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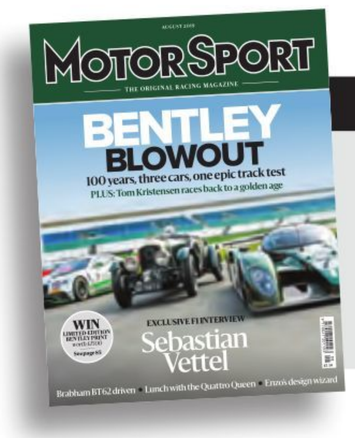
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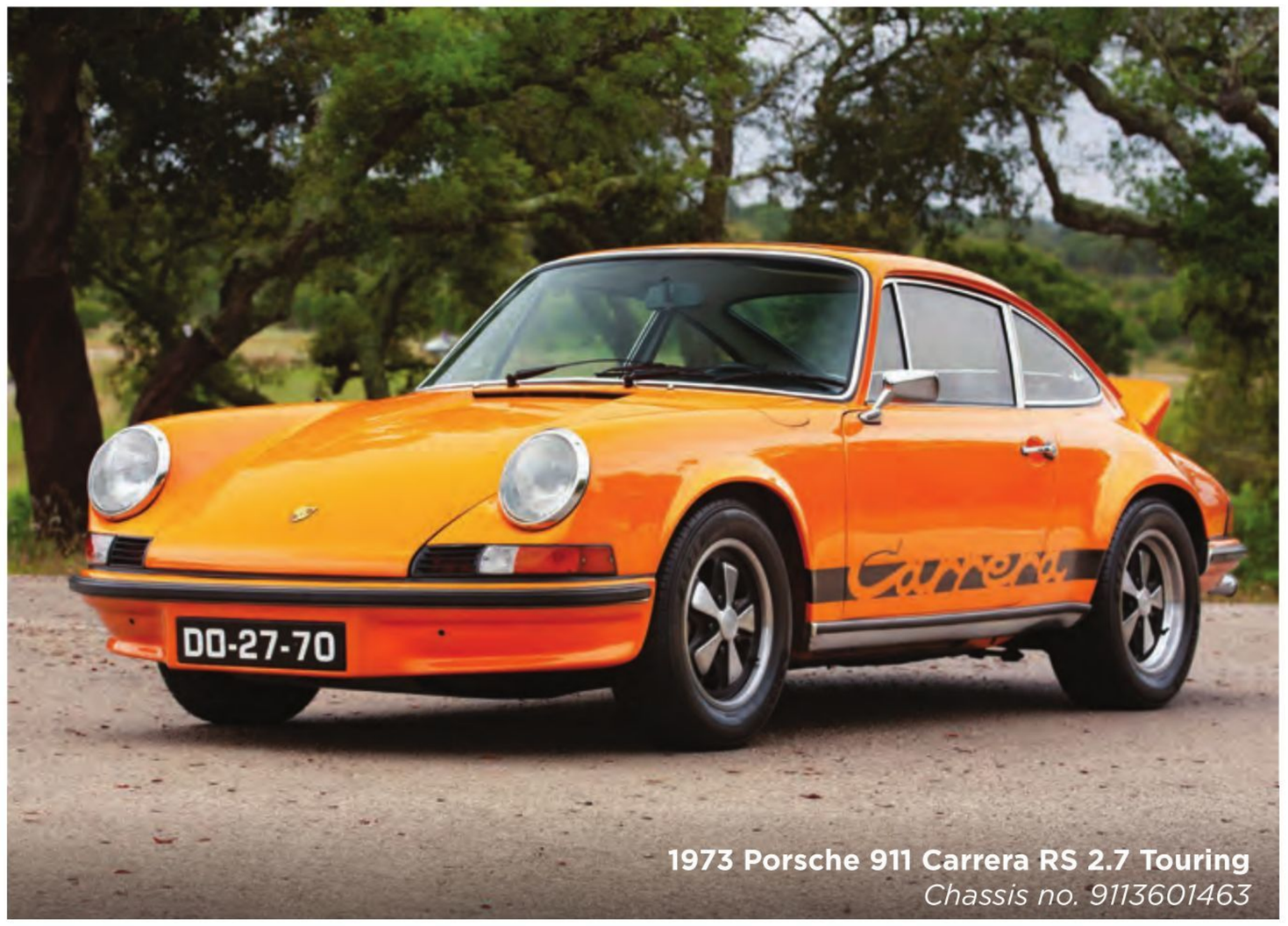
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MOTOR SPORT

THE EDITOR

"The letter bothered me, not least because of who had written it"

ONE OF MY FIRST JOBS AT *MOTOR SPORT* WAS TO TEST a Ferrari GTC4 Lusso. The subsequent report noted that although the large V12 powered four-seater was brilliantly engineered, it was far more of a grand tourer than a traditional Ferrari and appeared happier on autobahns than mountain roads. This elicited a disdainful response from one reader in particular:



Dear Joe,

I was loaned some various models of the latest V12 last year with the last one being an FF [with which the Lusso shared an engine]. I took that to Reims. When it came to giving it back, I was very reluctant and ended up buying that car. I drove it out to our recent charity event at Maranello, going via the Gotthard and coming back via the Simplon on a route that I used during my time at Ferrari.

I don't recognise any of the negative points you raised and don't recognise the shortcomings that you refer to relative to the Lusso's happiness to be away from the twisty stuff.

Of course, I get many letters disagreeing with points raised in the magazine and the opinions of both myself and our contributors. It is, after all, my job to vet those opinions and in the vast majority of cases I stand by whatever appears in print – as I should – but when I have cause not to I take it extremely seriously.

I replied acknowledging the reader's point, but standing firm on my view that the four-wheel-drive and almost two-tonne Lusso was less involving than other Ferraris and was happier on the open road than the Italian mountain passes. Still, the letter bothered me, not least because of who had written it (more of which later) which is why I welcomed the chance in June to see whether my original report had been so very wrong.

I was lucky enough to be offered a GTC4 Lusso to drive to the Le Mans 24 Hours and back and, while there, took the opportunity to escape the beer tents and thronging crowds to drive around the approximate route of the 1906 French Grand Prix de l'Automobile Club de France.

I say approximate because exact co-ordinates are hard to come across and there is nothing in the way of street furniture or plaques to acknowledge the fore-runner of modern grand prix racing. Instead I leant on TASO Mathieson's peerless book: *Grand Prix Racing 1906-1914*, courtesy of Paul Fearnley.

"Starting on the road junction of N23 and N157, the course followed N157 eastwards to St Calais there; turning north, it continued to La Ferté Bernard on D1. There was a hairpin corner on the outskirts of the town at the junction of D1 and N23. Turning south-west the course then followed N23 back to the road junction outside Le Mans. The grandstand, with the replenishment depots facing it, with a tunnel under the road connecting them, was situated near Pont de Gennes.

"As the streets of St Calais and Vibraye were too narrow for racing... a short road was built across the fields just outside St Calais, thus avoiding the town. In the case of Vibraye, a cart track was discovered in the Fôret de Vibraye and by remaking this and thus forming a deviation, Vibraye too was bypassed. For some reason, probably economy, these two by-pass roads were constructed of wood..."

In all the route is 64 miles long, taking in straight-as-a-die dual carriageways, as well as what we might refer to as 'twisty stuff'. Back in 1906 the dust and tar roads were lapped six times a day for two days in June by the racing pioneers. I settled for just a single lap, pushing on through lush French countryside and pootling through picturesque French towns all the time being careful to note the driving and handling characteristics of my car...

This was actually quite difficult: despite the fact that the roads have long since been resurfaced and that virtually nothing remains to indicate the history of the route, it is hard not to imagine the ghosts of those early racers clattering through the streets, caked in dust and working their primitive contraptions as onlookers look on in bewilderment. Racers like the eventual winner Ferenc Szisz in his 13-litre Renault, or his team-mate J Edmond, who suffered a breakage of his goggles on the first day and stopped in great pain from the tar and dust in his eyes...

