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JOE DUNN
ACTING EDITOR

I WOULDN'T GO SO FAR AS TO say that I am close to Chase Carey, the luxuriously moustachioed new boss of Formula 1, but I did share an elevator with him once.

His appearance at the offices of News International – where I was a motoring editor on one of its broadsheets – came at the height of the phone hacking scandal that was engulfing the company. The chief executive had resigned, previously unflappable senior managers seemed panicked and Scotland Yard was poised to descend on the building.

Into this crisis marched Carey, then Rupert Murdoch's right-hand man who had been dispatched from New York to sort out the troublesome Brits. He sauntered through the press pack camped outside the office and headed to the lifts where I was standing clutching my Pret coffee.

"Good morning," I said.

"Good morning."

"Going up?"

"Yup."

I appreciate that this was not the most illuminating of exchanges but what I can report (and readers will have to take my word for it) is that Carey's very presence appeared to cast a calming effect over the jittery building. He was a man who exuded power, competence and control.

Formula 1 in 2016 is clearly not in the same crisis as News International was in 2011, but only a fool or major shareholder in CVC would suggest that it didn't have its share of problems. Should the sale go through – and already there are rumblings of potential legal roadblocks, which although unlikely cannot be written off given the complex and opaque nature of F1's ownership structure – Carey will have a full inbox when he eventually starts work next year.

Chief among them will be reversing the decline in the number of people watching Grands Prix. According to Formula One Management television audiences fell to 400 million last year, meaning that F1 has lost one-third of its worldwide audience since 2008 – about 200 million viewers. Granted, the numbers may reflect the move away from free-to-air coverage in favour of pay-per-view, and a corresponding move by tech-savvy consumers to watching via non-measurable – read pirate – channels, but there is no denying that popularity is waning.

Carey, a genuine sports fan who masterminded Fox TV's pivot towards sports coverage in the early 1990s and understands the importance of social media, is well equipped to drive up Formula 1 audiences. The question is whether the spectacle itself – too often criticised as lacking excitement – can rise to the challenge.

As important, in this magazine's view, is the new owner's attitude to hosting races in countries with unacceptable human rights records or where local interest is negligible, which has both tarnished the sport's image and alienated its fans. The ruthless search for money, and the pimping of GPs to the highest bidder that has driven F1 to places like Baku, must end. Who knows, perhaps the sport can be loved again rather than merely admired.

❖

SO, FAREWELL THEN JENSON Button. The boy from Frome who did so good has announced his intention to take a sabbatical from racing in F1. Whether he will return or not in 2018 remains to be seen, but his plum job as a McLaren 'ambassador' is no less than he deserves.

As Mark Hughes brilliantly explains this month, Button's mercurial talent has been much misunderstood ever since he first appeared on the grid in 2000. At his best, like all the greatest drivers, he seemed to be operating on a different plane from everyone else. The fact that he often did so in a car that was second best only serves to highlight his undoubted gift.

As Mark writes: "His ability is so nuanced, a total outlier from the approximate grading one could make of the others, that it's led to the misconception that he was simply a right place/right time world champion. But that's to ignore the extraordinarily high level of his best drives – performances that rank with the best of the greats."

Even so, it may well be that Jenson is remembered more for his partnership with Ross Brawn and for being part of the Brawn GP team than for any individual achievement. The 2009 championship-winning season with a team cobbled together is a racing fairytale the like of which we may never see again.

Button's departure also raises an interesting question over the number of British drivers who will be competing in 2017. With Jolyon Palmer far from a shoo-in to retain his seat at Renault, British fans may have only Lewis Hamilton to cheer. The last time that there was a single regular British



LAT

Button made fine use of the 2009 Brawn, but some of his best drives came in lesser cars



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driver competing was way back in 1980 when John Watson, in his struggling McLaren M29C, failed to make the podium, eventually finishing 11th. Coincidentally, 1980 was the same year that the departing Button was born.

❖

MY SUMMER WAS BOOK-ENDED with two events: the British round of the World Rallycross Championship at Lydden Hill in May and the Goodwood Revival Meeting in September.

Lydden Hill is one the most picturesque circuits – as well as being the shortest – in the land, nestled in a natural bowl formed by the gently rolling downs of east Kent. On the day I visited, this ancient amphitheatre was bathed in spring sunshine. The national flags of the competing teams fluttered in the wind like the colourful standards at a medieval joust and the paddock was a hive of activity as mechanics prepped and fettled their cars. Drivers in race suits strolled among the crowds, chatting and signing autographs.

SEE PAGE 66
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I spoke to Sébastien Loeb, the great but normally taciturn Frenchman, who waxed lyrical about the relaxed and friendly atmosphere of this recently revived and not quite mainstream sport, comparing it favourably to the high-profile, big-money world of the WRC, where fans are kept at a distance from teams and drivers. It was a family atmosphere, he said, that only comes with grass-roots sports.

The Revival can hardly be called grass roots anymore; it has long since gone mainstream but it is a credit to the organisers that it (unlike its louder, brasher sister event) has managed to keep the sense of a motor sport fraternity.

Coming as it does in September the event always carries an elegiac note: the leaves are beginning to fall and another summer of motor sport is drawing to a close. It is a chance for the racing community to bid farewell to one another for another year, and there is nothing else quite like it on the calendar.

❖

AND FINALLY, TO GALLOWAY AND the final round of the national ARR Craib Scottish Rally Championship, where Robbie Beattie won the Peugeot 1600 class in his 205, but only after season-long rival Donald Peacock loaned him the parts to finish the rally after Beattie arrived at the service park with a bent axle. Peacock finished second but still won the class title. It wasn't quite as high-profile an act of sportsmanship as Mansell giving Senna a lift back to the pits at Silverstone in 1991, but it gave a glimpse of the values of racing that other richer series need to rediscover. Chase Carey take note. Ⓜ


AMY SHORE/GOODWOOD



IN NEXT MONTH'S ISSUE

Group B rallying remembered, 30 years on from its demise

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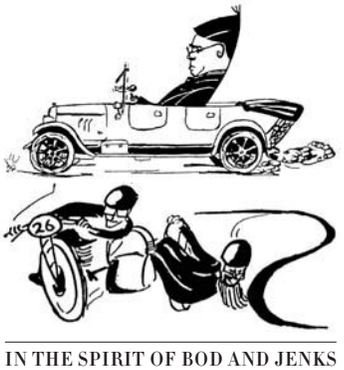
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1955 PORSCHE 356 'PRE-A' 1600 SPEEDSTER



1937 AC 16/80HP 'SHORT CHASSIS' COMPETITION SPORTS



1966 LAMBORGHINI 350 GT

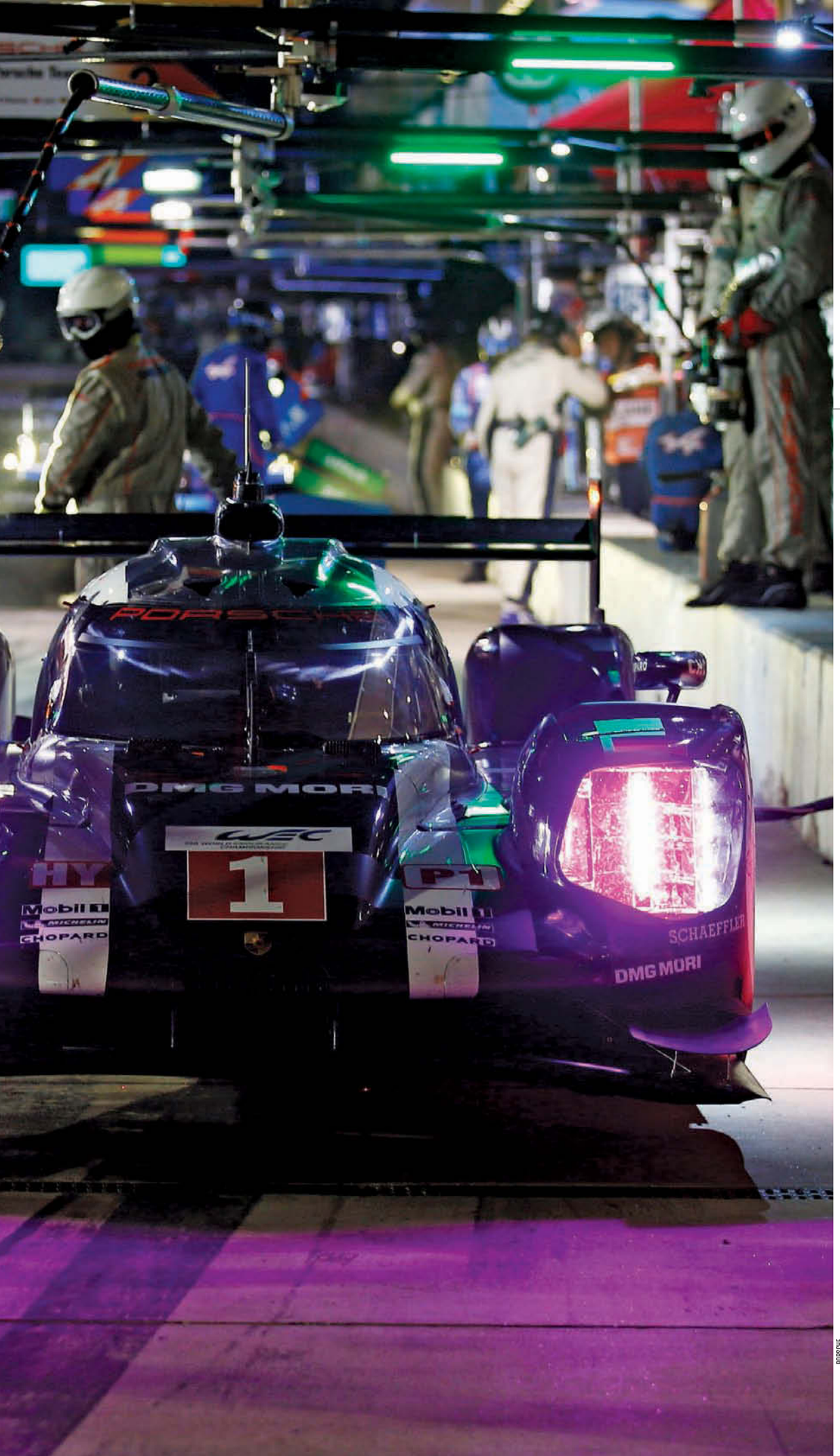


1989 PORSCHE 930 TURBO TARGA 5-SPEED

1963	APAL-Porsche	1600GT Coupé	55,000	80,000
1974	Aston Martin	V8 Series 3 Coupe	80,000	120,000 (NR)
1969	Austin	Mini Cooper S Rally	30,000	40,000 (NR)
1956	Austin-Healey	100 BN2 Roadster	85,000	125,000
1966	Autobianchi	Bianchina Panoramica	15,000	30,000 (NR)
1930	Bentley	Blower Childs car	9,000	16,000 (NR)
1972	BMW	2002 Baur Cabriolet	30,000	40,000 (NR)
1973	BMW	3.O CSi	40,000	60,000
2014	Cisitalia	D 46 Half Scale	3,000	7,000 (NR)
2003	Ferrari	575M Maranello Coupé	180,000	230,000
1962	Lamborghini	350 GT	600,000	800,000
1962	Maserati	3500 GT	200,000	300,000
1963	Maserati	Sebring S1	260,000	320,000
1985	Mercedes-Benz	190E 2.3 16	25,000	35,000
1969	Mercedes-Benz	280 SE Cabriolet	130,000	160,000
1970	Mercedes-Benz	280 SE Coupé 3.5	90,000	130,000
1969	Mercedes-Benz	280 SL Pagoda 5 speed	200,000	300,000
1955	Porsche	356 'Pre-A' 1600 Speedster	350,000	550,000
1976	Porsche	911 2.7 Carrera MFI Sondermodell	175,000	225,000
1980	Porsche	911SC 3.0 Coupé	35,000	50,000 (NR)
1989	Porsche	3.2 Carrera Rijkspolitie	90,000	150,000 (NR)
1981	Porsche	924 Carrera GT	65,000	100,000 (NR)
1987	Porsche	928 Club Sport	225,000	265,000
1989	Porsche	930 Turbo Targa 5-speed	250,000	300,000
1992	Porsche	968 Club Sport	45,000	65,000 (NR)
2016	Porsche	991R Limited Edition	250,000	350,000
1955	Swallow Doretti	Roadster	50,000	70,000

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PORSCHE

THE MOTOR SPORT MONTH

IN PICTURES

SEPTEMBER 17, 2016

6 Hours of COTA

AUSTIN, USA

The winning Porsche 919 Hybrid of Mark Webber, Timo Bernhard and Brendon Hartley pauses for a service as the trio head for their third consecutive World Endurance Championship victory. Audi had the quicker car for most of the weekend, but assorted setbacks enabled Porsche to steal an advantage. The Audi of Loïc Duval, Oliver Jarvis and Lucas di Grassi took second.



LAT

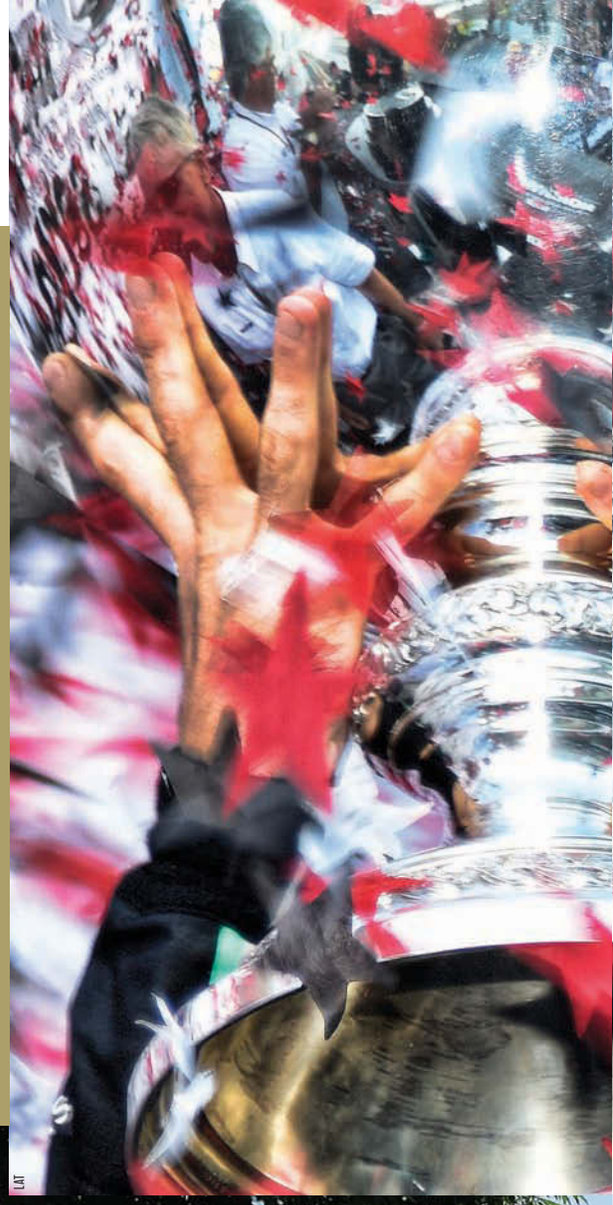


LAT

CHICAGOLAND, USA, SEPTEMBER 18
Toyota driver Martin Truex celebrates within a haze of his own tyre smoke after winning the Teenage Mutant Ninja Turtles 400 at Chicagoland Speedway. Truex led for 32 of the 270 laps and finished ahead of Joey Logano (Ford) and Chase Elliott (Chevrolet). It was the opening race in the end-of-season Chase for the NASCAR Sprint Cup.

SONOMA, USA, SEPTEMBER 18
Simon Pagenaud clinched his first Indycar title with a dominant victory in the series finale, after lone rival Will Power lost time with gearbox trouble. The 32-year-old Frenchman clinched Penske's 14th top-line single-seater crown in the US and in 2016 scored five of the team's 10 wins from 16 races.

SANDOWN RACEWAY, AUSTRALIA, SEPT 17
Backlit V8 Supercars pictured during the 12th round of this year's championship at Sandown, about 15 miles from the Australian GP's home city of Melbourne. Leading here is Fabian Coulthard – David's second cousin – at the wheel of his Penske-run Ford Falcon.



LAT



FAFE, PORTUGAL, SEPTEMBER 21
This shot was taken earlier in the year, but Citroén released it in late September. It shows its prototype C3 World Rally Championship contender being put through its paces. Initial testing was handled by Kris Meeke, Craig Breen and Stéphane Lefebvre.

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THE MOTOR SPORT MONTH

IN PICTURES



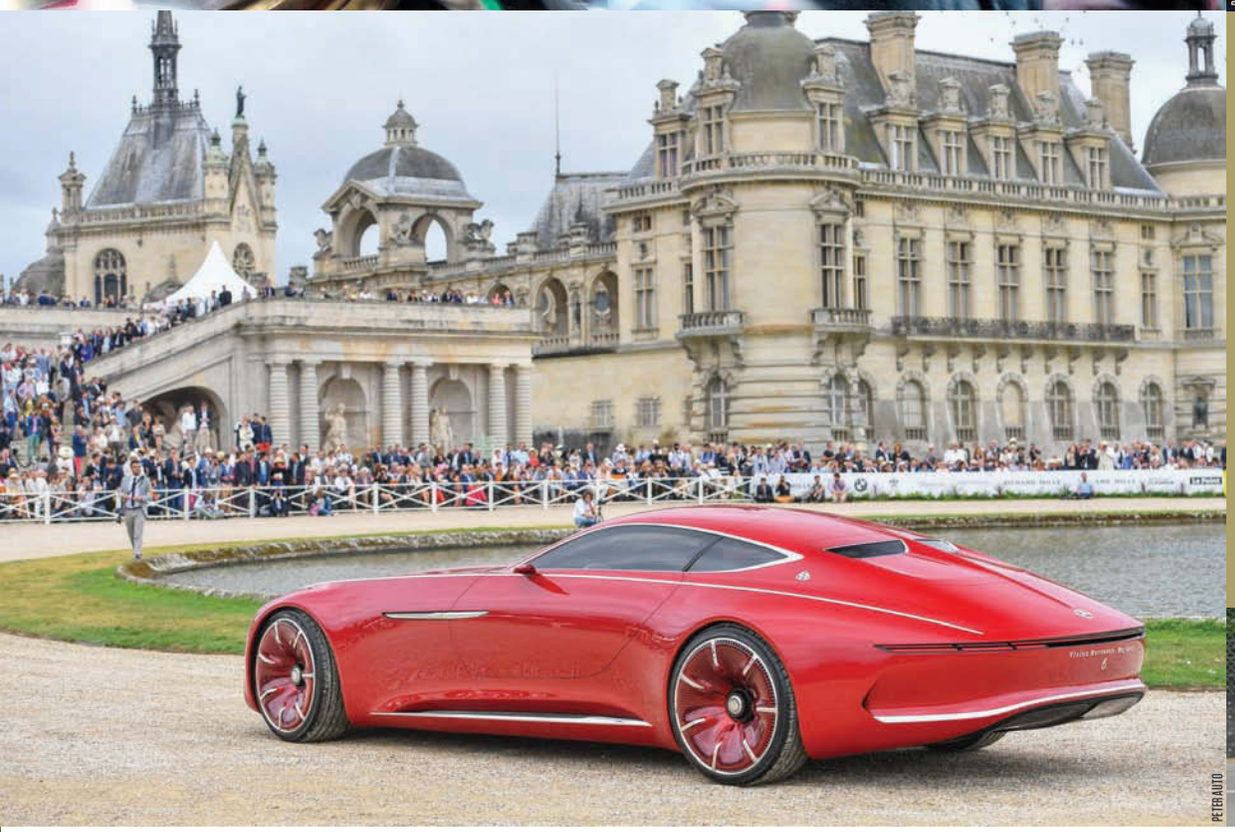


PORSCHE

SILVERSTONE, ENGLAND, SEPTEMBER 18
Dan Cammish took two Porsche Carrera Cup GB victories at the penultimate meeting of the campaign to put the title beyond rivals' reach. Driving for Redline Racing, the 27-year-old from Leeds also won the championship last season.

CHANTILLY ARTS & ELEGANCE, FRANCE, SEPTEMBER 4
Rebuilt in the 1870s, following the French Revolution, the Château de Chantilly provides a striking contrast to the Vision Mercedes-Maybach 6 concept, which foretells the shape an electric grand tourer might take in the future.

BRANDS HATCH, ENGLAND, SEPTEMBER 17
Mark Shaw (Merlyn, airborne) and James Buckton (Elden) tangle during the second of two terrific Historic FF1600 races at Brands Hatch. In both, the top three were covered by just 0.4sec at the flag.



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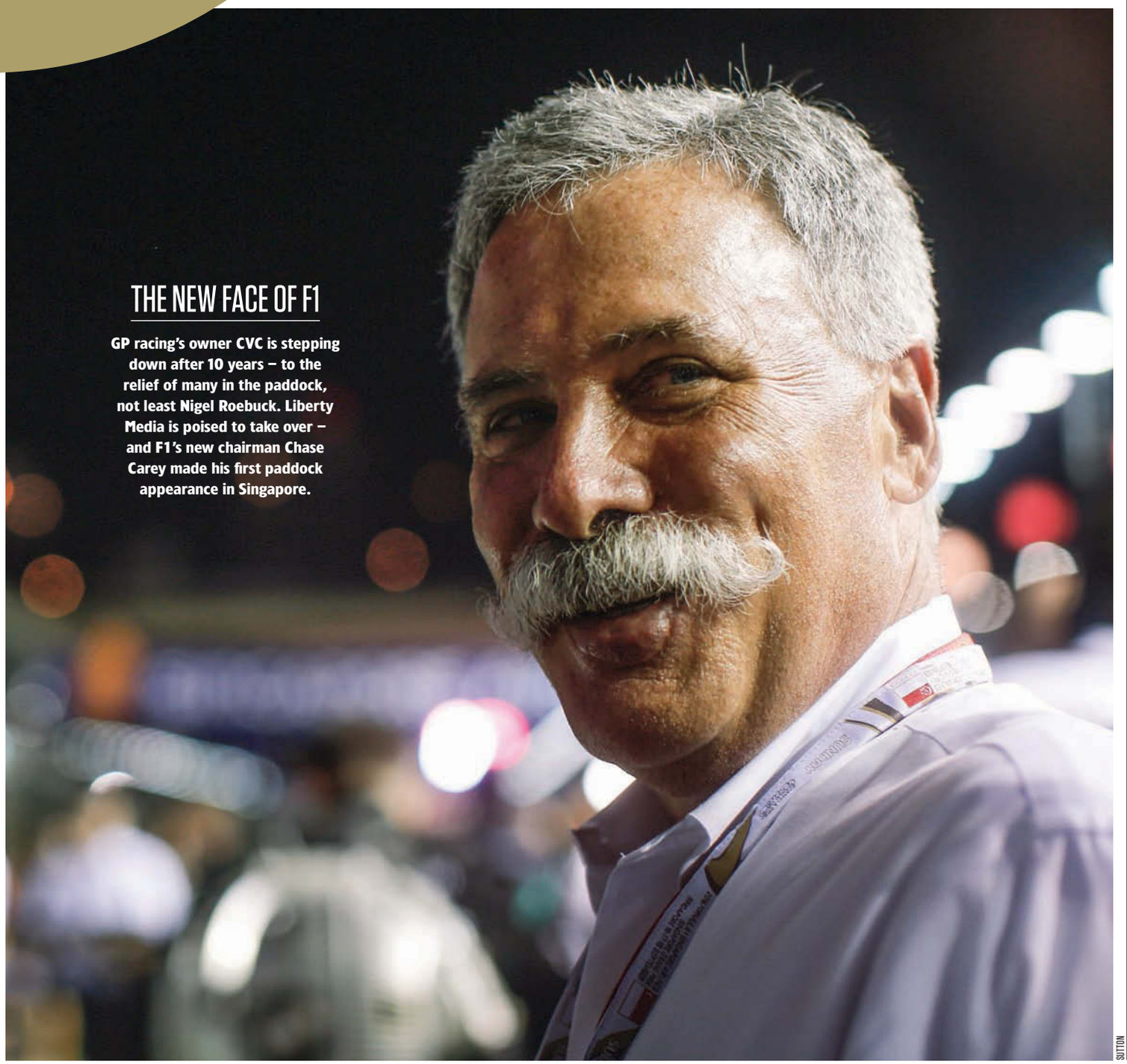
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Nigel Roebuck

>>WHAT LIBERTY'S F1 TAKEOVER MIGHT MEAN >>RIDING SHOTGUN WITH AMON



THE NEW FACE OF F1

GP racing's owner CVC is stepping down after 10 years – to the relief of many in the paddock, not least Nigel Roebuck. Liberty Media is poised to take over – and F1's new chairman Chase Carey made his first paddock appearance in Singapore.

SUTTON

CVC. THE INITIALS STAND FOR CITICORP Venture Capital, and CVC Capital Partners – founded in 1981 – was originally its European arm. Through the last 10 years, I have in idle moments considered alternative interpretations of CVC, and if my preferred option cannot be reproduced here, I can say at least that the 'V' stands for 'Verily'…

Over the Monza weekend the paddock was abuzz with conversation about the imminent takeover of Formula 1 by Liberty Media, and while I will always baulk at the idea – once unthinkable – of a sport being 'owned' by anyone, there appears to be good reason for at least cautious optimism at this development. It will of course take time for the company to get its feet under the table, for its aims to become clear, but so far I like what I hear. Whatever else, Liberty Media comes into our sport with one surpassing thing going for it: it is not CVC Capital Partners.

It was a decade ago, in March 2006, that CVC announced its acquisition of a majority shareholding in Formula 1, and there was every reason to shudder at the news. In its blurb, the company describes itself as 'One of the world's leading private equity and investment advisory firms' – and the advice they tacitly give, of course, is 'Invest in us, and we'll make you stinking rich.' At this they are undoubtedly adept.

I have, I know, written many times about CVC, about my fears that one day a company such as this would be attracted by the gravy train that Formula 1 increasingly became over time. At one point, though, it would have been impossible for them to become directly involved, because the sport's commercial rights were the property of the FIA, and not – apparently – up for grabs.

That all changed in 2001 when FIA president Max Mosley negotiated a deal whereby the governing body would sell the F1 commercial rights to his friend Bernie Ecclestone for what seemed like a very reasonable £206m – particularly as the agreement was for an unheard of 100 years.

At that time Ken Tyrrell was nearing the end of his life, and one day that summer I called him, essentially, I suppose, to say good-bye. When first he came on the 'phone Ken sounded frail, but mention of the deal between Ecclestone and the FIA soon had him firing on all cylinders, and typically he made no attempt to conceal his outrage.

"You wait," he said, "Bernie'll move the rights on to a bunch of bloody asset-strippers…"

How, in today's world of political correctness – where a difficult problem is 'a challenging issue' – one misses the straightforward bluntness of a man like Tyrrell. And he was right, of course: moving the rights on – for rather more than he had paid for them – to a bunch of bloody asset-strippers was precisely what Bernie eventually did.

On the surface, though, nothing really changed, for the gentlemen of CVC didn't come up on the down train, and were smart enough to appreciate they knew damn all about Formula 1. It made absolute sense to continue with Ecclestone in his role as deal-maker *sans pareil*: in the F1 section of CVC's portfolio, Bernie has always been listed as CEO.

Beneath the surface, though, all was not quite as it had been, in the sense that – perhaps for the first time in his life – Ecclestone now was an employee, working for someone else, and he quietly allowed that on occasion this did not sit well with him. While many in the paddock regretted – from their own point of view – that he no longer had quite the control of times past, they found it difficult to have much sympathy for him *per se*: bringing CVC into the equation had, after all, been his doing, and had made him even more immeasurably rich.



Bernie Ecclestone with CVC's Donald Mackenzie, who maintained a low-key presence in Formula 1

What was to many of us bizarre about CVC's ownership of F1 was its almost complete anonymity in the paddock. When you thought about it, though, you concluded that perhaps it was no more than inevitable. These people, after all, hardly bought into F1 to make it better: year after year they focused on what they were good at – siphoning money – and that was the extent of their interest.

If the shadowy outfit had a front man, it was co-chairman Donald Mackenzie, who made very occasional visits to Grands Prix, and maintained the lowest of profiles: if ever you have read an interview with this man, you have the advantage of me. Once in a while he would be seen strolling round the paddock, causing some team principals – particularly from the smaller, poorer, teams – to snarl under their breath, but usually he was sensible enough to do it in company with Mr E.

In all that time I encountered him only twice – and then, it must be said, briefly. Soon after CVC became involved, I was talking to Bernie in a paddock somewhere when this person materialised, ignoring me completely – well, who was I? – as he made clear his immediate need to speak of more important matters. "This is Donald," Bernie muttered, and there was a brief handshake before they went off to his motorhome.

The second occasion was not dissimilar, save that this time I was in



LAT

Austin, chatting to Jackie Stewart and Dario Franchitti. The topic of conversation happened to be Jim Clark, JYS's friend and Dario's hero – and perhaps Mackenzie's antennae had twitched, for he arrived in our presence like a man jumping on a moving bus, already talking about Clark, and keen to celebrate his recent acquisition of one of Jimmy's Lotuses – which, I would guess, is worth rather more now than it was then. Given that Mackenzie never so much as glanced in my direction, I judged my presence to be superfluous, and left Jackie and Dario to it.

Looking back, what angered me in part about the sale of the commercial rights by the FIA to Ecclestone was that Mosley, in telling us of the agreement, insisted that the bargain basement price was actually 'a very good deal' for the FIA. Something Max never did understand is that people – even journalists – do not care to be patronised, to have their intelligence insulted.

If his remark caused a good deal of rueful mirth among us, even worse was that – anticipating questions about Bernie selling the rights on – he said he'd thought of that, and to that end had inserted in the agreement what he called 'the Don King clause', a reference to the notorious boxing promoter who kept a steel grip on the sport. This, he said, gave the FIA the right to veto the sale of the commercial rights to any party that might not have the best interests of F1 at heart.

More mirth – which came back to mind when Ecclestone flogged the rights to CVC. If 'the Don King clause' were not to be invoked at the sale to a private equity company, just what would it take to bring it into play? From the outset, it was clear that these people emphatically did not 'have the best interests of F1 at heart'. I've grown sick and tired of being earnestly told by some that I've got it all wrong, that Donald Mackenzie has really, really, really, come to love F1. If such be the case, why has he allowed his company to bleed it dry?

Back in 2012, Force India team principal Bob Fernley – whom I suspect would have got along famously with Ken Tyrrell – spelled out the situation rather more courageously than any of his colleagues. "CVC," he said, "are the worst thing that ever happened to F1. They've done nothing for it, and now they're packaging it up to try and unload it to some unsuspecting investors."

I felt like applauding when Fernley spoke out, and told him so: a massive amount of money that should have been in motor racing had instead slipped into the pockets of CVC investors, and if that doesn't make you feel sick, it should.

As ever, CVC stayed under the radar, declining any official comment, but Mackenzie soothingly suggested that the Force India man had got it all wrong. "I appreciate," he said, "that Bob and the middle-sized and smaller teams have a tough job, as they always have. But the fact is that the teams need to solve the problem themselves. It's not about how much money we give them – it's about how much they spend. As far as we are concerned, the most important message is that we do not take money out of the sport. We are not the bad guys. We care about the sport. The teams get 65 per cent of the profits, and we get 35 per cent..."

Perhaps – like one or two others – I am missing something here. The 11 teams, who 21 times a year put on a show that commands astronomical fees from race promoters the world over, receive two-thirds of the profits, while the sport's owners get half of that for contributing…zilch – have I got that right? How *dare* Mackenzie say that, "It's not about how much we give them – it's about how much they spend…" Was he for example suggesting that, when shelling out – as most of them must do – for the inordinately expensive hybrid engines of today, they had a choice in the matter?

It's the same twisted logic as is applied to the exorbitant fees charged to circuit owners. Apart from Monaco – which absurdly pays nothing at all – Monza has long been the cheapest race on the calendar, paying just $7m a year. After endless months of negotiation, during which time we looked set to lose the most fabled venue in the world championship, a new three-year deal was announced at this year's race: $22m for 2017 and '18, $24m for '19.

Like other European circuits, Monza can make no claim on government money, so freely available in many of the more despotic lands visited by Formula 1, so it has been a matter of pulling in cash here and there from a number of different sources. As long as it comes from somewhere, CVC has never given a toss about where grands prix are run.

Whenever circuits – from Magny-Cours to Monza to Hockenheim – have spoken of their need to make ends meet, to point out that F1 crowds are not what they were, that 'gate money' is all they have in this day and age, the response has been that it's their problem, that they must be charging too much for tickets, or whatever. Pay up – or *sayonara*. This policy has held very strong appeal for CVC.

Silverstone had a capacity crowd this year, and for the first time in a long time apparently made a small profit from the British Grand Prix – which is presumably why dark clouds are again beginning to circle over the race's future. Well, it's Silverstone's turn, isn't it? Happens

every few years, as we know – and somewhere in the world there's always an untapped dictator with an open wallet, looking for a bit of international respectability.

I have no sort of financial brain – the newspaper business pages might as well be in Esperanto – but I am capable of understanding that CVC, having purchased its stake in F1 in a leveraged buyout funded by two loans (the larger of which came from RBS) totalling a little more than $2bn, has now sold a controlling interest to Liberty Media for $4.4bn, so once you've added in the profits taken from each of the last 10 seasons, that tots up to a nifty little return on its outlay. For now the company unfortunately remains a shareholder in the business, but at least it will no longer have any voting rights.

As CVC sets off in search of fresh plunder, Liberty Media arrives in its stead, and the very fact that it is a media company lends hope to those of us who have worried about the sport these 10 years past. The company's Chase Carey, who made his first appearance in Singapore, will be the chairman of F1, and if it is a world completely new to him he has spoken with enthusiasm of the task before him, of Liberty Media's goals.

If there has been one aspect of the modern world consistently ignored by F1 it is marketing. At one time you could argue that it had no real need of it: as it was, the business was booming, with major sponsors, huge crowds, impressive TV figures, and so on, but in recent years all three have declined, and an occasional spot of marketing could have worked to advantage. For all my personal disinterest in social media, I can readily understand its potential for addressing a problem that has long assailed motor sport the world over: attracting new, young, fans.

The impression given by Liberty Media is that, unlike CVC, it intends to take a strategic approach to its new acquisition, to look upon its stewardship of F1 in the long term. Of course, like any major company, it has its shareholders to consider, but beyond that its focus looks set to be very much on the fans: rather than look upon F1 simply as a cash cow, as CVC has done, Liberty suggests it is in this for the long haul, intent on realising its full potential.

Encouragingly Carey has spoken both of the sport's need to maintain its European core, and to reduce the cost of admission to the races. Ticket prices have risen steeply in recent years because, as I said earlier, 'the gate' is now the sole income available to circuit owners, and the only way to bring prices down is to be rather less rapacious when negotiating race fees in the future. Liberty Media clearly envisages alternative 'income streams' for the sport.

Being an American company, Liberty also wishes to see F1 grow in its last untapped territory, and that much pleases me. Anyone with memories of Long Beach in the spring and Watkins Glen in the autumn will recall their huge crowds, but once those races were foolishly lost F1 receded in the American consciousness, and for too many years there was no US Grand Prix on the calendar. In Liberty's quest to relaunch it that side of the water, the continent should surely have at least two races each season, and the presence of at least one American driver – the name of Josef Newgarden springs immediately to mind – will be vital.

Liberty Media has also indicated its willingness to allow the teams to become stakeholders in the business, and this has been welcomed by such as Mercedes, Red Bull and Renault. Recalling the eventual demise of CART, and the main reasons for it – self-interest and greed – I'll confess to feeling equivocal about such a scheme, but for the moment let's leave that to one side and simply celebrate that Liberty has arrived on the scene, that CVC no longer owns our sport.

❖

BEING A MANCUNIAN, MY LOCAL CIRCUIT IN CHILDHOOD was Oulton Park, which I thought – and still think – emphatically the best in the land. I was fortunate in having parents who adored racing, who took me also to Aintree, Silverstone and Goodwood, but it was always Oulton I anticipated with the greatest pleasure.

Last month I devoted the column to Chris Amon, who died at the beginning of August and has lately been much in my thoughts. The image of his Ferrari, elegantly sideways through Old Hall during the 1968 Gold Cup, has rightly become iconic, and how lucky I was that I happened to watch the race from there, so saw his artistry for myself. Those around me, I remember, readied themselves for Amon's arrival, lap by lap, and whooped with delight every time.

> "LET'S SIMPLY CELEBRATE THAT CVC NO LONGER OWNS OUR SPORT"

Seven years later I found myself at Oulton on a Wednesday morning in June. The day was fine and bright, and as we arrived the paddock was deserted, save for one small transporter. In the distance, though, was the cultured scream of a 12-cylinder engine, which is why we were here.

In January of that year, 1975, I had gone as usual to the Racing Car Show, and spent much of my day drooling over the most exquisite sports racing car ever built, Ferrari's 330P4. This particular example was then in the hands of an English owner, to whom I got talking. The P4, I said, was one of Amon's favourite cars (having taken him and Lorenzo Bandini to victory at both Daytona and Monza in 1967), and I was sure he would relish an opportunity to drive it again.

At this the car's owner became highly animated, thrilled at the thought of seeing Amon in his car: if I could get Chris to agree, he would set up a private day at a circuit somewhere – Silverstone perhaps, or maybe Brands? No, I said, it should be Oulton, among his favourite circuits in the world.

Predictably Amon loved the idea, and so it was that I drove up to Cheshire with him and my friend Maurice Hamilton. The P4, as I said, happened to be out on the circuit when we got there, its owner at the wheel, and although he was not pushing too hard, still the sound made you shiver.

Chris climbed aboard. "Jeez," he said, "it looks better even than it did at the time – no oil anywhere…" The mechanic fired it up, and away he went, in no time revving it as it was meant to be revved, and bringing back memories of Le Mans and Brands Hatch in '67, where I saw the P4 race.

Later Maurice, Peter Windsor and I were privileged to accompany Amon for a few laps each, and it won't surprise you that it stands way high on my list of memorable experiences. On the way up we had talked of the famous 'Old Hall photo', and so every time around – just because he could – Chris drifted the Ferrari into the corner, steering it on the throttle, then glancing across enquiringly at the exit: 'Was that all right?'

It was, and I've never forgotten it. Before setting off for home, we all took a last, lingering, look at the P4. "Wonderful," murmured Amon. "Like being back with an old girlfriend for a few hours…"



Pictured at Brands Hatch in 1967, Chris Amon later took Nigel Roebuck for a spin in a Ferrari P4, at Oulton Park

LAT

I'm somewhat embarrassed to admit that, although friends implore me to go, I have never since been back to Oulton. I suppose in part it's because my memories of it are from another time, and maybe I prefer to keep them intact, only too aware of the changes inevitably wrought down the years.

Whenever I went there as a spectator, we would watch either at Old Hall or Lodge or – my favourite – Knickerbrook. Trust me, it was worth going a long way to see a gaggle of F1 cars thundering over the brow from Hill Top down to the right-hander leading to Clay Hill.

Many years ago, though, time and circumstance led to the insertion on this stretch of not one chicane, but *two*, as I was bleakly reminded when watching a British Superbike round on TV recently. Since I was last at Oulton, too, the Avenue – between Old Hall and Cascades – has been denuded of the trees that added so much to the character of the place, the impression that – as at Monza – one really was watching motor racing in a park.

On balance, I think I'll stick with my distant memories of Oulton, but at Monza – for the moment, anyway – they still play host to F1, so of course I'm there every year, and if I were confined to a single race each season, assuredly it would be this one: for ambience Monza was always unsurpassed, and it remains so.

That said, had I not been there since the mid-Seventies, I would be indeed chary of going back now, for if its overwhelming potency abides, still Monza, too, has greatly changed, and my problem – as with Oulton – is that I was spoiled by seeing the place in its glory days. Of my 46 Italian Grands Prix there, the first couple were in 1970 and '71, immediately before chicane blight started to take hold.

At the first of these, a weekend marred by the death in qualifying of world champion elect Jochen Rindt, Clay Regazzoni's Ferrari pulled away from Jackie Stewart's March in the late laps, to win by five seconds, but right on JYS's tail as he went over the line were Beltoise, Hulme and Stommelen, the four of them covered by less than a second.

That was how Monza was back then, a flat-out slipstreamer of a circuit, as close in feel to an Indycar oval race as ever F1 has seen. "You had the Curva Grande and particularly the Lesmos, which were testing corners," said Stewart, "but for most of the lap you were flat out."

If Monza were a temple of raw speed, and perhaps not the greatest test of a driver, still it was well worthy of a place in the world championship as a maverick event, like Monte Carlo. In 1971 it laid on the closest grand prix I have ever seen.

Amon's trimmed-out Matra, running with a rear wing about the size of a tea tray, was on pole, with Ickx's Ferrari alongside, followed by the BRMs of Siffert and Ganley, Cevert's Tyrrell and Peterson's March. Stewart and Regazzoni were back on row four – but this was no impediment to Gianclaudio, who led the pack away by virtue of letting in the clutch rather earlier than anyone else.

These things were then monitored rather less closely than now, and anyway back in the day it would have been unthinkable to penalise a Ferrari at Monza: at the end of the first lap, to the rapture of the *tifosi*, Regazzoni had a sizeable lead.

There was to be no repeat of 1970, however.

Both Ferraris were out before half-distance, as was Stewart, and as the race went into its latter stages most of the leading was done by Peterson or Cevert – until lap 37, when Amon's Matra shrieked by in front for the first time in the afternoon.

"I got a pretty poor start," he said, "and the temperatures started to go up a bit, so I just sat back, and waited until I'd got rid of a bit of fuel. Once I'd done that, I had no trouble in getting up to the front…"

Was this to be the day Chris finally won a Grand Prix? No, sir. After leading comfortably for nine laps, the Matra was suddenly back in sixth, its driver shielding his eyes with one hand, having lost his visor. "Actually it wouldn't have made a lot of difference, because then I started to get fuel starvation, as well. A bit disappointing, all in all..."

As Amon was removed from contention, others were making their presence felt, notably Mike Hailwood, who had not been near a F1 car for six years, and was making a return with Surtees. On lap 25,

indeed, Mike – who qualified 17th – had come by in the lead! "I didn't know what this slipstreaming lark was all about," he grinned afterwards. "I'd never done it before…"

Because the outcome of the Italian Grand Prix was in those days frequently settled in the sprint to the line on the last lap – one thinks of Surtees and Brabham in '67, Stewart, Rindt, Beltoise and McLaren in '69 – it was all a matter of being in the right place at Parabolica, of getting through it well, then slingshotting by the rest just before the flag. Cevert and Peterson arrived at the last corner together, but both braked too late and got out of shape, whereupon Peter Gethin – fourth at the start of the last lap – took his BRM V12 a thousand revs over its limit before snatching top gear, and got to the line a couple of feet ahead of Peterson, with Cevert, Hailwood and Ganley next up. Howden, fifth for BRM, was but six-tenths behind his team-mate, whose average speed – 150.754mph – would stand as an F1 record for 32 years.


LAT

I was in the pits, by the finish line, when the swarm came past, and way too caught up in the moment to think of taking a photograph. The race, which lasted just 78 minutes, had indeed felt like watching at Indy, and you could understand why American race fans are so besotted with statistics to do with the number of lead changes, and so on.

In contemporary F1 such things are never mentioned, perhaps because lead changes are not something to be taken for granted, but it was not always so. That day at Monza 45 years ago, the lead changed 25 times among eight drivers.

Forty-four years ago, though, it wasn't like that at all, for by now Monza had been defaced by chicanes, which utterly changed its character, serving to break up the pack, and reduce the lap speed by 20mph. This time Hailwood improved his position, finishing second to Fittipaldi's Lotus, but he found the afternoon relatively dull: "They've ruined the place with these poxy chicanes…"

"AT MONZA 45 YEARS AGO, THE LEAD CHANGED 25 TIMES AMONG EIGHT DRIVERS"

Even 40-odd years ago Hailwood, a close friend and sometime flat-mate of Amon, was – like Chris – 'old school', out of step with convention, but perhaps they were not the only racing people who abhorred chicanes. Of course they reduce speeds, as they were intended to do, but equally certain is that in themselves they have always been the cause of accidents. When I ventured this thought to Bernie Ecclestone at Monza a few years ago, I was not surprised by his response: "The bloody chicanes shouldn't be there in the first place – if they took them away, we'd have far fewer shunts, but I'm not the FIA…"

The sad consequence for Monza is that, since their insertion, there have been remarkably few diverting Italian Grands Prix. The magic of the place abides, of course, and I trust it always will, not least in my beloved Hotel de la Ville, but Sunday afternoon is invariably a drone, amplified further in these days of muted engines.

In this year's race – essentially decided in the first five seconds, when Rosberg made a good start, and Hamilton didn't – they came by in a bunch on the first lap, but quickly that was broken up. There would be a minute or so of virtual silence while they were away tackling the Lesmos, Parabolica and so on, and then a car – Nico's Mercedes – would quietly waft by on its own, followed, increasingly distantly, by the Ferraris of Vettel and Räikkönen. Nowhere, I thought, is the scream of V10s – let alone '12s' – missed so acutely as at Monza.

❖

IF THERE IS NOTHING NEW ABOUT PERIODS OF DOMINATION in F1 by one team, I think most would agree that this one by Mercedes – as with Ferrari a dozen or so years ago – is going on a bit. As I write, since the beginning of the hybrid engine era in 2014, 53 Grands Prix have been run, and Mercedes has trousered 46 of them, with four going to Red Bull, three to Ferrari.

In 2014 Hamilton beat Rosberg 11-5, and last season it was 10-6; each time Lewis won the world championship, and that was as it should be, for one always likes to see the driver with the most victories take the title. This year, though, Nico is 8-6 up, and with six races to go leads the championship by eight points.

So far you could say it has been something of a pendulum season, with Rosberg taking the first four races, and building a huge points lead, which then withered as Hamilton started winning again, as was no more than inevitable.

I'll confess, though, that I have been somewhat surprised by much of what has been written and said about that. While I believe that Lewis is the out-and-out fastest driver on the planet, it seems to me that Nico is too rarely given his due, just as was the case with Prost in the era of Senna. No one was as quick as Ayrton, agreed, but many times Alain flat beat him, making far fewer mistakes along the way, which is why Jackie Stewart believes him the greater of the two.

I make no such claim for Rosberg, *vis à vis* Hamilton, but I do suggest Nico even now is underrated – and underestimated. When Lewis won at Monaco, and then at Montréal, there was much talk of his season being back on track, and when – after an atrocious weekend in Baku – he reeled off four more on the trot, there was an impression of normality being restored, with Nico back in his rightful place, far removed from his team-mate. Come the summer break, many suggested, the championship fight was already over.

Since then we have had Spa, Monza and Singapore, and Rosberg has won the lot, bringing back to mind what Niki Lauda said to me in Canada: "Nico was always quick, of that there was never any doubt, but this year he is very different – much more mature and self-confident. All the weaknesses he had before he has corrected, and psychologically he is much stronger than he was. The thing about Nico is that he never stops improving – he works much harder than most drivers…"

In Singapore qualifying Rosberg produced the lap of the season, and in the race he was flawless. On balance I would probably still bet on Hamilton for the 2016 world championship, but I wouldn't risk much on it.

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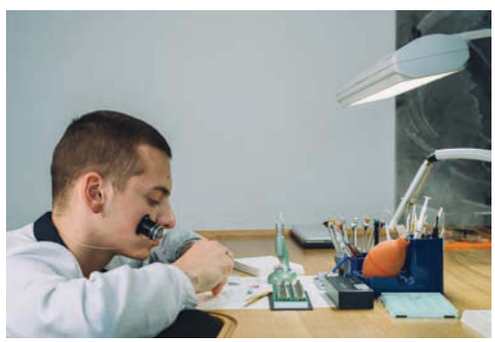
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F1 FRONTLINE *with*



Mark Hughes

>>JENSON BUTTON'S GREATEST DRIVES >>SPA, MONZA & MARINA BAY ANALYSED



LAT

STARRY, STARRY NIGHT

Having lost a healthy championship lead earlier in the season, Nico Rosberg seemed destined to be F1 bridesmaid yet again this year. But a stellar win in Singapore – perhaps the finest of his career – moved him back ahead of Lewis Hamilton.

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F1 FRONTLINE *with* Mark Hughes

FIRST OFF, A NOTE OF CAUTION. Although Liberty Media has made the initial purchase that makes it F1's controlling shareholder in a $4.4 billion deal, much of the payment has been made in the form of Liberty share capital. Only at the full completion of the deal, at a set time later this year, does it stick. In other words, at the time of writing it could yet fail to complete. In which case everything would revert to the way it was.

