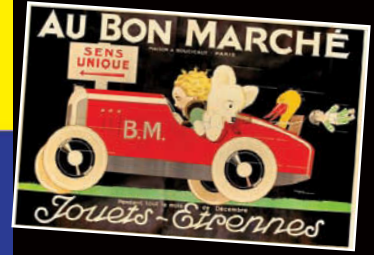
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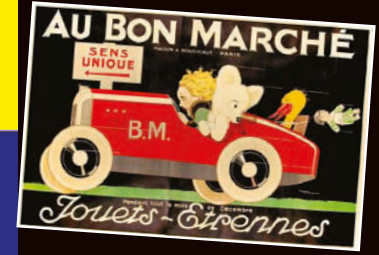
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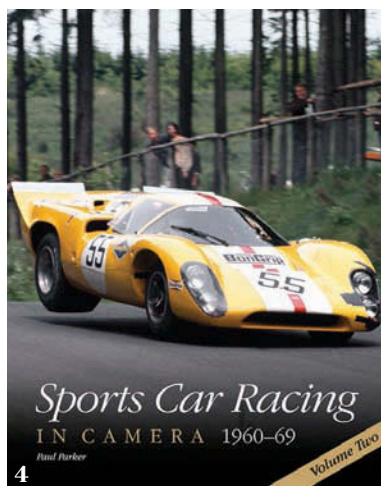
1&2 Formula Art

David Johnson has captured some of Formula 1's most memorable Grand Prix races. His passion can be seen within his work as he strives to record the atmosphere and excitement of a race within each beautifully detailed painting. This classic fine art style has given him the opportunity to work with some of the greatest racing drivers including Sir Jackie Stewart and Sir Stirling Moss. His art has gained recognition in a range of motor sport publications and exhibitions. The full collection can be seen on the Formula Art website, which includes driver signed limited-edition prints and the superb new fine art Giclée range, each one signed and numbered by the artist. www.formulaart.co.uk



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Racing In Camera 1960-69 Volume 2, detailing the machines, drivers and circuits, some of which are still public roads today. From £40. www.behemothpublishing.co.uk

6&7. Historic Car Art

Based in Derbyshire, Historic Car Art has been selling superb motor racing paintings to collectors for more than a decade. As well as offering commissions, it also sources original automotive art from around the world. Seen here: 'Making Movies' by Roy Putt, a limited-edition print, showing a night scene for the movie Le Mans starring Steve McQueen and the Gulf Porsche 917; and 'Surtees at Spa' by Paul Dove, an atmospheric artwork of F1 legend John Surtees driving his Ferrari 312 to victory in a wet and dangerous Belgian Grand Prix at Spa in 1966. Both prints cost from £99. www.historiccarart.net

4&5. Behemoth Publishing

The acclaimed *In Camera* series is a stunning photographic tour of the legendary teams, cars, drivers and circuits of Formula 1 and sports-car racing of yesteryear, brought to life by Paul Parker's entertaining captions.

The latest titles include *Formula 1 In Camera 1960-69 Volumes 1 and 2*, covering arguably the most exciting, period in Formula 1, and *Sports Car*



8

8. SpeedSport

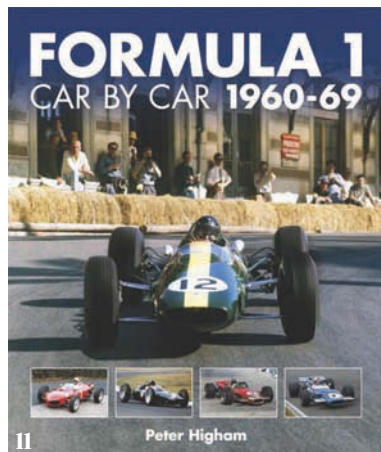
Signed original painting by Dexter Brown of Tazio Nuvolari at speed in the 1931 Mercedes SSKL. Acrylic on canvas. 30x20inches, £2250. www.speedsportgallery.co.uk

9&10. Omologato Watches

Late last year, John Surtees CBE started designing a watch that would help support the Henry Surtees Foundation charity. After his death Omologato was approached by his family to finish the project. The result is The Surtees, a uniquely designed piece of motor sport history. Omologato has also teamed up with Derek Bell MBE, to launch a limited-edition watch - the Derek Bell 500 to celebrate his 1975 Le Mans victory. Both watches cost £379. www.omologatowatches.com

11. Formula 1: Car by Car 1960-1969

This book is the first in a multi-volume, decade-by-decade series covering the history of Formula 1 through its teams and cars. Compiled by *Motor Sport* contributor Peter Higham, it costs £50. www.evropublishing.co.uk