If you are interested in how the race panned out – and for a more detailed report on retracing the route as it is now – I suggest you visit the *Motor Sport* archive at *motorsportmagazine.com* and search out our Track Visit report from July 2006. It gives an excellent insight.

But back to the GTC4 Lusso. Sure enough, it tackled the sharp corners with aplomb, even for such a heavy car; and while I maintain that it is happier eating the miles on an autoroute, I now concede it is far from shabby on the twisty stuff. The letter writer obviously knew his stuff.

Thank you for having put me right, Mr Surtees.



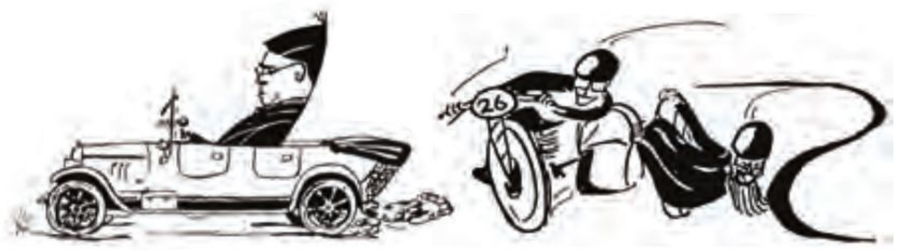
Joe Dunn, editor

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NEXT ISSUE: OUR SEPTEMBER ISSUE IS ON SALE FROM JULY 31

MOTOR SPORT

IN THE SPIRIT OF BOD AND JENKS



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Details matter.



This classic toolkit is hung from a riveted leather strap on the inside of the 1930 Bentley Blower driven for our cover feature. Originally at Le Mans, drivers were only allowed to make repairs with tools they carried within the cars - meaning this kit was crucial for sucess. It's a bit more hi-tech than that now, but the ethos hasn't changed and every car at Le Mans still carries a toolkit for roadside repairs; even the Toyota LMP1 crews are taught to use a spanner...

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Alonso rides his luck at Le Mans



MOTORSPORT IMAGES

Toyota's number 8 crew of Nakajima, Buemi and Alonso got lucky late on to beat the sister car

TO THE VICTOR THE SPOILS, BUT also – in the case of Toyota and Le Mans – the pain.

The capricious gods of La Sarthe appeared determined to inflict more suffering on the Japanese endurance racing team this season, even as it celebrated back-to-back wins at the famous circuit and secured a share of the World Endurance Championship for its lead driver Fernando Alonso.

In the 87th running of the world's most famous endurance race, Alonso and co-drivers Sébastien Buemi and Kazuki Nakajima in the number 8 car took the chequered flag after a bizarre pitlane cock-up that robbed the sister entry of almost certain victory. After it had led the race for 23 hours, sensors on the Toyota of Mike Conway, Kamui Kobayashi and José María López detected a puncture on the front right. The car was pitted and the affected wheel changed, then sent out again. But the sensor was inaccurate: it was the rear left that had punctured, necessitating a second stop that allowed the other car to power ahead.

Conway and his crew were distraught. On the podium, Alonso felt moved to say: "I think car 7 was quicker than us for 24 hours; they really deserved the victory but today the luck decided that we have to take the trophy."

The cruel mix-up will have echoes of the Japanese firm's heartbreak back in 2016, when its lead car suffered a mechanical failure minutes before the race's conclusion. That incident, in which the car became stranded at the start/finish line as rivals overtook, has since become a motif for the fickle nature of Le Mans.

In other classes, the Signatech trio of Nicolas Lapierre, Pierre Thiriet and André Negrão won the LMP2 division in their Alpine-branded Oreca, Ferrari scored its first GTE Pro class victory since 2014 with the AF Corse 488 GTE of James Calado, Alessandro Pier Guidi and Daniel Serra and in GTE Am the Project 1 Porsche of Jörg Bergmeister, Egidio Perfetti and Patrick Lindsey was awarded a post-podium victory after Keating Motorsports' privateer Ford GT was disqualified for refuelling infringements.

Away from the track, the FIA and ACO confirmed the new set of technical regulations for the premier Le Mans class, which will come into effect in 2021. They will herald a so-called Le Mans Hypercar



The forthcoming Hypercar rules have already attracted Aston Martin, with its Valkyrie



Prototype, designed to entice manufacturers back into the event and the World Endurance Championship. They will be able to enter either hypercar-style prototypes, or develop racing machines based on homologated road-going hypercars with a minimum of 20 units to be produced over a two-year period.

Moments after the regulations were confirmed, Aston Martin announced that it would be joining the fray with a version of its Valkyrie. Toyota also confirmed it would continue to participate in the category and released a teaser film of a hypercar prototype, although without any official details as yet.

American racing car manufacturer Scuderia Cameron Glickenhaus has also declared it will commit to the FIA's new hypercar category, while McLaren and Ferrari are potential entrants.



MOTORSPORT IMAGES

Pryce's Formula 1 career was successful, but cut short before his true potential had been fulfilled

Fund launched to honour Tom Pryce with a statue

FRIENDS OF ONE OF WALES'S greatest sons have launched an appeal to keep his memory alive. The fund-raising drive has been set up to commemorate Tom Pryce and pay for a memorial statue in Denbigh, his home town.

Pryce was one of Formula 1's rising stars during the mid 1970s. He joined the Shadow team in 1974, shortly after winning the F3 race supporting the Monaco GP, and won the Race of Champions at Brands Hatch the following spring. He also took pole position for the 1975 British GP, before crashing out in a rain shower, and notched up two podium finishes in world championship grands prix, finishing third at Austria in '75 and Brazil in '76.



He was killed in a freak accident during the 1977 South African GP, after his car struck a marshal running across the track holding a fire extinguisher.

The fund-raising launch ties in with preparations for the Historic Sports Car Club's forthcoming Anglesey race meeting, which celebrates Pryce's life and career. One of the highlights of the weekend will be a two-part XL Aurora Trophy race for Formula 5000 and F2 cars, in which the aggregate winner will receive an original painting of Pryce by renowned motor sport artist Andrew Kitson.

Local businessman Mario Kreft, a keen supporter of the initiative, said: "Tom went from being an apprentice tractor mechanic to a Formula 1 driver in a very short space of time. It's a wonderful story and he has clearly not been forgotten, but he's probably not had the recognition he deserves."

Donations to the fund can be made via gofundme.com/tom-pryce-appeal.

I.D.R electrifies the Nordschleife

VOLKSWAGEN'S LATEST EVOLUTION OF the all-electric I.D.R racer officially became the second-fastest thing ever to lap the Nürburgring Nordschleife recently, after smashing the old electric car lap record by over 40 seconds.

The current kings of Pikes Peak, the I.D.R and its driver Romain Dumas, lapped the 12.9-mile German circuit in 6min 05.336sec, smashing the previous electric record – recorded by Briton Peter Dumbreck in a NIO EP9 supercar in 2017.

It's an impressive feat for Volkswagen, but it's still well shy of the outright record which is held by the Porsche 919 Hybrid EVO which completed the circuit in 5min 19.546sec with Timo Bernhard at the wheel.

The flurry of records has prompted some to wonder where it will all stop. In the last year alone the entire top three fastest laps ever have fallen – the Porsche 911 GT2 RS by Manthey-Racing went third-fastest during last October.

The Lamborghini Aventador LP770-4 SVJ topped the production car times last July, just a year after the firm's Huracan Performante did it, only to be beaten by the Porsche 911 GT2 RS. And the sheer number of categories extends well beyond supercars – Renault reclaimed the front-wheel-drive record with the Mégane RS Trophy R this year to hold off attempts from Honda, SEAT and Volkswagen.

How about for four-door cars? That'll be the Jaguar XE SV Project 8, which beat Alfa Romeo's Giulia Quadrifoglio in 2017. What about the fastest BMW in a shade of grey to run on the second Tuesday of the month? That could be anyone...