But assuming all goes through, the reason Liberty Media has bought a controlling interest in F1 from CVC is pretty obvious: it believes it can make a whole lot of money from it. Formula 1 already throws off around $500 million free cash per year for its owners and Liberty is confident it can develop the media revenue stream in particular to be vastly more profitable than anything CVC – a private equity company rather than a media conglomerate – could ever hope to achieve.

But that needn't be mutually exclusive with improving the sport. Already Liberty is more engaged with the sport than CVC was; in its investor prospectus can be discerned the first vague outlines of its vision for the sport. In concentrating on media revenue growth and sponsorship development, the emphasis seems to be shifting away from squeezing ever more from race-hosting fees. Government subsidies around the world have contributed to expanding the sport's global footprint, which is fine, but in the process it has set race-hosting fees at a level that has squeezed the more traditional venues dry and driven ticket prices up, making the sport ever less accessible live, which has surely played a critical part in the sport not engaging new generations. The loss of the French Grand Prix and the danger of the German, British, Italian, Belgian and American races following in its wake would signify the fabric of the sport being torn apart for nothing more than greed.

Concentrating on the maximum immediate revenue is the logical way for a private equity company – necessarily short-term in its outlook – to have operated. But if the perspective of Liberty, as an owner that wants to develop the business, is longer term then it may well be that a logical direction is a softer approach to promoters in the traditional venues in Europe – and also in Liberty's homeland of the USA, which remains a vastly under-utilised market.

The initial comments of F1's new executive chairman Chase Carey on this matter – in a Sky Sports interview – acknowledged this issue in a way CVC refused to in 11 years of ownership: "As a global sport there are opportunities, and we're excited about the opportunity to grow the sport… in the Americas and Asia. [But] I want to be clear that the established markets that have been the home and foundation of Formula 1, with Europe in particular, are of critical importance. Building the sport in Europe, on that foundation, has to be second to none. We do want to continue to take advantage of the global footprint of this sport, and think there are those growth opportunities, and those markets in the US and Asia are ones for us to develop."

Red Bull team principal Christian Horner spoke for pretty much everyone else in the paddock in his cautious optimism of the move when he said: "They are obviously part of a very serious group and I can't believe a company like Liberty would buy into F1 at the value that it is rumoured to have invested without having a long-term game plan. Rather than having a venture capitalist or a financial institution buying into the sport, I think it's far better that a company like Liberty has bought in and hopefully that will address some of the areas where we have previously been weak. I think for the US market it could be a great thing and the digital and social platforms could also be very interesting. I think we'll wait to hear what their plans are in detail, but everything we have heard so far has been very positive."

So before getting into the specifics of what the actual racing might be like in future, we have a broad vision of a sport that hopefully isn't simply following the initial fee money, but rather is being led by the markets it sees as important, and only from that perspective maximising revenues. It gives hope for a sport that might be returned to more traditional values even as the way it is being consumed is revolutionised. Hopefully it will become a sport that is no longer diverted by the fast-buck imperative of the moment.

The effects upon the actual racing will likely be longer term and dependent upon who Liberty puts in charge as the 'racing' boss, what the vision of that is and how well researched the solutions are. For now the new deal is not yet confirmed, but it is surely better than the one we've had. M



Liberty's Chase Carey (right) with Cyril Abiteboul of Renault and Toto Wolff from Mercedes, at the Singapore GP last month

LAT

STRAIGHT *talk*

How F1 might evolve... if the Liberty takeover comes to pass



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Button's ballistic drives

Despite being a world champion, Jenson Button is a misunderstood racer. But as these 10 great cameos demonstrate, at his best there was simply no one else like him

JENSON BUTTON'S TALENT IS ONE OF the most misunderstood among F1 drivers. His ability is so nuanced, a total outlier from the approximate grading one could make of the others, that it's led to the misconception that he was simply a right place/right time world champion. But that's to ignore the extraordinarily high level of his best drives – performances that rank with the best of the greats. On the other hand, the average performances over his 17-year F1 career probably place him as a very good rather than truly great driver. But he has been so much more than only that. Bear in mind also that in the 17 years of that career, he has been in a truly competitive car for only four of them.

Abu Dhabi this year may well turn out to be his final Grand Prix. He might yet make a comeback in 2018 as a super-fit, super-motivated and relatively inexpensive 38-year-old should Fernando Alonso decide against continuing after the end of his current contract. But let's for now assume Melbourne 2000 and Abu Dhabi 2016 will be the book-ends of Button's F1 career and recall the outstanding moments that prove he was something well beyond the ordinary.

2000 USA, INDIANAPOLIS

In his rookie season, straight from a single season of F3, Button was in reality a little under-equipped for F1. But he grabbed the opportunity and this race towards the end of that season showcased his very special ability in tricky, changeable conditions. The rain had stopped as the race began but everyone was on wets; the infield was still extremely slippery but the banked section and main straight were drying fast. Sixth at the end of the first lap, Button had his familiar special feeling in such conditions. On lap two, held up by Jarno Trulli's Jordan, he went to pass. Trulli refused to give way, they clashed and were each forced to pit with punctures. With nothing to lose, Williams put Button on slicks. Within a couple of laps he was not far off the pace of the best wet-tyred cars and within five he was flying. In response, there was a flurry of pit stops as teams took Button's times as indicators that the track was ready for dries. Most of the grid came in between laps five and eight. Turns out it was way too early. Once onto dries no one could get near Button's times. Ferrari, having brought Barrichello in as guinea pig, left Schumacher out there, leading the race, building up a huge margin. The ideal time to change turned out to be between laps 13-16. Three-quarters of the field had been fooled into pitting about eight laps too early by Button's extraordinary feel in these conditions.



JENSON'S VIEW *"It's always tough driving a 700bhp car on slicks in the wet, but I guess that was the first moment I realised I could drive in certain conditions that others couldn't – even the best in the world. When certain senses were taken away they couldn't work in those conditions like I could, because I drove in a different manner that hurts me in certain ways – tyre temperatures and stuff – but I could feel my way around a circuit rather than using my eyes."*

2004 SAN MARINO, IMOLA

The BAR-Honda 006 was the second-best car in F1 that year. But it was still about 1sec per lap slower than the Ferrari F2004. But at a cool Imola, the softer compounds made possible by the Michelin constructions on the BAR allowed it a single-lap grip advantage over Ferrari's Bridgestones. However, it was a much less robust tyre than the Bridgestone, needed much more management over the qualifying lap. A stunning Button time set the benchmark for Michael Schumacher's subsequent lap in the Ferrari. The Bridgestones allowed Schumi to attack the first two sectors harder than Button and by the time the Ferrari arrived at Variante Alta he was 0.2sec below Button's marker. He then attempted to take Button levels of commitment into those high-speed kerbs but the stiffer-walled Bridgestones were not as forgiving and in an instant Michael was wrestling a 150mph tank-slapper. He had just lost pole and it was the pressure of Button's superb lap



that had done it. In the race there was never realistically going to be a contest. The Ferrari was much the faster car over a sequence of laps, but Jenson could at least rail against that reality. He won the start and completed the opening lap almost three seconds clear of Schumacher, taking full advantage of the greater initial grip of his tyres.

"It was like it was raining in front of me and dry for him," said an admiring Schumacher afterwards.

But even the Michelin-shod Juan Pablo Montoya was staggered at Button's initial pace. "He was unbelievable on that first lap. It was like he was on rails." And encapsulated in that is Button's beautiful high-momentum, high-precision way of working a car. He's perhaps too easily thrown off his game when his car has rear instability upon corner entry – the downside of a sensitivity that makes him so devastating in changeable track conditions – but with a car balanced the way he likes it, he can be untouchable. Had Montoya succeeded in going around Schumacher's outside at Tosa before the Ferrari's tyres were up to temperature, Button would have had a realistic chance of victory. But Schumacher forced the Williams off track, pulled away and inevitably leapfrogged the Honda at the stops. Nonetheless Button's second place represented an afternoon of on-the-limit perfection. It was the first full demonstration that, with the right car beneath him, he was capable of Stewart- or Prost-like domination of a Grand Prix. This was Button finally in full flower. But would the right car ever come along?

JENSON'S VIEW *"Qualifying was one of those laps I really hooked up, where you don't leave anything on the table. I've had qualifying sessions like that where I've been 11th, like at Spa this year. We knew we had good pace through practice, but we didn't want to show it. Through the last two left-handers I would just cruise. We knew we could get pole. At the start there was so much excitement, so much emotion, that when the lights came on I'd completely forgotten the sequence! I went through it massively quickly and got one of the best launches I ever had."*

2006 HUNGARY, HUNGARORING

The occasion of Button's first Grand Prix victory. It's sometimes recalled as fortunate in that Fernando Alonso was forced to retire his Renault from the lead after an equally magnificent drive when his wheel came adrift after a pit stop. But it was more complex than that. Alonso and Button were the stars of this show, up from 15th and 14th grid positions to leave everyone else far behind. Taking full advantage of the superiority of their Michelin intermediates on a damp day, they delivered searing performances but in very different ways.



Alonso was more impressive in the opening laps, staking all on placing himself in ambitious places, ambushing the others playing themselves in more cautiously, scintillating moves all the more impressive given that he was fighting for the world championship. Button was more circumspect, the Honda not as good off the grid as the Renault, with less traction and a peakier engine. He let the race settle first, but when the moves came they were clinical: Heidfeld on the second lap, then Coulthard, Massa, Fisichella, Michael Schumacher in quick succession. By the time Button reached second place Alonso was 20sec up the road, even more after JB was brought in for fresh tyres. Game over. But then a safety car. Alonso got in and out still in the lead, but now Button was right with him. Except they had the lapped Ferrari of Felipe Massa between them. As racing resumed Alonso sprinted away while Massa, trying desperately to get heat into his Bridgestones, was stubbornly obstructive. It took three laps for Button to pass – by which time Alonso had pulled out nine seconds. Game over, surely?

Except – in just two laps Button had that 9sec down to 5sec. He was travelling at a different rate to anyone, even the other Michelin users. Alerted to Button's progress, Alonso upped his pace – but still Button closed at between 0.5sec and 0.75sec per lap. Before it was too late, Renault brought Alonso in and switched him to dries. Honda couldn't yet risk doing the same as its car took much longer to heat up the rubber than the Renault. And that was what was probably going to decide things in Alonso's favour. But then Fernando's wheel departed – and the clouds parted for Button's victory in his seventh season. It had been a virtuoso performance. Alonso had all the early eye-catching moves, but it was Button who had the truly amazing pace in the wet.

JENSON'S VIEW *"Lots of emotions– and there was frustration on Saturday with an engine failure. I qualified fourth but had to start14th. It was a fun race, with so much fighting. We had better tyres than Ferrari, but still the fight with Michael was special. Fernando's wheel came off and it would have been interesting if that hadn't happened. We were catching him fast. Maybe our dry pace wouldn't have been as good as his, I don't know. People say that's why we won, but they don't see the last five or six laps before that. When I was leading by 35sec I was thinking, 'I want this to last forever.' I really didn't know when the next one would come."*

2007 EUROPE, NÜRBURGRING

The Honda RA107 was a dog, lacking grip, traction and balance. Button qualified 17th – about normal. But on race day it rained. And for three minutes Button worked a magic that left you wondering what all the others were doing. Then, looking down to change a steering wheel setting, he was caught out by a lake that on the previous lap had been a mere puddle. Over and out. It made it look like those stunning laps had been imprudent, but actually his departure came from a minor error of judgment that had nothing to do with the pace he'd been setting. That's just how much more at ease he was than anyone else as the heavens opened with the field having already started on slicks (apart from rookie Markus Winkelhock).



Button was 20th into the first turn, but as they reached the track's southern tip a black cloud dropped its load. Button's lightness and surety of touch, the direct line he has to the car's movement, made this child's play. He overtook 11 rivals in the next few corners as they slid to the pits for wets. During the 'out' lap he passed another five cars, going 1.8sec faster than the next best. He was already fourth and catching eventual winner Alonso. Then he looked down. They say, don't they, that you should never look down. But don't look back in anger either. A brief but electrifying two laps.

JENSON'S VIEW *"I felt the conditions and it's so nice in those situations, like you're in a different race. It's similar to indoor karting against a load of people who haven't got a clue, even though you're against the best drivers in the world! You're basically just picking your line so you'll lose less speed when you pass them, rather than wondering whether you will pass. I would've had to pretty much stop to get though that lake and it was just too late to do that."*



"I FEEL LIKE I'M FINDING EXTRA GRIP IT JUST COMES TO YOU AND I DON'T REALLY KNOW WHERE FROM"

2009 MONACO, MONTE CARLO

Which to choose of those six victories from the first seven races of '09? Each was drenched in class. Spain had been special, taking the car by the scruff of its oversteering neck as the tyres degraded to make the two-stop (which he'd been forced onto by traffic) beat team-mate Barrichello's faster three-stop. But Monaco was something else. On his pole lap he was faster with 50kg of fuel on board than he'd gone on low fuel in Q2. Barrichello had been faster all weekend – and then Jenson pulled that out of the bag, leaving the Brazilian stunned. "It's strange," JB said later. "I feel like I'm finding this extra grip. I'm sort of floating through the corner and suddenly I can carry so much speed through every part of the corner. It just sort of comes to you and I don't really know where from. Afterwards the lap is very difficult to explain because I have almost no recall of it." He followed it up with a fine victory, easing his delicate super-soft tyres out way longer than anyone else, the foundation of a perfect afternoon that capped a perfect weekend. Grand Prix driving as an art form.

JENSON'S VIEW *"Monaco was all about the qualifying lap and then controlling the tyres in the race. They grained a lot. I was looking after the rears, making sure they didn't grain."*

2010 CHINA, SHANGHAI

He'd outqualified his new McLaren team-mate Lewis Hamilton, won the start against him and extended his lead over him by decisively choosing to stay on slicks as the drizzle arrived. Lewis? He'd obeyed instructions to pit, then been forced to do so again for a corrective stop back onto slicks. Button was leading the race, 50sec ahead of Hamilton, but a big chunk of that was wiped out by a safety car as everyone then pitted for inters. By lap 39 of 56 Button and Hamilton were first and second on new intermediates and the rain was coming on heavier. A straight wet-weather driving duel for victory in identical cars.



There were unknown grip levels corner to corner as the rain increased, abated, then came on again, Hamilton hidden somewhere in the spray behind. "Give me the gap to Lewis," he radioed. "I can't see him." It was a little under 4sec. As they lapped backmarkers, Hamilton got the gap down to 1.2sec. Did Button crumble? No, he reeled off a perfect sequence of laps, within 0.1sec of each other, all 0.5sec faster than his team-mate could conjure, a stunning series of combination punches that finished off Hamilton.

Within a few more laps Hamilton, his front tyres worn, was forced to surrender. Button had aced him in the wet. It would be a similar story a couple of years later as the rain came down in the early laps of Interlagos; Hamilton ahead but twitchy slides everywhere as he fended off Button on his tail, Jenson just looking for a way by. Once he found it, around the outside of Turn Five, Button pulled easily away. In uncertain conditions, he was simply faster than Hamilton. And probably anyone else.

JENSON'S VIEW *"The call to stay out was a moment of feeling rather than seeing, which a lot of drivers don't do. It's tempting to see rain and think, 'It's time to come in.' But you need to feel the circuit. The safety car gave Lewis 50sec, like in Brazil 2012. To get a second win for the team four races in did a lot for the longevity of my stay."*

F1 FRONTLINE *with* Mark Hughes

2011 CANADA, MONTRÉAL

"We weren't just last," recalled Paddy Lowe of where Button's McLaren was when the final safety car came in with almost 60 per cent of the distance already gone, "we were worse than last. We hadn't even caught the safety car queue and were 10sec behind the penultimate car." He'd had two collisions – feisty territory-fighting ones with Hamilton and Fernando Alonso – a puncture, five stops and a drive-through penalty. Worse than last with only 40 per cent of the race left. Yet he won. Button overtook 13 cars in the remaining 28 laps, the final one – Vettel's race-leading Red Bull – five corners from home on the last lap.



It was an almost fairytale performance but at its core was a very real skill of Button's. Totally at ease in the variable conditions, he had the confidence to push, getting heat into his tyres on a day when that proved elusive to almost everyone else. In the crucial moments, he was hugely faster than anyone. Up to fourth with 15 laps to go, he was the fastest car on the track by the margin of 1.3sec. A final safety car brought him onto the tail of the dicing Schumacher and Webber and, once past them, he chased down Vettel's 5sec advantage with astonishing ease, taking 1.5sec each lap out of him until he was on the Red Bull's tail and applying the pressure. "That was one of the all-time great wins," said McLaren's Martin Whitmarsh, "and it was 90 per cent driver, 10 per cent car."

JENSON'S VIEW *"Everything that could have gone wrong seemed to. As I caught Seb he began to push harder and was having moments as he took more risks. He kept going wide in that particular corner and, on the final lap, it was enough. He made the mistake because I pushed him. However bad it gets, never give up."*

2012 BELGIUM, SPA-FRANCORCHAMPS

A stunning pole position, 0.9sec faster than team-mate Hamilton, a start-to-finish victory, not even losing the lead at the pit stops, a 13sec winning margin over Sebastian Vettel's Red Bull. Button had found the sweet spot, that narrow place of car balance, narrower than that of most other drivers – but probably higher, too. Give him a competitive car that's perfectly balanced for his smooth one-sweep steering and beautifully synced throttle movements and he could be unbeatable.



Spa on that September day was one such occasion, recalling some of his best Brawn drives. His dominance of the weekend probably played its part in Hamilton going down a different set-up route with higher downforce, something that just exaggerated Button's superiority and led to Hamilton ill-advisedly tweeting telemetry details.

JENSON'S VIEW *"Probably my best race weekend. I started with a good car and just fine-tuned it as I went along. It was about understanding where the circuit grip level was going to go. We did so much with gearing. I was on the limiter for 3.5sec at the top of the hill. We used low ratios to give us a boost at corner exits and through Eau Rouge, so you were on the limiter a long time but you were only going to lose a few kph through that and there was more time to be found from the acceleration. The low-downforce wing didn't just produce less drag but actually gave more downforce in yaw than the high-downforce wing. It was more stable, more consistent. Lewis's tweets? They were simulator comparisons – it wasn't even real data!"*

2014 BRAZIL, INTERLAGOS

McLaren's first hybrid car was no match for the similarly powered works Mercedes and Button had done well to qualify in fifth, within 0.9sec of Nico Rosberg's pole. His race was set to be with team-mate Kevin Magnussen, the two Red Bulls and Alonso's Ferrari. But he had a plan to escape them. If he could just hang onto the fast-down-the-straights Williams of Valtteri Bottas, he could use its tow to enable his DRS every lap, allowing him to use less fuel, which in turn would make available more power at the end if needed.

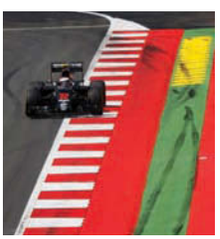


The Williams was a faster car, but using the McLaren's drag reduction system without actually trying to overtake, Button was able to hang onto it, taking advantage of his direct rivals being stuck behind the longer-running prime-tyred Lotus of Romain Grosjean. Magnussen, Vettel, Alonso and Ricciardo found themselves outfoxed by the wily old hand and, after Bottas dropped out, Button was left with a fourth place that massively flattered the car, defeating the faster Red Bulls as well as his team-mate. Furthermore, if McLaren hadn't bizarrely given pitstop priority to Magnussen, Button could have snatched third from Felipe Massa's Williams.

JENSON'S VIEW *"I used the DRS really well. I've done it a few times and was doing it in Bahrain this year. If you can just get in that DRS zone, pulling you along, you can look after your fuel and tyres and use them elsewhere. It makes a big difference at some tracks. It's about picking how much electric power you want to use to put yourself in a DRS zone. I've always enjoyed playing around with that."*

2016 AUSTRIA, RED BULL RING

It was only in the final moments of Q3 that the track dried and drivers pitted for slicks. Until that moment, with everyone on inters, Button's underpowered McLaren-Honda was second, only Hamilton's Mercedes having gone faster. That is not the performance of an ordinary driver, nor one going through the motions 17 years into his career.



He ended up fifth but others' penalties put him third. He ran second to Hamilton in the early stages, but in the dry it was inevitable he couldn't run with Mercs, Red Bulls and Ferraris. He did finish sixth, though – which was a lot higher than the car warranted.

JENSON'S VIEW *"It just shows what a difference position makes. Starting third, running second, no one overtook me for eight laps. You gain so much race time. It was inevitable what was going to happen, because we were losing out in straight-line speed so much to the Ferraris and Red Bulls. Definitely the best race of 2016 – we just read the situation well."*





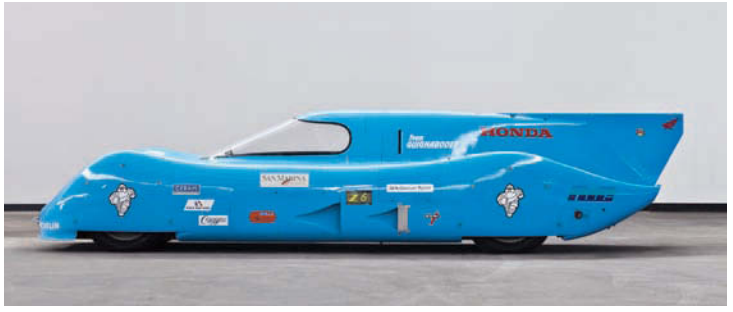
1934 Lagonda M45 Rapide with Brooklands provenance and single family ownership from new.
As seen on the cover of Motorsport, December 1934. Estimate: AU$250,000–300,000



1967 TVR Tuscan V8 prepared for rally and track
Estimate: AU$70,000–100,000



c1957 Molina Monza Sports Racing Car
Featured in the 1959 film 'On the Beach' and recently invited to Goodwood in its current ownership. Estimate: AU$250,000-300,000



1996 Julien Et Boyer Matra-Honda 500cc Land Speed Record Car
AU$30,000–45,000



c1928 Chamberlain 8. Built by Alan 'Bob' CHAMBERLAIN with front-mounted 1.0L 4 cylinder Roots-type supercharged opposed-piston two-stroke engine, with 3 speed manual transmission and front wheel drive. AU$280,000–380,000

Collectors' Cars, Motorcycles & Automobilia

Auction: Melbourne, Australia, Sunday 27 November 2016

Also featured in this auction are three important Lancias: a 1963 Flaminia 2.8-litre GT Coupé by Touring Superleggera; a 1969 Fulvia HF1600 Fanalone; a 1991 Delta HF Integrale Evo 1; as well as a 1962-63 Sunbeam Replica works Alpine Le-Mans and a 1970 Ford Escort Mk1 1.6 litre Lotus twin cam.

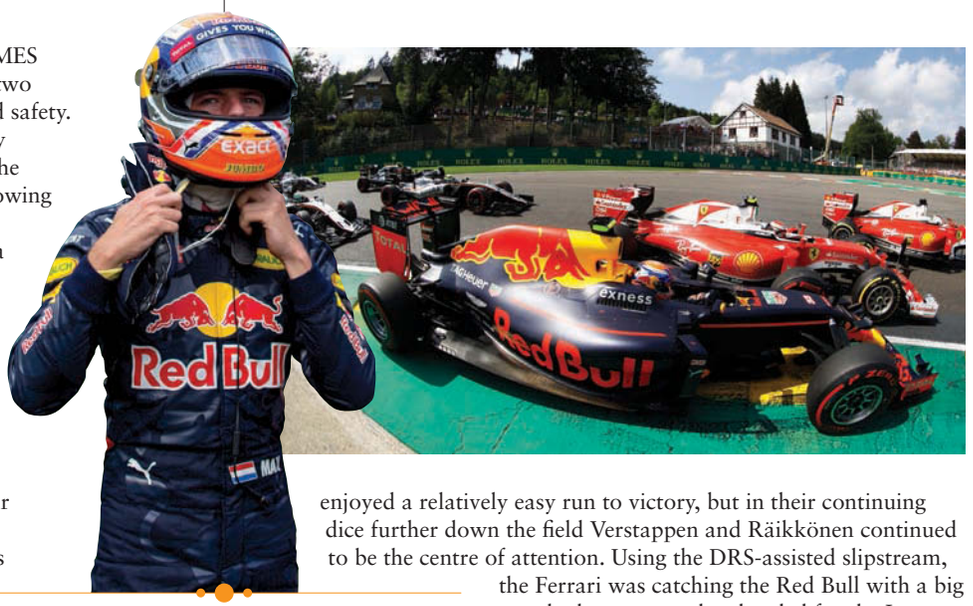
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GRAND PRIX NOTEBOOK

BELGIUM, ITALY & SINGAPORE



MAX VERSTAPPEN WAS JUST DOING WHAT COMES naturally, but at Spa he became the lightning rod for two unrelated but very pertinent F1 issues: economics and safety. The clamour about his racing style, after he ruthlessly chopped Kimi Räikkönen at more than 200mph on the Kemmel Straight, had receded by the time of the following two races – in Monza and Singapore. But when even such a Verstappen-crazy, sold-out event fails to turn a solid profit, it highlights once again the sport's difficult financial model. This took on a new dimension as the sport's commercial rights changed hands between the Italian and Singapore races, with new owner Liberty Media set to revolutionise the whole way the sport generates its income.

With the Dutch border close by and his adoption by many as Belgian, Verstappen's exciting on-track performances since joining Red Bull earlier in the year attracted a mass of humanity to the Spa, which was untypically sunny the whole weekend. The venue was overflowing in a way it hasn't been for a very long time. Filled to capacity, attendance was up 25 per cent on last year.

Verstappen, 18, became the youngest-ever front-row qualifier when he put his Red Bull second-quickest to Nico Rosberg's Mercedes (breaking the 55-year-old record of Ricardo Rodriguez, who was 19 when he achieved a similar feat at Monza in '61). But Verstappen's Spa troubles began within seconds of the start, as he dived for a gap inside Räikkönen's Ferrari into La Source. With Sebastian Vettel to the Finn's left, three-abreast didn't fit and contact ensued; Vettel spun, Räikkönen and Verstappen would each be in the pits for a new set of tyres and replacement nose respectively. It took them out of the competitive picture as Rosberg enjoyed a relatively easy run to victory, but in their continuing dice further down the field Verstappen and Räikkönen continued to be the centre of attention. Using the DRS-assisted slipstream, the Ferrari was catching the Red Bull with a big speed advantage as they headed for the Les Combes braking zone. Verstappen stayed in the middle of the track until Räikkönen, travelling at 210mph, made for the inside, at which point the Red Bull moved that way too, forcing his rival to back out of the move to avoid catastrophe. The officials took no action but race director Charlie Whiting later suggested that a black and white warning flag might have been appropriate.

After similar moves against Räikkönen, albeit at lower speeds in Hungary, Verstappen had been taken to task by several of his peers in the Hockenheim driver briefing, where his attitude in response was said to be unwavering. There is no sporting regulation specifically



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"IN THEIR CONTINUING DICE DOWN THE FIELD, VERSTAPPEN AND RÄIKKÖNEN CONTINUED **TO BE THE CENTRE OF ATTENTION"**

ALL IMAGES LAT

F1 FRONTLINE *with* Mark Hughes



prohibiting Verstappen's Schumacher-like practice of not committing to a side until after the following driver has done so, but there is a catch-all regulation stating that a driver must not endanger the life of another competitor. It remains to be seen how this conflict between his interpretation of the regulations and that of all the others plays out.

At Monza and Singapore it wasn't an issue. In Italy Verstappen's out-powered, high-drag Red Bull was engaged in wheel-to-wheel action only late in the race, when he was on the attack and found a way past Sergio Pérez's Force India for seventh. Rosberg, meanwhile, took an even easier victory than he had at Spa as his team-mate Lewis Hamilton was once more compromised. At Spa the championship leader had opted to introduce new engines and ERS components beyond his permitted seasonal allocation of five. He started from the back, then climbed to a good, damage-limitation third by the flag. But at Monza, having qualified on pole half a second faster than Rosberg, Hamilton's clutch over-delivered on torque and his resultant wheel-spinning start put him down to fifth by the first corner. By the time he'd fought back to second, he was 15sec behind Rosberg and there were 35 laps still to go. Had he been able to maintain his half-second speed advantage over Rosberg, a fantastic contest might have unfolded. But this is racing in the era of tyres that – because of a flawed brief years ago – essentially fry once taken past a certain temperature threshold and, as a consequence, drivers often have to circulate a couple of seconds off the pace.

So that 15sec gap remained 35 laps later and the contest between them lacked any real excitement – the Ferraris of Vettel and Räikkönen following in a very distant third and fourth. Red Bull's Daniel Ricciardo pulled off arguably the pass of the season with a late move on the Williams of Valtteri Bottas into Rettifilio for fifth. Added to his second at

WORD *on the* BEAT

Monza has agreed a new three-year deal for the Italian Grand Prix, but it can't be inked yet because of legal processes as F1 goes through its ownership change. There could yet also be a legal challenge from the Imola circuit,



which also has an unsigned agreement in place. The hosting fees of the Monza agreement are said to be 22 million euros in the first two years and 24 million euros in the third, up from the previous 7 million.

There is already disquiet among the teams and Pirelli about the planned 2017 F1 tyres. Tasked by the FIA to



provide a new generation of wider tyre that will degrade in a more linear fashion than the current rubber and allow drivers to push hard for longer, Pirelli has so far tested the 2017 prototypes on a mule Red Bull with about 10 per cent more downforce than current cars and also on adapted Ferrari and Mercedes chassis. Teams are saying their simulations for the new generation of cars are already showing way more than a 10 per cent increase in downforce, with 25 per cent being achieved already and estimates as high as 35 per cent expected by the first race. Pirelli is now concerned that it needs more testing than the two general pre-season days planned in order to meet its brief.

Technical staff reshuffles imminent? AMG Mercedes F1 executive director Paddy Lowe – who recently celebrated the 150th Grand Prix victory in which he's had a lead technical role, with three teams – is understood to be in the midst of negotiations to renew his contract. It is not a given that





After the summer break, three wins in as many GPs have put Rosberg back in the driving seat





Ricciardo leads Hamilton and Räikkönen in Singapore. Above, adulation for Verstappen

Spa, that strengthened his third place in the championship.

Bernie Ecclestone arrived in the Singapore paddock in company with the sport's new executive chairman Chase Carey, representing new owner Liberty Media and who has been described as 'the maestro of sports rights monetisation'. The pair had given a slightly awkward joint interview on TV earlier in the week, their uncertain body language saying the opposite of their words. They insisted that Ecclestone would remain on board for the next three years to guide the sport through the transition. No one associated with Ecclestone believed this for one moment. He's never worked alongside anyone, let alone reported to them. But they kept up appearances in Singapore, where Carey had informal meetings with leading team bosses. But Carey's words about his management style will not have sat easily with Ecclestone, especially the bit where he said: "You cannot make everyone happy all the time,

an agreement will be reached and rumours have continued to surface about his possible transfer to **Ferrari**, where his skills and knowledge of the dominant Mercedes would be



hugely valuable. **Sebastian Vettel** added fuel to the fire of these rumours in Singapore, commenting: "When someone of his calibre is available, of course you have to think about it." The Scuderia still badly needs to find a replacement for its former technical director James Allison, but Lowe's role there could potentially extend further than that and into the technical team principal position previously occupied there by Ross Brawn. We understand that under the terms of his departure from Ferrari, Allison is not free to work for another team until April 2017. Although both **Renault** and **Williams** would be very interested in hiring him, there might also be a position free at Mercedes should the team and Lowe not agree terms.

Mercedes team boss **Toto Wolff,** while on the subject of blame culture in **Spa**, was unable to resist taking a pop at **Red Bull**: "You might blame your engine supplier for a lack of straighline speed even though



you are running a draggy car with so much rake that it looks like it's doing a hand-stand as it comes down the straight. But we don't do that."

Liberty Media's **John Malone** – F1's ultimate owner – has reportedly had



his first informal discussions with Ferrari chief **Sergio Marchionne.** And it's said not to have gone too well for the latter. Word is that after Marchionne had outlined how and why the Scuderia gets paid more than the others for taking part in F1, Malone said that it's not a policy he would be continuing with in any new deal once the current contract runs out after 2020.

Zak Brown is being tipped as the likely commercial man for F1's new



owners. Who would be the new racing chief? **Martin Whitmarsh** and **Stefano Domenicali** are both being linked with that role.

but you've got to understand what everyone wants and then find a path. Sure, that is not a task for a committee, as committees tend to become bureaucratic, but there also cannot be a dictatorship even if probably here they are used to it. They need leadership and leadership means you create a vision to create the right goals for the future."

While all this drama was playing out, a superb motor race was set to unfold. Although Rosberg ultimately took his third consecutive victory after a well-judged performance from pole on a two-stop strategy, he was being chased down fast by the three-stopping Red Bull of Ricciardo.

With 14 laps to go Ricciardo was 25sec behind the Mercedes but on his fresh, softer tyres travelling at a vastly faster rate. The tension mounted as the chase ensued. Eventually the Red Bull's tyre grip gave out just as Ricciardo had almost caught the Mercedes – and Rosberg was off the hook, back into the lead of the world championship, with title rival Hamilton finishing only third after a difficult weekend troubled by iffy reliability and handling.

Räikkönen diced with Hamilton for most of the distance and took fourth, with Vettel in the sister Ferrari a superb fifth from the back of the grid after failing to set a time in qualifying. Verstappen? He got a slow, wheel-spinning start from the second row and triggered a shunt (which put Nico Hülkenberg's Force India hard into the pit wall), fell back many places but fought back up to sixth, putting some fantastically inventive overtaking moves on his rivals along the way. He remains a scintillating performer who will surely be central to the sport's appeal in the coming years.

After a fantastic race at one of the calendar's most spectacular venues, CVC's former F1 chief Donald Mackenzie looked on and a team principal jokingly said: "You sold too soon, Donald."

Rd 13 BELGIUM, AUGUST 28 2016

1	NICO ROSBERG	Mercedes W07	1hr 44min 51.058sec	RACE DISTANCE
2	DANIEL RICCIARDO	Red Bull RB12	1hr 45min 05.171sec	44 laps
3	LEWIS HAMILTON	Mercedes W07	1hr 45min 18.692sec	191.415 miles

FASTEST LAP LEWIS HAMILTON Mercedes W07 1min 51.583sec

POLE POSITION NICO ROSBERG Mercedes W07 1min 46.744sec

Rd 14 ITALY, SEPTEMBER 4 2016

1	NICO ROSBERG	Mercedes W07	1hr 17min 28.089sec	RACE DISTANCE
2	LEWIS HAMILTON	Mercedes W07	1hr 17min 43.159sec	53 laps
3	SEBASTIAN VETTEL	Ferrari SF16-H	1hr 17min 49.079sec	190.587 miles

FASTEST LAP FERNANDO ALONSO McLaren MP4-31 1min 25.340sec

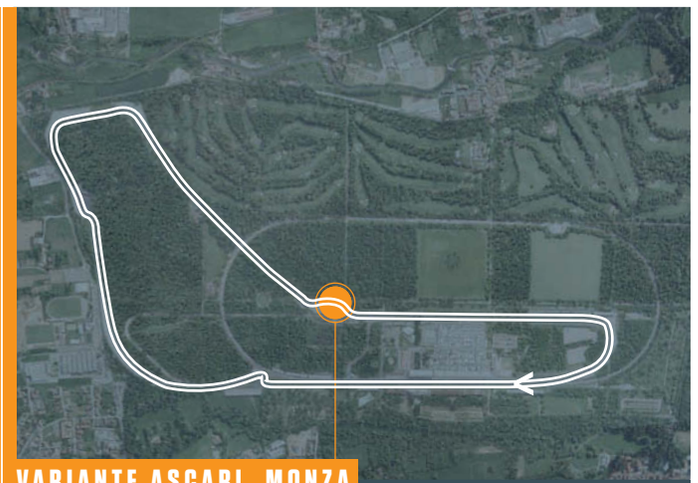
POLE POSITION LEWIS HAMILTON Mercedes W07 1min 21.135sec

Rd 15 SINGAPORE, SEPTEMBER 18 2016

1	NICO ROSBERG	Mercedes W07	1hr 55min 48.950sec	RACE DISTANCE
2	DANIEL RICCIARDO	Red Bull RB12	1hr 55min 49.438sec	61 laps
3	LEWIS HAMILTON	Mercedes W07	1hr 55min 56.988sec	191.897 miles

FASTEST LAP DANIEL RICCIARDO Red Bull RB12 1min 47.187sec

POLE POSITION NICO ROSBERG Mercedes W07 1min 42.584sec



VARIANTE ASCARI, MONZA

Trackside view

"The smell of cut grass up at Ascari this Friday morning, the Indian summer showing no sign of relenting, sun rapidly burning through the morning haze to lend its favour to one of the most evocative trackside sights of the season. The old banking crosses above, the current tracks dips beneath as if respectfully doffing its cap to history – and the cars burst out of that dip, still giving it everything in eighth gear before the Ascari braking zone.

The left-handed entry is the speed pinch point for the whole sequence as it then opens out curving right, switching left, drivers accelerating as hard as their downforce will allow, changing up mid-corner, then again, squirming, on the exit. Valtteri Bottas is beautiful of line in the Williams and pushing hard, sparks and dust intermingling as he gets out onto the exit kerb.

Next is Hamilton, on an identical line but the Merc visibly grippier, the second upchange before the exit. His transition into that first left-hander, from 205mph in eighth to 95mph in third, is one smooth yet breathtaking sequence, Rosberg appearing to grab at the turn by comparison.



Romain Grosjean is wrestling majestically with the Haas, stubbornly refusing to surrender momentum, preferring instead to fight the slide. He'd have been at home in the last turbo era, when the qualifying challenge was to adapt instantly to twice the grip and twice the power rather than fine-honing. His style of attack has an appealing retro feel that blends perfectly with the setting."

MAP DATA: GOOGLE, DIGITALGLOBE



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Dan Gurney heads for second in the 1965 US GP. Similar home-grown success – and an F1 race – is vital to American fan support

LAT

GORDON KIRBY

LIFE, LIBERTY AND THE PURSUIT OF F1

FOR YEARS MANY OF US HAVE WORRIED about Formula 1's future after it was sold by Bernie Ecclestone and CVC Capital Partners. Most people expected the worst possible deal for the sport but in fact it appears that Ecclestone has sold F1 to the best possible suitor in John Malone and Liberty Media.

Malone is a longtime serious player in the media business. He was CEO of cable and media giant Tele-Communications Inc (TCI) from 1973-96 and is now chairman and majority owner of Liberty Media, Liberty Global and Liberty Interactive as well as owning 49 per cent of Starz Inc and 29 per cent of Discovery Communications.

A mark of Malone's *cojones* and tenacity is that he once battled with Rupert Murdoch for control of the News Corporation. Malone accumulated 32 percent of the News Corporation's shares in 2005 before Murdoch ousted him from the company.

The 75-year-old is also the largest individual private landowner in the United States, owning 2.1 million acres of land, most of it in the state of Maine, and owns Humewood Castle in Ireland. He is also a renowned philanthropist giving more than $70 million to Yale University and donating more than $90 million to the John Hopkins Engineering School to construct a building in his father's name. He has also donated $42.5 million to Colorado State University for stem cell research and operates the Malone Family Foundation which provides scholarship endowments to 38 private schools across the United States.

It's believed that Malone and his new F1 boss Chase Carey will substantially expand F1's TV presence in America and around the world. It's also said they will find ways to broaden and monetise F1's social media platforms, a riddle that Bernie Ecclestone admits he's been unable to solve.

Some people believe Liberty will launch its own Formula 1 TV channel in America. Certainly F1's American TV show needs to be completely reinvented. Ratings in America are poor, drawing about half a million viewers for most races. This is better than IndyCar, but that's not saying much.

Over the past 10 years US auto racing as a whole has been losing TV market share. NASCAR remains by far the biggest form of American racing, but it too has been suffering a constant decline in recent years, steadily losing crowds and TV ratings. Even NASCAR has tallied record low ratings this year with three to four million viewers for most races.

Another thing Malone must tackle is bringing some American talent to F1. If F1 is to become more popular in the USA it's essential to have an American star such as Phil Hill and Dan Gurney in the Sixties or Mario Andretti in the Seventies. Hill, Gurney and Andretti were true international stars racing all types of cars around the world, and there was huge US media coverage of F1 and long-distance sports car racing in the decades they were active.

But since Andretti's departure from F1 in 1982 American fans and media have had little or nothing to cheer for or cover. It's stunning to record, in fact, that Mario scored the last Grand Prix win by an American driver at the Dutch GP in 1978 – that's thirty-eight years ago. And the last time an American team won an F1 race came the year before when Alan Jones won the Austrian GP aboard a Shadow.

Over the last three and a half decades America has been largely absent from F1. Michael Andretti half-heartedly tackled F1 with McLaren in 1993 but failed to finish the year. He made the podium but once, finishing third at the Italian GP in what proved to be his last F1 race. Twenty-three years have passed since that day without another American coming close to an F1 podium.

Without doubt the most talented young American open-wheel racer of the moment is Josef Newgarden who has won IndyCar races in the past two years. Newgarden raced in the UK and Europe in 2008, '09 and '10 in Formula Ford and GP3 cars before returning home to win the Indy Lights championship in 2011. He's shown tremendous ability in the past two years with Ed Carpenter's small but very effective team fighting with Penske and Ganassi's four-car superteams in many races and occasionally beating them. Malone must do everything he can to get Newgarden into a top F1 team.

He must also develop a young American



ALAMY

"Malone must tackle bringing some American talent to F1. An American star is essential to boosting F1 in the USA"



Indy Lights champion Josef Newgarden already has Euro experience – could he be a future F1 star?

driver scholarship system similar to Red Bull's in Europe. Jeremy Shaw's Team USA scholarship program does a great job of getting young drivers early opportunities to race in Europe, and Malone should embrace and expand Shaw's effort to sponsor young American talent all the way up the ladder from GP3 and F3 to GP2. Without a well-planned system and strong commercial backing there's no hope for young American drivers in Europe, or Formula 1.

Another matter for Malone is that F1 needs to put on a more competitive show if it's to thrive in America, which means fielding more quality teams and cars. Like it or not, NASCAR sets the standard with a thundering field of 40 cars and more than 20 teams. F1 will have to head more in that direction if it's to build a serious following in America.

It will also be interesting to see if Malone can use his clout to establish an additional American F1 race or two on the east or west coast. Ecclestone has always dreamed of races in Las Vegas and New York City, but many people believe a race will never happen in New York thanks to the thicket of local politics and the immense costs of putting on such an event.

"I think this is a very good move for Formula 1 and particularly for those of us in the USA," said Long Beach GP founder Chris Pook. "Liberty in my opinion was very smart to keep Bernard in place for the three years so they really can understand the details and difficulties of the business. Liberty has bought into a very strong and partially undeveloped asset. Being the smart business people they are, they will want to understand the business a lot better before they make any substantial moves. The bottom line is that this is good for F1 and good for F1's prospects in the USA."



LAT



"It is going to be harder for manufacturers to get an entry. It was a struggle to get this entry for Jaguar"
Alejandro Agag

Formula Buzz

The electric racing series gears up for its third season | BY GARY WATKINS

TIME IS RUNNING OUT FOR MAJOR car makers wanting to join the Formula E grid, according to series founder Alejandro Agag following the latest wave of manufacturer announcements as the FIA's electric-vehicle championship heads into its third season.

The announcement that Audi will step up its involvement in the German Abt team's campaign in the third season of Formula E, which kicks off in Hong Kong on October 9, ahead of a full factory campaign in 2017/18 is expected



to be followed by similar news from BMW. It is set to announce a tie-up with the US Andretti squad, which has already signed BMW DTM driver Antonio Felix da Costa, in the run-up to the season opener. The German brands will join Renault, Citroen's DS marque Mahindra and Jaguar in the electric racing series.

Speaking at the launch of Jaguar's Formula E entry, Agag said: "We are running out of entries. It is going to be harder and harder for a manufacturer to get an entry for the championship. It was actually a struggle to get this entry for Jaguar."

The confirmation of Andretti's deal with BMW will leave only one of the existing Formula E teams – Techeetah – without some kind of manufacturer backing. The former Aguri squad, which was taken over by a Chinese investment company during season two, will run the championship-winning Renault powertrain during its first campaign under the Techeetah banner.

AUDI JOINS THE PARTY

The Abt team's Formula E campaign will be fully integrated into Audi's factory motor sport programme in 2017/18. That will coincide with the launch of the first of a line of all-electric road cars that the manufacturer intends to bring to market by 2025.

"We had the idea from the very beginning that Formula E would become something that would fit well with our philosophy of using motor sport as a testbed to develop new technologies," said head of Audi Sport Wolfgang Ullrich. "We think now is the right moment to get involved after looking at how the series has developed in its first two seasons."

Ullrich stressed that Audi's Formula E entry would have no impact on future decisions about its long-standing LMP1 sports car programme at Le Mans and in the World Endurance Championship.

"Formula E is currently planned as an additional project and our decision-making for next year is completely separated from that," he explained. "Work has already started on the 2018 LMP1 concept."

JAGUAR NAMES ITS DRIVERS

Meanwhile, Adam Carroll, who took Team Ireland to victory in the A1GP World Cup of Motorsport in 2008-09, and Mark Webber protégé Mitch Evans will lead Jaguar's maiden Formula E campaign. They will be joined by Dutch-Chinese driver Ho-Pin Tung, who will fill a test and reserve role.

The new Jaguar Formula E contender, which has been christened the I-Type 1 (not, unfortunately, the E-Type) follows the technological template set by last year's Renault. The powertrain has a single electric motor and two gears.



Darren in Holly Mason-Franchitti's distinctive A35 at the Revival

NICK DUNDAS/DOMONO

DARREN TURNER

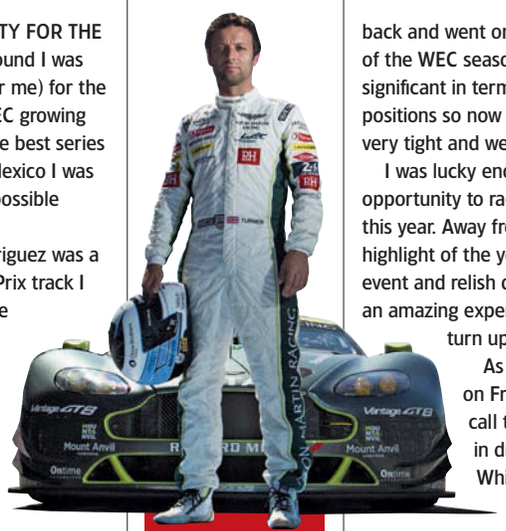
RIDDLE ME THIS: WHAT'S FIRST IN MEXICO AND PRETTY IN PINK?

BEFORE WE WENT TO MEXICO CITY FOR THE World Endurance Championship round I was excited to go to a new location (for me) for the first time and happy to see the WEC growing and establishing itself as one of the best series in the world. By the time we left Mexico I was even happier as we had the best possible result there.

The Autodromo Hermanos Rodriguez was a nice surprise. Being a new Grand Prix track I wasn't sure what to expect, but the actual layout was good fun. It was quite tight and twisty but in the middle sector especially it was hard to deal with slower traffic.

We were surprised with our performance because the Aston Martin is always run in fairly low-downforce configuration. Maybe with the altitude of Mexico City we lost less than some of our competitor, who were running high downforce, and the net result was that we had a competitive car. We showed that in qualifying and then via our race pace in the dry conditions.

When the rain came – about halfway through the six-hour race – my co-driver Richie [Stanaway] did a great job staying out on slicks. At that point we were about 14 seconds down on the sister car, which was in the lead, but Richie reeled him in and passed him for the lead. After that we didn't look back and went on to a very enjoyable first win of the WEC season. It has been hugely significant in terms of the championship positions so now with just four races to go it is very tight and we are right in the hunt.



"Our first win of the season has been hugely significant in terms of the championship. With four races to go it is very tight and we are right in the hunt"

I was lucky enough to get another opportunity to race at the Goodwood Revival this year. Away from my day job this is the highlight of the year for me. I love the whole event and relish driving the old cars; it really is an amazing experience from the moment you turn up until the moment you leave.

As I walked through the gates on Friday morning I got a phone call to ask if I would be interested in driving a Ford GT40 in the Whitsun Trophy. At that point it was a glorious day, so I thoroughly enjoyed driving the car in qualifying on Friday, getting used to it and getting faster with every lap. Come Saturday's race it was pouring with rain and I remember sitting on the grid surrounded by other GT40s, thinking "I've never taken a race start in this car, it is tipping with rain and I have no idea why I am here!"

It was a pretty scary 20 minutes and I was relieved to finish in one piece.