11

Peter Higham



10

9



12

12. Carrera Digital 132 Night contest slot cars

Using the same popular and traditional 1/32 scale as Evolution, the digital D132 range takes slot racing to the next level. Night Contest recreates this year's F1 championship, and features Hamilton v Vettel going wheel to wheel in an epic title battle on the 7.3 metre track. £299 www.carrera-toys.com

All we want for Christmas

The Motor Sport editorial team select their festive treats



Nick Trott Racelogic VBox video HD2 camera data-logger system, with VBox onboard lap timer. Essential kit to help me find those lost tenths, well, seconds. £3450



Andrew Frankel Arai GP6 RC carbon helmet to replace the one muddled during a (competitor-assisted) off at Anglesey. £2999



Simon Arron Nikkor 200-500mm f5.6 lens, for extra reach and versatility at racing circuits and wildlife reserves. £1300



Dickie Meaden I'd like a Porsche 935 K3 for next year's Le Mans Classic. And a pair of new eardrums to replace the ones I ruined at Daytona. c£500,000



Gordon Cruickshank Radio-control Tamiya 4WD Lancia Delta Integrale - plus enormous bonsai forest to rally it in. £312 (without the forest)



Joe Dunn A Rally Master day at Brands Hatch - a bargain and the most fun you can have in a GT86 legally. £89



Jack Phillips PlayStation Pro (4K) with Gran Turismo Sport, Project Cars 2, Thrustmaster Sparco wheel and a VR headset. £1095 all in



Hamish McAllister Paid-for season racing in the Blancpain series including Spa 24 and testing (lots of it), in a Porsche 911 GT3 R. c£1m



Damon Cogman Tamiya VW Beetle Rally 4WD MF-01X radio-control car - product number 58650 to be precise! £129 without radio



Zamir Walimohamed Ansible Motion driver-in-rig engineering simulator rig - but for gaming. As featured on page 28. c£10m

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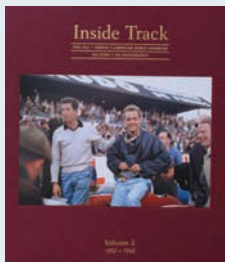
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Inside Track
Phil Hill: His Story, His Photography
 With Doug Nye & Steve Dawson

It's been a long time coming, but this huge two-volume work centred around the personal photographs of world champion Phil Hill is an event. I can't think of anything similar; which other champion was so fascinated by the whole enterprise of motor racing that he pointed his Leica at transporters, mechanics and spectators any time he was not in the cockpit? And he framed cars and people with real art.

Knowing Doug Nye's intense scholarship it's a surprise to see in his introduction that "this is a book to dip into" - especially as you practically need an engine crane to lift it. But a couple of hours later you've become lost in the wealth of images as you flit to and fro between early XK120 days in checked shirts and the years of world attention as Enzo's prime pilot. It's listed as *by Hill with Nye*, and that's how it feels, Doug neatly sliding the history between Hill's captions. Credit also to Steve Dawson, who catalogued the photos and interviewed Hill extensively.

But it's the expansive captions which sing out. Only a man who was there could identify the lesser figures in each shot, and only Hill would say shyly of one portrait "Yeah, I know, Mr Cool..."

Here are priceless moments no one else could catch - such as after Ginther's off during Targa practice when he snaps "Richie sheepishly refitting the hood" of their scrunched Monza Ferrari. And what he calls "the most extraordinary moment I ever caught" of a broken Levegh walking in after his solo Le Mans drive failed - an astonishing shot, quickly grabbed yet richly constructed.

Beautifully presented, this is a fabulous work that will never cease to excite. **GC**
 Published by GP Library - ISBN: 978-1-873201-72-8, from \$180

copy of the DVD is included). Its front-line racing career ended in 1975, after which it was exported to America... and then vanished.

In 2013 two Swiss enthusiasts found a decaying 911 in a Californian barn - and it gradually became clear that it was this one. It has since been repatriated and restored by Porsche Classic and this book tells the tale of its twin lives either side of its disappearance.

The tale is embellished by reproduced period documentation and there are some wonderful photographs, especially from the Targa Florio. So yes, it is yet another 911 book - but it is also refreshingly different. **SA**

Published by Delius Klasing
 ISBN: 978-3-667-11110-4, €49.90

Speed Read F1

Stuart Codling

Full of charming illustrations and endearing explanations of Formula 1's dizzying maze of regulations and technological terms, *Speed Read F1* proves a vivid beginner's guide to the sport. Stuart Codling is a respected F1 journalist and has spared no definition in the glossary and filled the book with F1's essential historical oddities, such as Ernst Loof's single-race career, which began and ended at the 1953 German Grand Prix.

Technical jargon is kept to a minimum, making it accessible enough for first-timers, and F1's countless innovations are all helpfully covered too, as well as famous rivalries such as Mika Häkkinen vs Michael Schumacher, or Jackie Stewart vs Jim Clark. Pop-art style illustrations aren't drawn to a Giorgio Piola level, nor should they be, but they're stylish enough to make an explanation of ERS engaging.