The point is, does any of this matter? Especially in production cars where the handling characteristics' most stringent test will likely be a Milton Keynes roundabout or six? But if it gives manufacturers a certificate for their walls, it can't be that bad.



Romain Dumas claimed another benchmark time, breaking the Nordschleife electric record in I.D.R


The traditional side of a VSCC Prescott meeting

All will be quiet on the western front

THE TRADITIONALLY GENTEEL denizens of the Vintage Sports-Car Club have pledged to heed lessons learned last summer, when the tranquillity of the Prescott short-course weekend was disrupted by "behavioural problems".

The club initiated an enquiry as a result of "potentially criminal activity" at the top of the hill, the riding of bicycles around the site and overnight campsite disturbances.

In its June *Newsletter*, the VSCC reported: "Our enquiry sought to establish the facts against rumour and conjecture and not to apportion blame. The key was to ensure that our future plans reflected the lessons learned and that we needed to be prepared for change in order to protect our relationship with the BOC [Bugatti Owners' Club] and its relationship with the local residents.

"Plans for 2019 needed to be for a quieter Prescott, where the activities of one party did not impact the enjoyment of others."

The club will not be making any further statements – and happily there are no plans to silence the leviathans that infuse VSCC Prescott events with a sense of occasion.

This year's short-course meeting takes place on the weekend of August 3-4, while the club returns to the venue on September 28 for a single-day fixture on Prescott's longer hill (which measures 1127 yards, 247 more than its stubbier counterpart).

Stewart to star at Silverstone Classic

Sir Jackie Stewart will return to the location of "the best race I ever had" when he is reunited with his 1969 British Grand Prix-winning Matra-Ford MS80 for a demonstration event at this year's Silverstone Classic.

Stewart, 80, will perform high-speed demo laps aboard the car during both Saturday 27 and Sunday 28 July at the Classic to mark 50 years since his epic battle with Lotus driver Jochen Rindt.

On July 19, 1969 Stewart and Rindt were the class of the field, pulling clear of the pack and contesting their own private battle for honours in one of the most enthralling duels in F1 history. Stewart eventually won when Rindt had to stop to repair his rear wing, and again to take on fuel.

"You couldn't make a mistake. We had total trust in each other"

Recalling the race to *Motor Sport* in the August 2018 issue, Stewart said: "I suspect it's the race with the most passes between two drivers - 32, I think. At the time slipstreaming was the thing to do and we'd slingshot past each other twice a lap; there was no way you weren't going to get passed at either the Hangar Straight or down into Woodcote. We indicated to each other which side to pass, as blocking each other would have meant the other guys catching us. You just couldn't make a mistake, and we had total trust in each other as drivers. It was invigorating."

The Classic will also retitle the Masters Historic Formula 1 races for DFV-powered cars that competed between 1966-85 as the Sir Jackie Stewart Trophy, and Stewart will present the trophies on the podium.

The event will also raise funds for Alzheimer's Research UK and Race Against Dementia - a cause that Stewart champions, applying F1 technology and methods to find a solution for the condition that affects nearly a million people in the UK alone - and his wife, Lady Helen Stewart.

The Matra in question will also form part of a celebration of 50 years since the marque's first world title during the Chantilly Arts & Elegance event, where nine Matra racing cars ranging from grand prix to Le Mans machinery will be gathered together. The event takes place at Chantilly Castle, north of Paris, on June 30.

Tickets for the Silverstone Classic are available at silverstoneclassic.com with adult entries starting at £45 and three-day weekend passes available for £120.



Sir Jackie Stewart will be reunited with his 1969-winning Matra. He went on to take that year's title with six wins

MOTORSPORT IMAGES

Clark tribute set to open

THE NEW JIM CLARK MUSEUM IN DUNS, the Scottish Borders town close to where the Scot grew up, will open next month with a collection of his racing cars on display and interactive features added.

The expanded £1.65m museum will now include a changing roster of cars, and trustees promise that the attraction in the extended Grade B-listed building will be unrecognisable from its predecessor.



"The cars are the stars," said Clark's cousin Doug Niven, who has been a family trustee since 1969.

"To see it opening with the simulators and much more up-to-date technology, it's exciting. It will be a proactive visit. The previous Jim Clark Room had been fairly static - if you'd seen the trophies you didn't need to come back.

"The whole building is renovated from top to bottom; people will not recognise it from what it was before."

It will open to visitors on July 11, with an official ceremony fronted by Sir Jackie Stewart to be held in August. The expansion was announced in 2013, with opening originally intended for the 50th anniversary of Clark's death last year.

"With the planning and working with the council, getting things like architects and builders in place, everything just takes a bit longer," Niven added. "It's a relief that we've got our money together to do this."

The work was supported by the Scottish Borders Council, the Heritage Lottery Fund and boosted by voluntary donations.

The Jim Clark Trust has also undertaken fundraising activities including a prize draw to win a Jim Clark-edition Lotus Evora, which was signed by all 20 Formula 1 drivers at the Monaco Grand Prix.



Michelin invents airless tyre

CAN YOU IMAGINE HOW DIFFERENT motor sport would be without tyre troubles? An unexpected puncture or delamination can turn any contest on its head at a second's notice. But Michelin may be about to change that. Touted, florally, as 'an airless mobility solution', it's latest concept is a puncture-proof tyre - and Michelin hopes it could be commercially available for road use by 2024.

Officially known as Uptis (Unique Puncture-Proof Tire [sic] System), the new technology is already being tested in America by General Motors, which has committed to a research partnership with Michelin.





A development of Michelin's original airless tyre concept, the Vision (unveiled in 2017), the Uptis doesn't have a traditional sidewall but bears loads via a resin-embedded fibreglass material for which the firm has already been granted patents.

It is claimed that the Uptis could last longer than standard tyres, simply because it can never be used while underinflated.

Puncture-free tyres would have obvious sporting benefits, particularly in rallying's hostile environment or during races such as the Le Mans 24 Hours, where prototypes have to contend with off-line debris in traffic.

Contacted by *Motor Sport*, Michelin said: "Uptis development continues and as part of that process we are not ruling out the possibility of using motor sport as a test bed."

Michelin already has a number of sporting firsts, including the introduction of slicks (Le Mans 1967) and bringing radial technology to F1 (1977 British Grand Prix).

Lambo goes Rambo

NOT CONTENT WITH RIDING ON THE CREST OF A WAVE of circuit racing success, Lamborghini has made its off-road racing ambitions clear with this Huracán Sterrato concept.

Sterrato, literally translated to 'Dirt', is by far the most bonkers iteration of Lambo's best-selling Huracán coupé yet. Claimed to be the first genuine off-road supercar, the concept has been created after Lamborghini's engineers developed a fascination with off-road racing having worked on the recent Urus SUV – which itself is due to form the basis of a one-make rallycross-style racing series in 2020.

The Sterrato has been raised by 47mm over the standard road car and has a wider track, balloon tyres and a full complement of underbody protection. There's also heavy duty composite bodywork and LED floodlights.

Lamborghini does have a history of off-road oddities. Its test driver Bob Wallace modified both the Jarama and Urraco models into desert rally machines in 1973 and '74 respectively.

This new one's maybe not up to the Dakar just yet, but we have seen stranger things.

Ford v Ferrari in the works

MOTOR RACING WILL GET ITS LARGEST Hollywood representation since the 1970s with the announcement of the forthcoming *Ford v Ferrari* feature film.

With twin A-lister Academy Award winners Matt Damon (*Good Will Hunting*, *Jason Bourne* and *The Martian*) and Christian Bale (*Batman*) signed up to play the lead roles, and Walt Disney Studios fronting $100m for the production, it marks the first time the sport has been so richly presented on the silver screen since Steve McQueen's immortal *Le Mans* in 1971.

You could argue 2013's *Rush* comes close – but Chris Hemsworth had only just begun to play Norse god *Thor*, the role which would eventually catapult him to international stardom, and Daniel Brühl had yet to really make global headlines as a lead actor back then.



Ford v Ferrari tells the story of the development of the Ford GT40, and the bitter rivalry between Henry Ford II and Enzo Ferrari after the failed merger of the two brands.