My regular ride at the Revival is an AC Cobra, sharing with Rory Henderson in the main TT event. We qualified well for Sunday's race, sixth on the grid and close to pole in terms of lap time. Unfortunately Rory didn't have a great start, but the main thing was that the car didn't get hit – unlike several others. There was a safety car later on, which bunched everyone up again so when I got in I was able to get back up to 11th. Overall it was a pleasing result and, as ever, it was a real pleasure to drive the Cobra.

I was down to race in the St Mary's Trophy in 'Floyd', a cupcake-pink Austin A35 with Holly Mason-Franchitti. I wasn't able to complete a lap in qualifying due to a small technical problem, so I had to start from the back of the grid for Saturday's race in the rain.

I made up about 14 places on the first lap, but then couldn't get any further and I finished 17th. Holly did a great job on Sunday when the owners drive the cars and our aggregate for the weekend was 12th, which was better than either of us expected. Great fun and we became a bit of a crowd favourite in our little pink machine.

The ball on Saturday night was just magical, too. The theme was 1960s comic book superheroes and villains so I got to dress up in lycra for the first time – which I found strangely comfortable – and I went as the Riddler from Batman. Everyone made a big effort. Lord March was an outstanding and rather sinister Joker, and looked like he had just stepped off a film set – the perfect ringmaster for another spectacular Revival. M



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Having capitalised on his MV's favourable power delivery in the rain, Ago takes his final GP win

DPA/PA IMAGES

MAT OXLEY

FORTY YEARS AGO: MV'S LAST HURRAH

MOTOGP FOUR-STROKES WERE INTRODUCED in 2002 to replace the 500cc two-strokes that had dominated GP racing since the '70s. To make sure the four-strokes were successful, they were given a 98 per cent advantage in engine capacity, at 990cc. They did beat the 500s, but not by much. Two-strokes were banned a few years later.

The last four-stroke to beat the two-strokes in the 500cc era was an MV Agusta, ridden by Italian legend Giacomo Agostini in 1976.

MV Agusta's final win was momentous and historic in all kinds of ways. Between 1966 and 1973 Ago won 13 350cc and 500cc world titles for the aristocratic Italian marque, but he was no romantic. Once he understood the unstoppable force of the two-stroke he defected to Yamaha, for whom he made history by winning the two-stroke's first premier-class title in 1975. However, when Yamaha announced its withdrawal from GP competition he returned to MV. He was quickly reunited with Count Corrado Agusta, the younger brother of Domenico, who had established MV at the end of the Second World War, because under the terms of the armistice Agusta wasn't allowed to continue with its core business: military aviation.

MV had no firm plan to continue racing in 1976, because the company's engineers knew the two-strokes would only get faster. However, when Ago waved a few million pounds of Marlboro money in the face of Rocky Agusta, the family playboy and MV team manager, Rocky agreed to loan him a brace of 1975 bikes, barely updated.

The MV had 103bhp and weighed 155 kilos; about 10bhp less and 15 kilos more than the two-strokes. "I wanted to try again with MV," says Ago. "But I understood that the two-strokes were getting stronger every year, while the MV mechanics couldn't find any more power. We all knew it would be difficult."

For most of that long, hot summer Ago and MV wished they'd left the bikes under their dust covers at the Cascina Costa workshop, next door to Milan's Malpensa airport. The MV was unceremoniously swamped by the two-strokes, its glorious 15,000rpm howl drowned by a grid full of chainsaws. The man and the machine that had dominated GP for more than a decade were reduced to struggling home, a minute or more behind the winner – a sad sight.

By round three Ago had had enough. He borrowed a couple of RG500 two-strokes [see *Motor Sport*, September 2016] from Suzuki and raced them instead, but was beset by ill luck. And all the time his team travelled across Europe with the MVs strapped in the truck, in case the time came for their renaissance.

That time came at the last of the campaign's 10 races, at the Nordschleife on August 29. Agostini practised on both bikes and, unsurprisingly, was faster on the RG. But on race morning threatening clouds rolled across the Eifel mountains. Ago knew a wet track would make the more rider-friendly MV a serious proposition, so he chose the four-stroke, although this wasn't merely a pragmatic decision."For sure the MV would be better in the rain," he says. "But also I knew this was almost the end of my career and my last chance to win with an MV Agusta, so it was also an emotional choice."

Ago bumped the MV into life and led the pack into the first corner, cheered all the way by fans delighted to see a four-stroke back out front. And he was never headed, the MV's gentler power delivery easing him through the Green Hell's ample curves well ahead of the chasing two-stroke horde.

"During the race there was only a little rain and that's always more difficult because you don't know exactly how fast you need to go," says Ago, who beat Marco Lucchinelli's RG by almost a minute. "That day I tried very, very hard because I wanted to win the race. I was so happy because to win again with the MV at the end of my career was very good and very emotional. That day everything was 100 per cent: the engine, the handling, the braking and also the rider, so altogether this is why we had a very good performance."

The victory wasn't only the last four-stroke Grand Prix success in a quarter century, it was also the last of MV's 275 wins and the last of Ago's 122 wins, a record that stands to this day (although Valentino Rossi is edging closer). It was also end of an era – the sunset of racing's romantic age.

MV Agusta stopped making motorcycles shortly afterwards, although the name was later revived by the Castiglione brothers, who had earlier saved Ducati from the very jaws of bankruptcy. Otherwise the Agusta name has faded from the headlines and been mired in scandal. The helicopter business was merged with Westland in 2000 and the following year Corrado's widow was found drowned after going missing at the family mansion in Portofino on the Ligurian coast.

Earlier Francesca Vacca Agusta had been convicted of laundering millions of euros in bribes for a former Italian prime minister. At the time of her death she was fighting a bitter dispute over the count's rumoured £170 million inheritance with Rocky, the count's son from his first marriage, and others. Police believe she was murdered but have never named a suspect.

"I knew this was almost the end of my career and my last chance to win with an MV Agusta, so it was also an emotional choice."

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Walter Röhrl's Audi Quattro in action on the 1986 Monte Carlo Rally, the start of the Group B era's final season

LAT

Group B in the spotlight

Classic era to be celebrated during Wales Rally GB | BY PAUL LAWRENCE

THREE DECADES AFTER THE Lombard RAC Rally marked the final European WRC event for Group B cars, the monsters of rallying will be celebrated during this year's Wales Rally GB (October 27-30).

To mark the 30th anniversary of the end of the hugely powerful Group B era, cars and drivers from the period will gather at Cholmondeley Castle RallyFest on Saturday October 29 before a spectator stage on Britain's round of the World Rally Championship.

As WRGB visits the Cheshire parkland venue for the first time for a special stage on asphalt roads, Group B cars will take part in demonstration runs before the first modern WRC cars arrive at 3pm.

Group B owners are being invited to take their cars for static display or to perform demonstration runs on the 1.8-mile special stage, which will be an extended version of the course used at the annual Cholmondeley Power and Speed event.

The entry list for the 1986 RAC Rally included more than 50 Group B cars, including Lancia Delta S4s, Peugeot 205 Turbo 16s, Ford RS200s, MG Metro 6R4s and several privately run Audi Quattros. The works Audi team had withdrawn from rallying following the accident that claimed the lives of Lancia crew Henri Toivonen and Sergio Cresta in May, a tragedy that led to the category being banned.

"We are inviting a number of drivers to join us and we are encouraging as many Group B cars as possible to get involved in what's going to be an unforgettable occasion," said Ben Taylor of Wales Rally GB.



PAUL LAWRENCE

Leading historic rally driver Matthew Robinson will tackle New Zealand's Silver Fern Rally (Nov 27-Dec 4) in his Fiat 131 Abarth. The project is the work of Rally Sport Developments in Yorkshire and was started in a bid to challenge the Ford Escort domination of historic stage rallying. Robinson also commissioned the build of a second 131, finished in period Alitalia colours.

Night action at Shelsley

SPECIAL TESTS RUNNING INTO the dark at Shelsley Walsh will be a key element of the 2016 Rally of the Tests (November 3-6), which recreates the RAC Rallies of the 1950s and 1960s before the event became a speed test on forest stages.

The backing of the RAC has encouraged the organisers to make the Bournemouth to Chester event more accessible to spectators, as a capacity field of 100 cars from the 1950s, 1960s and early 1970s competes over 31 special tests and 20 regularity sections.

Several venues will be open to the public, notably Shelsley Walsh (where the cars will arrive from 15.00 on Saturday). It is believed to be the first time that motor sport has run into darkness at the hillclimb venue.

Other spectator venues include the kart tracks at Clay Pigeon in Dorset (08.45, Friday), Rednal in Shropshire (11.15, Sunday) and the RAC headquarters in Bristol (08.00, Saturday).

Jardine lands Chevron seat

JOURNALIST AND PRESENTER Tony Jardine had his first race in a Chevron at the Oulton Park Gold Cup, sharing the ex-Digby Martland B6 (below) that he watched make its debut at the Cheshire track in 1967.

"I was 15 at the time and Oulton was my local track," said Jardine, who was born in Liverpool. Assistant team manager at McLaren in 1980, the year of Alain Prost and John Watson, Jardine was given the chance to race the Chevron by his friend Kevin Kivlochan, the car's current owner.



JEFF BLOXHAM

"It was amazing to drive this car on this track," said Jardine. "It was my first event in a proper racing car since 1971, as everything I've driven since has been production-based. In 1971 I did some Formula Ford… until I destroyed the car against the barriers here at Oulton, at Knickerbrook."

All roads lead to Tibet...

A NEW EVENT IN THE HIMALAYAS is a key feature of the 2018 calendar from the Endurance Rally Association.

With many of its rallies selling out months in advance, the ERA has revealed four major events for 2018, topped by the new Himalayan Challenge in September and October. Entries will be offered only to experienced rally crews, as the event will feature a demanding high-altitude route.

The 2018 schedule starts in February

with The Road to Saigon, and in April the 10th anniversary Flying Scotsman for pre-war cars will run from London to Edinburgh. The third Trans-America Challenge will take place in the southern states of the USA in May and June.



LAT

McLaren demo run foiled

A MAJOR ATTRACTION IN THE recent 'Return to Power' celebration at Goodwood, marking the 3-litre F1 cars from 1966, was the first McLaren Grand Prix car to race, M2B chassis number 2. The car was due to take part in the track demonstration sessions, but technical issues consigned it to static display.

Rob Hall was due to drive the car that he and his father Rick originally restored for Tom Wheatcroft. After many years in the Donington Collection, the M2B is now with a private collector.

Bruce McLaren tested chassis 2 at Goodwood in 1966, ahead of its first race in the Monaco Grand Prix with a 3-litre Ford V8.

Another racing Lanfranchi

A SECOND GENERATION OF racing Lanfranchis started competing at the Oulton Park Gold Cup, when David (49) shared the Jaguar E-type of his father Peter in the final round of this season's Jaguar Classic Challenge.

David's late uncle Tony was the best known racing member of the racing dynasty and rose through the ranks to race at national and international level over several decades.

David finally made his debut after spending some time taking part in track days. Peter, younger brother of Tony, has raced for many years and campaigned his relatively unmodified E-type across Europe.

— OBITUARIES —

Jean Bloxam

Despite her petite frame, Jean Bloxam, who died in September aged 89, proved a tough and confident racer during the 1950s, particularly in her DB3S Aston Martin. It was only when her husband, Aston racer Roy Bloxam, entered her for a race in his Lotus 8 – without telling her – that she discovered her talent behind the wheel. She competed less following Roy's death in an accident at Goodwood, but later married well-known racer Mike Salmon.

Mike White

South African Mike White has died, aged 62. He raced successfully for a while in the UK, lifting the BAF FF2000 title in 1978 before going on to compete in F3. He was an occasional winner at that level, but a lack of backing stifled progress and he returned home to race saloon cars.

Bob Armstrong

The death of Bob Armstrong, aged 69, has taken one of British racing's most popular organisers from the last 30 years. The former competitions manager of the BRSCC, Armstrong was an innovator who played a key role in starting many series and formulae in the UK.

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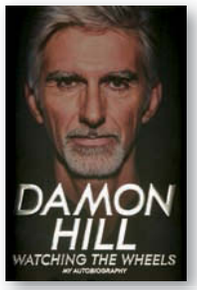
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Damon Hill
Watching the Wheels, An Autobiography



John Lennon's posthumously released song *Watching the Wheels* was his way of describing the world's failure to comprehend how one of the most famous people on the planet could, just for one day, step out of the limelight and 'watch the wheels' of life spin around him.

Music was always a huge part of the Damon Hill story, so the book title is no surprise. What is surprising is how apt it now seems with the knowledge of his struggles to come to terms with his own demons and life beyond F1's glare.

Much of the book concerns the little talked about subject of mental health problems, together with the inevitable troubles of coming to terms with an absent father, the hugely charismatic Graham, who died when Damon was just 15 years old.

Motorbikes were a shared passion for father and son, so a young Damon made his name on two wheels before a John Webb marketing brainwave saw him make his four-wheel debut long after younger chargers. From then on, Damon knew he had to work twice as hard to catch up. The book brilliantly conveys the constant struggle to step out of the long shadow of his dad, and deals with Damon's never-ending doubts – which only seem to subside when that dream Williams drive delivers him the world championship. But then began an even more difficult journey, once Williams discarded its title winner and left Damon in the wilderness with Arrows, then Jordan, yet unable to leave F1 because of contract obligations.

In his racing career he was often portrayed as uneasy with his stardom, but as this book displays in its unblinking way, he carries the same doubts and worries that we all have in our lives. Rarely has a much admired sports person been quite as honest as Damon in the superficial world of the celebrity autobiography, so this is to be welcomed. Quite simply, this is a fascinating and a brilliant read. ***DC***

Published by Pan MacMillan
ISBN: 978-1-5098-3190-6, £20

Tasman Series Memoirs 1968-1971
Bill Pottinger



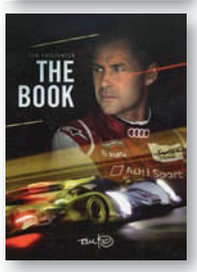
If Bill's name rings a bell with *Motor Sport* readers, so it should. His Tasman Series shots have featured previously in You Were There – and he has now decided to create a book from his extensive archive.

The subjects drip with charisma, which might have given Pottinger a head start, but that's only part of the tale. His eye for a photograph is obvious and in period caught the eye of well-known writer Eoin Young. Impressed partly by the quality of the work, partly by the fact its creator was still a teenager whose full potential had still clearly to be tapped, Young took Pottinger under his wing and even arranged the odd photo shoot with stars of the day. Quite an asset, that, given the relaxed environment and a cast featuring Clark, McLaren, Rindt and others of that ilk.

It's a fabulous piece of work and can be ordered directly from its creator via rowbillpotty@gmail.com. ***SA***

Published by the author
ISBN: 978-0-473-35006-2, £30 plus p&p

The Book
Tom Kristensen



Despite the title, this is not so much a book as a monolith – and it is also splendid. Danish-only Kristensen biographies have previously been produced independently, but the nine-time Le Mans winner devised this project himself. It paints a vivid picture of his life, from his days as a youngster with a racing dad through to his emergence as history's most successful Le Mans driver, but does so primarily through stunning images reproduced on high-quality paper.

There is some text, in English, Danish and German, but in essence this is a glossy photographic essay that covers every aspect of one of the most successful racing careers not to feature a single Formula 1 start. And that was Grand Prix racing's loss, not Kristensen's. ***SA***

Published by the author
ISBN: 978-87-400-2429-6, £80.99

Iso Bizzarrini
The Remarkable History of A3/C 0222
Richard Heseltine



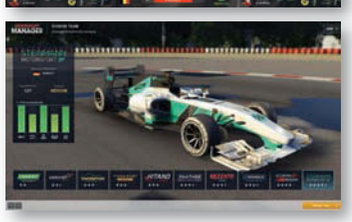
Somehow, Iso Bizzarrinis as competition cars managed to leave little trace after their time, and it seems only in the last few years that they have become acknowledged as competitive machinery. Yet as Heseltine describes in this work – first of a new affordable companion series to the Porter Great Cars volumes – it was a Le Mans class winner in 1965 and reached top speeds only bettered by the 7-litre Ford MkIIs. Like the Great Cars series, this concentrates on one car, in this case one of the 23 competition versions of Iso's A3 two-seater and the one that achieved that Le Mans result.

Its life, and its brethren, are very fully described, as are Bizzarrini himself and Piero Drogo, the car's progenitors, along with full race histories, Bizzarrini's later career and that of the car, including its restoration. A technical chapter outlines the design and construction, while a photo gallery of the restored car rounds off an entertaining auto-biography, nicely presented with many fine photos, including a spectacular Klemantaski shot of one of the car's pilots visibly swearing at a backmarker during that 24-hour classic. ***GC***

Published by Porter Press
ISBN: 978-1-907085-54-3, £30

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Motorsport Manager for PC

SEGA's latest foray into the realm of sport management games takes them – finally – to motor sport. Building on the award-winning mobile game Motorsport Manager, the PC version of the same name brings big 3D worlds to an already addictive concept.

Three championships, two GP3/2-esque feeder series below the 'World Motorsport Championship' – licence restrictions don't permit the use of real-world names – allow you to build a career as the new Colin Chapman. It's fully hands-on, with development time and programmes between the absorbing races and factory improvement needed to aid your components. Time has clearly been spent to ensure set-up changes bring relevant performance variables, too.

While it's easy to get carried away with the racing, the demo labours on older machines – SEGA says this is being fixed. Extras can be switched off, which is useful in removing some lagging and juddering, but the gaps between races can also drag. Only so many media interviews, emails and so much car fettling can be enjoyed when there's racing that could be done instead.

It's the best motor racing management game yet, helped no doubt by Sega's involvement in the flawless Football Manager. It's certainly on the right road to becoming the racing equivalent. ***JP***

Published by Playsport Games/SEGA, £24.99

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STAR LOT @ BONHAMS

1956 PORSCHE 550 SPIDER
{Goodwood, September 10}

Remakably preserved example of Porsche's hugely successful 1950s racing spider, which has neither been used in competition nor ever restored. The 550's four-cam roller crank 1500cc flat four gave astonishing performance for the time, winning scores of races, often beating bigger-engined machines. Retaining original paint, this one broke the record for its type at Goodwood, selling at £4.6m.

UNDER THE HAMMER

Key highlights at classic and racing auctions from around the world

Bonhams

@ QUAIL LODGE AUGUST 19

1904 Mercedes-Simplex 28/32hp
Sold for £2.1m

1931 Ex-Howe, Taruffi, Nuvolari Bugatti Type 51
Sold for £3m

1982 Peugeot 205 Turbo 16
Sold for £150,000



@ CHANTILLY SEPTEMBER 3

1938 Horch 853 Special Roadster
Sold for €1m

1935 Mercedes 500K
Sold for €5.3m

@ BEAULIEU SEPTEMBER 3

1959 Aston Martin DB4
Needing much restoration
Sold for £203,100



AUTOMOBILIA
BONHAMS



Dodge showroom poster
Estimate: £150-230



Graham Crusader poster
Estimate: £150-230

@ GOODWOOD REVIVAL SEPTEMBER 10



1962 Lotus Elite Super 95 coupé
Special Equipment model, believed to be 1962 Motor Show car
Sold for £103,420, well over estimate

1983 Rover SD1 rally car
Works entry in Donington Rallysprint
Sold for £35,650

1950 Frazer Nash Le Mans Replica
Raced in period by Roy Salvadori and others
Sold for £610,000

@ PHILADELPHIA OCTOBER 3

1950 Jaguar XK120 roadster
Raced in Australia by Bib Stillwell
Estimate £46-68,000

Gooding & Co

@ PEBBLE BEACH AUGUST 20

1975 Porsche 935
Winner of Sebring 12Hrs and Daytona 24Hrs; second at 1979 Le Mans driven by Paul Newman
Sold for $4.84m

1959 Ferrari 250GT California spider competition
Sold for $18.1m

1955 Lancia Aurelia Spider
Sold for $2m

1933 Alfa Romeo Monza
Brianza body, continuous history
Sold for $11.9m

1950 166 MM Berlinetta
Ran in 1950 Mille Miglia as spider, driven by Nuccio Bertone; coupé roof added by Zagato in 1953
Sold for $5.45m

RM Sotheby's

@ MONTEREY AUGUST 20

1956 Jaguar D-type
1956 Le Mans-winning Ecurie Ecosse D sets a world record for a British car
Sold for $21.78m

1939 Alfa Romeo 8C 2900B
Long-chassis Touring spider from Sam Mann collection made highest price ever for a pre-war car
Sold for $19.8m

1962 Shelby AC Cobra
Another record – highest price for an American car: the first Cobra, kept by Carroll Shelby from new
Sold for $13.75m

@ BATTERSEA SEPTEMBER 7

1960 Aston Martin DB4GT
Maintained but unrestored, with 4.2-litre engine
Sold for £2.4m



1939 Alfa Romeo 6C 2500 touring
Impressive tourer with six-cylinder triple-carb motor; class winner at Villa d'Este
Sold for £952,000

1986 Ford RS200
Final-spec 350bhp version, ex-Jay Kay
Sold for £173,600



1961 Sunbeam Alpine Harrington coupé
Entered by NART in Sebring 12 Hours
Sold for £109,200

Artcurial

@ CHÂTEAU SUR EPTE OCTOBER 9



1934 Delage D6-11
Roadster body with dickey seat; 2-litre six-cylinder engine
Estimate €10-20,000

H&H

@ DUXFORD OCTOBER 12

1972 Rolls-Royce Silver Shadow
Bought new by footballer George Best
Estimate £10-15,000



1947 HRG 1500
Rallied from new by John Gott, the rallying policeman; extensive record and awards on Alpine Rallies, including an Alpine Cup; fourth on Tulip Rally
Estimate £70-80,000

AUCTION CALENDAR

OCTOBER

3 BONHAMS
Simeone museum, Philadelphia
6 MECUM
Chicago, USA
6 RM SOTHEBY'S
Hershey, USA
7 BONHAMS
Knokke-Heist, Belgium
8 COYS
Paris & Ascot
9 ARTCURIAL
Château sur Epte, France
12 H&H
Duxford, UK
25 BARONS
Sandown Park, UK
29 COYS
Alexandra Palace, UK
30 ARTCURIAL
Paris, France

NOVEMBER

2 MECUM
Dallas, USA
4 BONHAMS
London, UK
5 MOSTALGIA
Austin, USA
12 SILVERSTONE AUCTIONS
NEC, UK
16 H&H
Donington, UK
26 HISTORICS AT BROOKLANDS
Brooklands, UK

DECEMBER

3 CCA
Warwickshire, UK
7 H&H
Château Impney, UK
8 BONHAMS
Olympia, London



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DREAM GARAGE

ALFA ROMEO GTA 1600

THAT BERTONE MANAGED TO SQUEEZE four seats (all right, the rear is a *little* cramped) into such an elegant coupé form as the Giulia Sprint GT is a mark of typical Italian skill. And being from the land of opera, art and the love of speed, it was a gem to drive, even though it was built on the shortened floorpan of the bread-and-butter Giulia saloon.

Naturally the coupé had barely left the showrooms when it began to tackle the racetracks in ever faster versions, and the peak was the GTA – outwardly identical, but radically, trimmed, tucked and tweaked by Alfa's sub-contracted race team Autodelta. That's what Jeremy Cottingham has for sale – and while many GTs have over the years been fettled into quasi-GTAs, Jeremy has the paperwork that shows this one was built in 1965 as an A – standing for *alleggerita* or 'lightened' – and came from Autodelta with the alloy outer panels, thin steel inners, plexiglass side windows and hole-punch mag-alloy wheels that merited the name.

This example has the earlier 1570cc motor (a 1300 came later) with its many mods: mag-alloy components, larger carbs and twin-plug ignition among them.

The GTA came in two flavours, road (115bhp) and race (160bhp); with its close-ratio gearbox and stripped interior the GTA's eager nose was clearly aimed at the circuits, and this one was a proud member of the works Autodelta stable, entering touring car races across Europe. Even better, it was raced by double touring car champion, sports car and Formula 1 racer Andrea de Adamich, scoring several victories including in a 1967 ETCC race at Oulton Park, giving it a 'home' connection.

In earlier races the car ran in fairly standard (for a GTA) form, but over the years has been further modified with even wider wheels and the arches to cover them, making it look more like the later, larger-engined and fuel-injected GTAm which would go on to add even more laurels to the Alfa Romeo badge.

There are few things more thrilling to hear than that sharp gargle of a set of Dellortos snorting BP's finest brew, along with the bark of a race exhaust, and when they are combined with a vehicle of this calibre, race-track thrills are guaranteed. For homologation Alfa had to make 500 GTAs, so they're hardly common, and few of them can have such an impressive back story as this.

FACTFILE

YEAR 1965
ENGINE twin-cam four, 160bhp
TRANSMISSION close-ratio five-speed
SUSPENSION front, double wishbones, coil springs; rear, live axle, trailing arms
TOP SPEED 140mph
PRICE £POA



Diesels set to disappear?

New tests could change face of European motoring | BY ANDREW FRANKEL

THE LONG-PREDICTED DEATH OF diesel as a fuel for production cars appears to have been hastened by the Volkswagen emissions scandal, according to a report published by Reuters. One year on from 'dieselgate', Renault – one of Europe's major investors in the fuel – 'now expects diesel to disappear from most of its European cars'.

The move follows comments made this summer by VW chief executive Matthias Müller, who said his company would have to see "whether it still makes sense to invest a lot of money in further developing diesel".

The death of diesel will likely be hastened by new emissions procedures, due for introduction in 2019, based on so called 'real-world' testing, rather than widely derided laboratory-based tests conducted at present. The exact nature of these tests is not yet known, but they are likely to highlight the fact that NOx emissions of diesel engines are many times higher in normal driving than in closely controlled laboratory conditions. NOx is known to be a major cause of respiratory disease and has been linked to hundreds of thousands of deaths around the world.

Manufacturers now fear that the vast cost of engineering clean diesels will far outstrip the returns they are likely to make, so they're beginning to refocus their efforts on petrol-electric hybrids and pure electric vehicles. This issue is compounded by the fact that petrol-engined cars are sold in vast numbers around the world, but their diesel equivalents are virtually unknown in the large markets of North America, China and Japan and now seem less likely than ever to gain local footholds. Bizarre though it may seem in Europe where, despite falling sales, more than half the cars sold continue to be powered by diesel, in the global passenger car market the fuel is actually something of a niche product.

Simply deleting diesels from their ranges is likely to create as many problems for manufacturers as it solves. On average diesels produce a fifth less CO_2 than petrol engines. Were petrol simply to replace diesel, manufacturers selling cars in Europe would be unlikely to meet the existing CO_2 targets. The answer appears therefore to lie in hybrid power, at least in the short and medium term and until electric cars gain the range and charging times to suit the lifestyles of mainstream car buyers.

Many still question the true efficiency and cleanliness of hybrid powertrains, citing the variance between claimed and real-world fuel consumption. With the extra weight penalty of hybrid systems, the inefficiency of carrying two powertrains when often only one or the other is active, and ongoing questions surrounding the true environmental impact of manufacturing and disposing of batteries, the case for hybrids is far from proven and their performance in the new testing regime simply unknown. But it seems probable that the reduction in NOx emissions that would undoubtedly result from the death of diesel would come only at the cost of increased CO_2 emissions. The question governments need to ask is whether that is a price worth paying.

Ariel studies aero options

REMEMBER THE CHAPARRAL 2J and Brabham BT46B sucker cars? Ariel does. The innovative low-volume British sports car manufacturer has unveiled its own concept (below), based on its successful Atom design and featuring fan-assisted underbody aerodynamics.





The so-called Atom Aero-P (Aerodynamic Efficiency & Optimisation Project) uses two small, battery-operated high-speed fans to suck air from under the car, the system being sealed by rubber skirts. The idea is to produce downforce from rest, rather than merely at high speeds as would a conventional wing, but also to reduce drag by removing the need for said wings, thereby improving performance, fuel consumption and emissions. Ariel boss Simon Saunders says the system is already providing more than three times the downforce seen using aerofoils, but that the project is at an early stage and much progress is still required.

The advantage of providing downforce across all speed ranges is clear. Cars like the Atom are finding their performance potential limited not by power but traction, an area in which current aerodynamic thinking has little to contribute. But there are challenges: the more downforce a car generates, the stiffer its springs must be to support its body weight, which might be fine on a racing car but presents obstacles in the road-car arena.

Also, the skirt system must provide a reliable seal in all conditions if downforce levels are not to vary mid-corner to the detriment of handling – and this is easier to achieve on a smooth track than a bumpy road.

But the potential is there: the BT46B won the only Grand Prix it contested – Sweden in 1978 – before being withdrawn by then-Brabham boss Bernie Ecclestone (the authorities hadn't at that stage had the chance to ban it). Back in 1998 its designer Gordon Murray told *Motor Sport*, "Getting rid of it was the right thing to do. The BT47 I had on the drawing board would have pulled the driver's head off…"

Original Cobra reborn

AC CARS IS TO PRODUCE A RUN of nine brand-new Cobras to the exact specification of the first car, built back in 1962. The cars will be assembled at AC's Brooklands premises and will feature the same 4.2-litre Ford V8 engine as early Cobras, rather than the far more common 4.7 with which the cars are most associated.

All cars will be left-hand drive and will be priced above £500,000.

The new Cobras might well prove popular among wealthy historic racers. Most Cobras are ineligible for the prestigious Pre-63 GT series and, indeed, the recently inaugurated Kinrara Trophy at Goodwood. Moreover, FIA Appendix K regulations state only that cars must be built to original specification to take part in its events, they do not need to be original themselves. Finally, while the earlier engine may be smaller, it revs higher and ultimately yields only a little less power than the 4.7-litre motor.



RS is now quickest model in the Audi TT range, with 2.5-litre five-pot generating 394bhp



■ **Aston Martin has started recruiting for its new factory at St Athan in Wales, four years before the crossover SUV it will build goes on sale. Forty new employees are now at Aston's Gaydon factory, gaining experience. Work starts in earnest next year at St Athan, where eventually some 750 people will be based.**

■ **The new Aston Martin SUV is likely to retain the 'DBX' name given to the concept car shown in 2015 and is planned to help sales double from the 3500 cars sold in 2015 to more than 7000 units once it is in full production.**

■ **Porsche has unveiled the plug-in hybrid version of its new Panamera. Capable of travelling up to 31 miles on electrical power alone, and at speeds of up to 87mph, the Panamera 4 E-Hybrid also offers 456bhp from the combined efforts of its electric motors and a 2.9-litre twin turbo V6. It can be ordered now for £79,715.**

More power for Audi TT

AUDI HAS UNVEILED THE MOST potent TT yet, the 394bhp TT RS. Featuring an engine based on the five-cylinder motor seen in the current RS3, but with an aluminium crankcase that reduces weight by 25kg and increases power by 32bhp, the 2.5-litre TT now develops almost twice as much power as the original 2.1-litre 200bhp Audi Quattro managed with Audi's first five-cylinder turbo back in 1980.

Audi claims a 0-62mph time of just 3.7sec for the TT RS coupé, and 3.9sec for the convertible.

The company has boldly priced the TT RS coupé at £51,800, making it more expensive than the Porsche 718 Cayman S that's likely to be considered its most able rival. Audi will be able to point to the fact that its five-cylinder engine not only produces more power from the same capacity than Porsche manages with four, but also that its engine is likely to sound substantially better. The TT is faster on paper, too, the Cayman needing 4.2sec to hit 62mph even using launch control, though that is likely to speak more of the TT's all-drive traction than a real performance advantage. Matching the Porsche's handling prowess is likely to be a somewhat greater challenge.



LAMBORGHINI HURACÁN LP580-2

Italian company sheds a few pounds... in both senses of the term | BY ANDREW FRANKEL

MY TIME WITH THE new Lamborghini Huracán LP 580-2 (or Huracán RWD as the company refers to it on its own impenetrable configurator) coincided with that of a McLaren 570GT. Similar in price, power and on-paper performance, you might therefore think these two mid-engined supercars might make natural opponents for one another. In reality what time in each reveals most is the breadth of choice available these days, even to people shopping in this rarefied end of the market.

The McLaren has already had its time in this space back in August, so I won't dwell save to say that to step from its smooth and sophisticated surroundings into the wild-riding arms of the Huracán is akin to how I would imagine deserting the cockpit of Concorde for that of Lockheed Starfighter might feel: not faster, certainly not better, just utterly different.

The purpose of this Huracán is two-fold: officially it is the 'fun' version of the extant LP610-4, offering a little less weight courtesy of the deletion of its front driveshafts and differential, and allegedly greater entertainment thanks to its now rear-wheel-drive configuration. But of course it also provides Lamborghini with the chance to cleave a chunk of money from its list price, moving the Huracán into a slightly more affordable part of the market place and away from all relevant rivals from down the road in Maranello. At £156,579, this Huracán is almost £30,000 less expensive than a Ferrari 488GTB, a significant sum even among cars like this.

It also costs £24,000 less than the standard Huracán, which is also some saving. So much in fact that Lamborghini has felt the need to make a gesture to those still considering the more expensive car, cutting the power of its normally aspirated 5.2-litre, V10 motor by 29bhp. The 0-62mph time has risen from 3.2 to 3.4sec, an apparently significant delay at this level. Top speed is a little less rather than a little more than 200mph, too.

In fact these are specious grounds for spending the extra money. The power loss is not great and offset at least in part by the 33kg weight saving. The change in acceleration rate is the result of the lack of all-wheel-drive traction rather than genuine performance differential, while anyone really troubled by the difference between 199mph and 202mph on the public road probably should not be driving there in the first place. I would say that in all senses that actually matter the two are as quick as each other.

Key to the appeal of this fractionally more junior Huracán is that it offers precisely the same delightful two-fingered salute to Ferrari, McLaren and



FACTFILE

£156,579

ENGINE
5.2 litres, 10 cylinders

POWER
572bhp@8000rpm

TORQUE
398lb ft@6500rpm

TRANSMISSION
seven-speed paddle shift, rear-wheel drive

WEIGHT
1389kg

POWER TO WEIGHT
412bhp per tonne

0-62MPH 3.4sec
TOP SPEED 199mph
ECONOMY 23.7mpg
CO_2 279g/km

anyone else who insists cars like this must these days be turbocharged. There's no question the Huracán lacks the mid-range torque even of a McLaren 570, let alone the titanic Ferrari 488, and they in turn lack its whip-crack throttle response. And if you choose to compare the sound of two flat-plane-crank turbo V8s to that of a normally aspirated V10 – well, I'd really advise you not to bother for there's no comparison to make.

Inside the Huracán is all but unchanged, so there remains the same curious confection of a jet-fighter dashboard melded with last-generation Audi navigation and entertainment. The plus side is that if you've driven an old A4, you'll pretty much know already how to make a Huracán take you where you want to go, but it does rather shatter the illusion of this being a standalone Italian supercar, and far more than the fact that it shares an engine, transmission and much of its structure with the considerably more affordable Audi R8.

But the fundamental formula of blending Italian design with German engineering remains sound, partly because a Huracán is probably no more likely to leave you at the side of the road than the aforementioned R8 or, indeed, A4. The car may look intimidating and impractical, but that's not how it is to operate. It's wide, but visibility is remarkably good, and making it go requires no more thought or effort than you might need in the most mainstream of sporting cars: thumb a button, pull a paddle, push a pedal and off you go.

Lamborghini says it has softened the front suspension of the Huracán to adjust for the weight loss in the nose, but the ride remains adequate rather than good. Both Ferrari and McLaren are better, but for a car that I suspect most owners will use more for occasional entertainment rather than everyday occupancy, this should not break the deal. Make sure you're happy with the seats, however: I wanted a break after about an hour at the wheel and needed one after two.

Happily, however, this Huracán comes with a certain *joie de vivre* I do not recall experiencing in the LP610-4. You will read in other reviews, and indeed on Lamborghini's own website, how this Huracán has been set up to offer more oversteer in certain modes and I'd love to know what proportion of Huracán owners ever find themselves drifting out of a corner with a half a turn of opposite lock applied, but I'm guessing near enough none. Of greater importance is this car's more communicative steering, its additional sharpness on turn-in and, I will concede, greater resistance to understeer at the exit of slow corners. It's better balanced than the LP610-4 and, unless you're going to put into the 'Corsa' mode that bypasses all its electronic safety systems, I see no compromise in active safety levels either. In fact because it does what you ask more accurately and immediately, I'd be happier driving the rear-drive Huracán briskly cross-country than its all-wheel-drive stablemate.



'Junior' Huracán's alterations are all but invisible to the onlooker, but very apparent to the driver: without 4WD it's crisp in response but far from relaxing

And there's a genuinely special driving experience to be had here. To find yourself at the wheel of a car this attractive, with the big V10 wailing behind you as you flash across some deserted landscape, is a pretty special experience. True, it lacks the telepathic responses of a McLaren and otherworldly thrust of the Ferrari, but it doesn't struggle to make a case for itself.

The problem is what to do with it the rest of the time. It is a car that offers a genuinely rewarding driving experience in short bursts only. But it is too noisy and uncomfortable to work as well over the longer distances at which its McLaren and Ferrari rivals excel, and there is no question that this limits its appeal.

So there is much to admire here, none more than Lamborghini's dogged determination to resist turbocharging, and enough for the Huracán to make a powerful case for itself as a recreational toy, the one to choose from a large collection on those days when road, traffic and weather conditions are absolutely right.

But the car is also somewhat flawed in its unwillingness to offer more consistent appeal across a wider range of disciplines. Some might think a supercar should be all about tight focus and not at all about a broad range of abilities, and I would concur right up to the point where that focus actually stops the owner picking up the keys. The Huracán LP580-2 is a car to inspire and infuriate, enjoy and annoy. In other words, and for all Audi's involvement, it remains a true Lamborghini, with all the good and bad that entails.







MERCEDES-AMG S63 CABRIOLET

Three-pointed star reintroduces drop-top limo after 45 years



RULE ONE FOR THOSE looking to enter a class for the first time: find a gap in the market and occupy it. Now, this generation of S-class cabrio is by no means the first true luxury drop-top to be marketed by Mercedes-Benz, but as the most recent ceased being offered for sale 45 years ago and this is the first to be called an S-class, I think we can deem it to be sufficiently new.

And don't go looking for rivals for either the £115,115 S500 model or this £135,675 AMG S63. The least expensive Bentley GTC costs almost £20,000 more and all others you might buy for this kind of money, such as the Aston DB9 Convertible or Ferrari California, are really rather different kinds of car.

To me the cabriolet is less attractive than the S-class coupé upon which it is based, but it's superbly engineered. Mercedes says it has the largest convertible roof of any such car on sale (though I wonder what the engineers of the Rolls-Royce Dawn would say about that), but you can still raise or lower it at any speed up to the urban limit. Refinement is every bit as good as you might expect from an S-class, while its body is so stiff you'd need to go off-roading before being able to feel the compromises inherent in the structure of any convertible with a metal monocoque.

FACTFILE

£135,675

ENGINE
5.5 litres, 8 cylinders, twin turbochargers

POWER
577bhp@5500rpm

TORQUE
663lb ft@2250 rpm

TRANSMISSION
seven-speed auto, rear-wheel drive

WEIGHT
2070kg

POWER TO WEIGHT
279bhp per tonne

0-62MPH 4.1sec
TOP SPEED 155mph
ECONOMY 28mpg
CO_2 237g/km

Which leaves me in something of a quandary. When the coupé version of this car first became available a couple of years ago, I spent two days driving it back to back with the equivalent Bentley and, after some deliberation, judged in favour of the Benz. I'm far less sure I'd do the same if we repeated the exercise with their open counterparts.

It's not because the Cabrio has some fatal flaw, just that it seems to me a little less suited to its job description than the coupé. When people fork out a six-figure sum on a convertible, I think they are buying into an image and a sense of occasion. And good though it is, the admittedly more expensive and technically less able Bentley is better in these regards.



The Mercedes interior is generously equipped, but the Bentley's is opulent and elegant too. Were I minded to cruise the Croisette in Cannes, it would be in the Bentley. The fact that the S-class would out-perform the Continental GTC all the way up the Col de Vence would be rather less important, because that's not how cars like this are driven.

There is much to like about this car, from its thundering 5.5-litre engine to the fact that, unlike most open cars, there's actually a sensible amount of space in both the back and boot. On an objective level it's hard to fault. But such cars sell to the heart and, on this measure, it falls ever so slightly short.



RENAULTSPORT CLIO 220 TROPHY

A step forward isn't always a step far enough

IT IS FAIR TO SAY THE RenaultSport Clio 200 did not receive the rapturous press reception its creators coveted. Used to a uniformly rich diet of purple prose for its each and every creation to date, Renault might have found the trenchant criticism of its new baby somewhat thin gruel.

But if you insist on removing pedals from footwells and adding turbochargers to the engines of hot hatchbacks, perhaps you should not be too surprised, especially if the normally aspirated cars with manual transmissions you seek to replace are among the best loved in the history of their breed.

So see this Clio 220 Trophy as Renault's way of trying to crawl back into the hearts of those whose loyalties have become strained or lost altogether by the Clio 200. It couldn't practically install a stick shifter or remove the turbo from the engine, but do not doubt the effort expended to make the most of those materials already at its disposal.

For a start the engine has gained a further 20bhp, and the justly criticised gearbox has a new shifting strategy said to cut change times in half. The suspension is both lower and much stiffer, the steering wheel attached to a significantly quicker rack.

Renault has even reduced the travel of the gearshift paddles in an attempt to provide a new sense of dynamism.

The good news is that every one of these modifications is welcome, each contributing to a driving experience elevated far beyond the reach of the standard RenaultSport Clio (which remains in production). Even characteristics that might traditionally be regarded as undesirable, such as a notable increase in torque steer and a considerable deterioration in ride quality, actually quite suit the far more racy character the car has acquired.





Now it feels genuinely quick, faster than its traction-limited acceleration times suggest. Far more important is that the changes to the chassis have catapulted the Clio's handling back to the top of its class for the pace, precision and exuberance it shows on the right road.

Best of all you can drive it in two entirely distinct ways: keep it neat and it will be electrifyingly quick from point to point, employ a more rudimentary 'chuck it in and sort it out' approach, and marvel at the natural agility of the chassis and its eagerness to adjust its stance according to throttle position.

But problems remain: the gearbox is improved but still sluggish and unpredictable if left to change for itself, while the engine's sometimes delayed throttle response is typical of small capacity high output turbo motors. It rarely sounds that great, either.

This, then, is a dramatically improved Clio, but that does not automatically earn it a place among the many great fast Renault hatchbacks of the last 30 years. It's now a good car, fully competitive in its class, but true greatness continues to elude it.

FACTFILE

£21,780

ENGINE
1.6 litres, 4 cylinders, turbocharged

POWER
217bhp@6050rpm

TORQUE
206lb ft@2000rpm

TRANSMISSION
six-speed paddle-shift, front-wheel drive

WEIGHT
1204kg

POWER TO WEIGHT
180bhp per tonne

0-62MPH 6.6sec
TOP SPEED 146mph
ECONOMY 47.9mpg
CO_2 135g/km



VOLKWAGEN PASSAT GTE

Fulfils a specific niche, but it might be best to buy a diesel

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

APPENDING AN ACRONYM as sporting in sound and intention as 'GTE' to a Passat might be seen by some as akin to putting chilli sauce on your cornflakes: an attempt to sex up an entirely blameless product by the misguided use of another, with disastrous consequences for both.

In fact this is just the latest of many attempts to spice up the Passat over the years. Remember the Passat W8, with its 275bhp, 4-litre, eight-cylinder engine, or the V6 295bhp Passat R36?

Today and perhaps predictably, the focus has fallen on providing performance with an environmental emphasis, which is why the GTE eschews the large capacity, multi-cylinder approach of its forebears for a tiny 1.4-litre turbo boosted by a sizeable electric motor. The upshot is a Passat with a total of 215bhp, a sporting chassis set-up and top speed of 140mph.

And so long as you play to its strengths, it's very good indeed. Four hours hooked up to the mains is all that's required to deliver a genuine 30 miles of all-electric range, more than enough to make most school or supermarket runs all but free of charge. Alternatively it will take you up to 81mph on electrons alone. In both these regards it beats even BMW's i8.



FACTFILE

£38,075

ENGINE
1.4 litres, 4 cylinders, turbocharged, supplementary electric motor

POWER
215bhp@5500rpm

TORQUE
295lb ft@1700rpm

TRANSMISSION
six-speed paddle shift, front-wheel drive

WEIGHT
1735kg

POWER TO WEIGHT
124bhp per tonne

0-62MPH 7.6sec
TOP SPEED 140mph
ECONOMY 176.6mpg
CO_2 39g/km

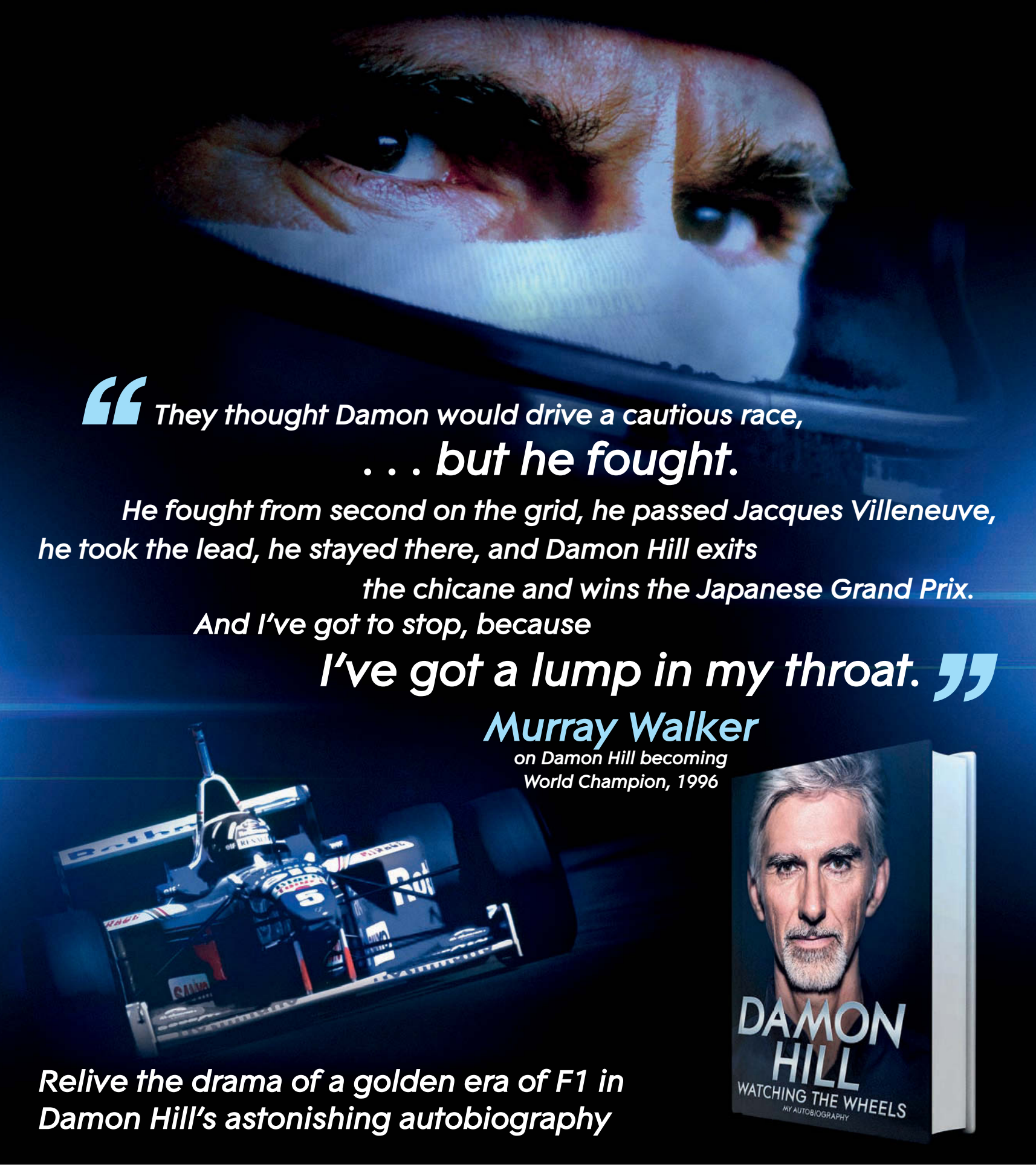


And wafting around in near total silence, combined with that typically resolved ride that comes as standard in all Passats, suits the car's character very well indeed. Despite the presence of a portentous 'GTE' button primed to deliver maximum effort from both electric and internal combustion motors (as well as weight up the steering and sharpen the throttle response), like all Passats this is a car at its best when soothing its driver rather than trying to excite them.

Because the truth is that, regardless of the impression provided by the badge, this isn't a very exciting car at all. If I tell you it's heavier than the heaviest diesel Passat with only fractionally better acceleration and a lower top speed, you'll get the picture.