A manageable encyclopaedia, *Speed Read F1* could convert a formerly baffled casual observer into a full-time fan, and its 'historical tidbits' wouldn't go amiss at a pub quiz. Just don't go expecting any number-crunching analyses or technical drawings - this is a guide purely aimed at novices. **SK**
 Published by Motorbooks
 ISBN: 978-0-7603-5562-6, £12.99

Lancia 037

Peter Collins

You wait a while for a Veloce reprint to come along... and then about 427 turn up at once.

This is one of the most thorough examples from the recent glut of reissues, Italian marque authority Collins providing an 037 overview - first published about 10 years ago - that is as comprehensive photographically as it is textually (many of the images and illustrations were sourced from designer Sergio Limone's private archive).

The layout is clunky in parts, but the content provides more than adequate compensation. **SA**
 Published by Veloce
 ISBN: 978-1-787111-28-8, £45

Alan Mann Racing F3L/P68

Ed Heuvink

This is thinner than most McKlein publications - but with reason.

It takes an age to get going, via chapters about GT40s (the May 1966 cover of *Motor Sport*, price two shillings, forms part of a photo montage) and Escorts to contextualise Ford's place in



the racing world, plus a section on the origins of the Cosworth V8 (not news), but then the F3L was something of a racing mayfly.

It is beautifully produced and - as is customary with McKlein - there are some fabulous photographs. The overall feeling, though, is that this has been padded out to provide substance that the story simply doesn't possess.

I would still categorise it as one of the most elegant racing cars of all time, mind. **SA**
 Published by McKlein
 ISBN: 978-3-927458-97-0, €79.90

Porsche 911 ST 2.5

Thomas Imhof

Type 'Porsche 911' into its search window and Amazon returns 1159 results, including this one, so the genre arguably reached saturation point some time ago. But...

This is a very specific tale about a very specific 911, the ST 2.5 that won its class at Le Mans in 1972. Drivers Jürgen Barth and Michael Keyser have collaborated with respected German author Imhof to recall the glory days of a machine that also served as a camera car for the *Speed Merchants* movie (a

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— FEATURED ARTIST —

Geoff Bolam

If you need your car door repainted you might want to talk to this man first

Aston Martins are a bit pricey now, but you could always buy a DB4 door and hang it on the wall. Because if Geoff Bolam has painted it, you'll want everyone to see it. It's one of the 'canvases' on which Geoff works, along with his quasi-technical line drawings overlaid with rendered profiles.

"They're junked skins from a restorer," explains the London artist. Or you can have your art on sheet aluminium. This was the USP which tempted the graphic designer to close his design consultancy after 20 years and turn full-time to painting.

"I'd always loved cars and being a designer I wanted to get beneath the skin, to show the form which meant more than one view - but what sort of background? Then I had the light-bulb moment - paint onto metal."

It took a while to figure out the technique. "The metal is sanded, then using hand-cut or photographic masks the line drawing and lettering are etched on, or sanded in a different direction which gives an amazing effect. Then I apply the image in oils over a special sealer. It can take a week for the design, another for the etching and up to four weeks to paint".

Surprisingly he offers prints too, on aluminium composite board. "It's very involved, using a specialist printer and super-hi-res images, but it's great for reproducing my images as light reflects back through the slightly translucent ink."

Alongside the design series and private commissions he's also exploring more dramatic visualisations - "more dynamic, abstract, colourful" - but still on metal. In which he's following an earlier practitioner - David Hockney. www.geoffbolam.com



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FEATURED MODELMAKER

Belkits

Marcus Nicholls examines fine rally car kits from a small Belgian manufacturer

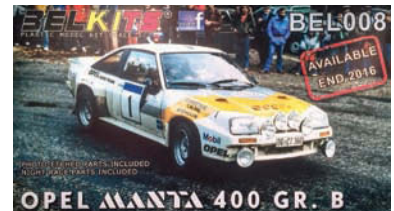
Rally car kits in 1:24 scale were a staple of Tamiya's catalogue for many years, covering a wide range from 1960s Monte Carlo Mini Coopers to Richard Burns's 2001 Subaru Impreza. In more recent times, however, Tamiya's output has slowed to a trickle: enter Belkits, a small Belgian company launched by Lozie Patrick in 2009 (with Kris Meeke's Peugeot 207 S2000). While Belkits initially intended its first release to be a resin model, its products use the same injection-moulded polystyrene production technique as Tamiya, Hasegawa, Revell and other mainstream manufacturers.

When done well, injection-moulding makes car models far more accessible, affordable and perhaps less intimidating to those who might not possess the specialist skills to complete a resin model, many of whose assembly requirements can be a major fiddle.