The narrative focuses on American tuning legend Carroll Shelby (Damon, *right*) and race driver Ken Miles (Bale) and their 1966 quest to speedily create a car to beat Ferrari into submission at Le Mans. It's due out in cinemas in November.





Norman Dewis was a pioneer for Jaguar, Robin Herd (*below*) eschewed cricket for a distinguished Formula 1 career

Twin links to a golden era

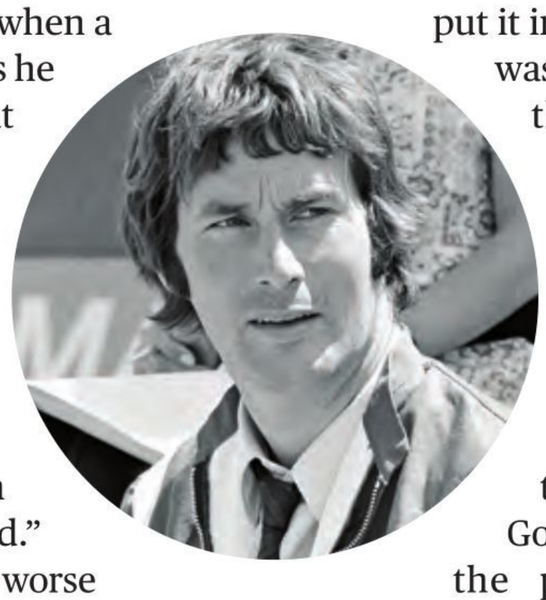
THEY SYMBOLISED FREE thinking and innovation, a time when engineers weren't constrained by the law of the wind tunnel or overly proscriptive rulebooks. Norman Dewis and Robin Herd, who have died aged 98 and 80 respectively, belonged to different generations but were united by a spirit of enterprise.

Dewis will forever be associated with Jaguar, the firm he joined in 1951 and loved ever after. His technical triumphs include developing disc brakes for road use, a process that included the inevitability of occasional failures - with him at the wheel - as there were no simulation tools to help minimise such risks. He set what was then a speed record for a production car - 172.4mph in a lightened, streamlined XK120 on a closed stretch of Belgian motorway - and was also the brains behind the way the C-, D- and E-types, the timeless Mk2 saloon and the classic XJ6 handled. Period research was ripe with hazards, however, and his work included regular sessions at the Motor Industry Research Association test track.

Talking to *Motor Sport* (April 2013), Dewis recalled an incident when a C-type's final drive seized as he came off the MIRA banking at full speed: "It cartwheeled onto the infield, coming to rest upside down on top of me with hot oil everywhere. A couple of labourers ran over and lifted the car. In the pub that evening I bought them all the Guinness they wanted."

He survived all that - and worse - to remain a Jaguar ambassador into his late 90s.

Robin Herd (*right*) could have become a professional cricketer with Worcestershire, but eschewed the offer in pursuit of higher education and achieved a double first in physics and engineering at Oxford.



Soon afterwards the future March co-founder joined McLaren and designed its first F1 car, the M2B, for which Herd chose Mallite - usually used in the aeronautical industry - in a quest for greater chassis stiffness. During testing in 1965, Herd also experimented with wings. Speaking to *Motor Sport* in 2010, he said: "The lads all took the mickey, telling me a racing car was meant to stay on the ground, not take off. But we made something up and ran it at Zandvoort. Instantly the car was three seconds a lap faster. We didn't want anybody else to know, so took the wing home, sawed it in two and put it in the bin, saving the idea. It was more than two years later that Ferrari and Brabham came up with wings."

Or this from early testing of the M6A, which defined the template for future Can-Am McLarens. "I worked out how we could run ground effect at the front. We tested at Goodwood with me stuffed into the passenger side, and an anemometer to measure pressure under the car. By the time we got to Madgwick the needle was off the gauge. Nobody realised we had a ground-effect car. We balanced it out with a big spoiler on the back..."

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MARK HUGHES

"It's the legalese which is sucking the very life out of the sport"

IT PROBABLY BEGAN IN F1 SOMETIME around the turn of the '80s; the idea that safety advances allowed some drivers to feel at liberty to use their car as an instrument of intimidation. The cars themselves were much safer than just a decade earlier and the worst excesses of the tracks upon which they raced had been taken away.

Think back to the Montréal title decider of 1980 when Alan Jones turned across the bows of Nelson Piquet at the old first corner (a fast right kink). Piquet had the option of backing out or staying with it, betting that Jones was bluffing. He did, he wasn't. Jones explained that if another car was not in his peripheral vision, he'd behave as if it wasn't there. That was his brand of etiquette. It would likely have got him or someone else killed a couple of decades earlier.

With the advent of carbon fibre, cars became yet safer – and Ayrton Senna took on the full implications in his determination to prevail over his nemesis Alain Prost. "Ayrton's problem is that he always believes God will look after him," said Prost, when hostilities between them were such that Senna tried to pin Prost's car towards the Estoril pit wall flat out in top, with pit boards having to be quickly pulled up from where the Frenchman had been forced to drive. The purest expression of the philosophy came with his enraged reaction to being denied the faster side of the grid *after* setting pole for Suzuka 1990. It was a travesty of justice, but his reaction was extreme. Who can forget the sight of him failing even to lift, let alone brake, for the first corner once Prost had beat him off the line? This was no longer just the racing car as an instrument of threat, but as an actual weapon.

Michael Schumacher was perhaps less pre-meditated in his dangerous fouls, often triggered in moments of competitive panic. But they were deliberate fouls, all the same – against Damon Hill at Adelaide and Jacques Villeneuve at Jerez most famously, but any number of times off the grid when trying to keep another car behind. That was a very significant watershed. Largely as a result of Schumacher unilaterally declaring his own terms of combat, the first serious attempt was made at writing a regulation to control that, with the early '90s 'one move' rule. That is where it all began to go wrong. That's what led us to Sebastian Vettel's ludicrous 5sec penalty in Montréal that destroyed a thriller of a race. If instead of writing rules, we'd simply used the black flag more readily, racing in F1 would be a much freer, more intuitive thing without the need for the legalese which is sucking the very life out of the sport.

Because that 'one move' rule was just the beginning. As time went by, the authorities attempted to incorporate pretty much every racing situation into words defining what you can and can't do – and with a code system of penalties set accordingly. The race stewards became tasked during and after the race with looking at video replays of incidents to decide if it broke the wording of any of those rules. If it was deemed they had, the stewards had no choice but to impose the appropriate penalty.

"If we used the black flag more readily, racing in F1 would be a freer thing"

This sort of thing used to be covered by a code of behaviour among the drivers. Attempting to incorporate this into words – rather than consistently using the black flag to anyone contravening that code – was where the trouble started. Any wording always creates loopholes, an invitation to find a way around the wording. As soon as you define in words what is legal, an obvious competitive reaction is, 'So anything not in the wording is legal?' On this basis, behaviour that would never have been considered before was being unintentionally invited. So chopping ruthlessly across another car at 200mph (Schumacher on Mika Häkkinen Spa 2000, or Max Verstappen on Kimi Räikkönen, Spa 2016) was OK because it didn't break the one-move rule. But running wide off the circuit, losing time and scrabbling to rejoin before the guy behind can pass is not OK because it could be deemed that he had not rejoined in 'a safe manner' (as per Vettel in Montréal). There is a requirement that the driver should leave a defined amount of track as he rejoins, which Vettel didn't – as he was trying to keep control of his car after sliding across the grass and hitting a big kerb as he rejoined. The code demanded a 5sec penalty, thereby ruining what had been an epic 50-lap struggle.

"I sympathise in a way with the stewards," said Vettel after he'd calmed down. "I've said many times when I've been in there that they are sitting in front of a piece of paper and they're watching the race and they say, 'We agree but look, we have to do these things.' It's just our times; we have regulations for everything. So we end up talking about racing situations like lawyers. It's not the sport I fell I love with."