But its chief problem is that it just doesn't work as well as a diesel Passat over a distance. Forget the ridiculous economy claims: on a motorway you should expect 40-45mpg at best, where the diesel equivalent should do more than 50mpg. Worse, VW has had to cut the fuel tank size from 66 litres to just 50 to make space for the batteries so its real-world range is considerably worse, too. What's more, the cheapest version costs £6500 more than the most powerful diesel Passat.

Of course it might well make sense for you because it will be cheap to tax or drive into London, or it will chiefly be used for local journeys on electric power. But to me a Passat is the ultimate all-rounder, the car that can do everything to a better-than-adequate standard. Or at least it should be and, being blunt, this one is not. Instead it works only for a narrowly defined constituency with specific needs. If that describes you, then this Passat won't disappoint. If it doesn't, get a diesel: it's not just cheaper, but better too.



"They thought Damon would drive a cautious race,

. . . but he fought.

He fought from second on the grid, he passed Jacques Villeneuve, he took the lead, he stayed there, and Damon Hill exits the chicane and wins the Japanese Grand Prix. And I've got to stop, because

I've got a lump in my throat."

Murray Walker
on Damon Hill becoming World Champion, 1996

Relive the drama of a golden era of F1 in Damon Hill's astonishing autobiography

TESCO
Every little helps

Rio grandee

Thank you for the excellent article on Alex Zanardi in your last issue, a fitting piece from the departing Damien Smith.

Having just learnt that Zanardi has won yet another Paralympic gold medal in Rio, I am almost lost for words at the ambition and determination of this man. He's almost 50, for goodness' sake.

He has always been a talented driver and surely would have achieved even greater things in F1 with the right equipment. He shouldn't have survived his horrific accident according to the doctors on site, but his incredible fitness levels pulled him through. Oh, and he trains, competes and wins Olympic gold medals while still being involved in motor sport. What an inspiration. I just wish more youngsters were aware of him, given the diminishing fanbase of that demographic within motor sport.

Personally, I feel Alex Zanardi should be a shoo-in for the *Motor Sport* Hall of Fame without a vote.

I realise you can't do that, but please add him to next year's short list to allow us to put it to the vote.

Peter Phillipson, Hulland Ward, Derbyshire

Lunch without

Heartfelt thanks from this reader go to Damien Smith for his excellent stewardship of this fine, and to me indispensable, magazine, and also to Simon Taylor for what, along with Nigel Roebuck's column, has consistently been my monthly highlight.

I will sorely miss Simon's accounts of his lunches with motor sport participants of all shapes and sizes, though I respect and understand his decision to call time after 125 feasts.

Each and every one had a relaxed authenticity that is rarely found in interviews elsewhere.

Mike Allen Rottingdean, Brighton

And for dessert...

It was with great sadness that I read of Simon Taylor's final Lunch… For many years this has been a highlight of the magazine, always interesting, funny, sad, illuminating and captivating. I found lunches with the not-so-famous most absorbing, partly I suppose because their tales are less familiar. Those moments when the interviewee goes quiet, remembering those who didn't come back, have been extremely poignant and it's easy to make a list of those whom we wished could have enjoyed a lunch with Simon, if fate had not intervened.

Thank you Simon, it has been wonderful, and I look forward to reading whatever it is that you put your pen to in the future.

Thank you also Damien; the magazine is in fine fettle and I hope it continues in the same vein. There aren't many jobs I can't put off when *Motor Sport* drops into the letterbox.

Andrew Scoley, Bracebridge Heath, Lincoln

While Simon Taylor has called time on his own Lunches, you'll find in this issue that Lunch goes on – and so does Simon. To prove it, we have Lunch With... Jacques Villeneuve *and Simon track-testing two ERAs. Ed*



Mersey beasts: the Jaguars of Roy Salvadori (left) and Jack Sears in action at Aintree 54 years ago

Recalling sideways Sears

Jack Sears, who passed away recently, was a member of Tommy Sopwith's 1960s Equipe Endeavour Jaguar MkII team. Along with Mike Parkes, he had epic Group 2 touring car battles with the rival team of John Coombs, whose members included Graham Hill and Roy Salvadori, as well as at times Dan Gurney, Mike Salmon and Colin Chapman.

I attach a photograph taken at Aintree in 1962. It shows Jack on the grass at Tatts Corner, losing second place to Roy Salvadori. Eventually he finished fourth behind Graham Hill, Salvadori and David Hobbs in another Jaguar.

Michael Cookson, Audlem, Cheshire

Air necessities

I enjoyed reading David Brabham's reflections on his father and share his admiration of Jack's versatility in tackling so many regimes successfully – and simultaneously. However, there was one further cross he had to bear that throws an even harsher light on the difficulties he faced – travel.

In today's world of high-speed air travel with non-stop flights worldwide, the planet is smaller than it was in the 1960s. I well remember Sir Jack regaling me with the tribulations of flying long-haul, in those days by Super Constellation turbo-prop or "Super Connie" to use his words. It could take days and he could reel off all the stops from Australia to the UK just as a regular Central Line commuter can between Liverpool Street and Oxford Circus – only in his case there was the added annoyance of extra delay as he said, "We always seemed to need an engine change in Karachi."

As David rightly mentioned, such deeds blow you away.

John Atkins, Benfleet, Essex

Let them race

I particularly enjoyed October's *Motor Sport*. The Jackie Stewart Lunch… was an excellent high point for Simon Taylor to end this absorbing series. JYS's thoughts confirm his status as an outstanding ambassador for the sport, except for his comments about team orders; for a driver to be stopped from racing properly against his team-mate removes competition. Toto Wolff is absolutely right to rule out team orders – and we've benefited from seeing his Mercedes drivers going head to head.

In addition, I for one am very interested in hearing the F1 radio chat. It helps provide an additional layer of information about the drivers and how they think and operate. Why deny us the comedy, frustration and intrigue?

Thanks, too, for a great magazine.

Jonathan Hollands, Matlock Bath, Derbyshire

Spoilt for choice

What a fabulous weekend of wheeled sport we had on September 4-5. The 6 Hours of Mexico, Formula 1 from Monza, the British MotoGP and two monumental stages of the Vuelta España. The hardest thing was how to choose what to watch. I had to tune in to Monza – even after two less than riveting seasons I couldn't bring

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myself not to watch live, but I really wish I hadn't bothered.

In contrast, the previous day's WEC race was yet another corker, but it was the MotoGP that really stood out and it wasn't just the racing (though this was fantastic). The coverage itself was first-rate, with innovative, informative graphics. I found the F1 coverage staid, uninspired and old-fashioned, with the same camera positions that have been used for the last 20 years.

This wouldn't matter if the core product was in good health, but the poor coverage just seemed to magnify the problems we all know about. The cycling showed what can be done with a well put-together highlights package and a tiny fraction of the budget.

Mark Bowley, Whitlock, Leicestershire

Flying doctor

Andrew Frankel's recent article on the Porsche RSR referred to the 1973 Sebring 12 Hours, where winners Hurley Haywood and Peter Gregg were joined by team owner Dave Helmick. Coincidentally, I've been reading the late Mike Argetsinger's 2006 book on Walt Hansgen and his impact on road racing in the USA during the 1950s and '60s, as it's 50 years since Walt's accident during the 1966 Le Mans Test day.

The connection between the two is that Dave Helmick was a US Army doctor who happened to be at Le Mans when Walt's accident took place and was asked by Ford to help. It was he who arranged for Walt to be transferred from a hospital in Le Mans to the US Military hospital in Orléans by helicopter. Sadly this was to no avail, as Walt died a few days later, never having regained consciousness.

Dave was clearly no mean driver himself as he was also part of the winning team (again with Haywood) in the 1977 Daytona 24 Hours.

Chris Hall, Hemel Hempstead, Herts

Right place, wrong car

I agree with Gordon Kirby that the 1970 Can-Am race at Mosport was very exciting. Jackie Oliver challenged the McLarens hard, but he was in the Autocoast Ti-22, not a Shadow. Both the Autocoast and the AVS Shadow described in 'Can-Am Curios' were at that race. I think it is more in retrospect that I realise the significance of Can-Am, as this was only the third race I had ever attended.

Dave Walker, Huntsville, Ontario, Canada

Under the skin

Just a little correction to your piece on the 1966 Lola T70 in the September issue. All Lola T70s, from the Mark 1 to the Mark 3B coupé, had monocoque chassis. You wrote that MkI and II had tube frame chassis, but they didn't. The Mark I, II and III chassis were similar to one another, but with subtle differences including suspension changes, but the Mark IIIB coupé was totally different, simply adopting the T70 moniker in order to get the car homologated. The Mark IIIB coupé was effectively a 1968 T160 Can-Am car but with a roof.

John Starkey, via e-mail

Statute of Liberty

Everyone talks about the Liberty Media takeover of F1 as though it is going to improve the spectacle. Unfortunately, more publicity, coverage and social media won't alter the fact that Grand Prix racing is currently a bore. I watched the opening laps of Singapore, turned off at lap nine because the cars had spread out and were no longer racing and turned back on with one lap to go. The cars were in exactly the same order.

The tracks are too long and the aerodynamics are pointless. Liberty probably wishes it had bought the FIA instead if it wants to improve the show.

Timothy Hadleigh, Cobham, Surrey

Bygone snapshots

Your obituary of Jack Sears and the article on Jack Brabham (October) took me back to a couple of race events at Snetterton in 1955.

At one meeting Sears, in the latest 'fintail' Lister Bristol, was leading a dice with Archie Scott Brown in the older works Lister Bristol. My elder sister's boyfriend bet me that Jack would win, but in the end Archie prevailed and I doubled my week's pocket money (a whole shilling). I later saw Archie smiling from ear to ear in the paddock, but was too shy to ask for an autograph.

The second event was the Vanwall Trophy. Brabham was driving the bobtail Cooper Bristol and I was spectating with my father at Coram Curve. I can still picture Jack cornering in huge opposite-lock drifts, looking on the brink of disaster but obviously in total control.

John Hindle, Penshurst, Kent

Malice, a Ford thought

As a massive Ford fan, I was looking forward to your Le Mans GT story earlier this year. When my copy arrived, I clutched it and delayed opening the magazine until I'd made myself a perfect cup of coffee, settled into my favourite reading chair and finally tore open the plastic packaging, slid the magazine from its protective cover... and found a glorified Volkswagen on the cover rather than a Ford GT. It transpired, of course, that there were three different covers and so only a 1-in-3 chance of getting a Ford. Talk about disappointed! It was like being given a few pairs of socks at Christmas rather than a Scalextric set, but the articles were terrific, as always. One thing, though. I believe it was Roy rather than Ray Lunn who had a major role in the Ford GT's development.

Michael Turley, Altrincham, Cheshire

Autumn almanac

I used to live close to Riverside International Raceway, and Can-Am cars came every October. There was no sound more pulse-raising than hearing them on the opening lap during the series' glory years.

Can-Am was every bit as fast as F1 in those days, drivers often trading lap records on the tracks where both appeared. Unfortunately, it was the great success of McLaren that hastened the end – beating them was a challenge that attracted the corporate might of Porsche. The M20 could not compete with the speed of Porsche's turbos and Team McLaren soon disappeared.

Can-Am is gone, but wonderful memories remain. The back straight at Riverside measured one mile and George Follmer set a record top speed of 219mph in 1972. The following year Mark Donohue's prediction that the Porsche 917-30 would reach 250mph caused track management to avoid risk and use the short course. The pace of acceleration seemed like an illusion from the nearby Turn Six grandstand.

Carl Slate, Santa Maria, California

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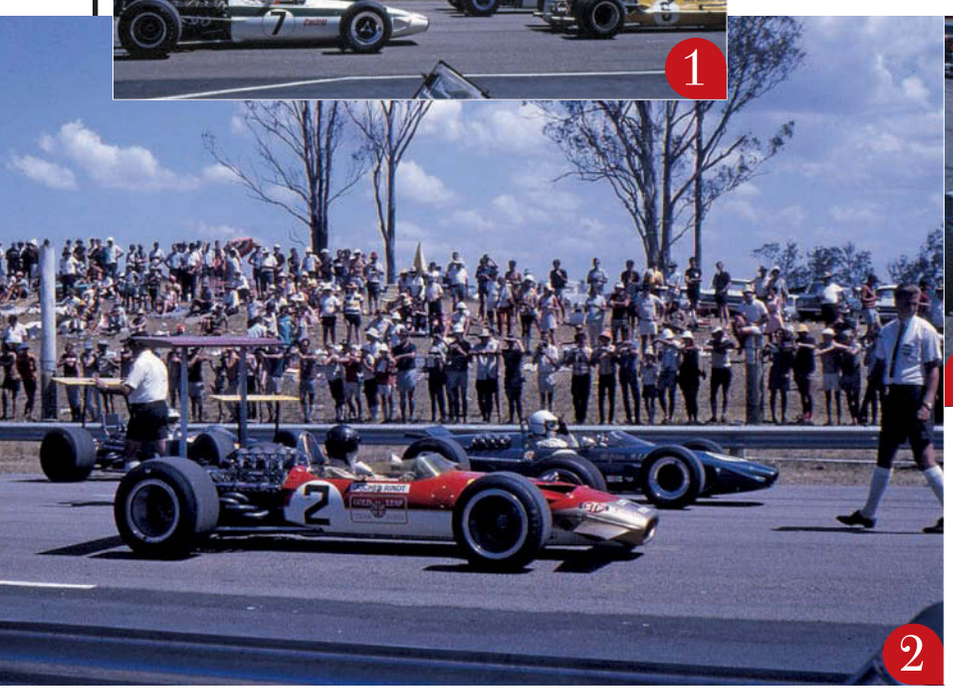
In the slipstream of Simon Taylor's recent 'Lunch with' Danny Sullivan, reader Tony Honess got in touch. He worked for racing car manufacturer Elden during the American's time in Formula Ford 1600 1 Sullivan in Catnic Elden during 1972, alongside team-mate Chris Smith **2** Sullivan in white Elden at Brands Hatch, earlier that year **3** Team line-up, with (from left) the cars of Mike Catlow, Smith and two bearing Sullivan's name



3



1



2



3

MIKE ARTHUR

From the 1969 Lakeside round of the Tasman Series, which was also that season's Australian GP 1 Local racers Leo Geoghegan (Lotus 39, no7), Frank Gardner (Mildren Mono, no6) and Henk Woelders (Elfin, no22) **2** Jochen Rindt went on to finish fifth in his Lotus 49 **3** Winner Chris Amon (Ferrari 246T) alongside Piers Courage (Brabham BT24), with Derek Bell (no4) in the background.

SEND US YOUR IMAGES

If you have any images that might be suitable for ***You Were There,*** please send them to:

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H&H AUCTION ADDS SPARKLE TO 2017 HALL OF FAME

Next year's Hall of Fame event will feature a live auction courtesy of H&H Classics, allowing guests and attendees to bid for a variety of historic race cars. It is the first time that the event, which honours motor sport's greatest names, will have hosted a car auction.

H&H Classics is one of the best known auction houses; it has made a habit of breaking records in recent years and often features in our magazine pages. This month is no exception – our auction pages feature a Rolls Royce Silver Shadow previously owned by George Best.

The auction will take place over two days to coincide with our Hall of Fame awards ceremony at the Royal Automobile Club, Woodcote Park, Surrey. There will be a preview evening on June 5, followed by the auction itself on the 6th. The awards dinner is on the 7th. It will mark the first time that H&H Classics has held an auction in south-eastern Britain.

Dominic Lyncker, the managing director of H&H, said: "We are delighted to be the auction partner for this event. It fulfills three strategic wins for us; partnership with *Motor Sport*, one of the flagship publications, a world-famous event and the opportunity to take our growing success south. It's a win-win opportunity."

The annual Hall of Fame is a highlight of the motor sport calendar. Readers vote for famous names, from a short list compiled by the *Motor Sport* team, across a variety of categories from sports cars to F1, to join those already inducted. This year, the winners included Sébastien Loeb, Derek Bell and Professor Sid Watkins.

VOTE WHO WILL BE NEXT?

Voting is now open to decide who should be inducted into the Hall of Fame from the Formula 1 category, which this year will be sponsored by Princess Yachts. The short list was decided on September 6 when Ed Foster, *Motor Sport*'s online editor, sat down with former Formula 1 driver Karun Chandhok and Grand Prix editor Mark Hughes to pick a final 12. The list, after plenty of discussion, read: Gilles Villeneuve, Mike Costin and Keith Duckworth, Nelson Piquet, Paddy Lowe, Chris Amon, John Barnard, Emerson Fittipaldi, Jean Todt, Ronnie Peterson, Mika Häkkinen, Nigel Mansell and Bernd Rosemeyer.

PRINCESS

To listen to the podcast visit bit.ly/F1debate. You can also cast your vote on that link

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DATABASE *snapshot*



Damon Hill

Age: 56
Born: Sept 17, 1960
Birth place: Hampstead

Damon Hill's biography is riding high in the bestseller charts and offers a fascinating glimpse into the life of an F1 champion as well his memories of his father, Graham. Both were inducted into the *Motor Sport* Hall of Fame in 2013. Our digital archive allows readers to check their stellar CVs.

HILL'S 1996 F1 VICTORIES

10.03.96	Australian Grand Prix *Melbourne*
31.03.96	Brazilian Grand Prix *São Paulo*
07.04.96	Argentinian Grand Prix *Buenos Aires*
05.05.96	San Marino Grand Prix *Imola*
16.06.96	Canadian Grand Prix *Montreal*
30.06.96	French Grand Prix *Magny-Cours*
28.07.96	German Grand Prix *Hockenheimring*
13.10.96	Japanese Grand Prix *Suzuka*

www.motorsportmagazine.com/database

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

by Richard Holt



PIAGET Polo S Chronograph Polo S range, from £8650

PIAGET

When it comes to luxury sports, polo is right at the top of the scale. While it may not be as costly as a seat in a GT car, polo's image is held aloft in its own class of blue-chip poshness. Playing polo is not, however, a prerequisite for taking a shine to Piaget's new watch.

The 140-year-old Swiss brand is best known for making ultra-thin mechanical watches, a highly specialised pursuit in which Piaget engages along with a handful of other high-end watchmakers. Two years ago, Piaget unveiled the Altiplano 900P, which, at 3.65 millimetres thick, was crowned the world's thinnest hand-wound mechanical watch – a title that Piaget first won back in 1957 with its first ultra-slim watch.

Piaget isn't all about slender cases, though. The first Polo came out in 1979, and was Piaget's first attempt at the market for luxury sports watches that had been created earlier in the decade by two Gérald Genta designs: the Audemars Piguet Royal Oak and the Patek Philippe Nautilus. The Polo was a great success for Piaget and in the 1980s accounted for a third of the company's watch sales. The new Polo S emphasises two important changes that have taken place in the luxury watch market since the original came out. The S stands for steel, whereas the original was gold. While there are still plenty of gold watches around today, these days the engineering within is considered a more important signifier of quality than the preciousness of the metal that surrounds the movement.

The power source is the other difference. The first Polo had a quartz movement, back when battery power was considered terribly cutting edge. Now that you can get a quartz watch for the price of a sandwich, any self-respecting luxury watch has mechanical innards, and the Polo S is powered by an in-house, self-winding movement.

The Polo S is available as a time-only watch or with a chronograph – perfect for timing whatever sporting event takes your fancy, regardless of how posh it is.

www.piaget.com



ROGER DUBUIS La Monégasque Chronograph, Monégasque range from £12,100

ROGER DUBUIS

Roger Dubuis is known for highly technical watches with audacious designs. Most are pared-back, skeletonised watches displaying the brand's signature star. The Monégasque range is as close as Roger Dubuis gets to traditional watch design, with a twin-dial chronograph that hides all the technical wizardry beneath. If you flip the watch over, however, you will see the beautifully finished movement that, like all Roger Dubuis watches, conforms to the exacting standards of the Poinçon de Genève certification.

www.rogerdubuis.com



BLANCPAIN L-Evolution Chronograph Flyback Rattrapante, £38,670

BLANCPAIN

Blancpain's L'Evolution is a watch designed specifically with motor sport in mind. If you look closely you will see that the hours counter at nine o'clock is shaped like a Lamborghini badge, reflecting Blancpain's sponsorship of various Lamborghini GT cars, including the ongoing single-make Super Trofeo GT3 series.

With a carbon-fibre bezel, caseback and dial, L'Evolution is equipped with a column-wheel chronograph – the slightly more labour-intensive type that gives a smoother operation. The stopwatch is also fitted with a rattrapante ("catch-up" in French) function to allow separate lap times to be measured.

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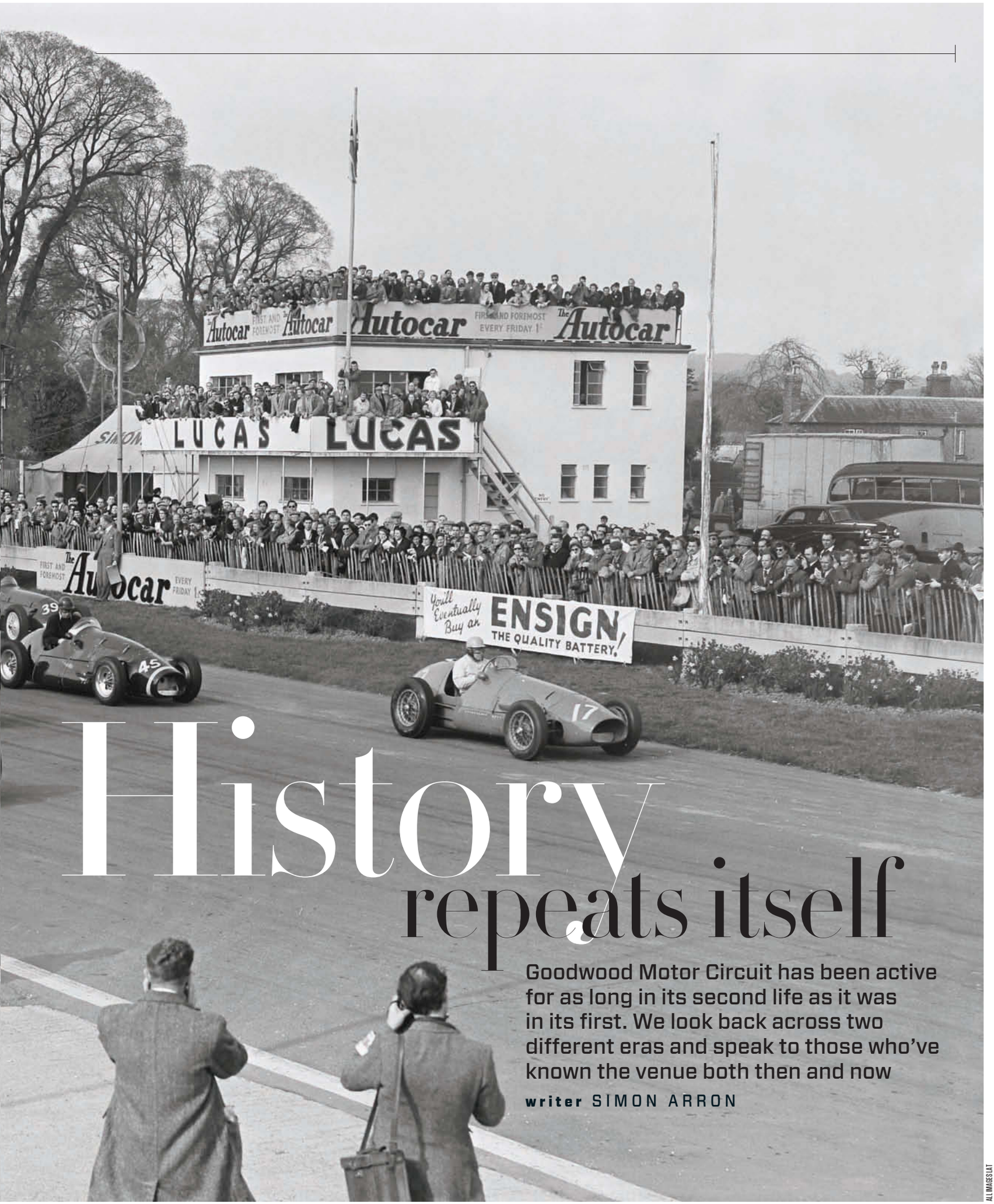
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ALL IMAGES LAT

GOODWOOD REVIVAL.

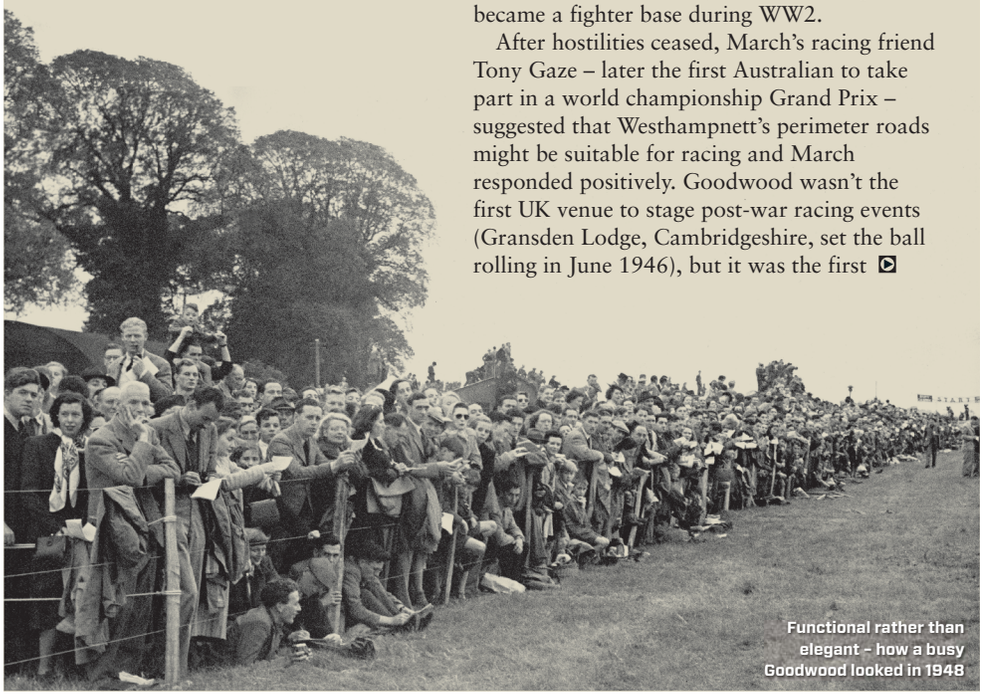


IT'S AS MUCH A PART OF the modern motor sport lexicon as understeer, track limits or grid penalty – and also a social staple in the manner of Henley or Ascot. As far as we know, the specific phrase Goodwood Revival was first used – with lower-case 'r' – on the April 1994 cover of *Motor Sport*, when the idea of bringing racing back to Goodwood was gathering pace in Lord March's mind. Ambition became reality a few summers later and this year heralds a significant milestone: Goodwood has been operational as a heritage circuit (1998-2016) for as long as it was in its original guise (1948-1966).

In reality, of course, Goodwood never went away. Having staged its 'final' meeting on July 2 1966, the circuit survived unmolested to host testing (Formula 1 teams continued using it into the early 1980s), sprint events and track days, but for more than 30 years racing was off the menu.

The first motor sport event in the area took place in 1936 – a one-off hillclimb through the grounds of the stately home that forms the Goodwood Estate's centrepiece. That was the initiative of its resident, the 9th Duke of Richmond & Gordon. He was better known in the racing world as Freddie March and had shared the winning MG Midget in the 1931 Double-Twelve at Brooklands. March later he donated a chunk of his land to assist Britain's war effort and, situated just across the road from Goodwood House, RAF Westhampnett became a fighter base during WW2.

After hostilities ceased, March's racing friend Tony Gaze – later the first Australian to take part in a world championship Grand Prix – suggested that Westhampnett's perimeter roads might be suitable for racing and March responded positively. Goodwood wasn't the first ▶



Functional rather than elegant – how a busy Goodwood looked in 1948



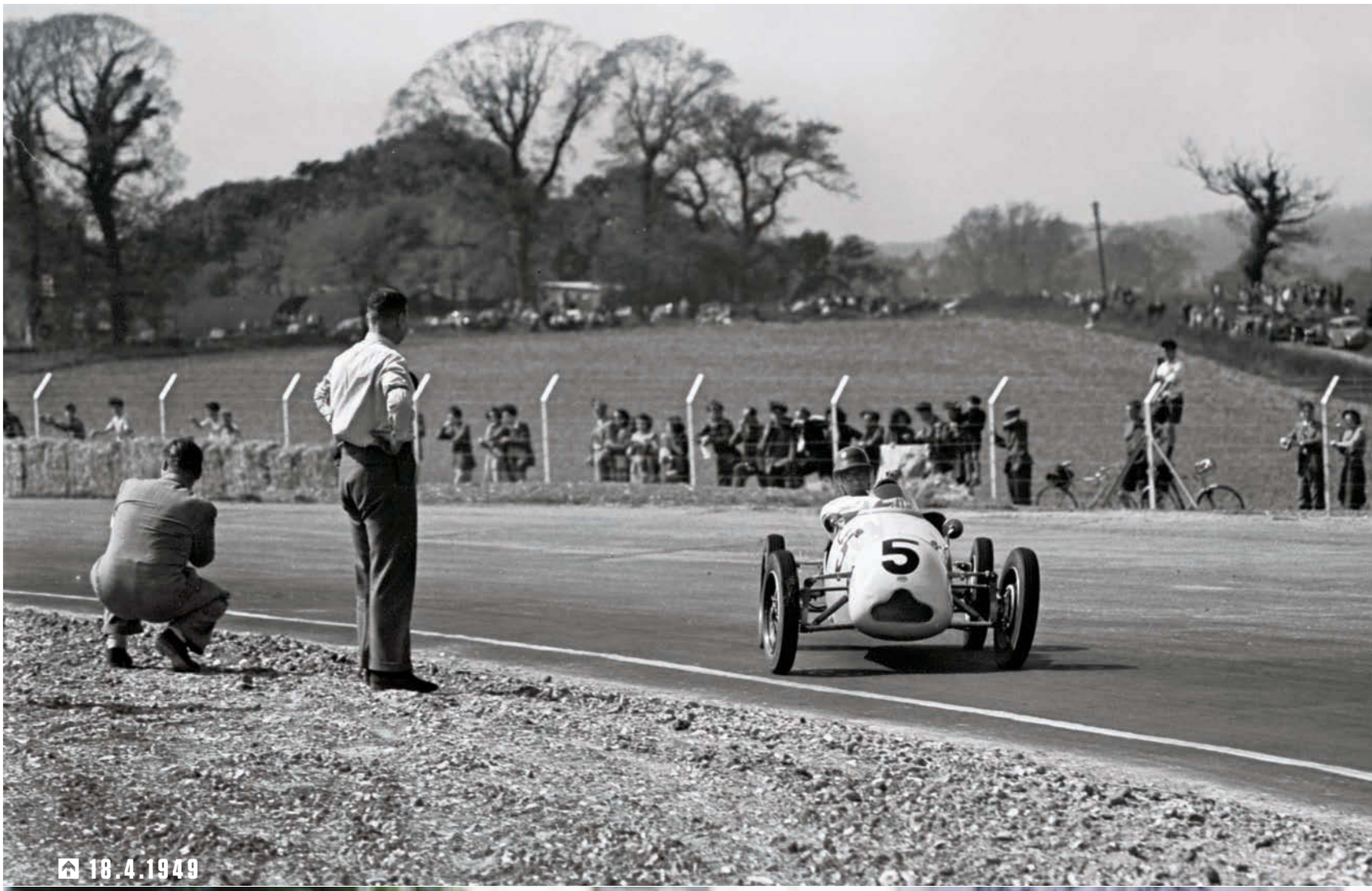




18.09.1948

19.09.1998

Racing commences at Goodwood, above, with an event for 1100-1500cc sports cars (maximum 1100cc if supercharged). P de FC Pycroft won in his Pycroft-Jaguar, which is mostly obscured in this shot (at the back, to the right). Fifty years on at the inaugural Revival, a traditional Le Mans-style start was deployed for the Freddie March Memorial Trophy, which recreated the spirit of the old Goodwood 9 Hours.



18.4.1949

16.9.2000

Photographers are not allowed to stand on the inside nowadays, let alone a matter of inches from the racing line. Former *Motor Sport* lensman Michael Tee recalls feeling the breeze of 500cc cars through his trouser legs – and we can see why, above. While the rules have changed, cars often retain their poise of yore. Right, a Ford Galaxie kisses the chicane exit kerbs at the third Revival.



19.9.1998

20.8.1955

Goodwood's infield combines agriculture with a busy airstrip. Corn stooks were abundant during the 1955 9 Hours... and equally so 43 years later, above. Bottom, the winning Aston DB3S of Walker/Poore passes the Cooper T39 of Watling-Greenwood/Barthel.





permanent circuit so to do. It opened its doors on September 18, 1948, a fortnight before Silverstone did likewise. Goodwood went on to host star-studded non-championship F1 races and rounds of the World Sports Car Championship, but by the mid-Sixties it was clear that the circuit would struggle to contain the sport's escalating speeds. Alterations would be prohibitively expensive and, with public roads close to the venue perimeter and an airfield at its core, impractical. Racing stopped, but the facilities were never dismantled.

The estate regained competitive momentum in 1993, when March's grandson Charles devised the Festival of Speed, reprising the 1936 hillclimb through what was effectively the family's back garden. Public admission was set at £4 per head and Charles hoped it might become an annual event. This was, though, just part of a grander vision. Nobody was about to confirm the nearby circuit's reopening, but feasibility studies were taking place to see whether it could be used occasionally for historic events.

❖

ONE YEAR ON, THE PROJECT HAD gained further impetus, triggering our 'Goodwood revival?' cover story. Speaking exclusively to *Motor Sport* at the time, March said. "We've still got a lot to do, but experts in this sort of thing tell me we're about 50 per cent of the way to achieving what we want. If we succeed, then 1996 is probably the earliest reasonable date for racing to recommence.

"I'm very enthusiastic about the project. I wouldn't be foolish enough to say I was 100 per cent confident, but I hope it will happen. For the first time, the local authorities have really taken on board the economic situation. They can see the need for a potential tourist attraction."

When the local council met to discuss his plans, there had been 18 votes in favour, four abstentions and no objections.

March added: "For me, it's critical that the track should be just the same as it was. We want to retain as many of the original features and as much of the character as possible. We won't be having any Armco. We'll use earth banks protected by substantial tyre walls. The MSA has been incredibly supportive and has approved the system, but we will of course have gravel traps at strategic points."

And so it came to pass, albeit slightly later than anticipated. On September 18 1998, 50 years to the day since Goodwood's inaugural race, drivers went out to practise for the inaugural Revival Meeting. March christened the circuit with a lap at the wheel of a Bristol 400 – the one his grandfather had used for the same purpose in '48. Racing resumed with the Woodcote Cup, won by Ludovic Lindsay in ERA R5B: the same car had been present at

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the opening meeting half a century beforehand, but ran its bearings during practice. Lindsay described his landmark victory as "a touch of unfinished business".

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THE CIRCUIT HAD BEEN RESTORED TO retain as much period detail as possible, but there were subtle differences – as photographer Michael Tee recalls from his days working for *Motor Sport*. "I don't remember it ever being as smart as it has become," he says, "but it had a very nice, laid-back atmosphere.

"I'd been to the British GP at Silverstone in 1948 and that was the first time I'd set foot in a paddock. The pictures in *Motor Sport* always used to be a bit grey and dull, yet I walked into this world full of vibrancy and colour. I told The Old Man [his father Wesley, then the magazine's proprietor] that he needed to project some of this atmosphere properly, so he gave me a camera and said, 'See what you can do then, boy.'

"The established photographer George Phillips saw me at my first Goodwood meeting, which must have been Easter 1949. He wandered over and asked whether I was new... because I still had my lens cap on. He gave me some very useful advice and said it was OK to stand a couple of inches from the white line to the inside of the track, because the drivers wouldn't cross it, but I'm not sure you'd be able to trust them to do the same nowadays. It was possible to get close enough to fill the frame with a 50mm lens and you could sometimes feel the wheels of the 500cc F3 cars tweaking your trouser legs. At my first meeting, I remember an ERA spinning off the Lavant Straight and sending cabbages flying in the adjacent field.

"It was a favourite circuit for photographers, but you can no longer take some of the shots that used to be possible. One year I was sent to the Revival to recreate a well-known picture I'd taken of Graham Hill in a Ferrari 250 GTO. Damon was racing the car and it was a nice idea to do the same thing again, until I was told that we were no longer allowed to stand on the inside…"

He'd always had to use his shutter release button prudently, too.

"I witnessed Stirling Moss's career-ending accident in 1962," Tee says. "I was too far away to take photos, but wandered over afterwards. He was in a terrible state and I didn't think there was any way he would survive. I didn't take photos – it wouldn't have been in good taste and, besides, I knew the magazine wouldn't use such shots and I didn't want to waste any film. I was allowed to take only three rolls to a meeting, so 108 exposures for the weekend – not quite like the digital age.

"*Motor Sport* didn't have enough money to put me up in a hotel, either, so I used to ride or drive there and back from Essex. On one trip



18.9.1948

20.8.1960

20.9.2009



Stirling Moss's involvement with Goodwood goes back to day one – he took his Cooper 500 to victory at the opening meeting. He won the 1960 TT in Rob Walker's Ferrari 250 GT, right, and has been a regular guest at Revival Meetings in the modern era. It was also at Goodwood, of course, that his professional career ended, after he crashed his Lotus 24 in the Glover Trophy on April 23 1962.





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16.8.1952

18.9.2008

Modern Goodwood is seldom short of atmosphere – and twilight races have a particular ambience as the sun sets. Spectacular photos are relatively easily achieved with modern digital cameras, but required a little more patience and care back in 1952, above. This is the backdrop to a works Aston Martin victory for Peter Collins/Pat Griffith in the 9 Hours.



home, I crashed my motorcycle into a ditch and knocked myself out. When I came to, lots of people dressed in white were looking at me so I assumed I must be in heaven, but I'd actually landed on a cricket pitch."

❖

GOODWOOD PLAYED AN IMPORTANT role in the bike-to-car conversion of multiple world champion John Surtees, after he'd shared a table with Britain's first F1 champion Mike Hawthorn, Aston Martin team manager Reg Parnell and Vanwall team owner Tony Vandervell at a Sportsman of the Year lunch. "Mike asked whether I'd ever driven a racing car, which I hadn't, but he felt I should 'because they stand up better'," Surtees says. "That started it. Reg subsequently called and told me to get myself to Goodwood to test the DBR1 Moss and Jack Brabham had used to win the Nürburgring 1000Kms in 1958. I'd previously entered a motorcycle race at Goodwood but hadn't actually attended, so that run in an Aston was my first sight of the track. Reg subsequently offered me a contract, but I declined.

"By 1960, though, I had limited opportunities to race bikes so I ordered an F2 Cooper to try some car racing. When I went to the factory, John Cooper introduced me to Ken Tyrrell. He was setting up a Formula Junior team with Cooper and said, 'I've entered you for a race at Goodwood, will you do it?' He'd already spoken to the RAC about a licence, which I'd been told I could have once they'd watched me practise. So the first car race I ever attended was at Goodwood and I watched it from behind the wheel. I qualified on pole, but finished second [to Jim Clark] after making a mistake during a passing manoeuvre – I'd forgotten I had four wheels rather than two."

Does he recall much about the convivial party atmosphere that was reputedly a feature of major Goodwood events?

"I'm sure that existed," he says, "but I didn't see too much of it. For one thing I was serious about my racing and very focused, for another it was a completely new world to me and I didn't really know anybody outside the Tyrrell team. From a social side it wasn't so different from anywhere else, from my perspective, but it was a very pleasant place. I do think, though, that it is easy to romanticise about the past and make it a little too rose-tinted.

"That said, I love the way the public

becomes emotionally involved in the Revival, with all the dressing up – the off-track activities are superb. It's sad in some ways that the best way to run a historic meeting seems nowadays to be with recreations. I recall doing Tourist Trophy meetings at Goodwood in the early 1960s in a Ferrari 250GTO – a lovely car to race – and we were up against lightweight E-types that had about 300bhp. Today, those same cars have gained another 100bhp or so. You can't relate relative performances because things have been disfigured by development, but it's a super environment and feels very special. Charles March has done a wonderful job to retain so much originality and give so many people so much pleasure. Motor racing sometimes struggles to push itself to the public, but the Revival does it very well."

❖

NOWADAYS CEO OF THE HISTORIC Sports Car Club, Grahame White was clerk of the course – and race starter – for Goodwood promoter the British Automobile Racing Club from mid-1962 until the circuit's 'closure' four years later. He has vivid recollections of its atmosphere.

"I loved Goodwood because it was the first track I ever visited," he says. "Most meetings were clubbies, but there were two or three bigger events every year. During one World Sports Car Championship race, I remember lying on the bank by the main straight, just listening to the D-types and Aston Martins going around and thinking it must be the best place in the world. It did feel different from other circuits, probably because of its setting within the South Downs. There was something special about it, but when you arrived you just parked in a field opposite the main entrance and there weren't often very many people there. There were none of the frills we see today, but it was lovely."

And then there was the time Jim Clark made him an apple-pie bed.

"He was world champion at the time," White says. "I was staying in the same hotel as the Lotus team, so there were jinks and lots of banter – it was all so, so relaxed. The following morning Jimmy saw me in the paddock, asked whether I'd slept well and feigned surprise that I'd had any trouble. One of the mechanics told me who'd done it.

"I also remember Jimmy testing a Lotus Cortina at Goodwood and Colin Chapman telling him to go out and see if he could find the limit. He promptly rolled at Madgwick, then strolled back to announce that he'd found it.

"On another occasion, I received a phone call in race control. It was Ken Tyrrell, saying that he believed we had a young Scottish driver racing with us, a chap named Jackie Stewart, and he'd like to speak to him. He held on while I went to find Jackie. When I told him a guy



8.9.1956

19.9.1998

Flying displays are an appropriate feature at the former RAF Westhampnett. In 1998, Spitfire pilot Ray Hanna received a slapped wrist for his low-level pass on the pit straight, below, although witnesses loved it. The Auster pilot above was a little less ambitious when he flew over the grid 42 years earlier, with Mike MacDowel's Cooper (left) about to start from pole.





7.4.1958

20.9.2008

Goodwood's chicane looks similar today to the way it did in period... the most telling difference being that it is now crafted from polystyrene rather than bricks. Brake failure sent Jean Behra's BRM P25 into the more solid version during the Glover Trophy, but nowadays marshals have to sweep up rather lighter debris. This is from the Formula Junior Chichester Cup .







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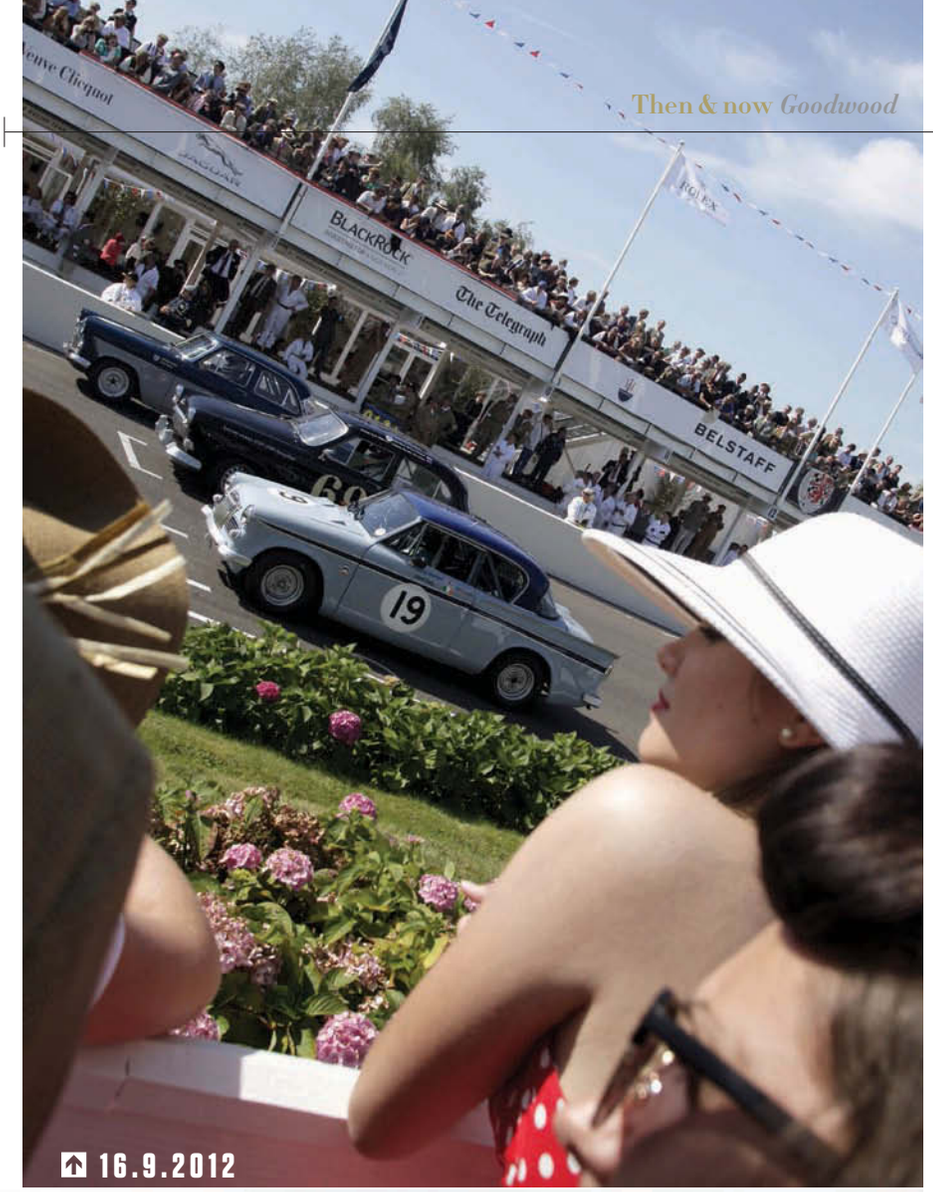


The RAC TT Celebration is a Sunday afternoon staple at modern Goodwood – the Shepherd/Jordan Cobra lights up the track as this year's race starts. Below, winner Innes Ireland's UDT Ferrari 250GTO leads away on the left in the 1962 TT, which lasted 100 laps – 59 more than the 2016 version.

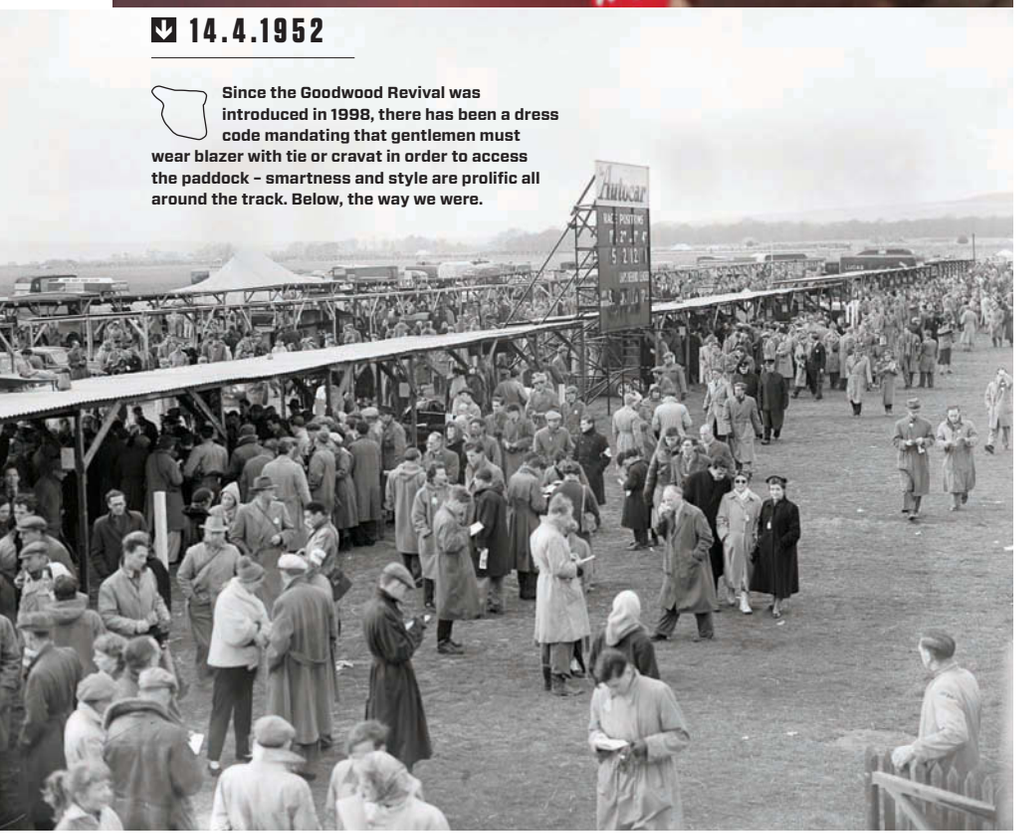
11.9.2016

18.8.1962





16.9.2012



14.4.1952

Since the Goodwood Revival was introduced in 1998, there has been a dress code mandating that gentlemen must wear blazer with tie or cravat in order to access the paddock – smartness and style are prolific all around the track. Below, the way we were.