But tooling up for injection moulding incurs far higher costs than for short-run resin, so the manufacturer has to have complete confidence that its chosen car will sell well enough to offset the initial investment. Rally cars seemed to be a winning genre and keeping things current - initially at least - was the way to go.

The first car, the aforementioned Meeke 207, is still available and comes in a form that will be recognisable to anyone who has built a Tamiya kit; a compact box full of moulded plastic frames carrying the chassis, suspension and cabin parts (replica engines are not provided), soft, synthetic rubber tyres and crystal-clear windows, plus waterslide decals. The latter require trimming individually, soaking in tap water for a minute or so and sliding into place.

Something extra was also in the box: photo-etched metal components. This production process uses the same basic steps as printed circuit board manufacture but without the backing board, so when etched in acid, the thin metal



(usually nickel-steel) forms delicate and in-scale parts, ideal for appropriately thin windscreen wipers, seat-harness buckles and more.

The company's next car model was the 2010 Monte Carlo Rally-winning Ford Fiesta S2000 of Mikko Hirvonen and Jarmo Lehtinen, again in the standard 1:24 scale. As with the Peugeot, a huge amount of research and back-and-forth approvals between Belkits and the manufacturer took place, a long and often tedious process but one that ensures that the profile and overall 'stance' of the model is captured.

After the Ford the 2012 Škoda Fabia S2000 Evo was launched, with the now-standard, ultra-realistic photo-etched/fabric seat harnesses and an imposing quad-light assembly for night stages. An accessory pack was made available for separate purchase, comprising new suspension parts, wheels, tyres and even mudflaps for gravel stages - a nice touch for those who want to transform the look of the model. And, as they were made by the same manufacturer, they fitted perfectly, something that cannot always be said of aftermarket add-ons.

Belkits has gone on to produce the 2015 VW Polo R WRC and also a number of rallying classics. To the delight of many modellers, Roger Clark's 1972 Ford RS1600 Mk1 has been launched and there will very soon be a Group B Opel Manta 400 from the Tour de Corse 1984 - manna for modellers of a certain age.

In the UK, Belkits models are distributed and imported by The Hobby Company and can be purchased through Hiroboy; www.hiroboy.com

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Parting Shot

April 25, 1969

Monza, Italy

Chris Amon gives team mate Mario Andretti a lift through the paddock in their Ferrari 312P. The pair qualified on pole for the Monza 1000Kms, fourth round of the International Championship for Makes, but retired with engine trouble. Jo Siffert and Brian Redman won, in their Porsche 908. Background Ford GT40 was shared by fourth-placed Reinhold Joest and Helmut Kelleners, who finished eight laps adrift.





Clockwise from left: David's seat on the pit roof cost \$50 for the weekend – here's the view; Graham Hill discusses the Lola T370; James Hunt took third for Hesketh; winner in '73, Ronnie Peterson dropped out when a fuel line worked loose; Hexagon Brabham pit; Chris Amon raced this BRM P201; is Ian Ashley about to pit his Brabham BT42... or angry with Jochen Mass?



You were there

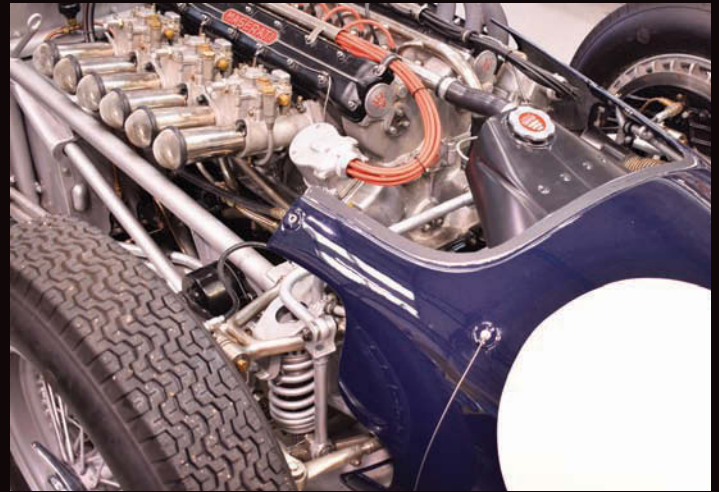
If David Corbishley's name sounds familiar, so it should: the New Jersey resident has featured in this column previously. This month we present his photos from the 1974 US GP at Watkins Glen

Send us your images

If you have any photographs that might be suitable for *You Were There*, please send them to: *Motor Sport*, 18-20 Rosemont Road, London, NW3 6NE or e-mail them to: editorial@motorsportmagazine.co.uk



Maserati 250F Grand Prix car



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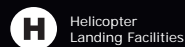
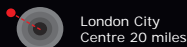
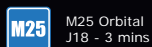
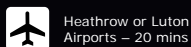
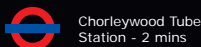


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