Strip the regs back, dump the obligation to apply rules just because they are there, have an ex-racer referee with a let-them-race mentality. His decision will be final regardless of all arguments and he'll come down hard and without mercy on anyone taking advantage of that leniency through driving deliberately dangerously. By way of a simple black flag: come in, switch off your engine, get out of the car, you're finished for the day. Then the code of etiquette would decide how things flowed.

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



MAT OXLEY

"Bill Ivy was killed while transforming from motorcycle to car racer"

FRIDAY JULY 12 MARKS 50 years since the racing world lost Bill Ivy. The former 125cc world champion was killed during practice for the 1969 East German GP at the Sachsenring, while in the process of transforming himself from motorcycle to car racer.

Ivy won the 125cc world title with Yamaha in 1967 and resolved to quit bikes at the end of 1968, to follow in the tracks of John Surtees and Mike Hailwood. He bought a Brabham BT23C to contest the 1969 European F2 series.

There was only one problem: Ivy was skint. So the 26-year-old Briton accepted an offer from Czech motorcycle factory Jawa to contest the 350cc world championship, which he would work around his F2 commitments. Thus began a hectic summer of criss-crossing Europe in his Maserati Ghibli: leather suit, car overalls and helmets in the boot.

There was one other problem: the Jawa was notoriously unreliable. Sure enough, the 350cc V4 seized a crankshaft bearing as Ivy rode around the Sachsenring, locked its rear wheel and flung its rider to the ground. According to the marshal's report the accident happened at 9:30am. Ivy's helmet came adrift during the crash and he ended up slumped by the gate of 87 Friedrich-Engels Straße, Hohenstein-Ernstthal. He was rushed to hospital, where he was pronounced dead at 10:30am. Causes of death were a basilar skull fracture, fracture of the cranium, ruptured right lung and irreversible trauma and bleeding.

We know these details because when the Iron Curtain came down his files - held by the state-affiliated race promoter - were given to archivists Mike and Andy Jordan. The Jordan family holds all the documents relating to Ivy's final weekend, including the findings of the Stasi, which undertook searches of his hotel room and his Maserati.

The Stasi inventories provide a fascinating glimpse into the life of a 1960s racer or, in Ivy's case, a rock-and-roll racing dandy. Among the belongings found in his hotel room were "13 different coloured shirts, one brown leather waistcoat and one green-blue patterned scarf".

Inside the car were "six trophies, 12 audio cassettes (sadly not individually identified), one driver's bag from the Grand Prix of Limbourg (an F2 race he had contested at Zolder), one car-racing suit, one pair of car-racing shoes, one car-racing helmet, one travel bag, one atlas of Europe, one set of Dutch TT documents, one set of documents for August's Finnish GP, one Maserati customer service card" and so on.

Ivy had been hurtling around Europe in the Maserati since his F2 debut at Thruxton in early April, when he qualified sixth behind Jackie Stewart, Jean-Pierre Beltoise, Graham Hill, Piers Courage and Henri Pescarolo.

Ivy was immediately fast on four wheels, but somewhat flawed, unsurprisingly for someone still yo-yoing between cars and bikes. At the end of April he had a huge shunt during the Nürburgring F2 round, knocking all the wheels off the Brabham. A fortnight later he rode his first Grand Prix on the Jawa, chasing home Giacomo Agostini's MV Agusta at Hockenheim. A few weeks after that he drove the Brabham into fifth place at Zolder, just off the podium occupied by Jochen Rindt, Jacky Ickx and Courage. After Zolder he was back on the Jawa for the Dutch TT at Assen where he led Ago until the engine oiled a plug. Next came the Sachsenring...

Ivy had only raced his Brabham a handful of times, but that was enough for the great and good of the car world to see his talent.

"I don't think there has been anyone in racing quite like Billy," recalled Stewart in Alan Peck's Ivy biography, *No Time To Lose*. "I first met him at the Revolution discotheque in London - there was Billy with a very attractive young lady. He was smaller than me, so that was a change, and I suppose because of that I took to him.

"Here was this chap with hipster trousers, skinny-knit sweater, hair much longer than mine, very quick on his feet and rather cocky, in a way. He had tremendous talent - more natural ability than anyone I had seen coming into motor racing.

"He was going through the initial stages of car racing. Surtees went through it... but I felt Billy had more natural talent. He went around the Nürburgring, the first time he had ever been there in a car, and he was second or third fastest, on a damp track. This was something outstanding for me."

Hill was also mesmerised. "The thing that amazed me was the way Bill came into racing. It wasn't a gradual process, he just arrived, and bang, he was there. At his first F2 meeting he set an incredible time during practice and everywhere he appeared he got up the front. And he was so small he was a designer's dream, undoubtedly he would have got into a works team."

"At his first F2 meeting he set an incredible time during practice"

Both Stewart and Hill also appreciated Ivy's cheeky-chappy persona. "His was cockney-style humour," Hill added. "I remember the party we had at the Sport Hotel at the Nürburgring. Bill had us all in fits of laughter, but I won't say the German officials approved of his antics..."

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

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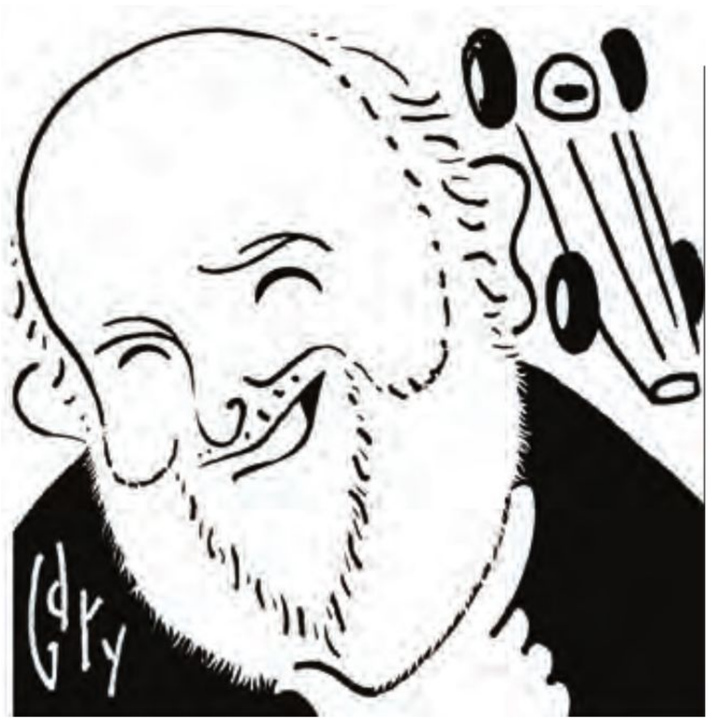
1965	Studebaker Lark Daytona 500	Estimate (£): 65,000 - 80,000
1991	BMW E30 M3 2.5 Competition	Estimate (£): 75,000 - 85,000
1973	Triumph Dolomite Sprint	Estimate (£): 20,000 - 25,000
1965	Ford Lotus Cortina - Ex-Sir John Whitmore	Estimate (£): 190,000 - 220,000
2012	Ferrari 458 Challenge	Estimate (£): 100,000 - 120,000
1965	Ford Mustang Race Car	Estimate (£): 65,000 – 75,000
2000	Ferrari 360 Challenge	Estimate (£): 60,000 – 70,000
2006	Ferrari F430 Challenge	Estimate (£): 75,000 – 85,000
1972	Lola T 290 Sports Racing Car	Estimate (£): 110,000 – 125,000
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DOUG NYE

"Frank Williams couldn't believe the stopwatch, it blew everybody's mind"

YESTERDAY IS A FAR MORE comfortable place. This is certainly true right now - and it has been so for several fraught years past - for Sir Frank Williams's Formula 1 team. But, just for a moment, let's really celebrate this remarkable man becoming the first entrant in F1 history to surpass 50 years in that role. Here's a feat even Enzo Ferrari never managed.