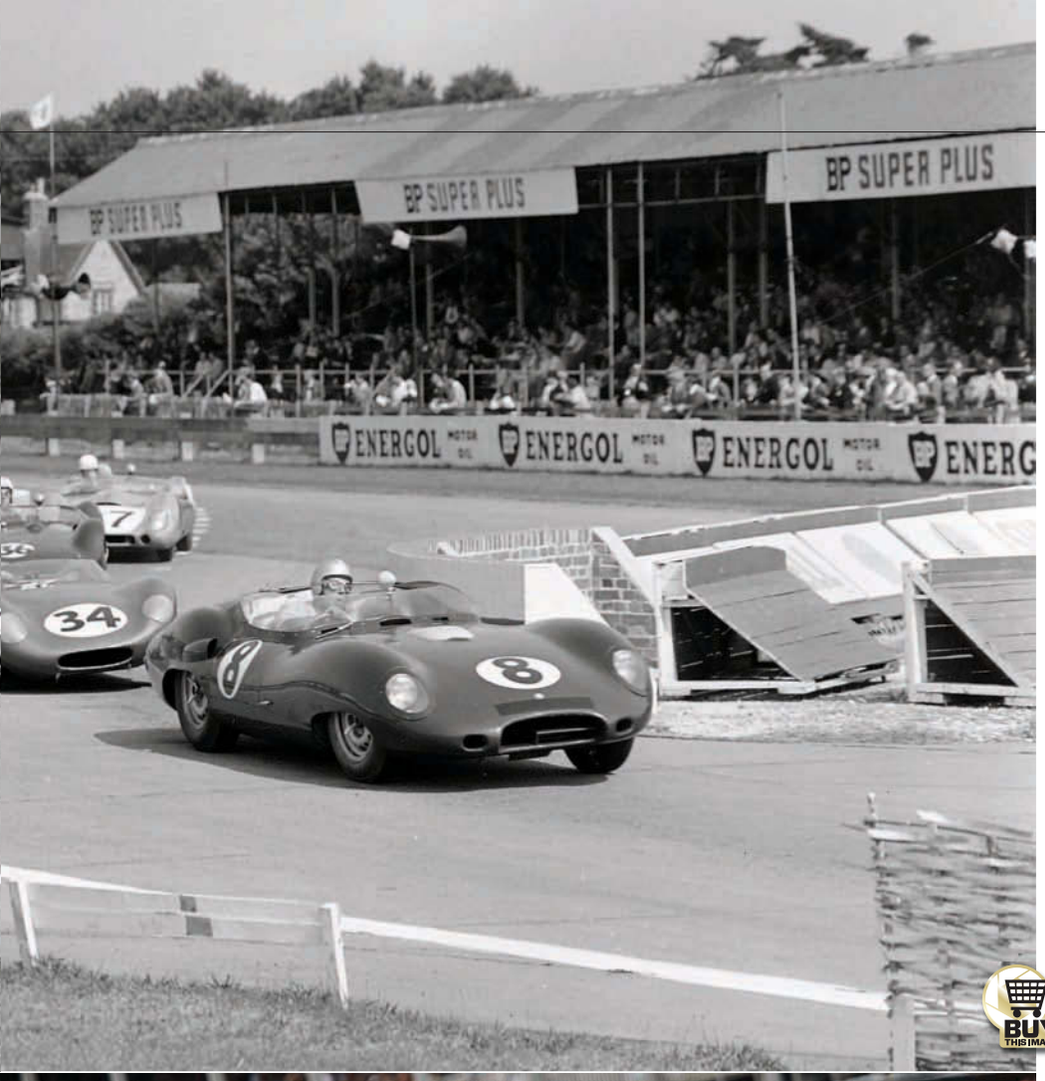


5.9.1959



11.9.2016

Jaguar power to the fore. The 3.0 Lister of Peter Blond and Jonathan Sieff leads a group during the Tourist Trophy, above. An oil leak condemned the car to retirement. There was no such misfortune for Gordon Shedden and Chris Ward this year: they took their E-type to victory.





called Tyrrell would like a word, he replied, 'What on earth does he want?' I believe it was the first time they spoke."

How did he feel when he learned racing was to cease?

"We didn't know until quite close to the start of 1966," he says. "The Duke of Richmond & Gordon was the most charming man, but he never really told the BARC why he was closing Goodwood. Personally, I think the main reason is that we needed to extend the run-off areas – and you couldn't because the public roads were so close in places.

"At the time it didn't feel like a complete disaster – we'd been told the circuit would still be used for sprints and other events, so it wasn't as though we were locking the doors so they could dig up the track, but I think reality hit home afterwards, when we began to appreciate that the BARC urgently needed to find a new home [which eventually it did, at Thruxton]. I felt very sad at that last meeting, because it had been such a privilege to work there. I have some very happy memories and still love the place."

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THAT IS SOMETHING OF A RECURRING theme – and echoes the sentiments of Richard Attwood, a regular Revival competitor who cut his teeth at Goodwood en route to becoming a Grand Prix driver and Le Mans winner.

"Goodwood attracts big crowds now," he says, "but that used to be the case only at bigger meetings. I don't recall many people being there at club events, when BARC members used to turn up to thrash around – in a Standard 10, in my case. I thought it was wonderful, though, and the setting was absolutely beautiful. I used to love driving towards the track over the Downs, even if it did take me six or seven hours to get there from the Midlands in the days before motorways.

"It was definitely a special place and doesn't really feel as though it has changed. I'm aware of Lord March's eye for detail and he's kept it as close as possible to the way it was, although obviously there are a few new buildings here and there. The paddock is fairly accurate, as we always used to park in bays with funny tin roofs, and I still love racing there. The track layout is sensational, with all those fast flowing corners, and it's very ballsy. It felt like that in my Standard 10, too, even though its top speed was probably only 80mph…" ◘

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{ LUNCH WITH }

JACQUES VILLENEUVE

He was the golden boy of racing whose career never matched its early promise: there were mistakes, he says, but no regrets

writer ADAM COOPER | **photographer** LORENZO BELLANCA

JACQUES VILLENEUVE HAS experienced one of the most unusual careers in the history of motor sport. By the age of 26 he had won the world championship, 11 Grands Prix, the Indy 500 and the CART Indycar title. He had also proved the sceptics wrong by demonstrating that he had inherited the ability and drive of his late father Gilles, even if their personalities were somewhat different. At the height of his success, in 1998, his profile was high enough to convince a global tobacco giant to bankroll the formation of a brand-new F1 team that was built around him.

But then the golden boy lost his Midas touch.

The new team never matched expectations: although he would spend another nine years in Grand Prix racing, there would be no more F1 wins. In 2006 he was unceremoniously pushed out of the BMW Sauber team halfway through the season. For the past decade he's been a gun for hire, popping up in a bewildering variety of cars and series.

What he hasn't done is hold onto a drive for long enough to establish himself fully in any given environment, and inevitably over the years his image has taken a battering.

Now 45, he keeps himself busy working for French TV as an F1 commentator, and for Italian TV as an analyst. He remains a perceptive observer of the scene, always saying exactly what's on his mind with views on every subject – a trait that hasn't always gone down well among the people with whom he's worked. He's able to bring that focus to a frank discussion of the ups and downs of an extraordinary career when we talk at Hockenheim in the drivers paddock, while he is eating an afternoon snack, and later at Spa, where the photographs were taken.

On both occasions he is in reflective and bullish mood: "I probably could have made different decisions that could have meant more championships," he says when asked if he could have made better choices. "But I could also have killed myself with a different team. You just don't know. You should never change the past, and I'm happy where I am today. There were reasons for making the decisions."

Gilles Villeneuve was still racing snowmobiles when Jacques was born in 1971, and the youngster spent his early years in Québec living in modest circumstances, usually in motorhomes. Life was turned upside down when Gilles became an F1 driver in 1977 and embarked on the road to international stardom, and the family subsequently moved to Monaco.

Would Gilles have approved of his son's career choice? "He would have, yes, definitely," he says before pausing and adding. "I have no memories of talking to him about it, not really. At that point he was too busy with himself, anyway. Which is normal."

Villeneuve had just turned 11 when his father died in an accident during qualifying at Zolder in May 1982. He spent his teenage years at school in Switzerland, far away from the F1 scene. But the passion was already there.

"I watched when I could. There was no internet back then, and you were in a boarding school, so you were cut off anyway. I remember the Monaco race in the rain [1984], because that was the holidays. But all I cared about was to go and race.

"My mother knew since I was five that I would race cars anyway, so that was never an issue. As long as I kept on studying just to make sure that I had the baggage. She could see that I had the passion. That's all you want your kids to do, to have passions and to go for them."

What Joann Villeneuve couldn't do was support a karting career.

"How would I have done it? My mother wasn't going to spend the money for me to go racing, because my father didn't leave the money for that. So there wasn't the budget, and she wasn't going to be a mechanic. And it wasn't required. I was a skier, I was racing, and I was getting the experience I needed.

"It was a good mental training, also good for your space awareness, lines, and how to work a race, how to psychologically prepare, and find ways and tricks to go faster and faster and faster. In free skiing all I wanted to do was to jump rocks and cliffs, so there was always this element of pushing the limit, and doing it a bit better than the others. Which was like going through Eau Rouge flat. No reason, no purpose, just so you could say, 'I did it'."

HE HAD HIS FIRST TASTE OF WHAT WAS to come when he drove a kart at Imola in September 1985 at age 14. "My sister was there as well. They just put tyres in the middle of the track, it wasn't even a kart track, just to do three laps because someone wanted to take pictures and put it in the newspaper. We didn't think about it – it was, 'Do you want to drive a go-kart for a few laps?' 'That sounds like fun'."

The first real opportunity to drive came in 1986 with a Jim Russell course at Mont Tremblant, where he made a good impression. The following year he went to Richard Spenard's school at Shannonville, Ontario.

"I went during my summer holidays – I was 16 I think – to work as a mechanic. I was living with the mechanics, and the payment was that you could do a few of the school races. That was fun, it was a good experience to help a boy become a man. I was at a stupid age where you don't really listen anyway, and I was a terrible mechanic!"

Back in Europe Villeneuve was thrown into the deep end when invited to contest some Italian touring car events at the end of 1988, with an Alfa Romeo 33 – and an Andorran racing licence as he was still under 18.

"I did two or three races. It was fun, but it was just a really bad car. I didn't really know what I was doing, I thought I was in a video game. Then Camel wanted to back the sons of drivers. Luckily they took me, as I was 17 at the time. That's when racing became serious."

For 1989 Camel placed him in the Italian Formula 3 series – a big step for someone with no karting background.

"Normally when you start you have two years when nobody knows you're racing, and that gives you the time to learn. I had the attention right away, and that forced me to perform to get better fast. But Italy was not a bad place, because my dad was loved there, so that helped a little bit too. The second year I started getting points and running quickly, and in the third year I got pole positions and was leading races."



JACQUES VILLENEUVE
CAREER IN BRIEF

Born: 9/4/71, St Jean-sur-Richelieu, Canada **1989-91** Italian F3 Championship **1992** Japanese F3 Championship, 2nd **1993** Toyota Atlantic, 3rd **1994** CART **1995** CART champion; Indy 500 winner **1996-98** F1, Williams; world champion in '97 **1999** F1, BAR **2000-03** F1, BAR-Honda **2004** F1, Renault (3 races) **2005** F1, Sauber **2006** F1, BMW-Sauber **2007-08** Le Mans, Peugeot **2007-14** Various attempts at NASCAR **2015** Brazilian stock cars **2017** Still looking...

At the end of 1991 Villeneuve accepted an invitation to attend the Japanese GP. To his surprise he bumped into his former school skiing instructor Craig Pollock. "His was the only face I knew in the paddock. So we started hanging out and he took care of me." The smooth-talking Scot would gradually take on the roles of manager and business partner, and he would shape the youngster's subsequent life and career.

Meanwhile in Macau Villeneuve was approached by TOM'S Toyota about a drive in the 1992 Japanese F3 series. Not for the last time in his career Villeneuve made a bold decision – and accepted. "When I went to Japan I had the option to stay in Italy for a very big salary, but I thought now's the time to move on, to get off the normal path. You also develop as a man. Suddenly you are out of bounds, you are left to your own devices. It was similar to a university year.

"It forced me to relearn how to work, having a Japanese engineer who didn't speak English, so you had to find ways to explain yourself and make the car progress. And it was great there that they gave me time to learn things."

He won three F3 races and finished second in the championship to Anthony Reid. He also had an outing in a Group C Toyota, sharing with Eddie Irvine and fellow sports car rookie Tom Kristensen.

AS MUCH AS HE ENJOYED JAPAN Villeneuve's career was about to head off in a new and unexpected direction. In August 1992 he had made a one-off appearance in a Formula Atlantic race at Trois Rivières, and finished third. The visit was a huge PR success and, keen to promote Canadian talent, BAT brand Player's took note. Pollock subsequently agreed a deal for Villeneuve to do a year in Atlantic followed by two in Indycars. A new team, Forsythe/Green, would be built around him.

Suddenly he was in the same field as Mario Andretti, Emerson Fittipaldi and Nigel Mansell, men who knew and respected Gilles. "It was crazy because they were heroes of my youth that I'd been watching. So that was amazing, to be able to race close to them, and sometimes to beat them.

"The first race in Australia I crashed with Stefan Johansson, he put me in the wall,

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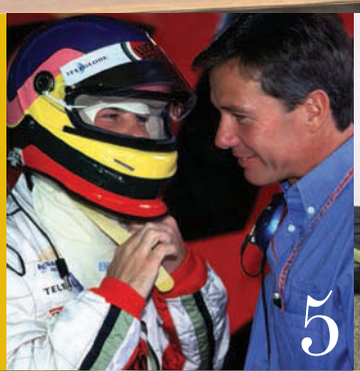
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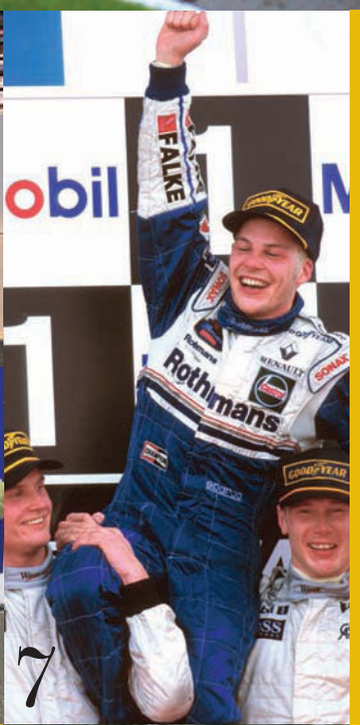
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1 Leading F3 rival Tom Kristensen in Macau, 1992 **2** Driving dual-liveried BAR in '99 **3** Clinching the F1 title with third place at Jerez, 1997 **4** Winning Indy from two laps down, 1995 **5** With former manager Craig Pollock... **6** ...and BAR engineer Jock Clear **7** A champion's elation – the Jerez podium in '97



8

8 With Sauber, Japan 2005, trying to stave off a recovering Alonso **9** NASCAR on home soil, Montréal 2010 **10** Craftsman Trucks in Avondale, 2007 **11** Villeneuve shared second with Peugeot at Le Mans in 2008 **12** Pressing on in 2001



9



10



11



12

because I tried to outbrake him on the outside. Phoenix was a big crash – I got lucky a few times in my career, and the one in Phoenix was one of them, where I cut another car in half. Then I crashed again in Long Beach on my own, so people were worried. Then in Indy I did my best race. It looks like I always needed the big moment to step up."

As an Indy 500 rookie Villeneuve finished a solid second, his improving form reflecting a close relationship with engineer Tony Cicale. "It was the same in Italy, Japan and there, it was the engineers I worked with – there was always this kind of father figure, and there was a lot to learn from them, and there was always this big belief, big trust, and we could exchange and come up with ideas. That's what made the difference and allowed us to perform."

In a season dominated by Penske his first win came at Elkhart Lake in September. The 1995 season then started well with victory in the opening Miami street race, and he became a regular front-runner.

"At that point we weren't following what Reynard said we should do with the car. We just did our thing, and our car was a lot faster than any other Reynard. Tony used to design and race Can-Am cars, so he understood the human aspect of things, the feeling, that's why we really worked well together."

At Indianapolis Villeneuve's hopes appeared to be over when he was assessed a two-lap penalty, which in effect meant he had to run 505 miles.

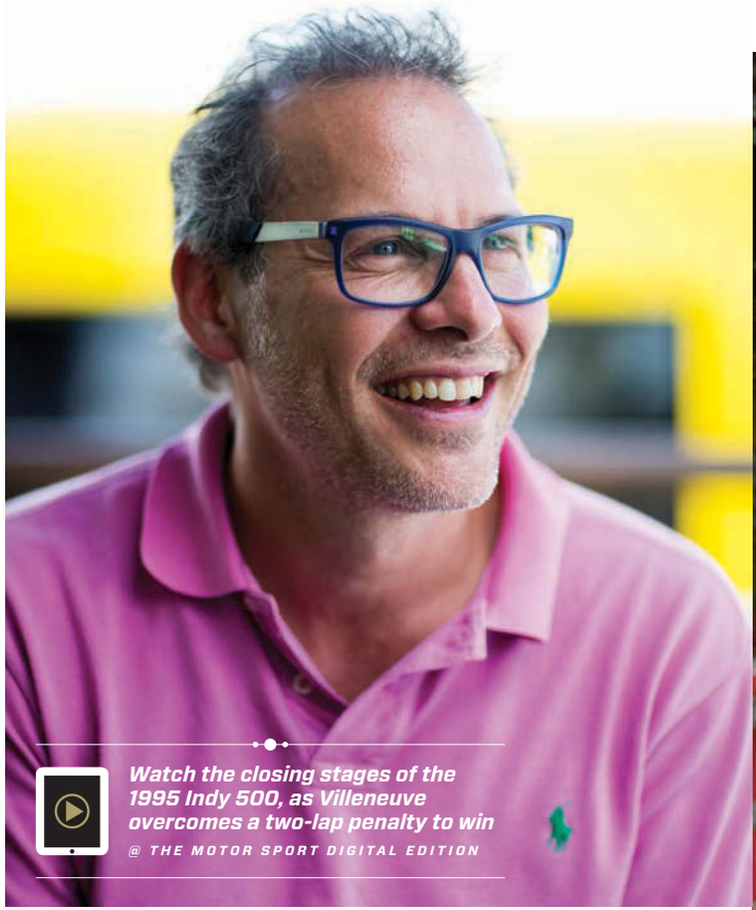
"From the team there was this attitude of 'never give up, just go for it, somehow we can do it'. I could see my number on the bottom of the scoreboard, and suddenly I was climbing up, gaining laps in the pit stops, overtaking the leader on the race track, then getting a pace car.

"Ten laps from the end under the pace car I was behind Scott Goodyear, who was leading. It was, 'How did that happen?'

"I knew the only way to beat him was to apply some psychological pressure, so the whole last pace-car lap I accelerated, hit the brakes, got next to him, just made him stress. And he went too early and overtook the pace car. I hit the brakes, because I knew he would then get a penalty."

VILLENEUVE HAD WON THE INDY 500 at his second attempt. But even as his title challenge gathered momentum, Pollock was busy lobbying on his behalf in Europe. This was the year after the death of Ayrton Senna, and Nigel Mansell's full-time comeback with McLaren had floundered. Bernie Ecclestone wanted a big name, and Frank Williams invited Villeneuve to test at Silverstone in early August.

"It wasn't planned. It was winning Indy,

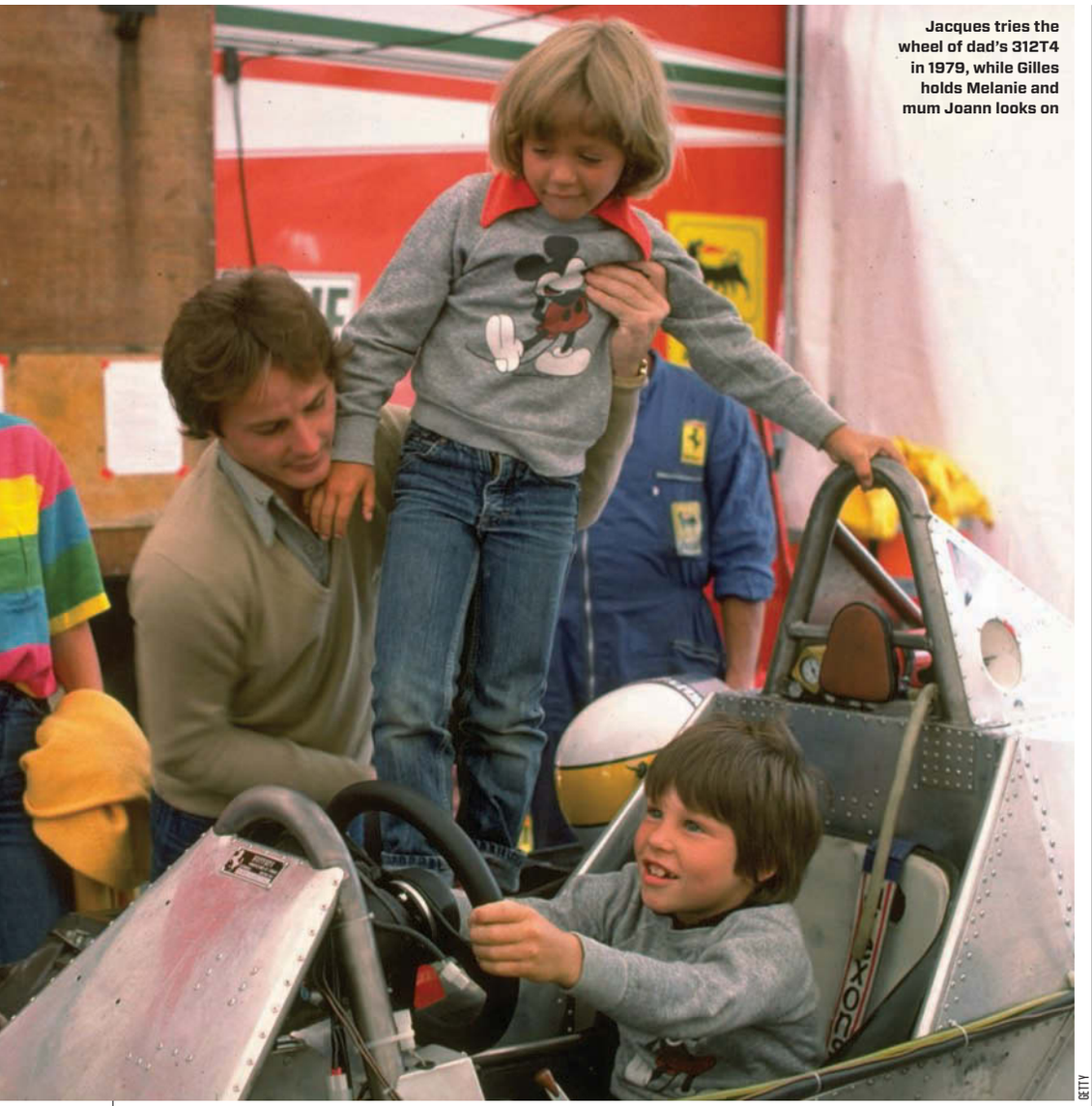


Watch the closing stages of the 1995 Indy 500, as Villeneuve overcomes a two-lap penalty to win
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"DRIVERS TODAY JUMP IN AND IN FIVE LAPS THEY'RE ON THE PACE BACK THEN IT WAS IMPOSSIBLE"





Jacques tries the wheel of dad's 312T4 in 1979, while Gilles holds Melanie and mum Joann looks on

GETTY

that's all. It gave us the necessary credibility, and also it showed that mentally I was strong. Bernie was very helpful as well, with Frank.

"I flew from Michigan after the race, and I was knackered. I made a seat, and did three days of testing in a car that was stupidly fast in those days. The g-force that I was pulling, I wasn't ready for that. The F1 car had less horsepower, less acceleration, but the braking, the turning, how quick the car would react to any impulse, was very different."

Nevertheless he was fast, and he was duly signed up to partner Damon Hill in 1996. After securing the Indycar title he left the US scene behind to start an intense F1 testing programme. He was to be perhaps the best-prepared rookie the sport had seen, and he quickly formed a bond with Williams engineer Jock Clear.

"Those cars were beasts to drive physically. What drivers do today, jump in and in five laps they're on the pace and never get tired, back then it was impossible. It would take you two months to build your neck, the arms. And the tracks were scary, a mistake meant you were hurt.

"I came with good baggage about racing and tough situations with a lot of pressure, like Indy. And also I had a great team-mate from whom I could learn a lot. He was a worker, he was super-fast. He wouldn't just drive and go home, he spent his time trying to find out how to make it even better, and that's what I enjoyed as well, so I learned a lot from Damon.

"I managed to get pole in Australia, but the next three races he was killing me – a second in qualifying for three races in a row. I didn't know where to find it. I really had to look at what he was doing, and then work with Jock on the car. The car had been designed for Damon, it was like a second skin, but it wasn't for me. Halfway through the year we made changes that really suited me, and then suddenly I started flying."

Villeneuve scored his first win at the Nürburgring in April, and followed up with successes at Silverstone, Hungaroring and Estoril, logging a string of podium finished elsewhere. He went to the finale at Suzuka with an outside chance of stealing the title from Hill, but after taking pole a lost wheel ended his hopes.

The balance changed dramatically for 1997. Long before Hill secured the title he was dropped by Williams to make way for Heinz-Harald Frentzen, who Villeneuve knew from his days in Japan. "When Williams signed him, they signed him to be the next champion, and that's how they promoted it. That was enough to just make me mean. At that point I just knew that I had to destroy him. And that's what I did. I didn't want to fight him in the championship, as I had to fight Michael…

"The car was designed with me in mind obviously, because I'd been working on it in '96. It fitted me and I could do almost what I wanted with it. The only times it was difficult was in low-downforce trim, where it was too nervous. Then it was a question of who between Michael and I had more influence on choosing the tyres from Goodyear for the following races."

Villeneuve enjoyed a superb season, taking 10 poles, winning seven races and generally leaving Frentzen far behind. After a controversial penalty in Suzuka he went to the finale in Jerez just a point behind Schumacher.

"It was a strange qualifying, with three of us on the same lap time. We had imagined a million plans, and obviously none of them happened. I got into Turn One with Heinz-Harald, we didn't know what to do or who should be in front, and it didn't work out well.

"Then it was just a crazy race. I almost crashed a few times, getting closer to Michael, losing a little bit, catching the [Ferrari-powered] Saubers who were told by Ferrari to slow me.

"I could see all race that I was braking a lot later than Michael, so I could attempt a kamikaze move. If I got a metre closer at the end of the back straight, I could go for it. I knew I could surprise him, and the only way to overtake him was to surprise him. I made my pit stop after him, put on new tyres and I knew I had two laps on fresh rubber to do it – that was it."

On the 48th lap, he saw his chance. "On that lap I came out of the high-speed corner before the back straight, I stayed on it, and even went into the dirt. I took a risk. Then I saw that I was one metre closer to him than every other lap, so I just went for it. Suddenly he realised I was there, so he turned away and then he turned in again. He did it badly, because he didn't hit my wheels, he hit my sidepod.

"The car jumped in the air, I still managed to stay on the track luckily, but then I slowed down because I thought something was broken. In fact the battery mounts were broken, and it was only hanging on by the electrical cables. I was just kissing the brakes, hitting them

slowly, just to drive the car softly. It's a good thing I did, because otherwise I would not have finished."

Third place was more than enough to secure the title, while having ended his race in the gravel the disgraced Schumacher was later penalised by the loss of his second place in the championship.

At 26 Villeneuve he had the world at his feet: a world championship, a strong Williams team and a worldwide profile other drivers could only envy. Things couldn't have been going more right, and he fully expected his golden run to continue: "At that point I thought I will win five more championships, and it didn't happen! Everything had been going the right way. Then Craig had this idea of building a team, and I got pulled into that..."

BRITISH AMERICAN RACING WAS announced just weeks after Jerez. In conjunction with Adrian Reynard, Pollock had persuaded BAT to try to repeat the Indycar success and start an F1 team from scratch, although they initially bought Tyrrell as a short cut to owning a franchise. Meanwhile Villeneuve spent one more year with Williams. Renault had pulled out, leaving the team with customer engines, and he finished a low-key fifth in the '98 world championship.

"That was bad, because Adrian Newey had gone away, the car was undriveable, it just didn't work. I had a couple of podiums, but the car was really a pig. We had to do some weird things on the set-up sometimes just to make it survive. It wasn't fun, it was stressful."

And Villeneuve's attention was already on the future: "It was exciting. I built a team basically, and for five years I was an owner of an F1 team, even thought it wasn't promoted like that. That was the next challenge."

The brash BAR approach did not go down well, amid claims that the team would follow Reynard tradition and could win its first race. Even Villeneuve didn't believe in the hype.

"Not in the first race, that was a little bit extreme. But I don't know many teams who started F1 being as competitive as we were. We got criticised, but when you see other new teams afterwards… That was when only the top six scored points. Many times we qualified eighth or ninth, so it would actually have been a good season with today's points system. The car was quick."

In fact he started as high as fifth at Imola, but the car was hopelessly unreliable and he scored no points. For 2000 the team switched from customer Supertec to Honda power, and another voice was added to an already complex management structure.

"The sponsor was also the owner, and at some point that won't work. It was all promises that were made that couldn't be kept, basically. And when you make promises that you cannot keep, it goes wrong. In the second year the car was less quick, but we got some points, so we were on the way up. Then the politics started, and then it just went to shit. Actually it went to shit when Honda joined."

Despite his concerns Villeneuve decided to sign a new two-year deal in 2001. "Staying for the second contract was a mistake. At the same time I had a contract available from Flavio Briatore, and he had promised Renault that I would be signing there, which I almost did. But there was also pressure from Honda, 'We need you, you have to stay.' Then as soon as I signed, they changed their minds."

Just weeks after Villeneuve agreed to stay, Pollock was ousted and replaced by David Richards, who had enjoyed a long relationship with BAT. "Too many egos, so it was bound to implode. I wasn't involved, I was kept away a little bit on purpose. I didn't see everything that was going on the background. I should have, because by that point, when David Richards replaced Craig, I protected Craig instead of being nice to Richards.

"By then it was too late, by then I'd taken sides. When Craig was pushed away I felt obliged to protect him. He had become my father figure basically, so I had to prove to him that he could trust me, and so on. That was a mistake, but it was a social mistake."

Villeneuve remained with BAR through 2002 and 2003, but towards the end of the latter year things began to get increasingly difficult with Richards. When Takuma Sato was announced for the following season, Villeneuve left his car to the Japanese driver for the finale in Suzuka. It was almost a year before he was back in F1, called up by Flavio Briatore to replace Jarno Trulli at Renault for the last three races of 2004.

For 2005 Villeneuve was back full-time with Sauber, but it was to prove an unhappy relationship. "That was tough, because when I started to work on the car, I was told 'We know how to make the car go fast; shut up and drive.' That was the habit they had with their young drivers, I guess. Sorry, it doesn't work that way."

"I BUILT A TEAM; BASICALLY. FOR FIVE YEARS I WAS OWNER OF AN F1 TEAM, EVEN THOUGH IT WASN'T PROMOTED LIKE THAT"



In the middle of that season BMW bought the Swiss team, and he was fortunate to hang onto his drive in '06. In the summer, however, he was unceremoniously turfed out in favour of reserve driver Robert Kubica after a crash in the German GP. "I almost didn't do that half year with BMW because I was told by Mario Theissen, 'We don't want you to drive.' I had to change my contract so that he was allowed to kick me out for any reason. Which is why I stopped when I stopped."

With no realistic chance of returning to F1 Villeneuve and Pollock instead looked to America and NASCAR, but the strain was beginning to show on their relationship: in 2008, after more than 15 years, the Pollock/Villeneuve business partnership and friendship unravelled amid recriminations on both sides.

Villeneuve's second stint in the States met with mixed success. He has made sporadic appearances since 2007, racing mostly in trucks or the second-string Nationwide series – which had a round in front of his home crowd in Montréal – but it hasn't been easy: "I had to find some sponsors, and one race I paid out

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of my pocket, in Talledega. Then I had to find some sponsors to race in Montréal the first year, and then after that because people could see I could drive then the offers started coming to the point where I got to race with Penske. Then I had the misfortune of running into Danica Patrick, and that was it – I subsequently lost my sponsor."

SINCE THEN HE HAS DONE HIS OWN deals, and he's spent the past decade dipping in and out of a bewildering array of races including ice racing, the Spa 24 Hours, Australian V8s, Speedcar and Brazilian and Argentinian stock cars. In 2007 and '08 he raced for Peugeot at Le Mans, finishing second in the latter year. It was not a happy experience.

"It was an amazing car to drive, a very professional team, but it was our race and we managed to lose it. We had the quickest car, and it was overheating. And some pathetic decisions were taken. It was better to finish second safely than to win for example, and that made me angry. So I wasn't smiling on the podium, and then a month later I received an email saying your services are not required any more. You are not an endurance driver, and we need somebody French."

In 2014, aged 43, he returned to the Indy 500 with Schmidt Peterson Motorsports. "The first half-day I did I couldn't cope with the speeds, my brain wasn't used to it any more. I thought

"BAR TURNED INTO MERCEDES, SO AT THE END OF THE DAY IT WASN'T BAD"

I was going fast and I was doing 180mph. I thought, 'What am I doing here?' But I took a break and got back in the car, and it was easy. You just needed the brain to assimilate again and go get the information from 19 years before. The race was really, really cool, it was aggressive. But I don't want to go back just to be the extra car."

That same year he also briefly sampled the World Rallycross Championship, while his most recent experience came in Formula E with the Venturi team in 2015, but the relationship lasted just three events. "I went for it because for the first time in many years it was a full season. That was the plan, but it was a mess, so at that point with the team we decided, 'OK let's move on and do something else'."

Villeneuve has not competed in anything in 2016, but he has far from given up on racing and is still looking for drives. "It's always last-minute things. It's frustrating, but you do what you can. You know that people take you because they want to use your image and not necessarily the rest, so you'll never end up having a career out of it. But at least you drive a bit and it's fun, it keeps you in shape.

"The few NASCAR races I was doing, at times it was one race a year, without practice. It makes it a little bit tough. What is difficult is not to get to invited to a race, that's the easy bit, it's to concentrate on a full championship. That's what becomes difficult. Right now, the opportunities are not there."

Tellingly he doesn't have one now, but the recurring theme through Villeneuve's career is the presence of father figures, or perhaps big brothers, be they trusted engineers like Cicale or Clear, or the svengali-like Pollock. Given the absence of Gilles from his life, that's perhaps not surprising.

"Maybe I was trying to replace that somehow, because even when he was alive, he wasn't a father. When he died it didn't really make a difference, apart from being hurt and so on. He had already been away for two or three years, anyway. Maybe that's why I'm very involved with my kids. It is a huge responsibility, but a lot of fun as well. It does make you tired, it does take your life away, but it's all worth it."

His F1 TV work aside, Villeneuve is kept busy by those family duties at home in Switzerland, where he lives with Brazilian wife Camilla. The man who lost his own father so early now has four sons, Jules (aged nine), Joakim (eight), Benjamin (three) and Henri (two). The older pair, from his first marriage, have shown more interest in ice hockey than following the family trade.

"I never say to them there's only racing in the world, because it's not really a good job to get into any more. When I got into racing you could still kind of make it, even if you didn't have a millionaire father. Nowadays I just don't know how you get into this business. If you have only one son I guess you can focus on him, but when you have four, you can't!

"All I want is for them to be passionate for something, and to go for it – whatever brings them happiness, and for which they are willing to sacrifice everything to make it happen. Then they'll have success in whatever they do. That's all I want."

As for Villeneuve, after nearly 30 years in motor sport he has no regrets – even about leaving Williams for BAR. "I went for building a race team; that was just another challenge. I had accomplished my goal, which was winning the F1 world championship. I always need new challenges. Career-wise that was probably not the best decision, but it was fun and it was exciting, and today that team turned into Mercedes. So at the end of the day, it wasn't bad."

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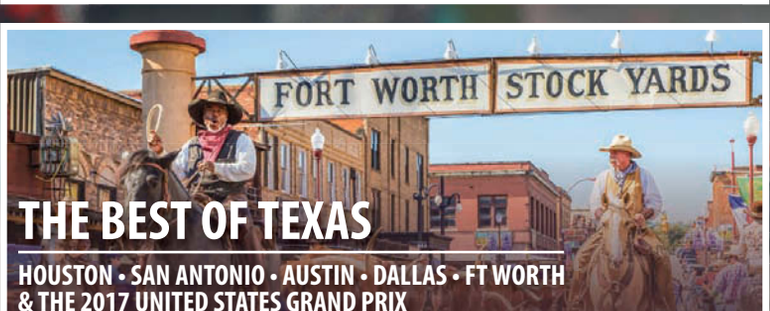
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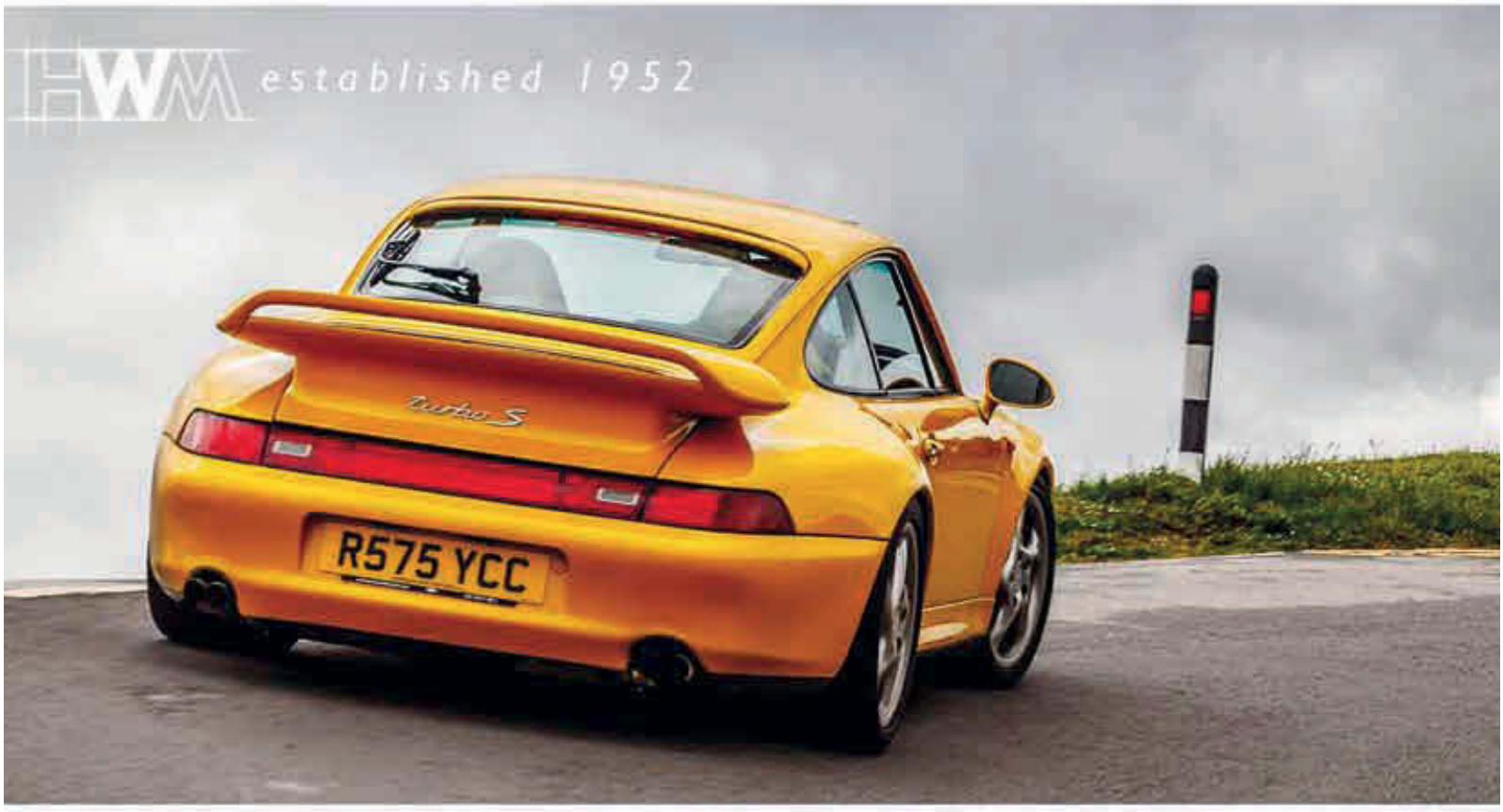
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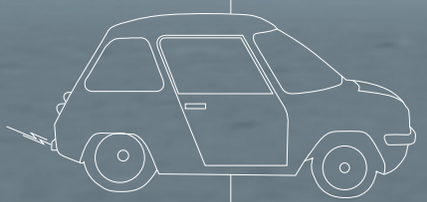
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A NEED FOR SPEED

The endless quest to break records on two and four wheels



HENRY SEGRAVE. JOHN COBB. GEORGE EYSTON. MALCOLM AND Donald Campbell. Time was that those chasing land speed records were household names – and in this domain Britain has a rich pedigree.

Segrave was the first man to crack 200mph on land (203.79 to be precise, at Daytona Beach in 1927) and was later knighted after raising the bar to 231.446mph. Two years on, in 1931, the elder Campbell likewise became 'Sir' after pushing through the 250mph threshold – and he would also be first to crack 300mph, at Utah's celebrated speed temple the Bonneville Salt Flats. Campbell Jr was first to go beyond 400mph with a wheel-driven vehicle, Bluebird CN7, although American Craig Breedlove got there first – and slightly more briskly – with his jet-propelled Spirit of America.

Breedlove's success was the start of a 20-year US stranglehold on the LSR, but in 1983 Richard Noble reclaimed it for Britain with Thrust 2, at 633.468mph in the Black Rock Desert, Nevada. Driven by Andy Green, Noble's Thrust SSC has since moved things on to 763.035mph – the first supersonic speed record, set in 1997 – and this team has now targeted 1000mph with Bloodhound SSC, on which you can read more on page 98.

Such have been the headline numbers, but below the surface there have always been others chasing less familiar targets – and it is those we celebrate here.

So what is our obsession with speed and what does it take to claim a world record? We asked two record hunters to write about their latest efforts and what motivated them to take them on.

On page 100 TV presenter Jonny Smith explains how he managed to create an 800bhp Enfield that is now officially the world's fastest street-legal electric vehicle. But first, Isle of Man TT hero Guy Martin reports from Bonneville, where he had hoped to become the first man to reach 400mph on two wheels before bad luck and bad weather got in the way.




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WHEELS, 400MPH
the chase is on

Best known for his pursuit of TT victories on the Isle of Man, one of Britain's most celebrated racing motorcyclists last month set his eyes on a new target in a very different environment

writer GUY MARTIN | **photography** TRIUMPH MOTORCYCLES

I DIDN'T HAVE ANY childhood dreams. I'm from Grimsby: you have them beaten out of you. I was a happy child, but it never occurred to me that I'd ever get a chance to race a motorbike. It's not that I thought it was impossible, just the idea never entered my head. I was happy taking lawnmowers to bits in the shed and riding field bikes. But somehow these opportunities, which other people dream about, crop up for me now.

One of the latest things I've been offered is an attempt to break the outright motorcycle land speed record in a machine called the Triumph Rocket III Streamliner. The current record is set at 376.363mph, but the man behind Streamliner's design and build, Matt Markstaller, wants to break 400mph. With me inside it.

Last year I flew to America to meet Markstaller and make sure I actually fit in the streamliner. It's 25-and-a-half feet (7.8 metres)



long, but only two feet wide and three foot tall. I do fit, but only just. It's snug.

I first learned about the bike a year or two before that, because I read a feature in a magazine called *Race Engine Technology*. When I met Markstaller, close to his base in Portland, Oregon, I found out he is the head of research and development at Freightliner Trucks and runs a company called Hot Rod Conspiracy. He's a truck man, like me, so we were on the same wavelength.

Triumph has a long history with land speed record-breaking. Except for 33 days in 1956, when NSU rider Wilhelm Herz held the record, Triumph engines powered the world's fastest motorcycles for a 15-year stretch between 1955 and 1970. Their most famous model was named the Bonneville after the place they attempted the records, but Triumph hasn't had a look-in since.

In a bid to change that, the British company supplied the engines and the budget, while Markstaller designed and manufactured the carbon-fibre monocoque body and the chassis. Markstaller doesn't tune engines, so they were sent to the other side of the country to New Jersey-based Carpenter Racing.

To comply with the motorcycle land speed record rules, the streamliner can't be powered by more than 3000cc, but you can use twin engines and motorcycle land speed record holders have been doing that since the mid-1960s, when the Triumph-powered Gyronaut X-1 raised the record to 245.667mph.

The current Triumph Rocket III engine, out of the company's big custom-style cruiser, is 2300cc, so Carpenter takes two motors and

sleeves them, but retains the same stroke to make them 1485cc each, a total displacement of 2970cc. The two engines are turbocharged and use standard gearboxes, but they're linked to a single output shaft. The engines are running 20-25psi of boost pressure and fuelled by methanol, so the pair of them should put out a combined 1000 horsepower without being stressed. Or that's the idea.

❖

MARKSTALLER BELIEVES HIS STREAMLINER is so aerodynamically efficient it could do 400mph with only 300 horsepower if it had enough room to get up to speed, but we're limited to, at best, 11 miles of straight to run on. Of that 11 miles we need five to get up to speed, a mile to attempt the record and five to slow down. The course at Bonneville Salt Flats in Utah measures 11 miles and every motorcycle land speed record since 1955 has been set there, but there are other options, like Lake Gairdner in South Australia.

So while 300bhp is enough in theory, it would take so long for a motorcycle of that power to accelerate to the speed that you'd run out of room. At 400mph, it takes only 9sec to cover the measured mile. Land speed records are set by working out the average speed over a timed mile, then turning around, within two hours of the first run, and making a return in the opposite direction and averaging the speed of the two timed miles.

Markstaller doesn't strut about like he's saying 'I am the man', but the more he explains about the streamliner the more I realised, 'You *are* the man.' When I visited him in Portland I don't know if he was impressed that I'd raced in the TT. We didn't get into in-depth conversations about it, because the Isle of Man isn't Bonneville and Bonneville isn't the Isle of Man. I think he realises I half-know what I'm doing, because I've raced there, but that's not the measure of a man. If someone had told me they had finished the Tour Divide bicycle race or they were a Red Arrows pilot, then that's different, but any Joe Bloggs can go and do the TT if they set their mind to it. So I reckon he liked me because I was asking him loads of questions about what needed to happen when. He could answer anything I quizzed him on, and I think he realised I wasn't a messer.

The Streamliner's steering mechanism is a good example of why I have a high opinion of him. Markstaller explained that to get the steering geometry he wanted, in such a tight, low-profile space, right down in the nose of the streamliner, he had to design a hub-centre system. You might remember versions of this method of steering on the Elf-Honda Grand Prix racers of the 1980s. Markstaller's design required very specific bearings that had to be the right size and rated for wheel speed when the bike's shifting at 400mph or more. After searching he found a bearing that was used in a German CNC milling machine. He was told the bearings he wanted cost $8000 each, and he knew he needed two. There was no alternative, so he bought them.

The rear brake was designed for a plane and made by the company that supplied the brakes for the space shuttle. The shape of the monocoque was designed by NACA, the forerunner of NASA. Markstaller has covered every area. His attention to detail is impressive. I would say the streamliner is a work of art. You compare that to the current record holder, the Ack Attack, and it looks 20 years further on.

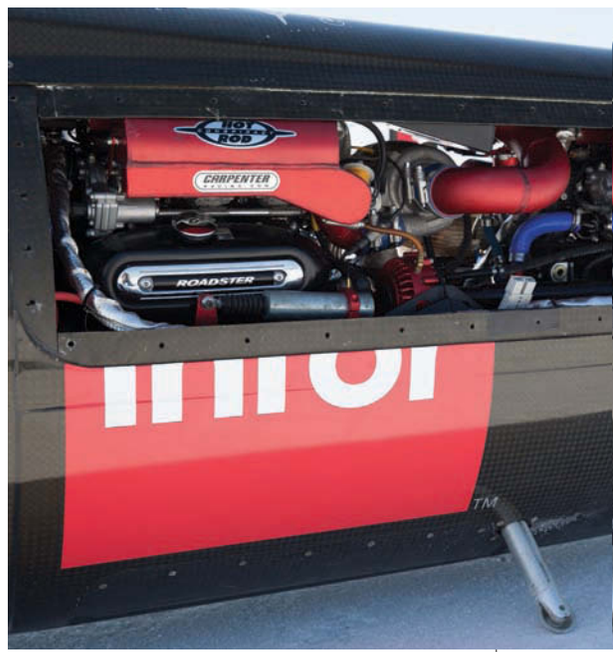


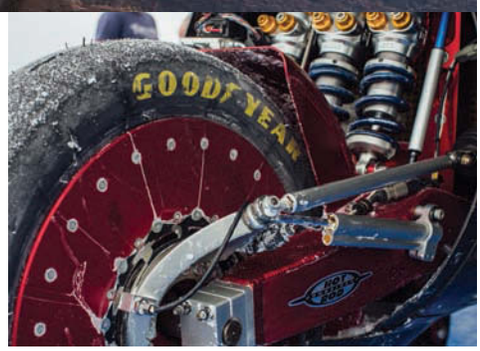
"THE ISLE OF MAN ISN'T BONNEVILLE AND BONNEVILLE ISN'T THE ISLE OF MAN ANY JOE BLOGGS CAN DO THE TT IF THEY SET THEIR MIND TO IT"





"YOU NEED A LOT OF PATIENCE IN THE LAND SPEED RECORD BUSINESS"





There are three teams looking to build the first motorcycle to break 400mph: me in the Triumph; Valerie Thompson in Denis Manning's BUB; and the current record holder, Rocky Robinson in Mike Akatiff's Ack Attack. There had been another name on the list, Sam Wheeler in his turbo Suzuki Hayabusa-powered streamliner, a machine Wheeler had designed and built himself. The 72-year-old had been competing at Bonneville since the late 1960s and had set some impressive 350mph-plus speeds, but died of injuries caused by a crash on the salt a few days before I flew out to Utah for my first practice week.

❖

YOU NEED A LOT OF PATIENCE IN THE land speed record business. I was supposed to ride the streamliner for the first time at Bonneville in August 2015, but the salt flats were flooded (and I'd broken my back in an accident while leading a superbike race at the Ulster Grand Prix). It wasn't until August this year that I first got to steer the streamliner in a private test organised by Triumph.

This streamliner project had been on-going for four years before I got to ride it on the salt. For all its potential, it had done only 236mph. I've had 205mph out of my classic 1968 Volvo Amazon, so it had a long way to go. An American motorcycle racer, Jason DiSalvo, who is a quality rider, was in it when it did 236mph, and it was explained to me, by someone in the team, that he didn't want to go any faster. He was complaining that it felt uncomfortable at that speed and that it was unstable, but I've seen the on-board video footage and it looks all right to me. He'd just become a dad of twins, so perhaps that took his mind off the job – and there's nothing wrong with that.

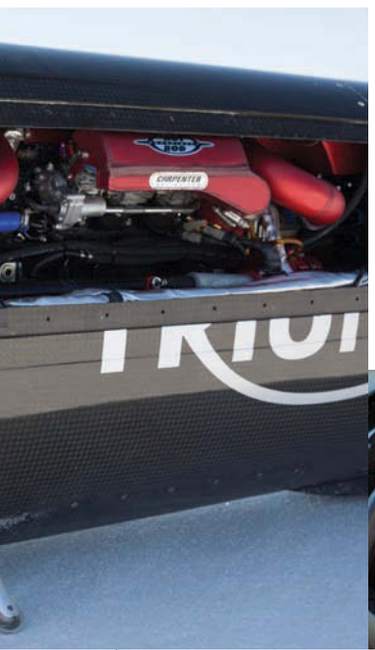
The Rocket Streamliner is technically a motorcycle, because it has two wheels, but nothing about it is like riding a bike. The controls are joysticks that pivot forwards and backwards and are mounted to the sides of the cockpit. The throttle is a twist grip, like a regular bike, but it's on one of the vertical joysticks. There is only a rear brake, worked by a foot brake, and two parachutes. Shifting gears is done by pressing a button on one of the joysticks. The clutches are automatic, centrifugal lock-ups, so there isn't a clutch lever or pedal.

Because of all this there is no experience that translates to riding a streamliner, you've just got to get in and practise. For the first test training wheels were fitted, like stabilisers. With a normal bike so much of your control is down to body movement and position, but the streamliner weighs a ton and you sit in it, in something like an F1 car's cockpit, so all the balance is done by constant movement of the joysticks.

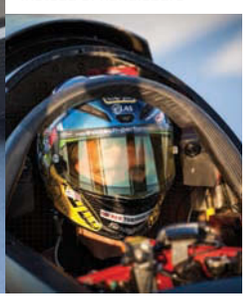
For the first few practice runs, the streamliner, with its training wheels on and its engine off, was towed behind a car at 60 to 80mph. I got the hang of it quickly enough and moved to powered runs by the second day, a week ahead of when the team thought I might be able to ride under my own steam. The first powered runs were with the training wheels, and then I moved on to runs without them.

Anyone new to the land speed record game has to prove they can handle the bike by building





Streamliner's twin 1500cc Triumph engines are tuned and turbocharged by Carpenter; tiny cockpit has vertical push-pull controls instead of handlebars



up to the target speed, in our case more than 376mph. My first run was limited to 120mph, but before I knew it I was doing 219mph and everything felt totally calm. Then the next run was clocked at 256mph. By the end of the practice week, I'd done 274.2mph. I would like to have done 300mph before coming home, but Matt and the Triumph folk felt we were on target, there was no point in putting more miles on the engines to go 20-odd miles faster, because when I came back for Fédération Internationale de Motocyclisme-observed record attempt, the first thing they'd want to see me do was a 300mph qualifying run.

Late in that practice week, the bike felt like it wouldn't go any faster than 274mph. I described what it felt like to Matt and Ed, from Carpenter Racing, and they thought the coils they were using weren't man enough for the job, so they'd find better ones.

I'd also had a big wobble on the 256mph run. I thought I was going to crash, the bike was all over the place, fishtailing so much I was sure I was going down at 190mph, but I backed off the throttle, locked my knees against the elbows and it straightened out. Then I got back on the power. At that point I should have put the parachutes out. As soon as it gets wild you've got to get the parachutes out, because they act like a pendulum and pull the thing straight. If it starts rolling or going end over end the parachutes won't come out straight. Some people reckon Sam Wheeler might have survived if he'd got his parachutes out, but I don't know about that.

We think a rough patch of salt, where some member of the public had done a burn-out or doughnut on the course, had caused the 190mph wobble. Mark fitted a bigger tailfin to add stability and said he'd look into other tyres, or altering the profile of the Goodyears we had, for the next meeting.

Five weeks later, in the middle of September, we were back at Bonneville, for the Mike Cook Land Speed Shoot-Out meeting, and looking to see if we could challenge for the record. The week started badly when rain flooded the track and we couldn't run for the first two days, but the weather improved. The salt dried out, but its condition wasn't great and some car teams decided to pack up and go home without turning a wheel. A car called the Challenger, driven by Danny Thompson, had a blow-out at more than 300mph on the first day of running and people were saying the rough salt caused it, but people say a lot, don't they?

The Ack Attack guys were at the same meeting, waiting to see if we did anything, but didn't run, because they reckoned the salt wasn't good enough to better the speed they'd already set. We still had a lot to learn and I was itching to get out.

I'm not patient at work. If I'm waiting for parts, I hate not being constructive, but here you have to be patient. I'm a bit nervous, but only when that tow rope becomes tight. I get my eye in with that. Whenever I'm in it and it's moving, I've clocked on, the nerves start and the adrenaline is flowing.



Guy Martin's book Worms to Catch *is published on October 20, price £20. Visit guymartinracing.co.uk*

❖

ON THE FIRST SUITABLE DAY WE HAD A slot to go at 11am, but the FIM tech inspectors asked the team to lockwire some parts that the team had never lockwired before, and that took a while. So it was gone three in the afternoon when I was ready to be towed out. It had been more than five weeks since I'd ridden the thing and I'd asked if I could go out with the training wheels on, just to get the hang of it again,

FISH OUT OF WATER

Under the skin of the Triumph Rocket Streamliner



DIMENSIONS 25ft 6in long; 2ft wide; 3ft high

BRAKES No front brakes. The rear brake was designed for a plane and made by the company that supplied the brakes for the space shuttle

ENGINE Two 1485cc turbocharged Triumph Rocket III engines powered by methanol giving combined displacement of 2970cc

POWER/TORQUE 1000bhp @ 9000rpm; 500lb ft torque

WEIGHT 2000lb

CHASSIS Carbon Kevlar monocoque construction provides strength and is lightweight

TOP SPEED 274.2mph so far

but Matt looked at me like I was daft and told me I didn't need those.

The streamliner has 12in long retractable legs with small wheels, called the landing gear, which I use for balance at very low speeds, but they retract once I'm happy. I hadn't had them in for long when the streamliner got cross-rutted in soft, slushy salt that had been chewed up by one of the cars. The towrope was trying to turn me tighter than the streamliner wanted to turn and it went down on its side. We were doing only 60mph, but the day was over.

❖

THE NEXT MORNING WE'RE OUT ON the salt at six. Canopy on. Matt holds up one finger to start engine one, two fingers to fire engine two, then looks over the bike and taps on the screen. I give it 10sec before setting off. It's already in gear, so I just open it up. I get it into second fairly soon. They're trying to encourage me to rev it out in every gear, but I'm not keen on that. They want me to rev it so the lock-up clutches are fully engaged. That's why it got half a gear in practice, because I was changing before the clutch was fully engaged, but if you rev it out when you're going up the gears you start generating big boost and the chassis doesn't like it. The back wheel is trying to overtake the front; too much boost, too much power.

"BEFORE I REACHED 100 I'D CROSS-RUTTED AND CRASHED AGAIN IT WAS GAME OVER"

There's no grip here but the streamliner has traction control, which will take care of it, but that's reactive. By changing gear earlier, I'm proactive. I'd rather get it in top as soon as possible and open it up, but the team says the wide-open throttle is giving it a lot of stress. I think I'm right. It's going to have to cope with more than I'm asking it for now if we get to 400, so let's make sure it can deal with it.

I'm at a constant throttle, above 50 per cent but not fully open. There are no big movements. It's not like a normal motorbike that, when it's up to speed, you can let go of the handlebars and it'll self-centre and keep going straight. I always need to be teaching the streamliner, with very small movements, just feeling the weight of it in my hands.

On this first proper run at the Cook Shoot-Out, even on a constant throttle, the ignition keeps cutting out, sounding like I'm twisting the throttle for two seconds, then letting off, then back on, then off. It's good to be running again, but the speed is only something like 180mph. The team reckons the new drag racing coils are demanding too many amps, so more power has to be diverted to them. Just as I got to the end of the run, an oil pressure warning light came up on the dash, so that needed looking into.

I wasn't losing faith. You have to break a few eggs to make an omelette and we've done that – it's just that the clean-up took a bit longer than we hoped.

The next day we had another early morning run. I got moving OK, but before I'd reached 100mph I'd cross-rutted and crashed again. I was all right, but this time the swing arm was damaged and that was game over for this meeting and, probably, this year.

The first practice went better than expected, while the second wasn't as good as we hoped, but I want to keep coming back. Only a few people are chasing streamliner land speed records: Chris Carr, Rocky Robinson, Valerie Thompson. Who else has the knack? It's a very small bunch of people and I want to be one of them. I want people to think, 'Get in touch with him, he's not a messer.' Ⓜ

BLOODHOUND SSC

Andy Green prepares to test supersonic car for 2017 runs

Chinese car maker Geely Automotive has signed up as lead sponsor for the Bloodhound SSC project to break 1000mph on wheels. After a difficult period financially, Richard Noble's plan to boost the rocket-assisted jet car to four figures is on track to run next year, with tie-down jet testing at Newquay Aerohub, Cornwall, in July 2017 and 200mph jet-only shakedown runs on the runway in August.

If all goes well, in September the team will transfer its 16 container-loads of equipment plus the 44ft-long Bloodhound into a special cargo 747 to fly to South Africa and the vast Hakskeen Pan plain where an 11-mile long record strip is being prepared for the two-way record attempt. These will begin with high-speed runs towards the 800mph region, when Andy Green aims to break his own 763mph record set 20 years ago in Thrust SSC. They will then return to the UK, strip and rebuild the car, adding two additional rockets, before returning in 2018 to attempt to crack 1000mph – faster than a fighter jet.

Currently the 7.5-tonne vehicle is being disassembled and a 'user manual' compiled for the record team, who will have to refuel and turn round the car within the one-hour slot allowed between the mandatory two runs. Bloodhound will then be transported to Newquay and re-assembled for the shakedown runs, which as well as confirming the functioning of its primary systems will trial the live data streaming allowing supporters direct access to onboard cameras and information. Public involvement has been at the core of Noble's conception, with schools around Britain closely following the project and joining in a model rocket car competition, with the aim of encouraging children towards an engineering career. There is also a Bloodhound@university programme allowing academics and students direct access to design and test data. Open days will also let the public watch the reassembly.

Bloodhound's design has altered since the initial scheme, with the Eurofighter EJ200 jet engine now above the rocket instead of below, while the proposed single large rocket is now replaced by a multiple NAMMO array, as used on Ariane 5 launch vehicles. That will add 6000 pounds of thrust giving a total of 47,700, needed to push its forged aluminium wheels across the ground at over 10,000rpm and propel Andy Green even further up the record charts.



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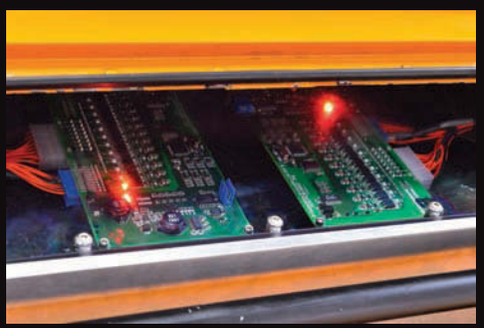
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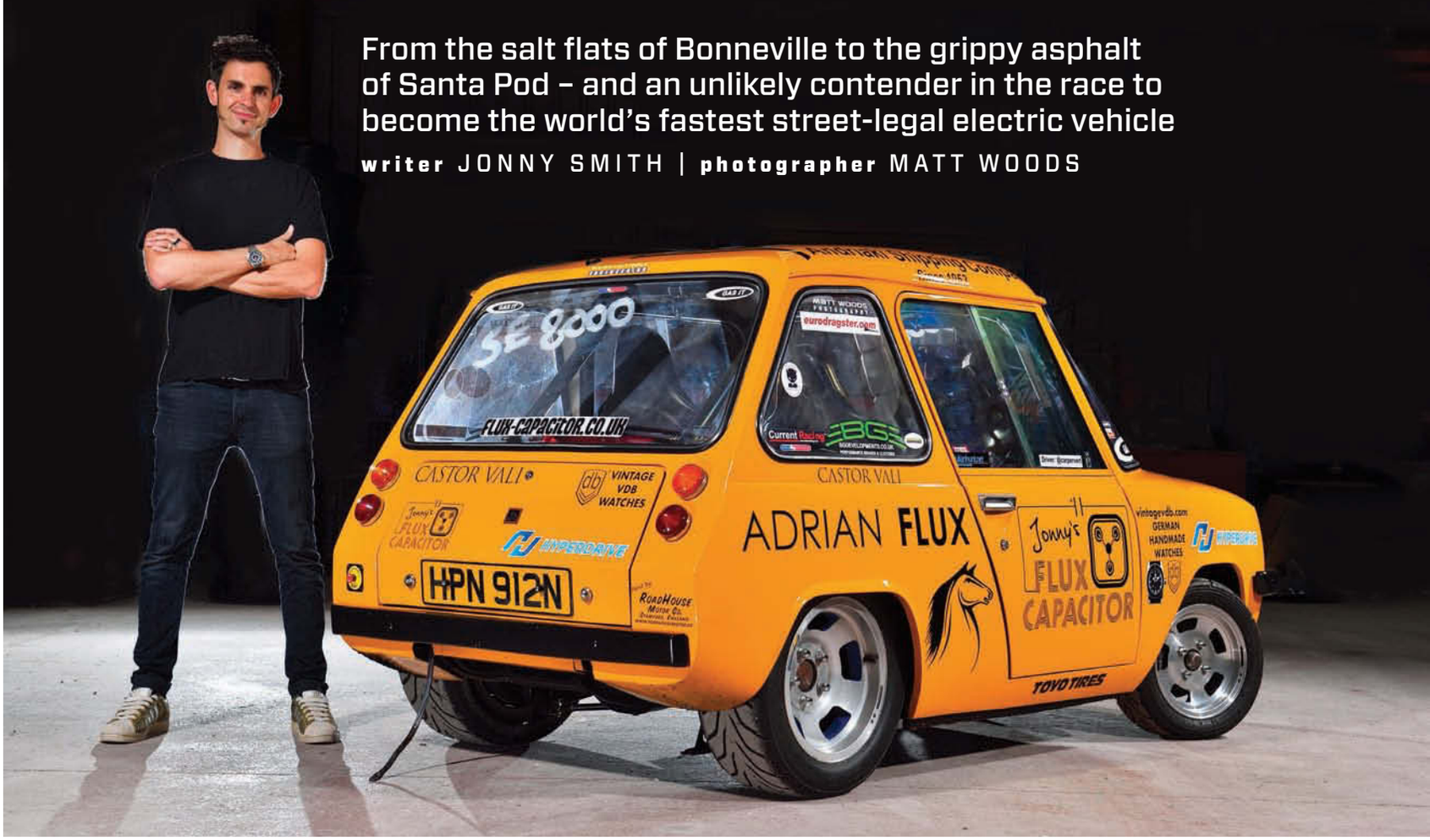




CHARGE OF THE

From the salt flats of Bonneville to the grippy asphalt of Santa Pod – and an unlikely contender in the race to become the world's fastest street-legal electric vehicle

writer JONNY SMITH | **photographer** MATT WOODS



LIGHT BRIGADE



BY COMMON consent drag racing is not for the faint of heart. Of all motor sport disciplines, it is – quite literally sometimes – the most explosive. Its competitors are a breed apart who think nothing of piloting a 16ft long rocket ship to 300mph, accelerating in a cloud of rubber smoke and roar of jet fuel to 100mph in less than a second. In short, its adherents are not known for their lily livered, liberal sensibilities. Less hair shirt, more hairy chested.

So you can imagine my trepidation when over the summer I arrived at Santa Pod drag strip – celebrating its 50th anniversary – in an eco-friendly, battery-powered city car and attempted to set a new world speed record.

My car was a 1970s Enfield 8000, and I sought to make it the world's fastest street-legal electric vehicle. I remember staging up the lifesize Hot Wheels toy (it's 9ft long) on the start line, gritting my teeth and getting ready to unleash its power. Having already managed to achieve 13-, 12- and even 11-second quarter-mile times, we were about to try the thing at its full 2000-amp, 400-volt potential.

The silent burnouts always confuse my fellow competitors. But if I could dip below a 10.24sec quarter-mile blast, I'd prove this tiny battery-powered car was not only the quickest street-legal electric vehicle in the world – but also able to outpace some of the most revered and expensive piston-powered auto exotica. But first, a bit of history.

SEVERAL YEARS AGO MY WORK LED ME to Japan, where I tested pre-production mules that would later become Nissan's Leaf. As surreal and alien as it was, experiencing a smooth, silent swell of power whetted my appetite.

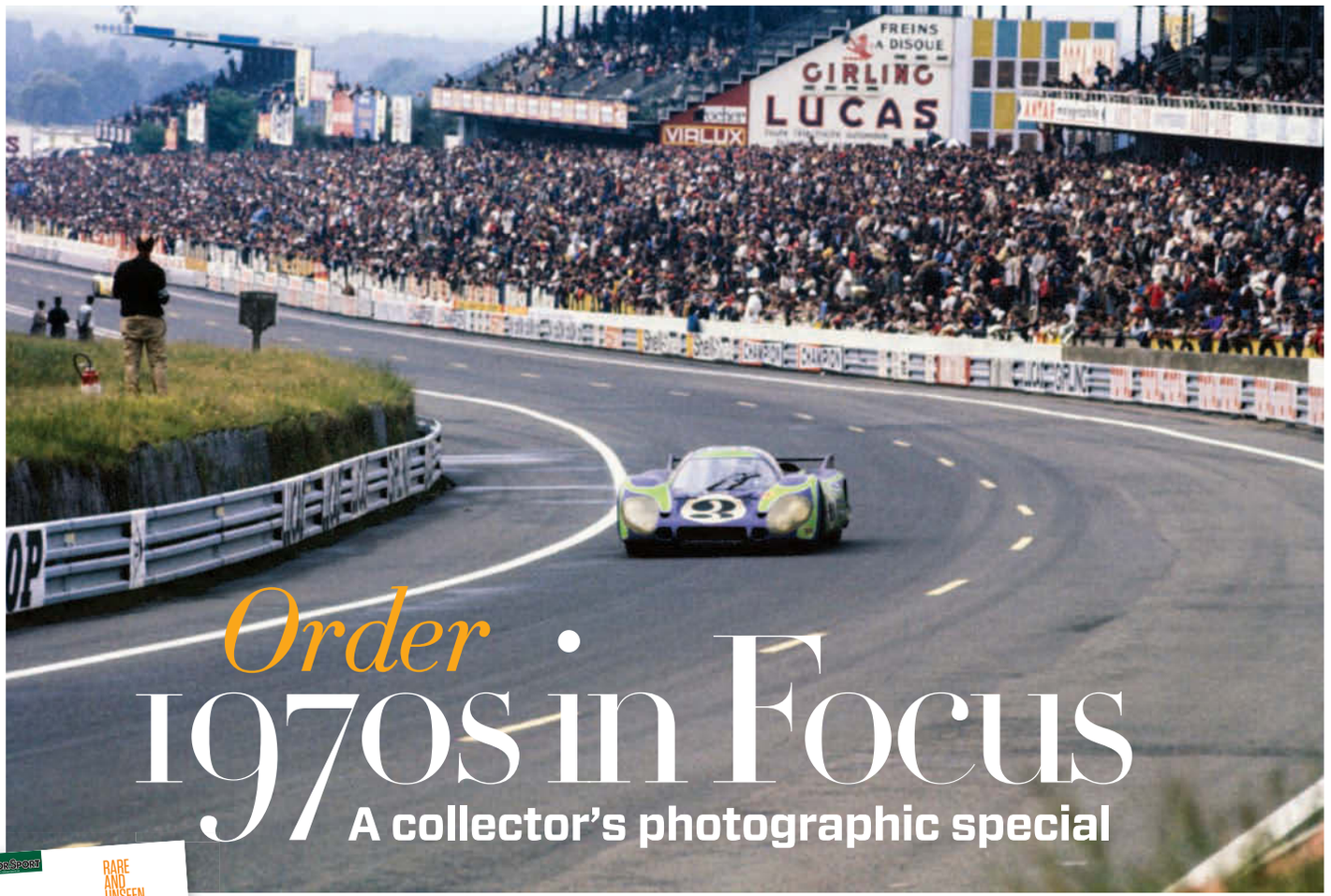
I decided to follow the traditional hot rod philosophy of taking an ancient donor car to chop about, but without pistons or exhaust pipes. A plan to modify a long forgotten 1970s electric relic into a record-breaking EV dragster was hatched.

Not only that, but I wanted to remind people that this phenomenon of electric propulsion isn't some recent discovery by Elon Musk. It's more than 100 years old. Elon's company was named after an AC induction motor patented in 1888 by a Nikola Tesla. And Henry Ford bought his wife Clara an EV because she – like so many well-heeled ladies back in the early 1900s – didn't want to get oily hands or broken wrists from crank starting a loud, dirty petrol car.

In terms of racing, with the merited publicity surrounding Bloodhound SSC – the British world land speed record challenger – it's easy to forget that the first recognised land speed record car was powered by batteries.

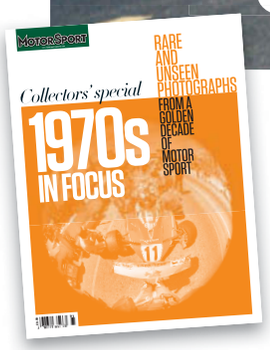
French racer Count Gaston de Chasseloup-Laubat drove his Jeantaud to an average of 39mph in December 1898. A month later he surpassed it, reaching 41.41mph (66.65 kph). The 'Electric Count', as he was popularly known, was challenged on many occasions by Belgian Camille Jenatzy. The pair wrested the record from one another six times in just four months, pushing land speed boundaries each time. What began as a speed trial competition set by magazine *La France Automobile* swiftly became an all-consuming obsession.

Interestingly, the Electric Count's Jeantaud EV is thought to have been the first car to employ a circular steering wheel. Jenatzy preferred a tiller and he is recognised as the person who created the very first purpose-built land speed record car. Aptly titled La Jamais Contente (Never Satisfied), it aped a torpedo atop a cart chassis, made from a complicated alloy cocktail (partinium) containing aluminium, copper, zinc, silicon and iron. La Jamais Contente featured two direct-drive



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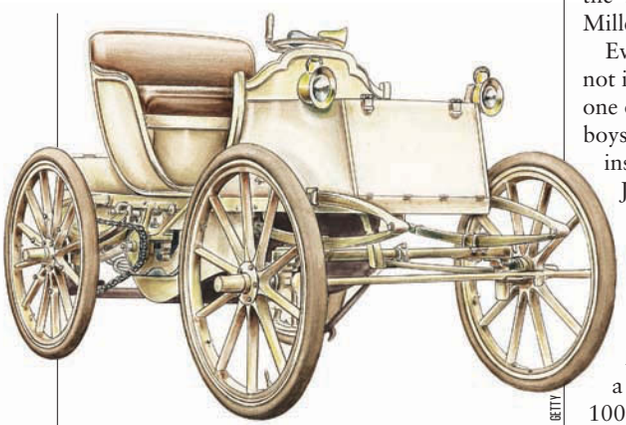


John McGuinness has come to love the all-electric TT Zero. Below, early speed record holders Jeantaud and La Jamais Contente

DAVE KNEEN/PACEMAKERPRESS

25kW motors running at 200v and drawing 124 amps for approximately 68bhp – big numbers that helped it break the 100kph (62mph) barrier on April 29 1899.

The electric era was short-lived, however. In 1902 Leon Serpollet came along with a new-fangled steam engine, to become the first driver of a non-electric car to hold the record, and from 1909 the age of the internal combustion engine dawned. The current outright electric speed record is 204mph, held by former government minister Lord Drayson.



GETTY

SO WHAT OF MY CAR? BORN OUT OF the 1970s oil crisis, the Enfield 8000 was conceived as a daily commuter but failed to entice the public: only 120 were built, of which mine was chassis 003.

It may have flopped commercially, but it was well built: here was a rear-drive car with a square tubular steel spaceframe over which a one-piece aluminium body was formed – similar to thoroughbred race cars. The sales literature even boasted 0.29 cd, which was better aero than Porsches of the era.

What's more it has speed-record pedigree, of a sort. It was built on the Isle of Wight at the Somerton Works, which had previously housed Saunders Roe – the company commissioned in 1929 to build Sir Henry Segrave's water-speed record boat 'Miss England II'. And it was conceived by Enfield Automotive's head designer John Ackroyd, the man who later joined Richard Noble to become a key member of the design and test team for Thrust 2.

There's a wonderful photo showing these unlikely bedfellows together during the celebratory Lord Mayor's Procession through London in November '83, after Thrust 2 had achieved the record-breaking speed of 633.468mph. An Enfield (not mine, sadly) acts as an escort vehicle for Thrust 2's trailer. "It was a great coincidence and unexpected honour to have two of my designs nose to tail in the parade," said Ackroyd, who has written a book about his eccentric engineering adventures. He still lives on the island and is one of our unsung motor sport heroes.

"THE CURRENT OUTRIGHT ELECTRIC RECORD IS 204MPH"



GETTY

I KNOW ACKROYD WOULD BE THRILLED to witness the resurgence of electric power – not only in road cars but in motor sport, too. Formula E might not yet have won over all racing fans, but as more respected manufacturers commit (Jaguar is the latest) it is certain to grow.

Meanwhile, electric vehicles – with their instant torque and powerplants unaffected by thin air at altitude – are increasingly challenging for glory at Pikes Peak. In 2015, the 'Race to the Clouds' was won by Ryhs Millen in the all-electric e0 PP03.

Even the hairy-chested world of TT racing is not immune to electric power: "I was probably one of them on the start line laughing at the boys with what looked like a washing machine inside the frame," says 23-time TT winner John McGuinness, of his first reaction to electric bikes. But when he was asked by Mr Honda's son to try a Mugen Shinden electric motorbike on the legendary TT course, attitudes began to switch.

"I've been sucked right in," McGuinness says. "It's the future. It's such a joy to ride, smooth with torque always 100 per cent. There's no gearbox but it gives tons of feel. It weighs 100kg more than my superbike yet feels lighter, is better balanced and easier to steer.

"As a rider I love the fact technology is moving on so quickly. It's not weird to ride, it's just different. I wish everyone could experience it for themselves so I don't have to try to describe it. My lad's all over it. He understands it better than I do – I wish I was clever enough to know how it works."

But it is in drag racing that battery power is arguably making the biggest sporting inroads – it lends itself perfectly. The distance is short, so range anxiety isn't an issue. And torque delivery is 100 per cent as soon as the foot taps the pedal, which saves spooling a turbo or taming a manifold full of nitrous.

EV drag racing has been steadily growing in America over the last decade, with the creation of NEDRA (National Electric Drag Racing Association). One of my biggest influences for this project was a chap in Oregon named John Wayland, who has an electric Datsun 1200 saloon. Nicknamed the White Zombie, the

Datsun evolved into the world's quickest street-legal EV. I obsessed over YouTube videos of it slaying Corvettes and Vipers. In Britain there was only one electric drag car – the Black Current, a tube-chassis Beetle that spent eight years evolving from a 16sec quarter-mile car to an 8sec 160mph slick-shod weapon.

IT TOOK MORE THAN A YEAR TO FIND an Enfield 8000 for sale, so when a faded blue car appeared from a Bristol shed I pounced. With a top speed of 40mph and a range of 55 miles, the Enfield was specifically designed for city work. A February 1976 road test of the Enfield reported, "With only 8hp the Enfield is no candidate for the drag strip." I fully intended to change that: 8hp? Make that more than 800. The Flux Capacitor was born.

At this point my target was to run a 12sec quarter mile, thus beating Tesla's Roadster. The build took shape quickly, with the car receiving a full roll cage while original four-link rear suspension/Reliant back axle were replaced by a bespoke Ford back end. Adjustable AVO coilovers completed the rear, the only part of the original floorpan to receive surgery.

The Enfield's front end was kept pretty stock, using the factory choice of Hillman Imp A-arm suspension and steering rack. These were rebuilt with coilovers, urethane bushes together with custom CNC machined carriers to hold the one-off disc brakes and AP Racing Caterham calipers. During this time the aluminium bodyshell was bare-metal stripped and restored.

For speed the prime ingredients are batteries capable of discharging quickly and safely. The original Enfield 8000 used eight 12v lead-acid lumps that provided 150 amps, 6kW and 300kg. I needed hugely powerful lightweight lithium-ion batteries, especially as Tesla had just announced its first profit in 10 years and launched the game-changing Model S P85D.

The battery cells took a year to source, as they are made to order in Korea and require a military account to purchase. I didn't have one of those, strangely, but British company Hyperdrive Innovation did. It shared my passion to make the Flux Capacitor quick, so ordered and carefully packaged 144 of them into three enclosures that live under the bonnet. Normally used to run the mini-guns and start the engines of a Bell SuperCobra attack helicopter, the 2400-amp, 300-volt battery pack promised 1200lb ft of instant twist.

Within one weekend the car had knocked 3sec off the quarter mile. By experimenting with amps (torque) and volts (top speed) we could laptop fine-tune, while also experimenting with final drive gear ratios.



Small but perfectly formed: Smith's Enfield warms up prior to becoming the world's fastest street-legal EV

TECH SPEC, THEN & NOW

	1974 ENFIELD 8000	2016 FLUX CAPACITOR
MOTOR	8hp / 6kw / 150amps	800hp / 600kw / 2000amps
BRAKES	Non-servo Hillman Imp drums	AP Racing front disc, Ford drum rear
BATTERIES	8 x 12v 55-amp hour lead acid	188 Lithium-ion cells originally used as mini-gun batteries for the Bell SuperCobra helicopter
TOP SPEED	40mph	140mph
PERFORMANCE	0-30mph in 12.5sec	0-60 in sub-3sec
RANGE	35-55 miles	up to 50 miles
WEIGHT	975kg (batteries over 300kg)	920kg (batteries 190kg)

There is something addictive about outgunning a loud lumpy V8 after a mute burnout. And as a V8 owner I can say that. The Flux Capacitor shocked people, and none more than me when it ran a 10.84sec quarter mile last year to become Europe's quickest street legal EV. Bear in the mind that it competes in the Street Eliminator category, which involves a mandatory 26-mile road cruise as part of the qualifying process.

COME 2016 SIGHTS WERE SET ON A world record. Sponsors Andriaki Shipping and Adrian Flux Insurance stepped up to help order an additional Hyperdrive 44-cell li-ion battery pack, bringing power up to 400v, theoretically to overcome our mid-track power sag. The ECU/controller limit is 2000 amps, which is a colossal quantity of lethal invisible power when you remember your house sockets are 13.

With torque three times that of Ferrari's £240,000 F12, the extra rear weight added only grip. The Enfield never stepped out of line. John Ackroyd's aero remained unmolested and still felt ridiculously stable at 130mph.

On July 16, with a decent ambient temperature (batteries don't like the cold) and a headwind (far from ideal), the Enfield ran a pair of 10.1sec quarter miles at 122mph.

I knew they were strong runs, despite the distraction of squeaking suspension joints and wind noise that you never detect in combustion cars. The critical 60ft line was reached in just 1.53sec. Motor brushes took a monumental punishment as I slapped the throttle on the start line (the Flux Capacitor channels all 1500lb ft through 14in road tyres).

We estimate 0-60mph is now in the 2.5sec region and with no gearbox the acceleration is relentless. We pushed the rpm limit to 6,100 on what started life as a pair of forklift motors, and hit it just before the finish gantry.

After an hour of charging and battery balancing, we managed a 9.86sec run at 121mph. I knew it was good because the motors made a more intense pitch of fizz. The Isle of Wight underdog had not only beaten the best Teslas, but my guru's White Zombie. Quicker also than a Lamborghini Aventador, McLaren 650S, 911 Turbo S and on par with the £800,000 hybrid Porsche 918 Spyder. It's still London Congestion Charge exempt, too.

Not bad for a failed city car in which I can still do the school run. I like to think John Ackroyd would be chuffed to see one of his less successful designs morph into a record holder.

Of course, there is a downside. It has made testing many new petrol cars feel disappointing – even turbocharged direct-injection V8s with launch control. That would explain why companies like Jaguar are opting for Formula E. And perhaps why there are two Teslas outside my daughter's school this term.

DK Engineering
Est. 1977

1964 AC Cobra

This example was delivered new to California in 1964 and was specified with Group "A" accessories including a Tuned Air Filter, Chrome Aluminium Rocker Covers, Tinted Sun Visors, Smith Heater & Seat Belts. In addition the car was also supplied with Chrome Wheels, a Large Oil Pan and a Rare Factory Roll Bar. It is a well-known example with "clean" history and has in recent years been totally restored by Canepa with limited use since. UK registered and available to view immediately. **£POA**





Ferrari 275 GTB/6C - Aluminium Body (RHD)

Rare RHD aluminium bodied six carburettor - Blu Scozia and Nero hide
Classiche Certified - UK Supplied & Registered - **£POA**



Ferrari 250 GT SWB (RHD)

Classiche certified & matching numbers throughout
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Ferrari Daytona Spyder (LHD)

Nero with Rosso leather, 4,700 Miles from new - Recently restored
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Ferrari 275 GTB/2 "Alloy" (LHD)

Alloy body - Classiche certified - recent total
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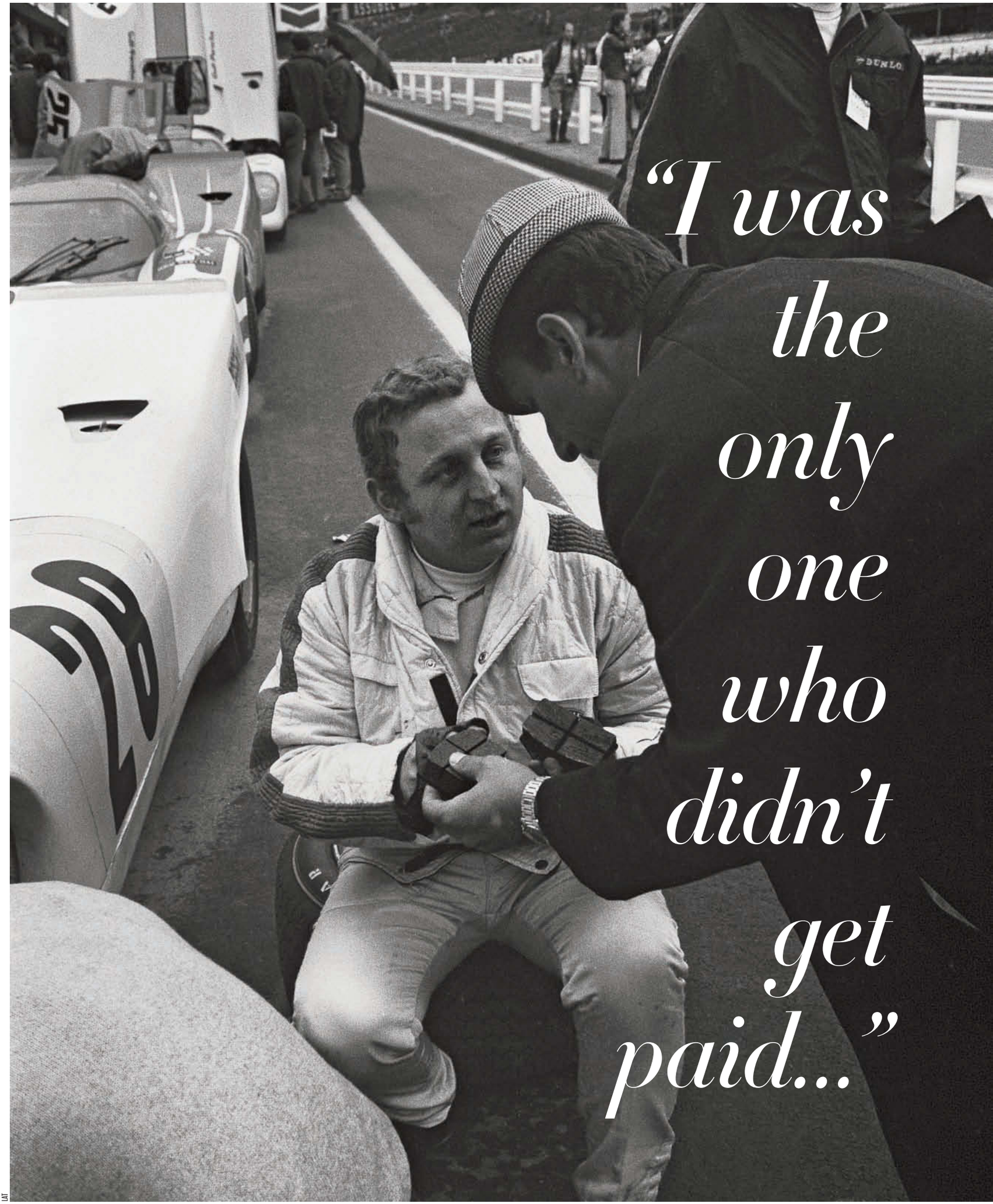
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DUNLOP
"I was the only one who didn't get paid..."

"DO YOU KNOW WHAT HE looks like?" I'm asked. "Yes. No. Well, I *did*." I reply.

Looking up to the popular and part-packed Paddock Hill bank I'm pointed towards a man standing alone in the bank holiday sunshine, arms crossed beneath a jumper slung over his now-wider shoulders. There's no swarm of selfie-hunters; he's indistinguishable but for the Grand Prix Drivers Club cap in his hand – a cap he proudly prods, shuffles around and holds throughout our impromptu hour together.

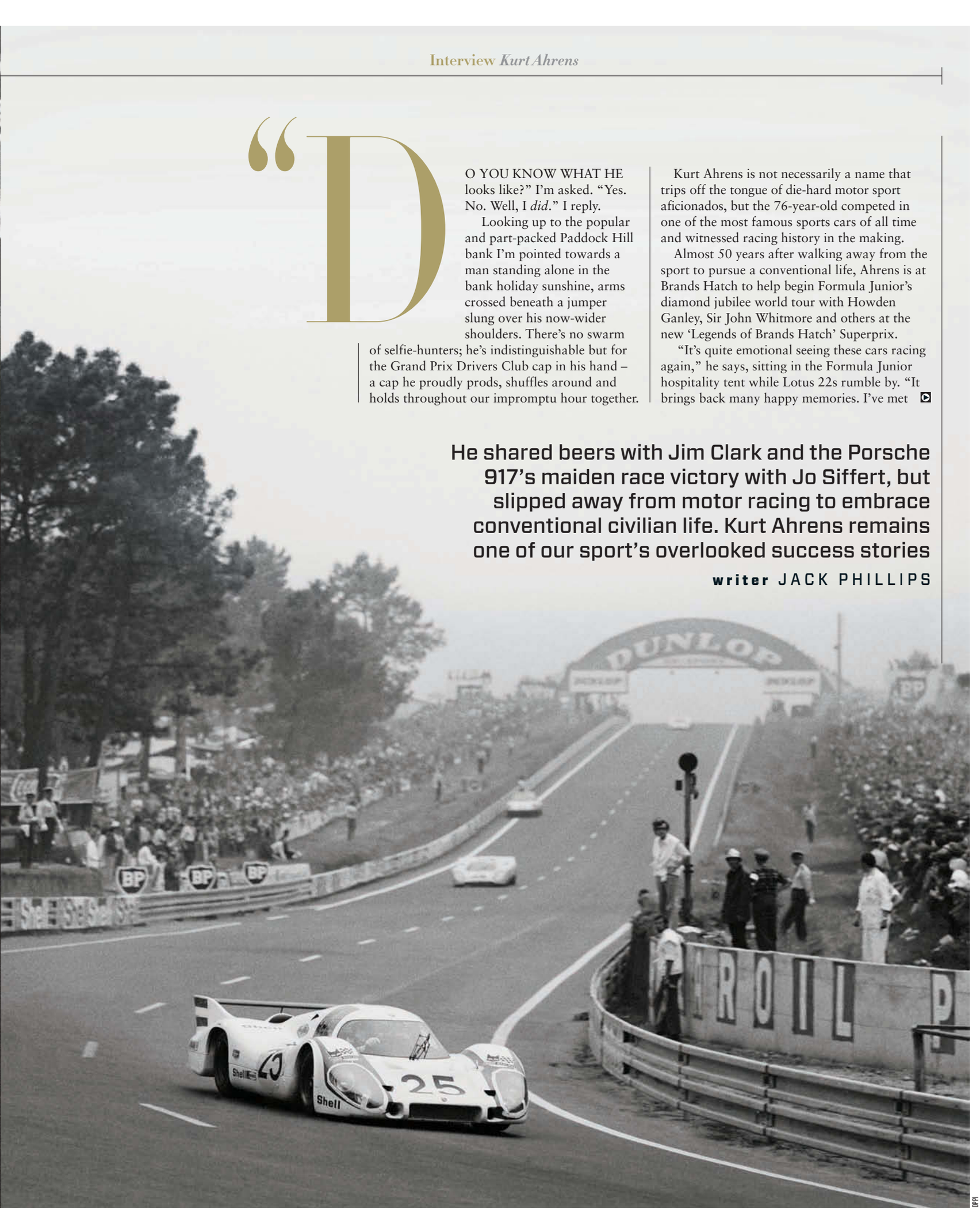
Kurt Ahrens is not necessarily a name that trips off the tongue of die-hard motor sport aficionados, but the 76-year-old competed in one of the most famous sports cars of all time and witnessed racing history in the making.

Almost 50 years after walking away from the sport to pursue a conventional life, Ahrens is at Brands Hatch to help begin Formula Junior's diamond jubilee world tour with Howden Ganley, Sir John Whitmore and others at the new 'Legends of Brands Hatch' Superprix.

"It's quite emotional seeing these cars racing again," he says, sitting in the Formula Junior hospitality tent while Lotus 22s rumble by. "It brings back many happy memories. I've met

He shared beers with Jim Clark and the Porsche 917's maiden race victory with Jo Siffert, but slipped away from motor racing to embrace conventional civilian life. Kurt Ahrens remains one of our sport's overlooked success stories

writer JACK PHILLIPS





July 2016: Ahrens pays tribute to fallen team-mate Jo Siffert at Brands Hatch

drivers again like Trevor Taylor, who I drove with at the beginning of my career."

Emotional doesn't quite do the visit justice. The memory of Jo Siffert still hangs over the circuit, 45 years after his fatal crash at Hawthorn. Ahrens and Siffert raced together and they won together, breaking the Porsche 917's duck in Austria in 1969.

"It's the first time I have been back for more than 40 years," he says, forcing out a smile. "I wanted to put a wreath of flowers and a Swiss flag at the spot – it gave me goose bumps. It brought back sad memories, not only of Jo but Jochen Rindt and Jim Clark too. When I go to the Red Bull Ring I make sure I see the monument of Jochen. At Hockenheim I see Jim's, and now I have been able to remember Jo. I didn't want to miss this opportunity."

His memories of Clark are vivid. Kurt's limited English (our interview is aided by Carlos, friend and interpreter) meant they couldn't quite stretch to being friends, but being in the same paddock and on the same grids meant they got to know one another well.

"The night before he died at Hockenheim we were driving to a television studio in Mainz in my car. I sat in my Brabham and Jim had to push me onto the set; the interviewer asked me: 'Is this your mechanic?' I was very embarrassed and said: 'No, no, he is twice world champion!' It was a good joke, but probably not for Jimmy.

"Driving back I asked if he wanted to have a drink, and Jimmy said: 'Well, you're my driver. It's up to you'."



Hockenheim 1968: Ahrens (6), Derek Bell (10) and Jim Clark await the start of the Scot's final race. Right, Ahrens and Clark the previous evening



If proof was needed he pulls out from his wallet a crumpled but obviously cherished photo of them smiling with a jug of beer, his eyes reddening.

"On the way back to the hotel the car broke down and Jimmy couldn't believe it, because it was a Mercedes! We got to a gas station and were looking for money; the owner didn't believe Jim was a champion. He didn't know who he was. In the end he agreed to make a deal for the oil and we made it back.

"When we finally arrived Jimmy said to me: 'Good luck tomorrow. My car is not so fast.' We still don't know what happened that day."