Frank Williams made his debut as an F1 entrant on March 16, 1969, fielding his immaculate Brabham-Cosworth BT26A for Piers Courage in the Race of Champions at Brands Hatch. Sadly a fuel leak retired the car. The BRDC international Trophy race at Silverstone on April 30 went better, Piers finishing fifth. In that year's Spanish GP at Barcelona on May 4, the Williams Brabham became Frank's first World Championship-qualifying GP entry. But its engine failed. On May 18, 1969, Piers then took a rousing second place in the Monaco GP - and set fastest race lap. As Williams and Brabham - and Courage - fans, we were rapt.

In both that year's British and Italian GPs, Piers finished fifth - before Frank's car and driver finished second yet again in the money-rich United States GP at Watkins Glen. It had been a magnificent debut season for an all-new private operation.

In 1970 Frank then ran De Tomaso cars for Piers, but lost his fine driver - and friend - so tragically in the Dutch GP. From 1971-76 Frank Williams Racing struggled. He became the game's perennial survivor, barely clinging on, like Japanese knotweed. At Silverstone for the 1975 International Trophy, Frank met the Austro-Canadian oil man Walter Wolf. The tycoon recognised Frank's intensity and for 1976 effectively combined Hesketh Racing with Williams to create Wolf-Williams. It was a fair-sized disaster. Wolf recruited Peter Warr - ex-Lotus - to run Wolf Racing into 1977. Frank was left at home to miss the Argentine GP trip as Jody Scheckter won upon the new Wolf car's debut.

Frank: "Missing that race brought me up short. 'My' team was racing and winning there, and I was missing it all. I wasn't a racer any more; I was just any man, an ordinary bloke, albeit well paid, who was never going to get anywhere nor be anyone. I did go to the Brazilian GP, and that reinforced my feeling of emptiness, of not being involved directly in racing. I just had to get back in there, and the only way to do that was to leave Wolf Racing and start afresh... I had to start a new team. I thought Patrick Head would be willing to come along as engineer, and we were away."

For 1977 their newly formed Williams Grand Prix Engineering team ran a solo March car for Belgian Patrick Nève. Into 1978 Head's clear-sighted Williams FW06 design did well in the hands of Alan Jones. Into 1979 Clay Regazzoni joined Jones to drive Patrick's latest Saudia-backed FW07 ground-effect cars.

By lap 24 of the Belgian GP at Zolder on May 13 that year, Jones was ahead - the first time since Courage had briefly led the 1969 Italian GP at Monza - that a Williams-entered car had led a Grand Prix and the first time ever a Williams-built car had done so. At Monaco, Regazzoni finished second - as had Piers 10 years earlier. The new Renault turbos dominated the French GP, "but then we went testing at Silverstone, and it really came home to me just how good Patrick's FW07 car was becoming". In Goodyear pre-GP testing "Patrick and Frank Dernie did some wind tunnel work and came up with an undertray fairing to fit beneath the engine. I could not believe my watch as Alan did a 14.6, then 14.0, 13.6, 13.2 and on. I thought 'This can't be right, I'd better just check those watches' - with the underfairing he was suddenly down to a 12.6! By the end of the day Alan was slamming in 12.6s and 12.8s as he liked [against an existing record of 1min 18sec!] and blowing everybody's mind.

"I couldn't believe that after all those years of mentally straining and wrestling, thrashing about trying to make things come good, sometimes thinking here we are, this is it - and BANG - it would all blow apart and we would be back at square one... and here Alan was going record breaking in almost unprecedented style...".

In qualifying for that 1979 British GP, Alan took the first Williams pole. In the race, he and Regazzoni initially ran 1-3, split by Jabouille's Renault. For 22 more laps they then ran 1-2 until Jones dived into the pits... the neck of his Cosworth engine's water pump had cracked. It was left to Regazzoni to blare around to win. The British Williams team and its most British of team principals had won their home race.

"Here was Alan Jones, record-breaking in unrivalled style"

On the podium Clay excelled, pointedly sipping orange juice instead of Champagne in deference to the team's Saudi sponsors. Frank was deeply satisfied for himself and the team, but desperately sorry for Jones. He felt almost embarrassed it had taken his team so long to achieve that breakthrough victory. His secretary, Gwen Brown, saw him walking along the pitlane after Clay had won - looking almost stunned by what his team had achieved. "Congratulations, Frank," she said, and kissed him on the cheek. He grinned briefly, and for a moment couldn't answer...

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

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ANDREW FRANKEL

"Bragging rights should go to the lightest car, not the most powerful"

HOW CAN WE MAKE THE world fall in love with lightness? The unveiling of two extraordinary cars in the last month has made me think about this anew.

In one corner sits the Ferrari SF90 Stradale, a car described elsewhere and wholly inaccurately as a replacement for the LaFerrari hypercar. Yes it has a hybrid drive and power close to 1000bhp, but it's a mainstream model costing about one third of the price of the very limited-edition LaFerrari. With four-wheel drive, it will reach 62mph in 2.5sec and 124mph just 4.2sec after that. It laps Fiorano quicker than any other Ferrari road car, LaFerrari included. You can plug it in, drive in electric mode and – because its front axle is driven by electricity alone – I guess it will be the first front-drive Ferrari in history, temporarily at least.

In the other is Gordon Murray Automotive's T.50. I am not saying the T.50 and SF90 are in any way rivals, not least because Gordon's car will cost six times as much and only 100 will be built, but their respective approaches are interesting.

While both have motors of close to four-litre capacity, that's about the extent of their similarities. The Ferrari's engine has eight cylinders and is boosted by two turbos and three electric motors. The engine is connected to a gearbox containing eight gears, all selected by paddle.

The GMA car has 12 cylinders, no turbo, no electric motor and an H-pattern six-speed manual box directing drive to the rear wheels alone. But here's the biggest difference of all: the GMA T.50 will weigh 980kg, while dry weight for the standard SF90 will be about 1600kg. So despite the Ferrari having 986bhp compared to the T.50's 652bhp, it's Murray's car that has the superior power-to-weight ratio.

I'm not going to labour this point because they are very different cars for very different audiences and – had they not both been announced within a week of each other – I'd probably not have made the comparison. But it does concern me that it is only entirely unaffordable and inaccessible machines like the T.50 and Aston Martin Valkyrie that show just how light cars can be.

Lightness is the bullet that few appear willing to bite. There are some exceptions like McLaren and Lotus, but sooner or later it will have to become part of mainstream strategy because, whatever you are able to persuade the figures to show, it is simple physics that a light car will gain and lose speed faster than a heavy car. It will handle better, too. Most importantly it will require fewer natural resources to build, burn less energy and emit lower levels of CO_2 and pollutants, whether they come out of an exhaust pipe or a power station chimney.

Can we blame the manufacturers for making the cars their customers want? Absolutely we can: Henry Ford once said that if he made what customers asked for, all they'd have got was faster horses. They say they're forced into making heavy cars in part by demand for additional performance, while omitting to mention it's far cheaper to make a car go faster by adding power than removing weight. Cars were getting lighter, but with the electric/hybrid revolution in full swing, they are now heading the other way once more.

What's needed is a rulebook that makes it easier and cheaper to make light cars, rather than one mandating endless weight-increasing safety measures that only function once a car is having an accident. It needs to recognise that lighter cars are less likely to crash in the first place, because they stop more quickly. And we need a taxation system based on whole-life emissions. Bragging rights down the pub should go not to the person with the most powerful car, but the lightest.

IT WAS THE PASSING OF ROBIN HERD THAT made me recall why his March 701 – built in 12 weeks – failed to capitalise on its stunning early form. While many doubted any 701s would make the grid for the 1970 South African Grand Prix, five turned up, one took pole and Jackie Stewart drove his to third, but he won next time out at the Brands Hatch Race of Champions and did so again at the Spanish GP, lapping the entire field in the process. So I looked back at the track test I wrote for *Motor Sport* in 2012.