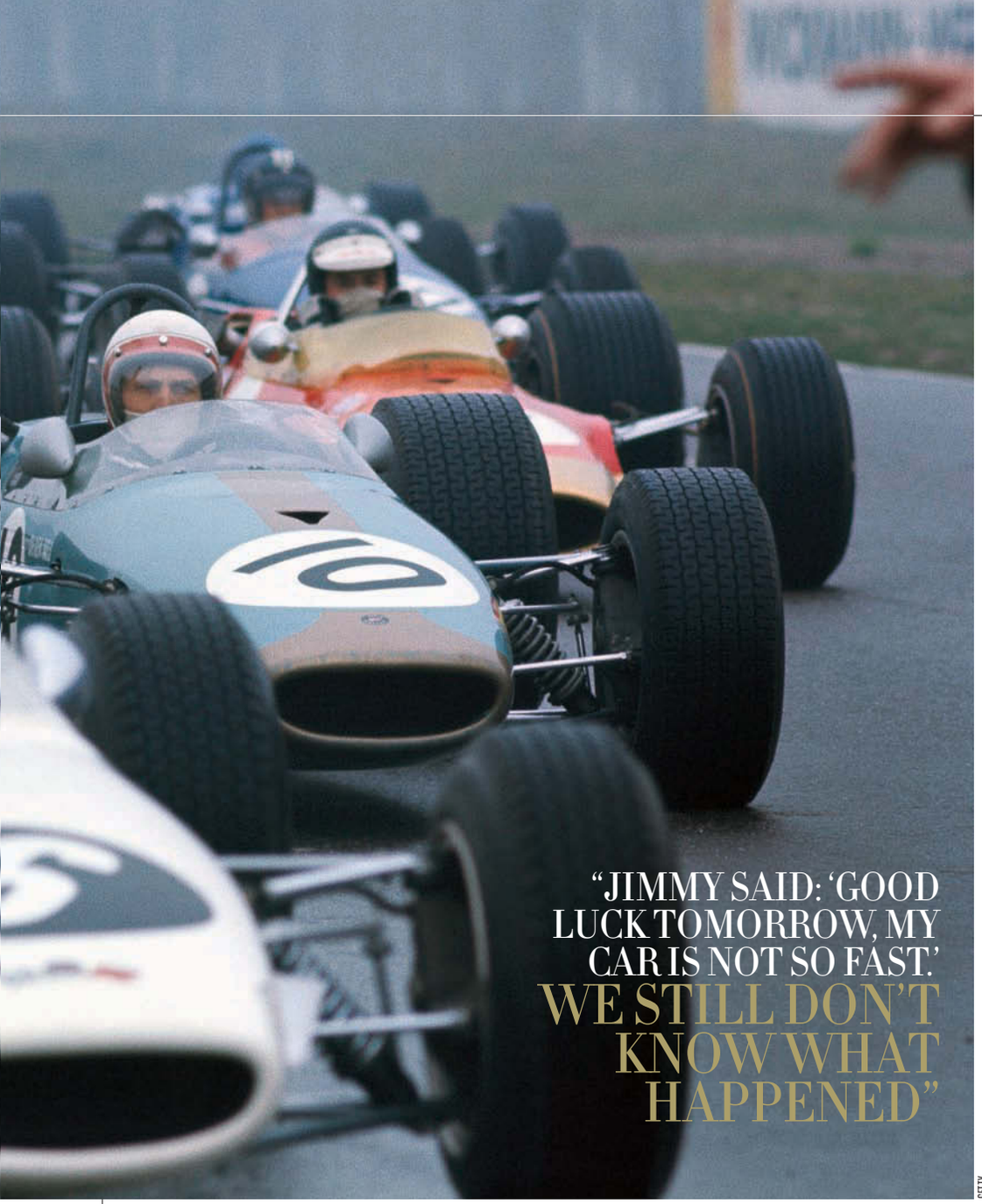
❖

BY THIS POINT, 1968, AHRENS' CAREER had reached a pivotal crossroads. He had been working his way up the single-seater ladder and showing well against F1's finest in F2.

"Once in F2, at Jarama, I was behind Graham Hill and on the inside of the corner there were these cones. He would make a point of hitting them so they flew back and hit me! Every lap the marshals would put them back and then – peew – he would do it again! I finished third behind Rindt and Beltoise. Graham didn't finish."

When his chance in the main class came it washed away in the Green Hell rain. It was a luckless endeavour, with even the Sussex wildlife against him in the build-up.

"Jack Brabham asked me to drive at the Nürburgring later that year in F1 and Caltex, my team, made an arrangement with the organisers. I had to go straight from Zandvoort



GETTY

to Goodwood because I had never driven the car before. There was a line of ducks crossing and I hit them; the oil lines broke and I lost all of my testing time.

"At the 'Ring I couldn't drive on Thursday or Friday because of the weather. Saturday evening we were allowed to drive in the streaming rain for only half an hour. I was so looking forward to driving the car in the dry, and there we were in torrential rain. Imagine if I crashed in the race – the whole of Germany would have laughed. I took no risks, then the spoiler broke and started lifting the car. I didn't realise because it had been jumping anyway! I pitted and dropped from seventh to 12th. Jackie Stewart won by four minutes. I knew then this was not my world. It was hectic; everyone was British so I couldn't really communicate."

Single-seaters had very much been his world until then. He had dominated the German Formula Junior championship between 1961 and 1963, beating his father (Kurt Ahrens Sr, also a racing driver) to two titles. A third was lost in court.

It's a murky story; the most popular version is that he and the rest of the Lotus drivers were racing an ineligible engine – a 1500cc Cosworth. Ahrens remembers it differently.

"We had *ordered* a1500cc Cosworth engine but it was never delivered. Gerhard Mitter then accused me after I won a race near Hanover, so we had to open the engine. It was correct, but I had no mechanics so my father had to drive all the way to Cosworth to have it rebuilt.

"Then at the Nürburgring Mitter said: 'I know you have a bigger engine' so I told him 'Let's make a gentleman's agreement: you win, I will come second, then we will both be German champions.' I didn't want to have to open the engine and go back to England.

"News of our plan got to [national governing body] the ONS, I drew back to let Gerhard win and I was banned for six months, Mitter for four after an appeal. But it was from October to March anyway…"

He and Mitter later clashed again, this time in F2. "At Hockenheim I was second or third and got a bump from behind, and the front wheel of Mitter's car broke off. Richard von Frankenberg, a famous journalist, interviewed both of us after the race but we had agreed not to blame each other and just say that I braked too early, he braked too late. So in front of 20,000 spectators I said: 'I'm sorry, I braked too early and didn't know Gerhard was behind me. It was my fault. Shit happens'."

"Then Mitter came up and said 'Kurt Ahrens braked too early.' My wife was so angry she was shouting at him because he didn't stick to the story. He was to blame but I wanted to share it. We were never friends."

Their paths continued to cross and both became works Porsche drivers. While Ahrens says Mitter's only friend at Porsche was fellow racer Udo Shütz, he himself became a popular development driver.

❖

"WE HAD A GREAT FRIENDSHIP throughout the rest of the team at Porsche and a rivalry to see who really was quickest. Jo was the safest and most reliable but Pedro was probably fastest.

"They were fantastic, ideal team-mates. Jo and I won the first race for the 917 at Zeltweg, but it was supposed to be Jo and Brian Redman. I had tested it so much; I knew it better than Brian did, so Seppi and I made a good team. Mr Piëch told us to do our best because Porsche's fame was in the balance."

It was a rare terse Redman in Austria that weekend. He recalls: "I had one of my few fits of temperament. I had never driven the 917 and never raced there. Because of all the handling problems Jo spent pretty much all the practice time in the car. I had three laps in this difficult, dangerous car on a fast, difficult circuit.

"After practice I went to team manager Rico Steinemann and said: 'Thank you very much Rico – I'm going home.' But after much discussion it was agreed that I would drive with Richard Attwood in David Piper's 917 and Kurt would drive with Siffert. They won, and we were third."

It was as a Porsche test driver that Ahrens later had the biggest crash of his career, writing off 917 chassis 006, a long-tail, at the VW test track in April 1970. It is the only blot on his near-perfect copybook.

"It came all of a sudden. The adrenaline was so high I didn't really realise what had happened. On the long straight I thought the haze on the track was from the sun but it was rain. The rest of the circuit was sunny, but I hit the water at high speed and aquaplaned into the barrier. Two weeks later Willi Kauhsen had the same accident, at the same spot, and demolished another car. So even before



"THIS WAS NOT MY WORLD. IT WAS HECTIC. I COULD HARDLY COMMUNICATE"

A year after his only F1 start, Ahrens took his F2 Brabham to seventh in the German GP. Below, winning weekend with Siffert and the 917 in Austria, 1969

REX/FEATURES

Le Mans started we had millions of pounds worth of damage to two prototypes."

Due mainly to the 917's inherent fragility, Le Mans was never kind to Ahrens. He didn't finish in 1969 or 1970, but led both times. He and Rolf Stommelen qualified on pole in that first year, but the car barely made the second hour due to an oil leak.

"Rolf nearly lost control at the start in 1969. He said: 'We won't finish, but if we start in front we will be on television for a few hours!' He was the team's joker. He was always talking, and nobody really wanted to drive with him because he was so fast."

The car lasted longer with Vic Elford in 1970, but he was denied what would have been a career-defining victory in the long-tail 917. "Nobody wanted to drive the long-tail because it hadn't been tested. Porsche's computers predicted we could hit 405kph, but at 385kph the nose started to lift so much we could steer with our little fingers.

"We led for 16 hours but coming past the pits a valve went. Vic was sleeping in his caravan and nobody wanted to wake him to tell him. It fell to me, but he knew as soon as I walked in that we were out."

Despite the repeated misfortune the 917 is still the car that holds Ahrens' best memories. It was fast but fearsome, so not even Jacky Ickx could live with it.

"We were testing at the Südschleife, the old south circuit of the Nürburgring, and Jacky at that time was driving for Ferrari. He was there to test for Porsche and drove two or three laps in the 917. He got out dripping with sweat. Me? I had barely a spot. Many drivers refused to drive it; Mitter once over-revved it because he didn't want to. I was 27 so didn't think about that. I was proud to be a Porsche driver.

"At Le Mans we had to drive in the middle of the track because it would float all over the place. Braking at Arnage the back lifted and steered the car. It was a magical car, though. They always said it was difficult, but I had never driven a car like it so it felt normal."

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THEN IN 1971 AHRENS, WHO HAD BEEN working at his father's firm throughout his career, slipped away from top-level motor sport. He raced just once more, for Ford Cologne in Brno, simply to see his family-in-law behind the Iron Curtain.

"My father was running a metal recycling firm, and he told me to decide whether to be a racing driver or take over the company. I chose the company and never had the urge to return.

"I had never felt like a professional. I was the only one who didn't get paid driving for Porsche. I didn't have a contract; when I asked about money once I was told: 'Ah Mr Ahrens, it is an honour to drive for Porsche.' And it felt like an honour, a once-in-a-lifetime opportunity. It turned out I was getting money but it was going into somebody else's pocket."



GETTY

This was, as Redman points out, a time when sports car drivers were paid infrequently. "The first time Ferrari paid their sports car drivers was in 1972 – $25,000 for the season. But I thought Kurt was a pro anyway – after all he was one of the 10 factory Porsche drivers."

Working for his father meant Ahrens was by definition still an amateur, and says he was lucky to have an alternative and avoid the fate of many professional drivers from that era.

"They didn't have a company to fall back on. Most of the drivers were either killed or fired. You're then 35 years old without a job."

And despite not being paid at the time, he says he will always have his memories. "The old days were fantastic; we had camaraderie," he says. "Young people tell me they don't know that time and that now is better. But in my time we were all friends; I knew Jim Clark, and all those great drivers."

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Norbert Michelisz

Simon Arron meets a driver who converted a passion for gaming into a works Honda drive in the World Touring Car Championship

"GIVE ME YOUR WALLETS…" AS first encounters with drivers go, this ranks among the more unusual. I was walking between paddock and town in Vila Real, Portugal, when the threat emerged. Turning to assess whether self-defence or surrender would be the wiser option, I was greeted by a grin and a Castrol Honda shirt. "Ah," said World Touring Car Championship media delegate Richard Rodgers, just ahead. "Simon, meet Norbert Michelisz…"

An interesting case, Michelisz, and not just for his sense of mischief. Sony and Nissan have garnered coverage for proving that computer gamers can become handy racers, but Michelisz is a little-known prototype. He honed his craft in a village in south-western Hungary, without the aid of a global PR campaign.

"I've always liked cars," he says, "and in about 2002 started to take an interest in racing simulators – the first I tried was Grand Prix Legends. Once I'd achieved what I thought were decent lap times, I checked to see what others were doing and found it was possible to go three or four seconds faster. I felt like throwing the game in the bin, but actually this encouraged me to practice. Eventually I enrolled in some on-line championships and did well."

While racing virtually, he came up against Gábor Wéber – the dominant force at the time in Hungary's domestic championship for real Renault Clios. Wéber mentioned Michelisz's apparent prowess to his team owner Zoltán Zengö, who in 2005 invited the 21-year-old to a test at the Hungaroring. "I was given two four-lap runs in a Clio," Michelisz says. "All the leading drivers were there, but nobody mentioned my times. In the afternoon Mr Zengö talked to me more and more, but it was only later that I discovered I'd been second-quickest, two tenths off Gábor."

Zengö soon offered him a chance to join his team for 2006, to contest a new one-make series for Suzuki Swifts: he took the title – and his career was launched.

Michelisz moved up to Clios in 2007, with the same outcome, and then progressed to Seat Leons, initially in Hungary before tackling the newly introduced Eurocup. "That taught me a lot," he says, "although initially I felt slightly in awe of the international drivers. In mid-season I took four straight poles, but I wasn't yet consistent enough in the races. I won at Monza, though, and Seat offered me the chance to do a WTCC race in Okayama. I'd been racing for just two years."



ALEXANDRE GUILLAUMOT/DPPI

CAREER IN BRIEF

Born: 8/8/84, Himesháza, Hungary **2006** Suzuki Swift champion, Hungary **2007** Renault Clio champion, Hungary **2008-09** Seat Leon Eurocup, champion in '09 **2010** World Touring Car Championship, Zengö Seat Leon; scores first win in Macau **2011-12** WTCC, Zengö BMW 320; 1 win, 3 podiums **2013-15** WTCC, Zengö Honda Civic; 2 wins, 15 podiums **2016** WTCC, factory Honda Civic

Michelisz scored five wins en route to winning the Eurocup title in 2009, then graduated full-time to the WTCC in 2010 with Zengö's private team. The next six seasons would be fruitful, with a sprinkling of victories, many podium finishes and two successful conquests of the WTCC Trophy for independents, in 2012 and 2015. Honda subsequently signed him as a factory driver.

"Things are obviously easier with a works team," he says, "because we have more mechanics and can do more testing – I love the development side of the job. In the WTCC there are many drivers at a similar level, so it is important to find perfect harmony with your car. Do I have any ambitions to race at Le Mans or elsewhere? Not at the moment. I enjoy the WTCC and would like to achieve my personal limits within this series. I want to win the world title, so there's still work to do."

Whatever happens next, he has come an awfully long way in little more than a decade. M

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Hold tight,





Faster than a Daytona, louder than a rocket, these explosive ERAs are two of the most important cars in British racing history - and they're still going strong

writer SIMON TAYLOR
photographer MATTHEW HOWELL

I'm taking a supercharged bomb up the Shelsey Esses

DOWN THE years I've been lucky enough to find myself behind the wheel of some immortal racing cars, like the Vanwall, the Lancia D50 and the Maserati 250F. I've driven Edwardian road-race leviathans and DFV-powered Formula 1 cars, and on one ear-shattering occasion a V16 BRM. But up there with all of those, maybe even topping them, was a day I spent recently with two examples of one of the most important British racing cars of all time, the ERA.

Those I drove spanned ERA's history from the early A-type to the final D-type. R4A is the ex-Pat Fairfield, ex-Bob Gerard car that won the 1937 South African Grand Prix, and now holds the pre-war class record at Shelsley Walsh. R4D, the only D-type built, was the Raymond Mays car that set best time of the day at Shelsley an unrivalled 16 times between 1935 and 1956 in the hands of Mays and then Ken Wharton. So, of course, the only place to try these cars has to be the hallowed 1000 yards of Shelsley Walsh, unchanged since Mays' day and indeed, apart from surface improvements, for the last 111 years.

My first jumbled impressions after tackling the hill in these two awe-inspiring bolides are that they are fast: not just by 1930s standards but by the standards of today. R4D is developing about 350bhp in a tall, perpendicular car that weighs little more than 700kg, and its acceleration off the line, in a blast of noise and tyre smoke, is like a sudden fist in the solar plexus. Never has Shelsley Walsh seemed so narrow, or so bumpy – the suspension is rock-hard – and never have I felt so busy in a car, jouncing around in that high, exposed cockpit innocent of seat belts, juggling the pre-selector lever and the actuating pedal, hauling on the big, string-bound wheel close to my chest, feeling the oversteer as the next corner comes rushing up long before it should.

My mind, trying to keep up with the car, is working too hard to worry about that huge supercharger spinning at 20,000rpm between my knees, but I can hear its rising high-pitched whine mixing with the deafening exhaust barking beside my left ear. Further up the hill, accelerating out of the steep second Ess and jabbing the left pedal to take third as I charge for the finish line, the torque and noise and relentless power just keep on coming. R4D's last owner, Mac Hulbert, has shown that its 0-120mph time is 12.33sec – 2sec faster than a racing Ferrari Daytona and more than 4sec quicker than a 7-litre Cobra.



Simon Taylor gets off to a smoky start in R4A, 80 years after it won the South African Grand Prix

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IN 1933, GRAND PRIX RACING, THEN dominated by the Italians, would soon be swamped by the might of the Hitler-financed Mercedes-Benzes and Auto Unions. But Raymond Mays believed that for the next rung down, the *Voiturette* formula, England could produce a winner. Already famous for his exploits in Bugatti, Mercedes, Vauxhall and Invicta, Mays had a lot of success during 1932 with the White Riley, the product of his special friendship with a brilliant young engineer called Peter Berthon. Aided by supercharger expert Murray Jamieson, a road-going 12/6 Riley chassis was much modified to become The White Riley, a highly effective hillclimb and circuit car.

This, using a supercharged six-cylinder engine whose twin side camshafts and short pushrods betrayed its Riley roots, became the basis of Berthon's design for the ERA. In November 1933 English Racing Automobiles Ltd was founded, with premises in the grounds of May's home in Bourne, Lincolnshire. The money came from a shy, patriotic young enthusiast called Humphrey Cook, who at the age of 12 had inherited a very large textiles fortune.

Over the next six years ERA went on to become the leading British racing marque, flying the flag across Europe and also in South Africa and Australia in the hands of drivers like Prince Bira, Dick Seaman, Arthur Dobson, Earl Howe, Johnny Wakefield – and of course Mays himself.

But by 1938 relations had become strained between Mays and Cook, who was dismayed by the voraciousness with which his fortune was being eaten up. So Mays resigned from the ERA board but bought his current works car, R4D, from the company and, taking Berthon with him, continued to race it as a privateer.

The development of the E-type, a dramatically different successor, was halted by World War II, but after the war ERAs continued to be successful in private hands until well into the 1950s.

In all 20 ERAs were built, including two E-types. Each is individually known by its chassis number, and all but one still exist. R4A, the first customer car, was ordered by Pat Fairfield, known as 'Skidder' because of his wild racing style. Before his death at Le Mans in 1937 he scored victories in South Africa and France, as well as at Brooklands and Donington. After World War II Bob Gerard campaigned R4A with distinction for five seasons. In the hands of a succession of





Approaching Bottom Ess in Raymond Mays' serial record-breaker R4D

owners, notably John Venables-Llewelyn, it has been racing all its life. It now belongs to Nick Topliss, whose achievements have won him the ERA Club's Rivers Fletcher Trophy for the last two years.

R4D was effectively the works development car. It was built in 1935 as R4B before being updated to C-type specification. This featured a heftier supercharger, mounted on the back of the engine for better weight distribution, and independent front suspension borrowed (with permission) from Dr Porsche's design for the Auto-Unions. By 1938 the car had a completely different chassis frame, of stiffer box section with lightening holes along the side rails, as well as hydraulic shockers and bigger, better brakes. All this justified a number change to R4D.

Mays continued to win with it until the end of the 1950 season, by which time he was 51 years old and very occupied with the development of Britain's new Grand Prix hope, the BRM. Subsequent owners included the brilliant Scot Ron Flockhart and Ken Wharton, who used it to win the British Hillclimb Championship. It has continued to be raced every season in the hands of a string of top historic racers, notably Anthony Mayman, who in 10 years scored more than 50 victories until his suicide in 1993. In 2001 it was bought by Mac Hulbert, who raced it with flair, determination and great success for 15 seasons. He has now sold it to Brian Fidler, and the car is prepared and raced by R4A's owner, Nick Topliss.

❖

SEEING R4A AND R4D SITTING QUIETLY side by side in the early morning Shelsley sunshine I appreciate at once how beautifully turned out they are, just as working racing cars should be – not polished and chromed like museum pieces, but with everything spotless and ready to go. These cars are complex, and starting them requires a disciplined, step-by-step process. Nick is meticulous about this, and believes it's essential to ensure mechanical reliability when the car is driven in anger.

When garaged, the engine is kept drained of water to avoid any danger of capillary action into the cylinder bores, and Nick brings along a big tea urn so that it can be filled with water that is already hot. The oil is heated up too, using an element inside the tank. Says Nick: "If we started it with cold oil, the pressure would go up to 250psi and the engine would be a bomb." Next, the rear wheels are jacked up, the six spark plugs are removed, an electric starter is inserted in the front connecting with the crankshaft, and the engine spun round to raise the oil pressure from zero. Now softer plugs are screwed in, while into the fuel tank is poured 10 litres of neat methanol. Nick says that will do for a couple of runs up the hill: allowing for a bit of safety margin, I make that less than two miles per gallon. Turn the fuel tap in the cockpit, pause five seconds for the float chambers in the two huge horizontal carburettors to fill up, then flick the magneto switch. Keep pumping up the fuel pressure with persistent strokes from the plunger on the dash, and with a burst of the electric starter the engine comes to life.

It is run at a steady 1500rpm until the water temperature gauge has climbed to 75 degC. The car is in neutral, but the jacked rear wheels are spinning because of drag from the transmission. The engine is stopped again for the soft plugs to be replaced with hard racing plugs and restarted, running at gradually higher rpm, and the fuel pressure is pumped up again – because it's not until the engine is running hard that the fuel pump provides enough mixture to keep the carbs full and the supercharger supplied with mixture. Now off the jacks, and finally we're ready to go.

Raymond Mays, who was very superstitious, would only ever race wearing blue. He got his racing overalls made in blue silk by his Jermyn Street shirt maker, and under the overalls he always wore shirt and tie. And he would only ever get into the car from the left-hand side. I thought it would be appropriate to follow him in that, until I found it would put me dangerously close to the exhaust pipe of the already warmed-up car. The approved way in is right foot on right-hand rear spring shackle, swing left leg onto seat, then right leg, and slide down to pedals – in R4D wrapping my calves around that huge supercharger, which reaches up to my knees.

"SUPERSTITIOUS MAYS WOULD ONLY EVER RACE WEARING BLUE. UNDER THE OVERALLS HE WORE SHIRT AND TIE"

The upright, bolstered seat is surprisingly comfortable, but the big sprung-spoke steering wheel feels very close. ERAs have their steering box mounted on the right of the chassis, and the wheel is accordingly angled to the right. But Mays' left arm was slightly shorter than his right, the legacy of a childhood accident, so R4D's steering box is on the left of the chassis, and the wheel accordingly angled left.

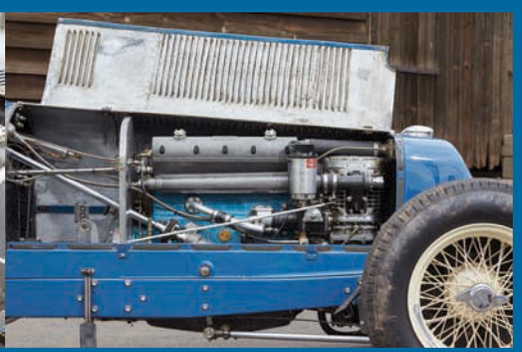
Nick's briefing to me is detailed. All ERAs have a preselector gearbox, which means that the drive is taken up by bands faced with material rather like brake linings. There is a small lever on the right of the cockpit to pre-select the gear you're going to want next, and an actuating pedal that looks like a clutch pedal but isn't. When you want to change gear you jab your foot down and back on that pedal as fast as you can, and instantly you are in the next gear. But it is important that you do not ride that pedal as you might a clutch when manoeuvring or moving off, because that will wear the bands very quickly. And selecting the wrong gear means disaster. The gear clusters turn at five times engine speed, so 6000rpm at the engine is a suicidal 30,000rpm in the gearbox.



Starting an ERA is not the work of a moment. Topliss (checked shorts) supervises the process, owner Fidler stands behind







R4A is slightly less extreme than its sibling, but has more generous steering lock. Topliss is the car's 16th owner since 1935

❖

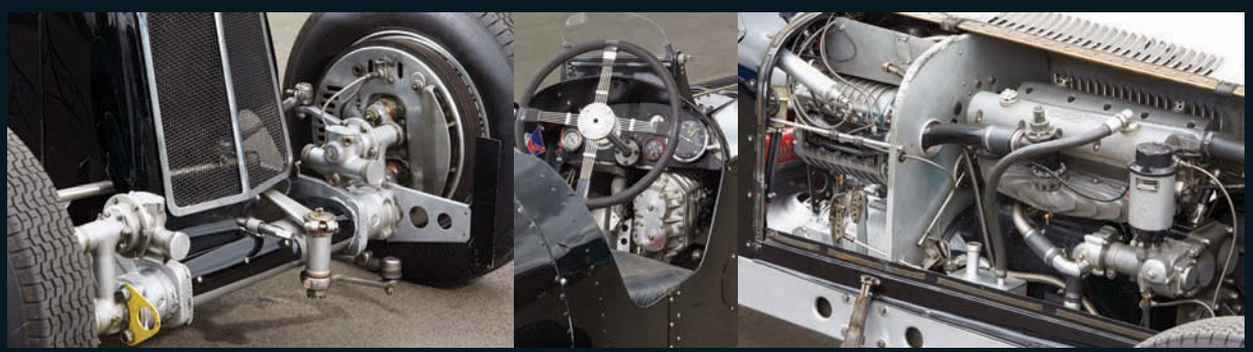
SO OFF THE START THE TRANSMISSION is either in or out, and effectively the wheelspin becomes your clutch. I sit on the line, having pre-selected first, and hold the car with a little handbrake on the right. I build up the revs to a deafening 4000rpm, then as I let go of the handbrake I jab the left pedal in and out and the car launches itself, leaving two black lines and with rubber smoke pouring off the spinning wheels. The acceleration feels massive, and I have to try to control the leaping, bucking car with just my left hand on the wheel because my right is already busy selecting second: the tacho needle is rushing round the dial and if I want to avoid over-revving I'll need to jab the pedal again almost at once.

Already I'm worrying about Kennel Bend, but as soon as I'm successfully round it I'm selecting third with the lever, then stamping on the pedal to get the gear, and the acceleration rushes on apparently as strong in third as in second and first. A few beats later I must pull the lever back to second again, to slow for the Esses. But first there's Crossing, which Nick takes at full bore – "or almost" he says with a rueful grin – and he'll arrive at the Esses at about 90mph. He's told me I must get my braking done in a straight line: R4D's big drums are very powerful, but they do tend to slow the car unevenly, and it's darting around as I try to aim for the apex of the Bottom Ess.

ERA experts will tell you that the original A- and B-type ERAs, with non-independent front suspension, are actually easier to drive than the IFS cars, and in circuit racing on long fast corners they can be held in a nice predictable drift because they have their front and rear roll centres at hub level. But R4D's front roll centre is at ground level, a foot lower than the rear, which promotes roll oversteer. I'm too busy trying to weave the car left and then right through The Esses to think about any of that, and once the car is out of the Top Ess and the finish banner is ahead it's hard on the power, selecting third, stabbing the pedal again, and crossing the finish line – if you're Mac Hulbert or Nick Topliss – at over 100mph.

Over the line I'm aware of mixed feelings of exhilaration and relief. I know what Mays meant when he wrote: "It is one of the finest moments in life when you pass the finish at Shelsley after those few seconds of real thrills." Then round the loop at the top and engine off so that in sudden silence I can coast down the hill and back to the paddock. But there's another instruction to remember – I have to turn off the fuel tap under the seat first, and then wait five seconds or so before switching off the magneto, otherwise the two





Supercharged ex-works chassis R4D still has original steering wheel caressed by Raymond Mays. Porsche-type IFS dominates at the front

huge SU carburettors will go on pumping fuel into the supercharger.

❖

SENSIBLY, NICK PUTS ME IN R4A FIRST. It is very powerful, but not as thunderously so as R4D: but still, the throttle has to be treated with respect. No way is this a 'plant your right foot and get on with it' car. But after a few runs, and as I get used to the pre-selector gearbox, it starts to feel more comfortable and I no longer feel it's going to bite me – although James Baxter's astonishing 33.03sec record in R4A must have taken him into territory where I would never dare to venture.

R4D is something else. It is superficially like R4A, but everything is more so: that big Roots supercharger, forcing mixture into the combustion chambers at 28psi, the complex swinging arms and Luvax double shock absorbers of the exposed front suspension, and the exhaust note if possible even harsher and more Wagnerian. The seat looks weathered but may not be original, though the steering wheel certainly is. It is humbling to think that my hands are gripping the string-bound rim held by Mays as he broke many Shelsley records.

R4D doesn't repay diffidence. It can't be driven slowly: it requires determination. It prefers to corner in tidy on-power sweeps, and I almost manage this through Bottom Ess, but Top Ess is tighter and I am far from tidy. Compared to R4A, one of R4D's differences is that its lock is poor, with only 20 degrees of turn before the cooling scoops on the front brakes foul the suspension arms. So there's not much opposite lock available. Nick says he has never spun R4A, but he has spun R4D.....

After several runs in each car I feel wrung out from the concentration, deafened by the noise, and totally exhilarated. It is time to let the cars cool and look over their details and character again, offer humble thanks to Nick Topliss and Brian Fidler, and drive soberly home. That night in my dreams I feel R4D bucking and bouncing beneath me. I hear its deafening exhaust and its whining supercharger. Raymond Mays is castigating me for not exploiting his beloved R4D with more skill and attack. And the earth bank at the Top Ess is rushing at me.

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July 1937 | *ERA 1-2-3 at Donington Park*
Feb 1980 | *WB pays tribute to Raymond Mays*
Feb 1999 | *ERA R4D sells for £400,000*

SECOND GENERATION DRIVERS



This year, for the first time, there are four sons of ex-GP drivers on the Formula 1 grid

writer PETER HIGHAM

WHEN JACQUES Villeneuve made his Formula 1 debut in the 1996 Australian Grand Prix he became the eighth son of a former F1 driver also to race in the championship. That was the year in which team-mate Damon Hill became the only man so far to emulate his father's feat of winning the world title – something Nico Rosberg hopes to achieve this year. Just a year later, Villeneuve became the only second-generation driver thus far to have won the title when his father was unable to do so. (See this month's Lunch with... on page 80, for Jacques' memories of the race.)

Those three families are the only ones where father and son are race winners and Max Verstappen's Spanish GP victory is unique in that it is the only time the "son of" has won a race when his father did not. With Rosberg, Verstappen, Kevin Magnussen and Jolyon Palmer all active in 2016, this is the first F1 season when four such drivers have raced together.

Tim Parnell – whose father Reg drove an Alfa Romeo into third position in the 1950 British GP – became the first second son also to race in Formula 1 when he started a couple of GPs in 1961. Teddy Pilette raced just once in 1974 (also failing to qualify three times in 1977) but in doing so he followed both his grandfather Theodore (1913-14) and father André (1951-64) onto the GP grid. Two of Jack Brabham's sons – David and Gary – entered the championship, but the latter never qualified for a race.



WORLD CHAMPIONS

1996
DAMON HILL
1997
JACQUES VILLENEUVE

BEST FINISH ON DEBUT

2ND JACQUES VILLENEUVE
1996 AUSTRALIAN GP

2ND KEVIN MAGNUSSEN
2014 AUSTRALIAN GP

2016 DRIVERS **4**
NICO ROSBERG, KEVIN MAGNUSSEN, MAX VERSTAPPEN AND JOLYON PALMER

F1 'SONS OF'

	FATHER	STARTS	WINS	POLES	BEST RESULT
MICHAEL ANDRETTI	MARIO	13	-	-	3rd
DAVID BRABHAM	JACK	24	-	-	10th
GARY BRABHAM	JACK	0	-	-	-
CHRISTIAN FITTIPALDI	WILSON	40	-	-	4th
DAMON HILL	GRAHAM	115	22	20	1st
KEVIN MAGNUSSEN	JAN	33	-	-	2nd
KAZUKI NAKAJIMA	SATORU	36	-	-	6th
JOLYON PALMER	JONATHAN	13	-	-	11th
TIM PARNELL	REG	2	-	-	10th
TEDDY PILETTE	ANDRÉ	1	-	-	17th
NELSON PIQUET JR	NELSON	28	-	-	2nd
NICO ROSBERG	KEKE	199	21	28	1st
HANS-JOACHIM STUCK	HANS	74	-	-	3rd
MAX VERSTAPPEN	JOS	33	1	-	1st
JACQUES VILLENEUVE	GILLES	163	11	13	1st
MARKUS WINKELHOCK	MANFRED	1	-	-	Rtd

NB: Statistics up to and including Italian GP

'Data Trace' was born from *Motor Sport*'s online Database, which includes results from around the world, from the mainstream to the obscure. There are full results for the sport's main championships, while the history of others is detailed with race winners and champions, a feature that is expanding all the time. Add to those 7000 driver profiles (and counting), 750 circuit histories and a compare/contrast function for all F1 drivers...

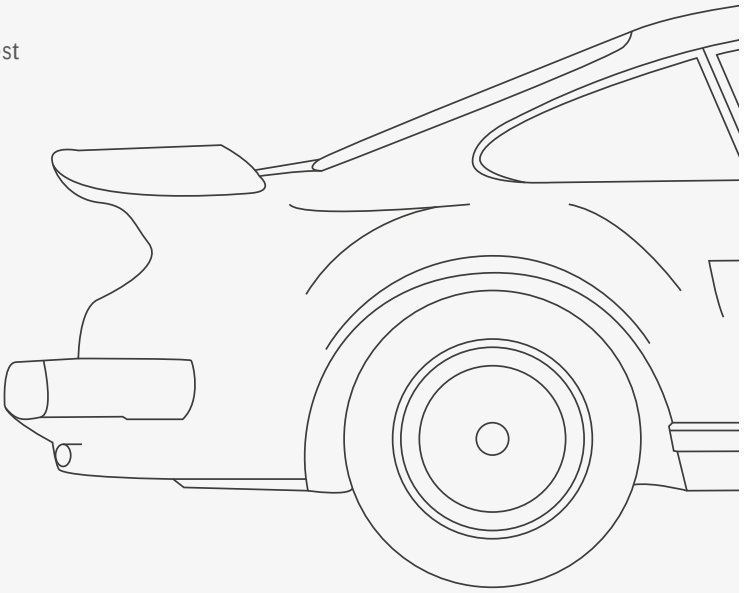
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EVENTS
OF THE MONTH

BRITISH F3/GT ❖ SALON PRIVÉ

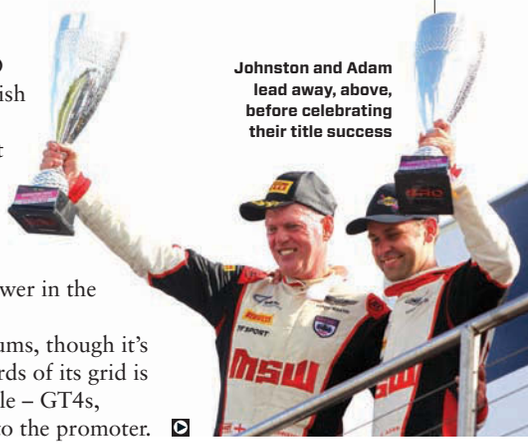


JAKOB EBREY/LAT

British F3/GT Donington Park

THIS WAS THE DREAM SCENARIO for SRO and MSV, organisers of British GT and BRDC British F3: an alliterative final round title decider at Donington Park. Back on tour together after a year's hiatus, the relationship was rekindled when Jonathan Palmer's F4 morphed into 'Formula 3' courtesy of a spike in power in the back of the spec Tatuus chassis.

British GT has recovered from its not-so-distant doldrums, though it's slipped from the GT3 heyday of the early 2010s. Two-thirds of its grid is now filled by the less dramatic – but much more affordable – GT4s, something that will be levelled up next season according to the promoter.



Johnston and Adam lead away, above, before celebrating their title success



Haggerty/Mitchell took a GT4 win for McLaren, but Johnson/ Robinson (below) took the title



The two-hour GT encounter was set up perfectly in the qualifying drizzle. TF Sport's Jonny Adam and Derek Johnston combined for pole, 0.5sec and one car ahead of championship leaders Phil Keen and Jon Minshaw on the grid but 11.5 points behind in the standings.

But the decider turned into a damp squib after 40 minutes when Minshaw pirouetted into the wall and out of the race midway through the Craner Curves in traffic. Donington decider disappointingly diluted, provided Adam and Johnston could last the remaining 80 minutes.

Adam took over from Johnston, Rob Bell in the McLaren took over the lead courtesy of British GT's pitstop success penalty system, and Adam cruised home untroubled 10sec or so behind in second place to secure his second title in as many years.

"I took it pretty easy to manage the gap, because Donington is tough on brakes," Adam said. "It was a lot like last year, when Marco Attard crashed out and we just needed to finish ninth to win it. Derek kept his head down and did exactly what he needed to do."

That the 11-car GT3 field was soon into single figures only aided TF's cause. At the exit of Hollywood for the first time Mark Farmer was tapped into the barrier by Liam Griffin's wobbling Lamborghini Huracán, and when two Aston Martins, a Ginetta and a BMW converged at Goddards, Phil Dryburgh and his Aston's oil reservoir came off worst and retired. A good haul of points was thus guaranteed for the finishers.

Adam became the first driver in British GT history to win back-to-back titles, and he did so with a new team having won with Beechdean in 2015. "They're both Aston Martins, but every team has a different way of working so to do it feels great," added the Scot.

Sandy Mitchell and Ciaran Haggerty ensured an Ecurie Ecosse McLaren double with a dominant performance in the GT4 class in the new-for-2016 570S. Third place for Graham Johnson and Mike Robinson in their Ginetta G55 was enough for the class title.

Title hopeful Jack Bartholomew of Beechdean AMR kept the championship leaders in sight for the best part of an hour, but couldn't force a move. GT3 racer and outgoing GT4 champion Ross Gunn was parachuted in alongside him for the final two rounds, but they were unable to overturn the 2.5-point deficit. Brake problems caused them to sink to sixth in class at the flag.

❖

IN BRITISH F3, A FRANTIC SATURDAY for Carlin's pre-weekend championship leader Ricky Collard handed Matheus Leist of Double R Racing the advantage. Collard's day ended in the gravel, his Sunday then hamstrung by a five-place grid penalty for contact. Leist meanwhile claimed victory and a 20-point

Collard tangles with team-mate Bortoleto as his hopes fade. Bottom right, Sowery leads en route to two Sunday victories









Brazilian Mateus Leist overcame a points deficit to become the first new-era British F3 champion

championship lead with two races to go.

Collard made slow progress in the reverse-grid race two, gaining the attention of the stewards again on the way to 10th when he clashed with Enzo Bortoleto for the second time in two days – the Brazilian being tipped into a slow roll at Melbourne.

Leist moved steadily into the top five to all but seal the title, adding an additional five points to his championship lead. Ninth place in race three would be enough for him to become Double R's first British F3 champion since Mike Conway exactly 10 years ago – and the first F3 champion since Martin Cao beat a handful of rivals in 2014.

Unlike Adam and Johnston, Leist was happily buried in the thick of the action in the finale going wheel-to-wheel with Collard in the opening laps. Leist had no plans to let him by, instead claiming a nervy fifth ahead of Collard to wrap up the title.

Toby Sowery, who entered the weekend with the slimmest of chances for the title and the season as one to beat, dominated Sunday by winning both races comfortably. *Jack Phillips*





MAX EARLEY/RACHEL PALMER



Diversity was the watchword at Salon Privé, with new cars launched and a 1956 Testa Rossa (above) voted 'Best in Show'



Salon Privé

Blenheim Palace

SALON PRIVÉ, WHICH WAS CELEBRATING ITS second year at Blenheim Palace and 11th year in total, once more provided an enjoyably eclectic slice of supercar exotica to the genteel backdrop of Sir John Vanbrugh's English Baroque masterpiece in Oxfordshire.

There were some notable debuts, including one from Lamborghini, which presented the Centenario on its first appearance in the UK (to commemorate what would have been company founder Ferruccio Lamborghini's 100th birthday). Any buyer making enquiries would have left disappointed though: all 40 examples of the £1.64 million Lambo have already been sold.

The fact that this 217mph hypercar was the most mainstream launch there says a lot about the gloriously off-the-wall nature of everything else. Take for example Koenigsegg, which presented its new European-spec Agera RS, with the one-off blue carbon 'Naraya' on display finished in gold leaf and sporting a nameplate made up of 155 cultured diamonds.

No country house driveway would be complete without a Bristol in the mix, which is why the eccentric British car maker also chose Salon Privé to launch the Bullet: its first new car in 10 years, and the first Bristol to be made of carbon-fibre composite rather than aluminium.

There was an eye-catching display to celebrate 50 years of the Lamborghini Miura, the typically fluorescent paint palette of the era, modelled shamelessly by the eight cars present, contrasting nicely with the Cotswold stone of Blenheim.

As usual, the event was an intriguing cross between a motor show, garden party, and concours d'élégance, with the judges including five-time Le Mans winner Derek Bell.

While manufacturers are increasingly involved, private owners supplied the majority of the cars on display, for the concours d'élégance itself and the 'Prestige and Performance' competition on Saturday.

The overall 'Best in Show' award went to a 1956 Ferrari 500 Testa Rossa, while the overall Prestige and Performance prize was claimed by a Pagani Zonda 760RS.

Some of the most eye-catching cars on display belonged to the fearsome Group B era of rallying, including a classically Martini-liveried Lancia 037 (which won the rally car class) and iconic Audi Quattro.

That was appropriate, as Blenheim hosted a stage of the RAC Rally right up until the late 1990s. *Anthony Peacock*

Previously held at The Hurlingham Club and Syon Park, London, Salon Privé moved to Blenheim Palace in 2015



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Jonathan Mitchell's Caterham leads a packed grid away at the start of the opening Meteor Open Series race

ALL IMAGES SIMON ARRON

PAST AND PRESENCE

Thruxton, August 14: An object lesson in contemporary diversity... and preserving the soul of the Seventies

THE MEDIA'S SENSE OF perspective seemed somewhat skewed as I headed in a south-westerly direction, the news agenda placing British capture of a bronze Olympic medal before events of arguably greater significance, but alongside the A303 a more orderly world lay ahead.

Noise considerations have long restricted Thruxton to fewer racing events than most UK circuits, but their content is invariably worthwhile. The host on this occasion was the Classic Sports Car Club, which is fast becoming a byword for progressive, sensible race promotion. The lines might be slightly blurred when it comes to pinpointing eligibility for some of its categories – Modern Classics are defined as pre-1999 sports and saloons, Future Classics as those from the 1970s and 1980s, so technically you could do both in the same car – but that doesn't matter greatly. The club's motto is 'motor sport for cars of all ages', so you might find a VW Golf pitched against a Lotus Esprit, or a TVR Tuscan against Triumph Dolomites and Ford Sierra Cosworths. The bottom line is that grids are full, disparate and, despite obvious



Modsports/Special Saloon pack heads for rolling start. Below, Steven Moss's Anglia and rioting XJ6s

performance differentials here and there, provide a great deal of close racing.

As is customary on Thruxton Sundays, there was time for a single qualifying session before the circuit fell silent for 80 minutes as a courtesy to the local church service. That allowed time for a sausage bap and a few laps of the paddock, which contained another fine CSCC initiative: the Special Saloons & Modsports revival series (which has been mentioned here once or twice before, but with good reason). It occurred that I probably hadn't seen machinery of this kind at Thruxton since the early 1980s, when cars such as David Enderby's Volkswagen Karmann Ghia and Brian Cutting's Sunbeam Stiletto bestrode the earth.





Today things seem even more combative than they were back then – the three races almost produced as many different winners, until Honda CRX driver Thomas Carey made an error that allowed veteran Ian Hall (Darrian) to clinch his second victory of the weekend – and anything that accommodates a 600bhp Ford Anglia and a 6.1-litre Morris Minor-Chevrolet can be a force only for good. Note that winners are demoted to 11th on the grid for the subsequent race – one of a series of innovative penalties the CSCC deploys to keep things competitive.

The first race after lunch – for the Meteor Suspension Open Series, basically Formule Libre for anything that looks like a Caterham or else has doors – attracted about 40 starters, the slowest of whom were still leaving the assembly area as the quicker qualifiers were drawing towards the grid – time-consuming, perhaps, but also a symbol of success at a time when so many championships struggle for entries (in early September, a 90-minute Britcar race at Snetterton attracted five starters – each of them in a separate class).

And then there was the XJ Restoration/Toyo Jaguar Saloon & GT Championship. Thruxton has changed little since it reopened for car racing in 1968 (after briefly being operational during the early 1950s) and is all the better for its veil of originality. Its chicane, though, was never really designed to accommodate a single XJ6, let alone several at the same time.

ENGLISH HERITAGE

Oulton Park: August 20 & August 25-27: Mini mayhem and a hardy perennial that requires just a little pruning

BOOKENDED BY TRIPS TO CHESHIRE, the week began chaotically and ended amid a fug of mildly flawed elegance.

There are nowadays two competitive Mini Festivals in the UK, one at Brands Hatch and the other at Oulton. The recipe was simple enough – lots of upper- and lower-case Minis, plus a couple of guest races for stuff produced by the VW Group – but at times the circuit perimeter looked like a battle zone due to driving standards that might have been acceptable at Belle Vue Stadium but were rather less so here.

Awaiting one 30-car field to appear over the horizon towards Cascades, the second corner, we were greeted by a pack of approximately three, many of the rest being scattered randomly in the area of Old Hall. That race was inevitably red-flagged and



Butler-Henderson et al come to grief. Bottom, Ashley Davies leads calmer Mini Se7ens





rescheduled for later in the day, but a subsequent contest continued behind the safety car – despite the presence of several rescue vehicles by the track's border, following a multiple pile-up during which championship leader Charlie Butler-Henderson had been flicked into a somersault.

When finally it broke out, some of the racing was excellent – particularly among the Mini Se7ens, the UK's most durable one-make racing series and, aged 50, arguably the finest.

❖

ONE WEEK ON, THERE WAS NO SHORTAGE of Minis in either paddock or parking zones as enthusiasts gathered en masse to support the Gold Cup, now part of the Historic Sports Car Club's portfolio (among many classics on display I spotted a Saab Sonett – there can't be many of those roaming freely in the UK).

This is an event that borders on the marvellous, but yet...

There were two painfully thin Formula Junior fields, which could easily have been merged (good though it was to watch Benn Simms chucking around his Merlyn Mk5/7 in pursuit of double winner Andrew Hibberd's Lotus 22). The separate Guards Trophy sports and GT were similarly ripe for combination. That would have freed up time to accommodate an extra race or two (perhaps for the road sports categories, which are consistently lively) or else to allow further demonstrations (on the Monday Andy Middlehurst did a lunchtime run in his ex-Jim Clark Lotus 43-BRM, below).

The Derek Bell Trophy was pleasing on both eye and ear, but could have done with a few more entries, and the Historic Grand Prix Cars



Association field looked lovely but lacked strength in depth (Lotus 18/21 driver Peter Horsman qualified on pole by 1.4sec, won both heats and collected the Historic Gold Cup, awarded for the first time this year). The Historic Touring Cars and Formula Fords set the racing standard, as often they do... but were in action only on the Monday.

It's tricky to achieve a perfect balance in a world of congested heritage – major events at Zandvoort and Goodwood followed in Oulton's immediate slipstream – but the Gold Cup was historically a special event and with a little careful thought it could be so still.



Hicky Hickling's 1911 Sunbeam and, below, Guy Lachlan's Fafnir-Hall Special

ANTIQUES ROADSHOW

Prescott, August 5-6: reasons for an early alarm call, number one in a series

THE DIRECTIONAL CONTRAST COULD hardly have been greater. The southbound M40 was blocked by an overturned caravan, the northbound A40 virtually bereft of anything bar my tatty – but mostly trustworthy – Fiat Punto. To bisect the Cotswolds at sunrise is ever a pleasure, a reminder that driving in the UK can be enjoyable – so long as you get the timing right.

So early had my alarm been set that I reached Prescott ahead of many competing cars (and, indeed, several minutes before the paddock café opened for breakfast). At the appointed moment, though, it was lovely to clutch a coffee on the terrace and watch all manner of mechanical oddments filter through the paddock gate.

Prescott isn't so much a Vintage Sports-Car



Club staple as a showpiece, an annual highlight of the UK motor sport calendar – and the size of the audience reflected as much – ditto the entry, with more than 300 cars taking part. The first of three days featured an event on the full 1127-yard hill (a long, good Friday, you might say), while the other two were based on the 880-yard alternative (a course only the VSCC uses nowadays, but then it has been doing so since 1938).

Barely had practice started than it had to be stopped to allow the track to be cleared of an oil slick that ran from top to bottom – and triggered a terse PA announcement about competitors making sure their cars were tight and fully fit for purpose. A broad coat of cement dust proved neither deterrent nor impediment, Nick Topliss setting a new VSCC hill record (49.52sec) at the wheel of ERA R4D. The day was also significant for the appearance of former club president Tony Stephens in R4A: it was his 250th competitive event at the helm of an ERA.