"The 701 was a simple car," Herd told me at the time. "It had to be really: not only did we have no money, we had no time either. It seems unthinkable now but in November '69 we had nothing. A few sketches. Then Max [Mosley] announces to the press that we're going to launch the team at Silverstone in February. We had 10 weeks to design and build an F1 car. All hell broke loose. I lost a stone and half..."

"Not only did we have no money, we had no time either"

The flaw lay in simplicity that left little scope for development, while rivals got quicker throughout the season.

JYS told me it was the most difficult F1 car he ever drove, but it was Mosley who offered the clearest perspective: "We caught F1 when it was half-asleep. We were, if you like, the most enormous wake-up call and stung a lot of talented people into action. It was always going to be hard after that."

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

Follow Andrew on Twitter @Andrew_Frankel

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JENNIE GOW

"Toto Wolff gets very nervous, and has admitted feeling fear"

TO GRID WALK: TO AMBLE UP and down a group of racing cars or motor bikes while rambling to a live audience and interviewing relevant subjects found present...

In reality, this usually means flying by the seat of your pants while praying that someone who speaks the same language as you happens to walk past at an appropriate time, before you totally dry up on air.

My first grid walk was not in F1 but at the 2010 season-opening MotoGP race in Qatar, as we broadcast to millions on the BBC. It was not something for which I had been trained. The riders were accessible and, being BBC TV, you have a certain amount of clout when you stick a microphone in front of someone and ask them about the race.

It was challenging but I loved it. That feeling of unpredictability, the lack of script and the knowledge that it could go wrong at any given moment, as well as the fact that you had no control over what anyone was going to say, was the antithesis to well scripted and rehearsed presentation.

The grid walk officially became a thing in 1997, when ITV won the rights to broadcast F1. It fell to Martin Brundle, who had retired from grand prix racing the previous year, to introduce viewers to his now familiar routine. It happened during the British GP at Silverstone and TV executives wanted to try something different.

Martin and I chatted ahead of the Canadian GP this year and he told me: "The ITV guys said walk down the grid, say what you see and let's see how it goes."

Martin's close relationship with so many of the stars meant the viewer was able to experience something that is still pretty rare in sport: getting up close and personal with sporting heroes just moments before the action starts. Could you imagine trying to speak to Ronaldo or Neymar shortly before kick-off? It just wouldn't be allowed.

Done right, the grid walk offers incredible insight into drivers and team members - each of them very different. Mercedes boss Toto Wolff gets highly nervous before a race and, during the final five minutes before we clear the grid, he often admits to feeling fear at what is about to happen.

Lewis Hamilton doesn't do grid interviews - aside from the occasional chat at Silverstone. He likes to focus and we have learned not to approach him. Conversely, other drivers are happy to talk and the relationships you build with them through the rest of the season can really help those short, snatched moments on the grid.

Valtteri Bottas, for example, is a delight and always gives me a little gem of information; like how hard the start may be because of a change in the weather, or what it feels like to be part of the F1 circus.

Daniel Ricciardo and I had a fabulous chat in Italy last year, as he made his way to the back of the grid - he was starting P19 - he was very candid and, as a bee chased us down the Monza asphalt, he spoke of his frustration at starting almost last and how his resolve was unbroken... for now. A driver can be at their most genuine in those moments before a race, a rare time that they let their guard down and don't have anyone to monitor what they say.

"A driver can be at their most genuine in those moments before a race"

Of course, the grid was a very different place 20 years ago. According to Martin when he first started doing it, there was no question of drivers not talking to you: "Back then I was the only one on the grid and every driver was willing to talk. On one occasion, I stood talking with Michael [Schumacher] and Gerhard [Berger] at the same time."

For me there is always a sense of jeopardy. I remember when I first started covering F1 for the BBC, my producer at the time told me, "Nail the Monaco grid walk and you'll have a job for another year..."

And whether it's F1 or MotoGP, British Touring Cars or World Superbikes, we have all had some stinkers. From fancy celebs who come onto the grid and don't want a mic anywhere near them (Owen Wilson declined to speak to me live on air in Canada, when promoting the movie *Cars*, and Rita Ora turned me down at Silverstone) to drivers who simply avoid eye contact and pretend you aren't there.

The worst grid walk I've had was at Monaco in 2017. For the record, I don't follow the celebrity circus. I don't keep up with the Kardashians and *Love Island* is lost on me. However, that means that when I was interviewing James Marsden (*X-Men* actor), mistakenly thought he was Daniel Brühl (*Rush* star) and asked what it was like to play Niki Lauda... it didn't go down well.

Finding anyone on the grid can be problematic as ever more people have access, but there is still something thrilling when the klaxon sounds to warn all but the mechanics to clear the area for the start. It's when the buzz reaches its crescendo.

But I'll leave the final words to Martin . "It's unique," he says, "live sporting access moments before 'kick off'. In team, field and ball sports you can't get near the competitors, let alone chat to them, along with their teams and the glitterati. It's part of what makes racing like no other sport in the world."

Jennie Gow has been a staple of the BBC's Formula 1 broadcasting team since 2011, working across both TV and radio

Follow Jennie on Twitter @JennieGow



Red missed

Ferrari could – and should – have won three of 2019's first seven races, yet lines were fluffed. **Mark Hughes** assesses the team's predicament

THERE'S ALWAYS PRESSURE around Ferrari, good times or bad. But there's a vortex of it at this stage of the season, as it has become increasingly evident that the SF90 is not made of the stuff that can contend for titles, unlike its two predecessors. That this should unfold as the Scuderia is under its new leadership – and as the thrusting young Charles Leclerc comes on board to disturb the equilibrium of Sebastian Vettel – has just added energy to that riptide.

"Well, at least this is Monaco where anything can happen," said Vettel, looking on the bright side on the Wednesday before the race. "If we had to do another race at Barcelona, I wouldn't be feeling too positive."

The Spanish race had revealed the depressing reality that, on a conventional track rather than low-drag specials like Baku or rear-limited oddities like Bahrain, the Ferrari was about 0.7sec per lap slower than the Mercedes. So apart from the 'anything can happen' nature of Monaco, that left only Montréal, Spa and Monza as venues where the Ferrari might be competitive. Ferrari arrived at Barcelona hoping it had unlocked something in the car, only to find there was nothing there to unlock. No further answers. It was from that baseline that Vettel tried to reorientate himself coming into Monaco. "It's important that we stay on course and be positive about what we can control and not miss out on the gains we might make in the short term, as in this race or the next one."

Having Monaco and Montréal as consecutive races at least allowed Vettel to try to enjoy the moment, to try to release the stress. But then the pressure ramped up anyway... Thursday suggested the Ferrari to be about half a second adrift of Merc around the streets and roughly on a par with the Red Bull. So even more than usual, wringing the absolute maximum from the car was going to be crucial. Into Saturday morning practice, the preparation for qualifying, Vettel – wearing his '70s-era Niki Lauda helmet in tribute to the late champion – was pushing very hard, trying to find his groove. But it was a groove from which the Ferrari's traits made it easy to fall. It had a particular tendency to lock its inner front tyre.

The tyres are effectively an energy store. The downforce presses upon them, forcing the rubber into the surface's asperities (ie the gaps between the peaks of the Tarmac granules). The further into those gaps the downforce forces the rubber, the greater its energy store, the greater grip there is available as that energy is converted into braking and cornering force. But with this year's thin-gauge Pirellis there's less rubber to force into those gaps – which means that extra downforce buys you even more lap time than it did before. This change in rubber was decided many months after the basic concept of the SF90 – as a design focused on aero efficiency (a previous weakness) rather than high drag... Just as Mercedes had gone in the opposite direction.

So anyway, coming into Ste Dévote during practice, Vettel's inner front locked. A bit like with Leclerc in Baku, the car was still responding to steering and so he was encouraged into not bailing out into the escape road. Too late. It hit the barriers pretty hard, took the front-left corner off. There was no damage to the tub, but the time pressure to get it ready for qualifying two hours hence was not ideal.