The change of route caught out several competitors, who bore left rather than right on Saturday morning, but the spirit of the event remained unchanged (as, indeed, did the result, with Topliss going on to set fastest time in 40.83sec). While talk about Formula 1 cockpit haloes and canopies has lately absorbed much ink in the mainstream media, this is a world bereft of roll-hoops, run-off areas, safety belts or, indeed, much press coverage.

Happily, such factors tend not to dilute the competitors' boundless commitment.



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The *Motor Sport* Hall of Fame returns to the picturesque Royal Automobile Club, Epsom on June 7 2017

Now in its sixth year, this renowned event attracts the finest names from the world of motor sport: 2016 guests included Tom Kristensen, Derek Bell, Sir Jackie Stewart, Ron Dennis, Jackie Oliver and Paddy Hopkirk. Next year's event features demonstration hillclimbs by celebrity drivers and vehicles rarely seen elsewhere. It enables guests to be part of a momentous occasion in which motor sport legends are inducted in front of their peers.

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Tickets for this intimate event will go on sale in October, with only 150 places available. More information about the evening and tickets details can be found on our website.

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To begin proceedings, voting for the F1 category is now open. To champion your chosen nominee in this discipline please visit: www.motorsportmagazine.com/hof

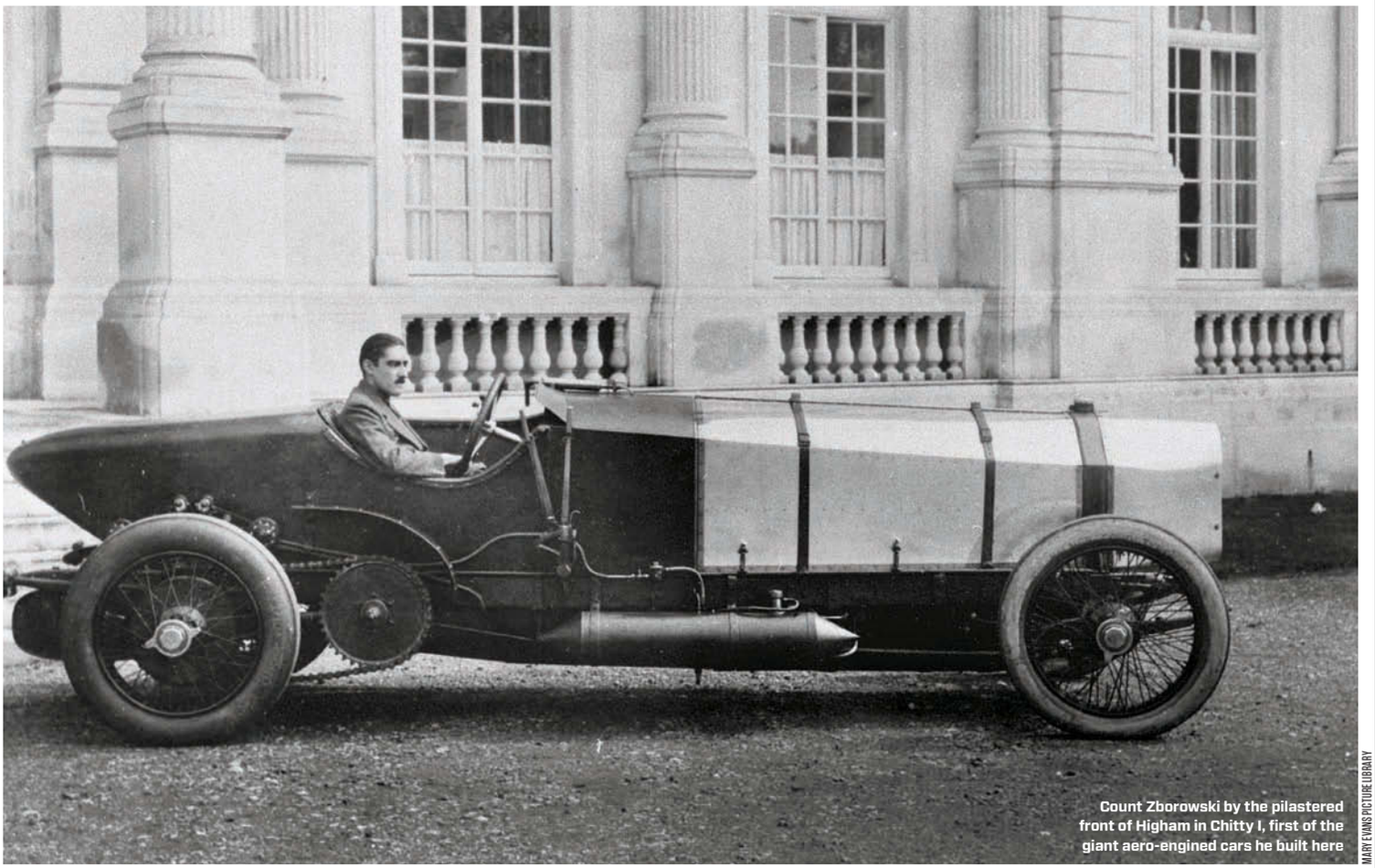


HISTORIC SCENE WITH

GORDON CRUICKSHANK

One wheel in the past: searching out what's new in the old car world

www.motorsportmagazine.com/author/gordon-cruickshank



Count Zborowski by the pilastered front of Higham in Chitty I, first of the giant aero-engined cars he built here

MARY EVANS PICTURE LIBRARY

COUNT Z'S EVIL PLANS

Known for his racy life, 1920s racer Louis Zborowski has now been implicated in a dastardly plot

IF YOU WERE MAKING A SILENT thriller about an evil count tying the heroine to a railway line, you'd ideally want a real count and a real railway. Step forward Count Louis Zborowski, who in 1924 built a railway round his home – and then made a melodrama around it.

This has only recently come to light, thanks to Tim Jones, a senior lecturer at Canterbury Christ Church University. While researching amateur cine film in the Canterbury area he made contact with Helen Jarrett, who had 72 rolls of 16mm film taken by her grandfather Sydney Bligh. Jones already knew Bligh was a keen amateur film maker who made newsreels of the area in the 1920s and '30s, so this was a treasure trove. After immersing himself in hours of Bligh's fascinating local reportage, he came to the last two canisters. "I left them to the end because they said 'Count Drama' and it didn't mean anything to me," Jones says. "But as soon as I saw some 15in-gauge railway I knew it had to be Zborowski's lost track."

I've read a fair amount about the flamboyant millionaire and racer who, when not funding Aston Martin's 1923 Grand Prix efforts, built the various aero-engined Chittys that so

captivated Bill Boddy, but one subject intrigued me – his garden railway. 'Garden' undersells it: it ran for a mile through the extensive grounds of Higham, his Kent stately home, built to 15in gauge and more than capable of hauling real passengers. He and his model railway enthusiast friend Captain JET Howey schemed a complete miniature express railway, but Zborowski's line came to a sudden stop. It had been running less than a year when in 1924 the count died in a crash while racing a works Mercedes at Monza, and no one had ever seen photos of it. Until now.

Those last two film canisters turned out to contain fascinating unseen film of the railway and its magnificent quarter-scale Bassett-Lowke 4-4-2 express locomotive – but unexpectedly it was in the form of a spoof silent thriller made by the count and fellow racer Clive Gallop.

"People who remember say they weren't making a whole film, just trying to replicate favourite scenes from period films," says Jones. "There is a rough plot through the first reel, though the second is just disjointed scenes. The count and Gallop play baddies chasing a girl's treasure map. He blocks the railway with his car, knocks out the driver, kidnaps the girl and takes her to the house. The driver rescues her, there's a car chase [between a Rolls 40/50 and a Napier 40/50] and then a fight on the train in which the girl hits Zborowski with a shovel. We've identified the girl as Pixi Marix, who was cited in Zborowski's divorce case."

Tim's discovery is a find on several levels. It's unique pictorial evidence of the railway, showing that it crossed the main drive (scene of one of the hold-ups) and ran in a U or even a circle round the house. As the loco was delivered in spring 1924 and Zborowski died in October that year, the dating is clear. The track, said to have been recovered from WWI trench railways in France, was removed soon after Zborowski's death and became part of the Romney, Hythe and Dymchurch railway, where Howey finally realised their dream of a working miniature railway. The loco, renamed 'Count Louis', survives in private hands.

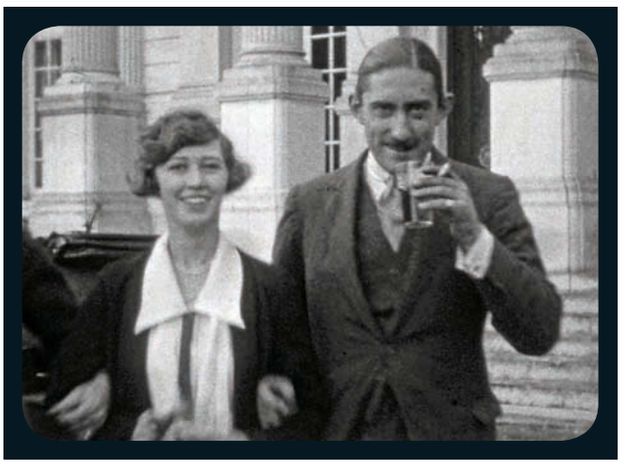
Cinematically, Tim's find is extremely early: "16mm film was only released in 1923 and the first camera, the Cine-Kodak A, which is probably what the Count used, was the price of a Ford car. Bligh was a radio pioneer with an electrical shop, and it's said he installed electricity at Higham. But since his own films only start in 1927, my best guess is that he filmed the scenes with the Count's camera."













The Count (with Clive Gallop, top left, and Pixi Marix, bottom) indulges in nefarious activities including kidnapping, a car chase and blowing up a chicken shed

Known for his flashy lifestyle and riotous parties at Higham, Zborowski was still only 29 when he died, and clearly doesn't mind hamming it up in the film. "Later on the baddies plant 'dynamite' in a chicken shed," Tim explains. "Zborowski was known for blowing things up – apparently he would bury charges in his flowerbeds and trigger them when visitors rang." Eventually the treasure is 'dug up' from a drain in front of the Higham garages, where the count worked on his cars, including the Higham Special, which in the hands of Parry Thomas later became Babs.

Higham was briefly open to the public in the late 1990s and I went down to see where the Chittys were born. After going round the house (I liked it a lot – one of those compact, 'liveable' stately homes) I set off to find the stables where the legendary cars had been assembled – only to be firmly shooed away by one of the eccentric lady owners who were then trying to restore it. No mention of WB or the magazine would sway her and I was sent packing like a boy caught scrumping apples. Thus I have seen the doors behind which the flamboyant racer worked on his monster machines – but no further. Higham is now a private house and not open to visitors.

Zborowski's short but eventful life earned a good deal of gossip column coverage, but this glimpse into his private life adds a new angle to a fascinating character. Who would have though that film research would turn up such a gem?

See extracts of the film and find out about Tim Jones' amateur film research into life in the Canterbury area at: ***http://tinyurl.com/gw7hnsg***



Brooklands grid 90 years on from Britain's first Grand Prix; Delage and Halford Spl to right. Below, Marker Bentley and Vieux Charles III







BRITAIN'S FIRST GP

Brooklands celebrates 90 years since the Grand Prix circus first hit these shores

A QUICK RUN DOWN TO BROOKLANDS in August, where the Museum celebrated 90 years since the first Grand Prix in Britain. Technically it was the RAC GP, but it was a world championship round, which the Donington events were not. Remarkably, among the 'grid' of cars that Museum director Allan Winn marshalled into place on the banking were two cars which, when Ebby Ebblewhite dropped his red flag in 1926, actually sprinted off along the Track's bumpy concrete – the Museum's own straight-eight Delage 15-S-8 and the Halford Special, which Frank Halford piloted in the race until a prop joint broke.

Looking low and sleek and a decade ahead of its opposition, the Delage was there too in '26 – but was it the one Louis Wagner, despite roasted feet, steered across the line to victory after Senechal had performed spectacular broadsides in it, or Benoist/Dubonnet's car that finished third, slightly on fire, or the one Wagner had abandoned when it broke?

Just as the drivers swapped seats, the cars have swapped parts in the 90 years since. But it was a remarkable thing to have a pair of the front-runners nine decades on. There was also the Count Czaikowski Bugatti T51 to remind us that Malcolm Campbell split the Delages with his Bugatti 39A, and the Indianapolis Duesenberg that ran in the 1933 Monza GP. Sadly the rumoured Talbot 700, the other marque which looked a likely victor before all its cars broke down, did not arrive so Henry Segrave's 1921 GP Sunbeam had to stand in to remind us that he got one of the knee-high, streamlined Talbots into the lead – briefly.

In the busy paddock a row of modern(ish) F1 cars from Williams, McLaren and Mercedes looked like spacecraft beside Vieux Charles III, the 1912 Grand Prix Lorraine-Dietrich, and Lorne Jacobs' recreation of the 1927 Napier-Campbell Blue Bird, which barked flame at passers by. Not so the Marker Bentley, which wanted a tow start when its starter button – from a Spitfire aircraft! – failed as the demo runs got going, before Test Hill runs entertained the big crowd.

Among an impressive group of Sunbeams, Talbots and hyphenated brethren stood Goldie Garner's Talbot 75/90 and Ian Polson's part-built recreation of the Percy Lambert 100-miles-in-the-hour single-seater Talbot. He reckons the engine should run later this year.

So a busy day with plenty to boast about. And intriguing to think that the Track had already been active for almost 20 years when those international racing heroes arrived, 90 long years back. M



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FROM THE ARCHIVES WITH

DOUG NYE



Our eminent historian dips into the past to uncover the fascinating, quirky and curious



Like its namesake, the Tour de France Auto drew big crowds, especially here at Mont Ventoux. Moss and Garnier head for fourth in 1957

LAT

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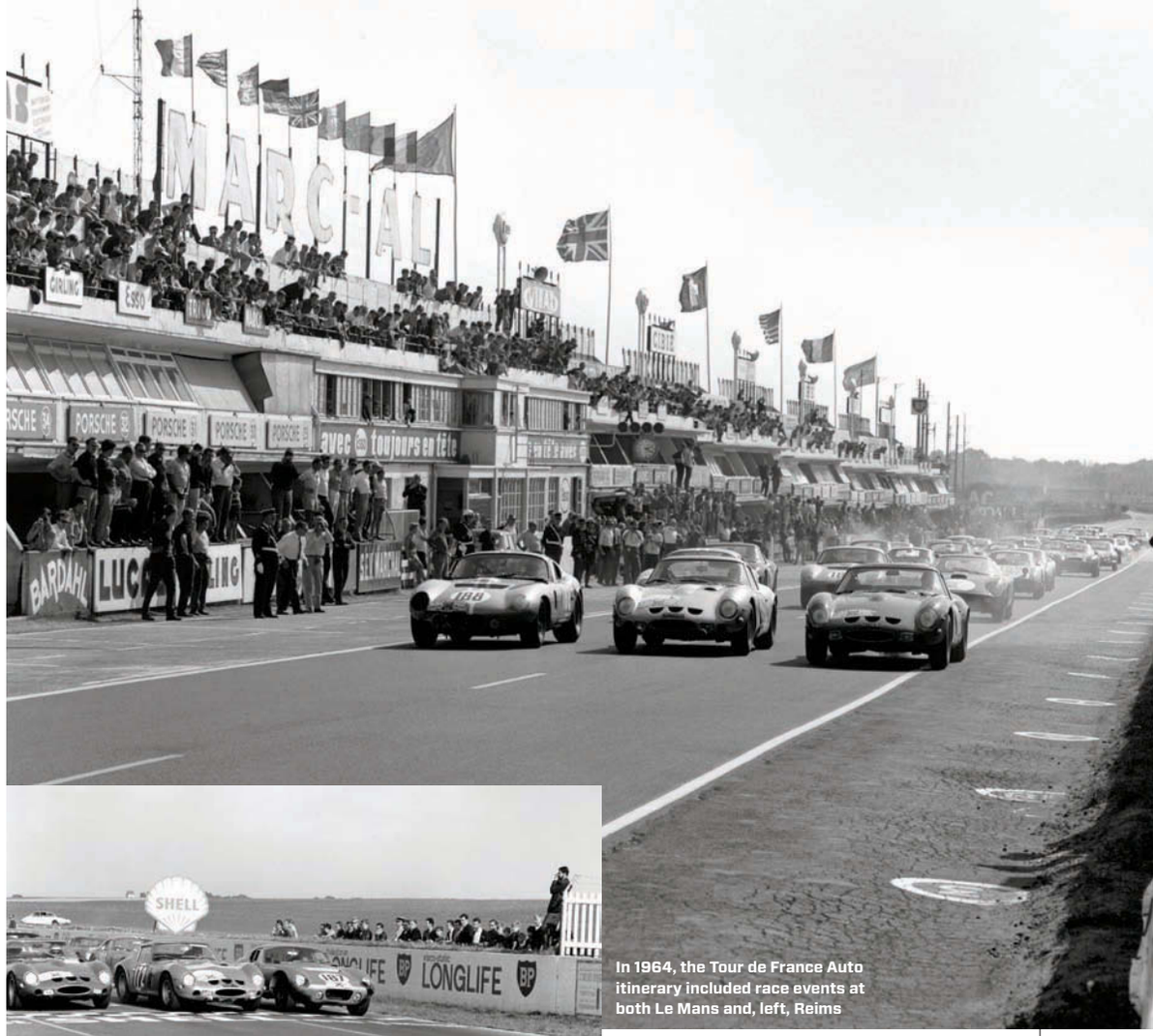
THE HILLS COME ALIVE

Subscription TV may be a modern feature, but it can open unexpected doors to the past

IT WAS A SATURDAY IN September, the weekend before the Goodwood Revival Meeting. It was utterly exhausting. The Pyrenean mountain stage on the Franco-Spanish border was no less than 196 kilometres long – for the unapologetically unmetricated that's 122 swooping, swerving, mountainous miles – the contenders had been at eight-tenths much of the way, literally wheel to wheel; some had lost control and gone off, a few dusted themselves down, hauled their machines out of the ditch and pressed on. Up front it was nip and tuck – but within the last 300 metres the stage was won, at last gasp…

It had taken hours. As the sweat-stained winner finally crossed the mountain-top line, I flopped back, absolutely drained. And I swung my legs off the sofa… and strolled into the kitchen to make myself a cup of tea.

Yes, I'm owning up. I'm afraid that this year Sky TV has trapped me at last. I always swore I would never pay ransom to the Dirty Digger for sports coverage, but the combination of Formula 1 – admittedly coverage which is immensely overlong, tedious, too often crushingly boring once we reach



In 1964, the Tour de France Auto itinerary included race events at both Le Mans and, left, Reims

LAT

beyond the first 300 racing yards – and *tarraaaahhh!* – major-league cycle road racing as in the *Tour de France* and *La Vuelta a España*, has finally dragged me in. And, strangely enough, my missus too.

The live cycle racing coverage is like a wonderful road-show touring movie – seeing all these sights and wonderful scenery from the comfort of one's own home, with no airlines, ferries or traffic jams to concern us, nary a single gas station bill to pay, nor fractious classic car to concern us…

Watching the ace riders in *La Vuelta* – Nairo Quintana, Alberto Contador, Chris Froome – pumping their way, big-ring gears and all, up the Col d'Aubisque reminded me that this time of year used to host the wonderful Tour de France Automobile. This actually pre-dates the the great classic push-bike race, which began in 1903. The Tour Automobile was first run in 1899 but was then relaunched after World War 2, in 1951.

It became the most terrific rally-style event with a major difference; it included serious circuit races amongst its timed stages, and combined them with speed hillclimbs over some of the most fabulous of European mountain-road cols. Races would be run at Le Mans, Reims, Rouen, St Etienne, Clermont-Ferrand, Montlhéry, Pau and later, as the Tour spilled beyond its national borders, the Nürburgring, Spa and Monza. The featured climbs included the mighty Mont Ventoux – a long-established Tour de France cycle classic – the Tourmalet, Chamrousse, the Col de Braus… and the Col d'Aubisque that I have just negotiated so strenuously via Sky TV and 160 other blokes' lung-busting efforts… Viewing the sites where great sporting events took place is perhaps an unusual vicarious pleasure – but I'm sure some of you will empathise…

The inaugural post-war Tour in 1951 was won by Pierre Boniface, with navigator Albert Barracquet in his 2.6-litre Ferrari 212 *Export*.

In truth the event, though growing each year, did not really establish itself as a big motor-sporting deal until 1956, when the stubble-chinned Spanish celebrity aristo Marquis 'Fon' de Portago won with Ed Nelson in their Ferrari 250GT long-wheelbase berlinetta, beating Moss and Georges Houel in a Mercedes-Benz 300SL Gullwing into second place..

In Maranello Mr Ferrari was thrilled to bits – a Tour win proved his V12-engined closed-cabin exotics really were true grand touring cars, and to humble Mercedes too… He rated such victories as barely less prestigious than the Le Mans 24 Hours itself. His 250GT LWB line took the Tour de France Berlinetta tag thereafter.

In 1957 the Tour offered both GT and touring car categories – Olivier Gendebien/Lucien Bianchi winning the first for Ferrari, Jean Hebert/Marcel Lauga the latter for Alfa Romeo. Into the 1960s Ferrari was fully established as the Tour de France's regular GT winner, Jaguar 3.8 saloons being the touring category kings.

This was an era in which privateers like David Piper would shell out five or six thousand pounds on a brand-new Ferrari 250GTO and immediately thrash its brand-new guts out on the week-long Tour de France. While the Ferrari stars famously fought each other to a standstill, littering the route with smashed and broken GTOs, the old-established 250GT short-wheelbase cars won outright into 1962, before Jean Guichet/Jose Behra and Lucien Bianchi/'JoJo' Berger finally did the trick with their GTOs in the 1963 and '64 events. Consten/Renel notched Jaguar's last touring category win in '63, followed a year later by Peter Procter/Andrew Cowan taking victory in a big Ford Mustang – an achievement too often overlooked.

And of course the mighty Shelby Cobra Daytonas had been in contention too – Carroll on Ford's behalf trying to "bite Ferrari's ass".

But the event was in trouble: sponsorship tanked, traffic pressures meant its day was passing. The organising AC de Marseilles revived it in 1969-71 and in 1970 – most wondrously – J-P Beltoise, Patrick Depailler and navigator Jean Todt (whatever became of him?) won outright in their road-equipped Matra-Simca MS650 sports-prototype – perhaps setting a tacit example for Audi, Porsche, Peugeot and today's LMPs?

Matra won again in 1971 with Gérard Larrousse/Johnny Rives: rally regularisation then absorbed the old event, although it had outlived the era in which modern motoring mores left room for it. But – looking at those col climbs from the motorcycle cameraman's viewpoint, what fabulous roads those guys got to race along, indulged grand tourists blinding about against the clock…



Kaye Don's speed record challenger Silver Bullet is shown to the press in 1930

GP LIBRARY

A TALE OF TRUE GRIT

Remembering Kaye Don, the Dublin-born speed-record chaser whose career featured an extraordinary blend of highs and lows

MORE RARE PHOTOS FELL TO HAND here yesterday – Kaye Don's Sunbeam 'Silver Bullet' Land Speed Record car, being shown to the press back in 1930.

Kaye Don had always been – for me – a rather enigmatic great speed king of the past. Dublin-born as Kaye Ernest Donsky, he had begun competing in motorcycle trials in 1912 before making his name on four wheels at Brooklands in the Wolseley Viper. In 1928 he fielded three special works Sunbeams – the 2-litre Grand Prix 'Cub' and its big-sister 4-litre V12 *Libre* cars, 'Tiger' and 'Tigress' – and a more agile 2.3 Bugatti.

For Sunbeam he pushed the Outer Circuit lap record above 130mph. He won a sensational RAC Tourist Trophy at Ards after an epic duel between his Lea-Francis and Leon Cushman's Alvis. Through 1929 Don gained great popularity, and Sunbeam built for him the twin-engined 'Silver Bullet'.

Sunbeam's illustrious chief engineer, the Breton Louis Coatalen, had the experience of Segrave's 1927 record 203.79mph with the monster twin-engined 44.8-litre 'Slug', built with aero-based V12 engines installed front and back. To go from 200 to 250mph would demand far more power, so Coatalen envisaged a really big car with outsized engines to develop the necessary punch. He produced two special light-alloy, roller-bearing 50-degree four-cam V12 engines, with four vertical valves per cylinder. Each engine displaced 24,014cc and Coatalen claimed 4000 horsepower for the pair combined.

Unlike the 'Slug', Coatalen's 'Silver Bullet' had both engines mounted up front. Wheelbase was 15ft 5in, overall length 31ft and weight 2500lb, dry. Cooling was by a combination of water and about 600lb of ice. One big centrifugal supercharger – running at 17,000rpm – was driven from the rear engine to feed both V12s...

An initial four-supercharger scheme had been dropped because the new engines gave less power than the unsupercharged, 'Matabele'-type units used in 1927. This meant less than 435bhp each, the four-blower gear-train being blamed for power loss – hence the single supercharger option.

Sadly, it sank Sunbeam's chances. Kaye Don's LSR attempts began in March on Daytona Beach, Florida, but were dogged by bad weather, bad beach conditions and interminable technical troubles.

His 'Silver Bullet' misfired from the start. Feeding from the rear-mounted supercharger, its enormously long induction manifolds were heating up the mixture until it ignited within the duct – and backfiring damaged the supercharger casing. This defect was effectively incurable. Vibration and flying sand damaged and clogged the carburettors. Don reported the beach was so bumpy that above 100mph he was almost thrown from the cockpit.

The exhaust pipes recessed within the body for streamlining's sake melted rubber coolant hoses. Coatalen became so desperate he even ordered the car to be repainted 'lucky' red, something the American AAA timing officials vetoed, since the entry form specified silver...

Don gritted his teeth. He hit 188mph, but backfiring announced supercharger trouble. Its casing had distorted and high-speed bearings collapsed. The original cover was rewelded and machined locally, but still the twin engines refused to run cleanly. On April 13, 1930, Coatalen finally pulled the plug – 'Silver Bullet' being ignominiously shipped home.



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The American press reckoned Don was "windy", but at least he had exceeded 180mph, hanging on for dear life, despite minimal forward vision, assailed by sand, smoke, steam and hot oil, and all the time with that huge – suspect – centrifugal supercharger revving wildly near his lap, not theirs.

As Bill Boddy once reported in these pages, 'Silver Bullet' cost a total of £15,557, plus record-bid expenses of £4102. Coatalen claimed that much of this was covered by sponsorship but for both Don and cash-strapped, faltering Sunbeam it was a bitter blow..

Kaye Don would later sell 'Silver Bullet' to Jack Field, a Southport garage owner, hotelier and sometime racer, but neither he nor rival Freddie Dixon could make it work – or desist from catching fire. Don's mechanic Charlie Cooper worked upon it before later creating the Cooper Car Company – and outachieving Sunbeam by dominating the racing world.

Kaye Don? He took to attacking the World Water Speed Record in his boat 'Miss England', backed by Lord Wakefield. Into the 1930s he continued to star at Brooklands in his Sunbeams and the 4.9-litre Bugatti Type 49 'Tiger II'. But in 1934 he was jailed for four months for causing the death of MG mechanic Ken Taylor on the Isle of Man, while pre-race testing their MG Magnette at 10pm without lights, number plates or insurance. Postwar, he established the Ambassador Motorcycles marque, using JAP and Villiers engines. He was born in 1891 and lived until 1981, so he'd had a good – if often unlucky – innings. M


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MONTE CARLO, MONACO

A poignant shot of Elio de Angelis, driving his Brabham BT55-BMW in what would be his final Grand Prix. Slowest of the 20 qualifiers, the Italian retired from the race with engine failure after 31 laps. He died the following Thursday, aged 28, in the wake of an accident during a private test session at the Paul Ricard circuit in Le Castellet.

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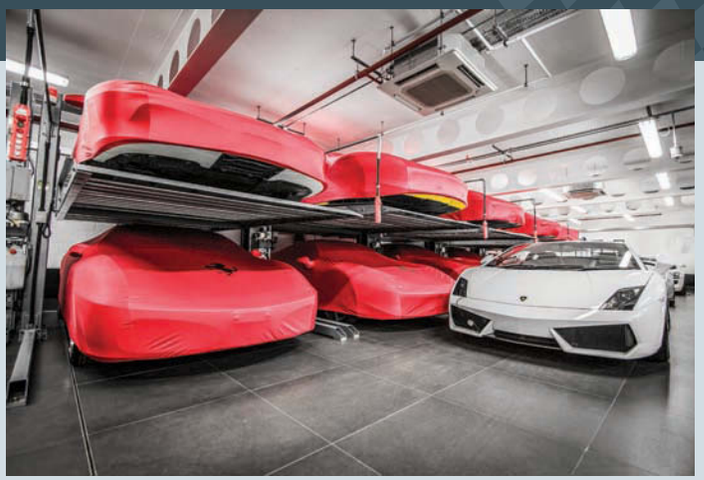




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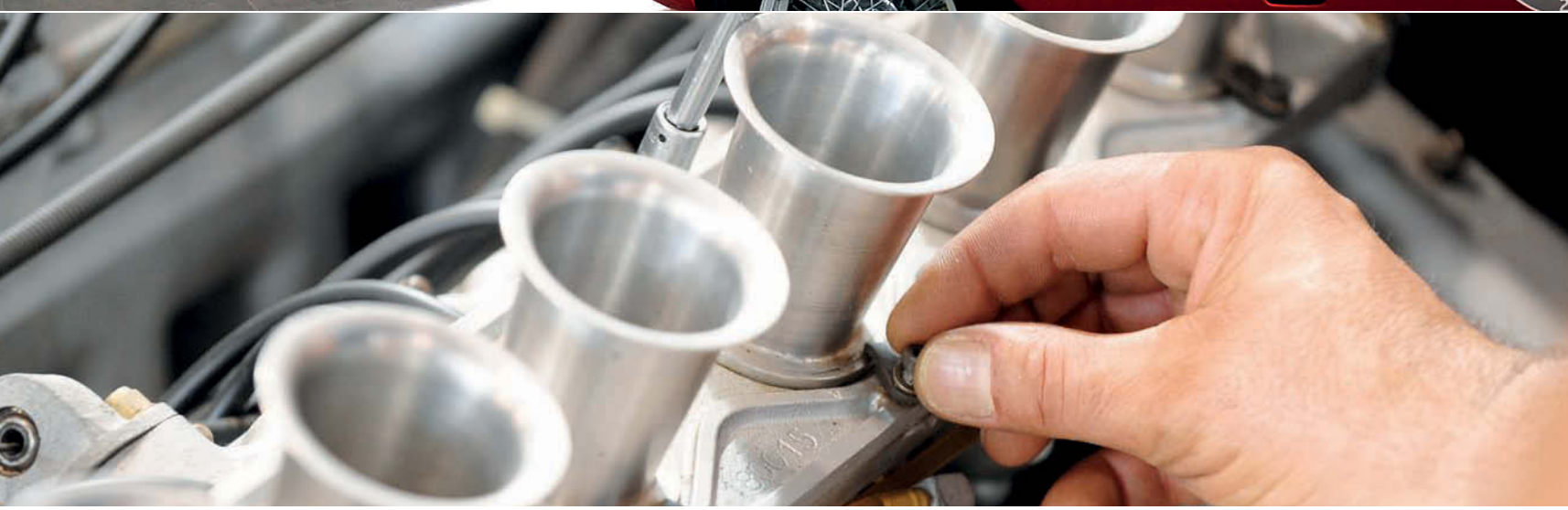


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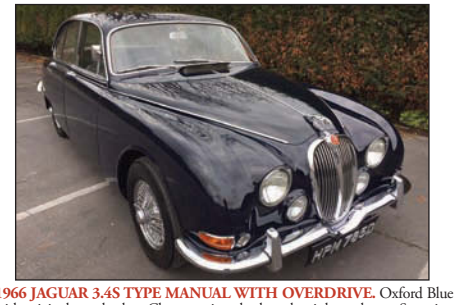
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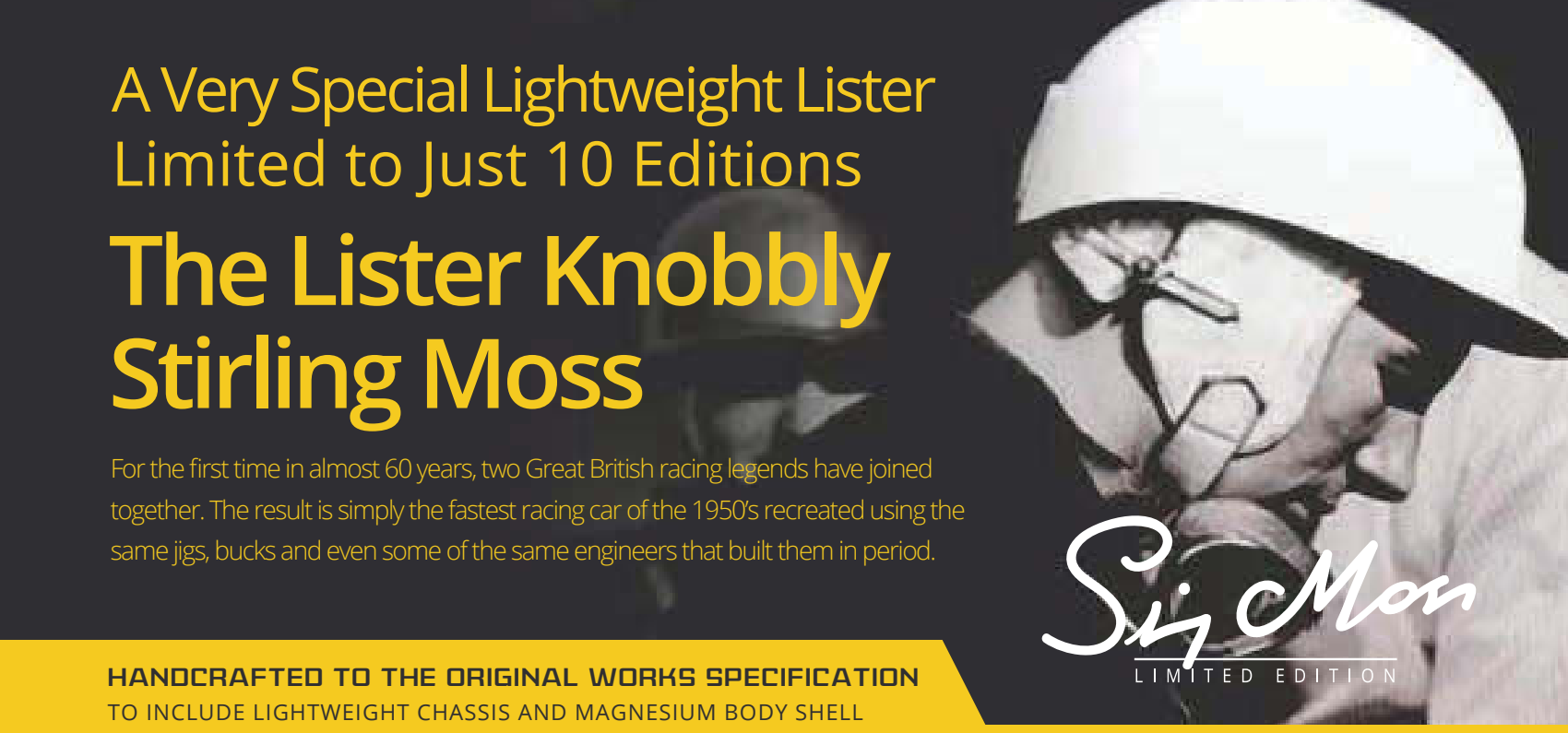


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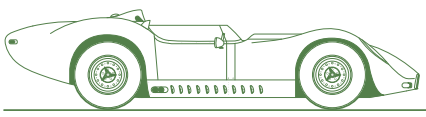




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Chassis No. COB 6034 is one of just 48 R.H. Drive examples built by AC Cars Ltd. at Thames Ditton, Surrey between 1963 and 1965. The second owner registered it in Nov. 1966 and kept it for 45 years, during which time he stored it in Monaco from the 1980's till 2010. Cosmetic improvements to his specification – e.g. the engine-turned aluminium fascia, fared-in trim panels and fully carpeted boot etc. - were carried out by AC Cars Ltd./ Autokraft at Brooklands over 30 years ago. Full tailored weather equipment in dark blue mohair plus tool-kit is provided. Since my acquisition in 2011 it has been a Salon Prive Concours entrant, outright winner 'Peoples' Choice' at the Goodwood Revival Earls Court MotorShow and 3rd overall in the London Excel Classic Car Show. It has also had multi-page front cover features in 'Classic and Sports Car' and 'Classic Cars' magazines. The substantial file that accompanies the car contains the original green logbook from 1964 and the Factory Sales Leaflet etc. Recorded mileage presently stands at 11,900 from new, endorsed by odometer readings in the 1980's of 10,700. Eligible for all major international historic events it is unquestionably one of the finest examples of its type and a unique opportunity indeed - which incidentally also drives as well as it looks! P/Ex considered. More photos etc. on www.pistonheads.com



1993 AC COBRA 'LIGHTWEIGHT' - R.H. DRIVE

One of the last of the 26 genuine, original 'Lighweights' with short-nose bodywork, roll-cage, bonnet scoop, 15" Halibrands, flat dash (no heater), no headrests, wing-mounted 'Monza' fuel filler, blue-printed and hand-built SVO 5 litre engine.This example also has full suspension mods with front/rear anti-roll bars, AP brakes, 3.31 diff., tweaked engine giving c. 370 bhp, Hurst gear-shifter, and 1960's period cosmetic features. Full weather equipment, alarm and immobiliser. Just serviced by Thunder Road with fresh MOT. 10,500 miles and superlative condition throughout.
The 'Lightweight' is the most desirable of all latter-day AC Cobras and has excellent investment potential.



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Mamerow 964 RSR 3.8l

Peter Mamerow created this car to compete in the 1993 ADAC GT Cup series against the factory RSR teams. He raced with a good level of success, so much so that Porsche refused to sell him the latest RSR rear spoiler. You can see this in the current Wagenpass, and in the photos from the ADAC Championship. A number of race result sheets are present in the file.

Recently the car has been completely rebuilt using a genuine wide-body shell, rebuilt genuine 3.8 RSR engine with correct heads and case numbers, magnesium plenum chamber, Carrillo rods, 5 speed gearbox with bespoke ratio's, BBS lightweight centre-lock wheels with Michelin "wets", Speedline lightweight centre-lock wheels with road tyres, new AP Racing air jack system, new Bilstein dampers developed specifically by Bilstein / Mamerow, new FIA approved fuel tank, Brembo 6 pot callipers to the front with floating discs, RSR rear calipers, ONS fully welded Roll Cage, 997 Cup LSD, 997 Cup oil pump.

Fully rebuilt and ready to win!

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Porsche 996 Carrera 4 S. 2005, FPSH, 3 owners, RHD, 28,500 miles, 6 speed manual gearbox, Basalt black paint, rear wiper, rear park assist, Porsche crest centre caps, black leather interior, CD auto changer, Porsche communication management & PMC 2 telephone, adjustable heated front seats. New short engine from Porsche 100 miles ago. **£34,995**



Fiat 500 R. 1972, LHD, 594cc engine with 4 speed synchro gearbox. A beautiful rust-free restored example that runs without fault. **£9,995**



Ferrari 330 GT. 1966, Series 2, 1 UK owner since imported, LHD, 3967cc V12, 5 speed manual gearbox, 117,500 km, Rosso Corsa paint, Borrani wire wheels, Nero leather interior, power steering, matching numbers, 11000 km since full restoration. **£285,000**



Jaguar E-Type series 1.5. 1968, 4.2l, 4 speed manual gearbox, 4 owners from new, original UK RHD, 73,750 miles (documented), with the current owner since 1996, British Racing Green, wire wheels, Fern green interior, bodily and mechanically excellent. **£107,995**



Ferrari 575M HGTC. 2004, factory supplied HGTC, LHD, 29,500km 3 owners from new, FFSH, Nero Daytona bodywork, medium carbon seats with tan Connelly leather, high power Hi-Fi with subwoofer, tunnel glove compartment. **£157,995**



Ford Capri. 1987, 2.8 injection, 25,000 miles from new, 5 speed gearbox, 3 owners from new, 16 Ford stamps in the service book, 20 MOT certifi cates, blue metallic paint, grey half leather Recaro seats, original stereo, sunroof, in beautiful original condition inside and out. **£24,995**



Lynx D-Type. 1972, 3.8l engine, 4 speed manual gearbox, originally owned and built for Rodger Ludgate of Lynx Cars. 3 owners from new, fully rebuilt engine including the following new parts; pistons, con rods, camshafts, valves and oil pump-producing an impressive 300 BHP, complete chassis overhaul, newly cast peg drive wheels, bespoke front wishbones to enable use of coil sprung dampers. **£294,995**



Mercedes 170 SD Lueg Pickup. 1953, fully restored in Germany to an exceptional standard, matching numbers, one of only a handful left in existence. Displayed at Goodwood Revival in 2014 by invitation. **POA**



TVR T350C, 2004. 2 owners from new, factory ordered 4.0l 400 BHP Tuscan S / Sagaris engine, FSH, 5 speed manual gearbox, 7,600 miles, Le Mans blue paint, 18" anthracite alloy wheels, Portland hide seats with Prussian perforated hide for seat inserts, grey Alcantara headlining, Prussian hide for upper and lower dashboard, Portland perforated hide to lower doors & centre console, gear lever in Prussian blue hide, Le Mans Blue painted seat backs. Mature owner. **£44,995**

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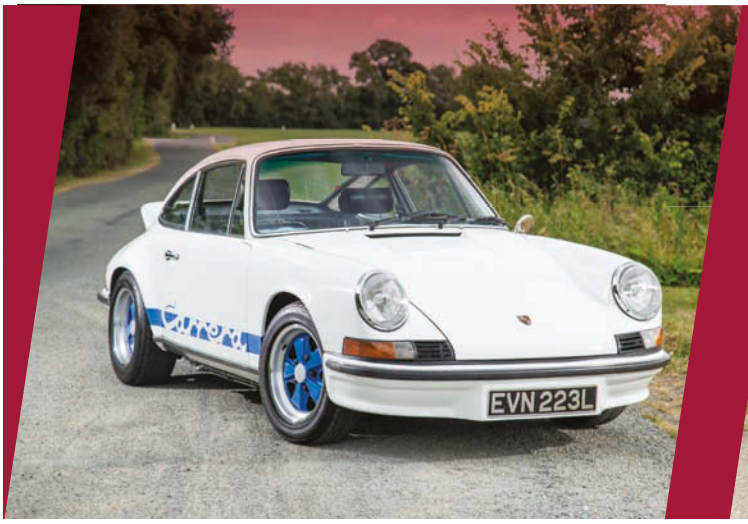
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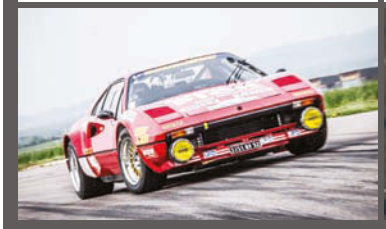
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Finished in unmarked Black with beautiful original maroon leather trim, bertone bodied RHD, supplied to Northern Ireland, the fi rst owner was a Mr. David Wood, he was not happy with the build quality and had the car dismantled and re-assembledto his own very high standards, keeping the car for 18 years, it has since had 2 owners with a total of 52,600 miles. **£37,500**

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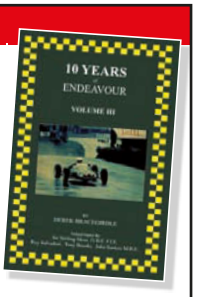


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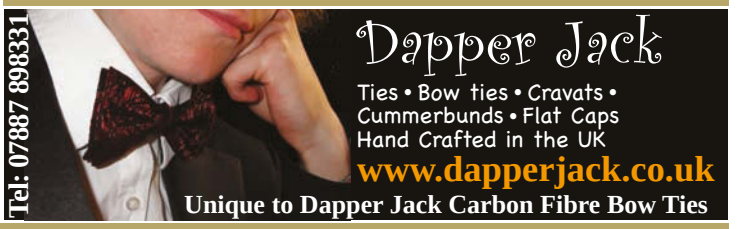
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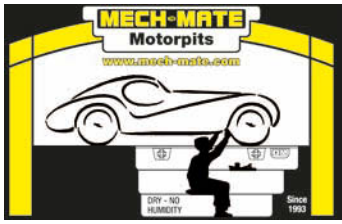
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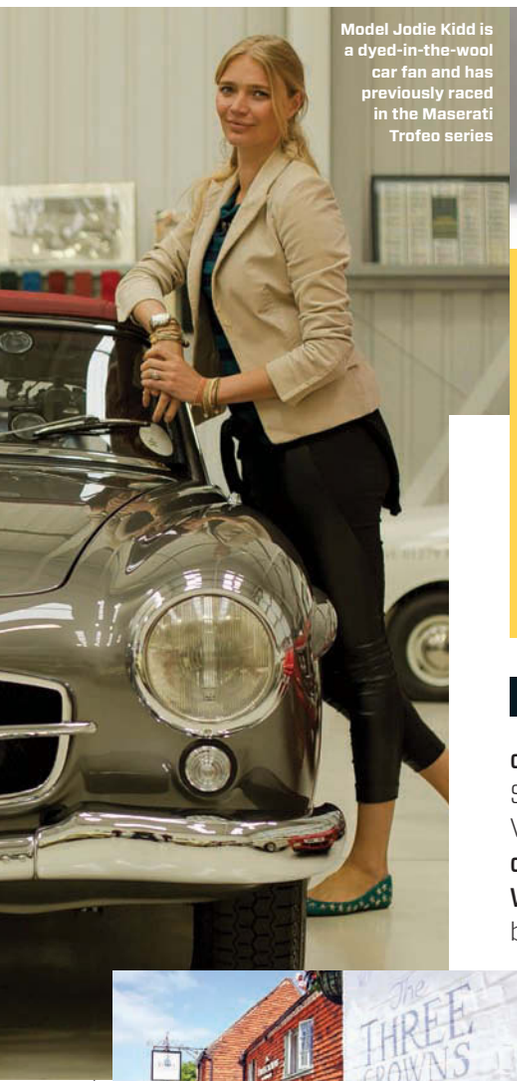
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Model Jodie Kidd is a dyed-in-the-wool car fan and has previously raced in the Maserati Trofeo series



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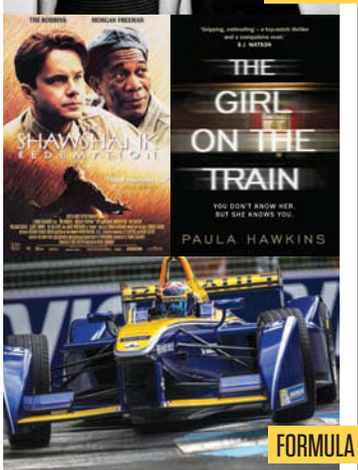
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When did you first read *Motor Sport?* When I got into driving, so my early 20s • **Your day-to-day drive** My Jaguar F-type or BMW i8 • **The best car you've owned** Lamborghini Murciélago. No, the Ferrari 550 World Speed Record edition • **The one you covet most** Bugatti Veyron, or Ferrari 250 California Spider • **One racing car, one circuit...** Imola, in a Formula E... or Ferrari 250 GTO • **Whom do you most admire?** Stirling Moss is my hero because of what he achieved on the Mille Miglia, and he's such a lovely person • **Your best friend** My son, Indio • **Your best character trait** Good sense of humour • **Most prized possession** My BMW R nineT bike • **Your greatest extravagance** Probably the Murciélago... • **Your favourite place in the world** Tuscany • **The perfect holiday destination** Barbados • **Your restaurant recommendation** The Three Crowns, Wisborough Green • **The music you're listening to** Adriatique • **The movies you love** Action, but actually I'd go for *Shawshank Redemption* • **The last thing you read** *The Girl on the Train* – it was all right • **The best advice you've been given** Treat every day and live every day as though it is your last



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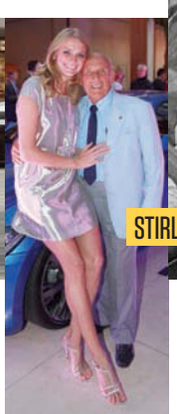
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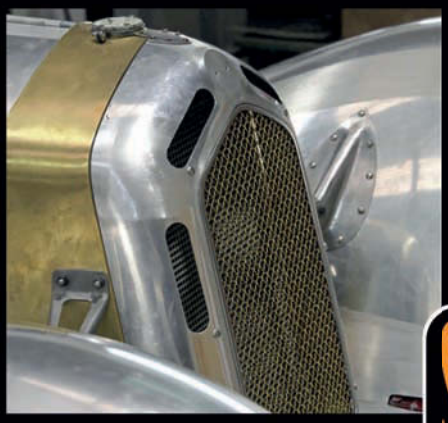


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