Then there was Leclerc. Arriving at his home town as a Ferrari driver, still awaiting his first victory, it was difficult for him to keep the pressure off himself. He'd gone quickest on Saturday morning, but had fallen foul of the virtual safety car – imposed as a result, ironically, of Vettel's accident. There was a worry that this would earn him a grid penalty and, although in the end he got off with a reprimand, it just added to the edginess within the team.

Then that inner front locking came back to bite both drivers in Q1. Leclerc suffered into Rascasse, flat-spotting. He completed a lap on them which was P6 at the time he set it, but with track grip improving quickly.



An irate Vettel plays to the crowd by swapping the number boards under the podium in Canada

Shoulda, woulda, coulda: Sebastian Vettel won on the road in Canada, but Ferrari ultimately suffered another missed opportunity

As he pitted he failed to notice the weighbridge request and drove straight to his crew, but the team spotted the error and pushed the car back. Just as this drama was unfolding, Vettel also locked up into Rascasse. He had no need to do a time on the flat-spotted tyres because he had a spare new set courtesy of missing some of that morning's session because of his accident. In he came to have them fitted, but without a time yet on the board and the session counting down. It was all getting a little fraught. So, with one eye taken off the ball by ensuring Vettel got out again, Ferrari believed its computer when it told them there was no need to send Leclerc back out, that his flat-spot lap would be enough. It wasn't - and that much was obvious to anyone not locked in the virtual world as some much slower cars began setting better sector times than Leclerc had managed. Vettel got to the line in time and promptly recorded best lap of Q1 - and this was the lap that pushed Leclerc out of the top 15. A shambles, and an angry and frustrated Leclerc, who'd twice asked the team if they were sure he shouldn't be going back out.

It's in such times that Vettel can be the rock upon which the team rests. It was important he calmly deliver in the wake of all the fuss. He delivered P4 on the grid - about what the car deserved - but it came with a few barrier-shaving moments. In the race it was only about track positioning, not pace. So he took third across the line, second in the official results after Verstappen was penalised from P2 for an unsafe pit release. Hamilton took his fourth victory out of six, on the wrong tyres and under severe pressure from Verstappen. Leclerc, predictably, crashed out trying to make up ground and, as such, Vettel's second place points were a valuable bit of stability.

"We know we have a lot of work to do, we know that we are not yet quick enough compared to these guys..." he said. "The lesson is that we are not yet where we want to be, the pace isn't there."

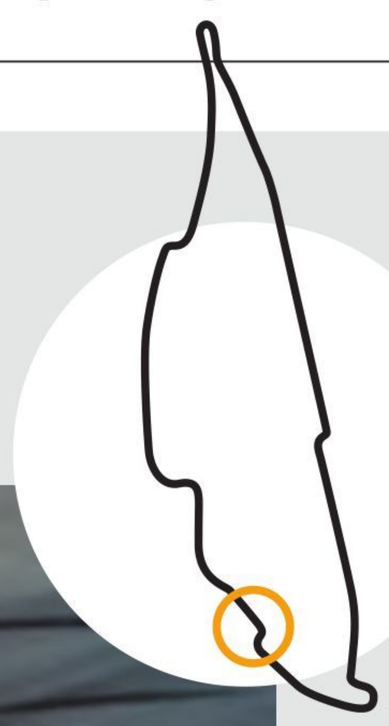
Montréal would be different. Mercedes was genuinely concerned about the Ferrari threat around the Canadian track, where the

Trackside View

Turns 3-4, Circuit Gilles Villeneuve, Montréal



Hamilton and Bottas had very different techniques through the fast right-left flick in Montréal



The powerful flow of the St Lawrence is almost silent, despite its proximity to this chicane. It's birdsong that's dominating just before the cars hit the track. Then the blare of a Mercedes power unit – and it's local racer Nicholas Latifi having a run for Williams, groundhogs likely running for cover. He's confident in his handling of it here – where the track dives away from the river and into the woodland with a right-left flick, the second part downhill – even if sometimes a little wayward.

Once he's performed the role of track cleaner, the big guns appear – and two cars, both of them silver, go through this sequence at a different speed and with different behaviour.

There is no waiting for the rear tyres to load; the car simply points and both Lewis Hamilton and Valtteri Bottas are able to take the lock off almost as soon as they've put it on. It's fantastically responsive and visibly grippier than the rest.

But there's a subtle difference in how each deals with the sequence and it's seen as the car lands from the first kerb onto the middle of the track.

Hamilton lets it run out wide there, having carried immense speed in, just gives it a little breathing space to recover, even if this gives him a slightly shallow entry to the left-hander. But so well does the car rotate on turn-in that it hardly seems to matter. Bottas is more demanding, insisting that it be on the piece of track that he wants it to be on and he bullies it into not going as wide, so as to get the optimum approach to Four. On his second run, that bullying makes the car snap back at him, giving an angry snap of oversteer. Yet it's over as soon as it's begun – and he still has time to attack.

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SF90's low drag and powerful engine would buy it a lot more lap time. So it proved. Vettel scorched to his 56th career pole, a couple of tenths clear of Hamilton's Mercedes. Unlike Baku, no practice crashes, no losing out on towing tactics. Vettel's Ferrari was making up 0.6sec on the Merc down the straights and only losing 0.4sec of that in the corners. Leclerc was about 0.7sec adrift of Vettel this time and third fastest, admitting he'd done a bad job with the set-up of the car in anticipating how the grip improved.

But it was going to be a much tougher race for Vettel than his pole margin made it look. In race mode the Ferrari no longer carries a power advantage over the Merc - and it tends to use more fuel. If he was to convert this, Vettel had to win the start then accept he was going to be defending for large parts of the race. He won the start, but Hamilton retained second and wasn't passed by Leclerc - which would have allowed Ferrari to use the second car to control the Merc while Vettel built a gap. Instead, it was going to be gloves-off, *mano a mano*.

It was a fascinating ebb-and-flow contest for 57 of the 70 laps. Vettel had to monitor his fuel allocation carefully while Hamilton had to keep his engine temperatures under control, so the two were fast and slow at different stages. On lap 49, with Hamilton in full attack mode, Vettel took a little too much speed into Turn Three for his worn rear tyres and a big oversteer slide ensued, obliging him to open out the steering and take to the grass to avoid spinning. He rejoined on dusty tyres, correcting the sliding car towards the exit kerb of Turn Four - just as Hamilton was looking to go around his outside. There wasn't room and Hamilton had to brake to avoid contact. Just a racing incident. Except the race stewards didn't see it that way. Vettel was deemed to have rejoined in an unsafe manner and he'd have 5sec added to his race time. Which meant all Hamilton had to do was stay with him - which he did quite comfortably for 'victory' number five from seven.

To say Vettel was incensed would be understating it (*see p27*). But, of the three tracks so far where Ferrari could - should - have won, it has failed to deliver.

Word on the beat

Rumour, gossip and news from the F1 paddock

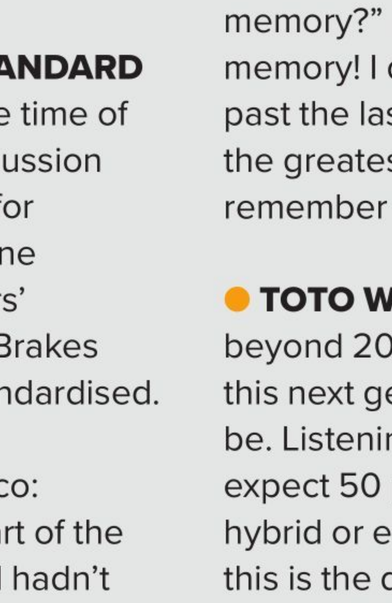
● Confirmation of the **2021 TECHNICAL REGULATIONS** was not forthcoming by the middle of June, as had originally been planned. With some key points not yet agreed, the FIA has deferred making an announcement but has promised that this will be done by the end of October.

● **TORO ROSSO** team boss **FRANZ TOST** on the idea that extending the F1 calendar could make family life very difficult for those inside the sport: "I don't care about the families. If we have a lot of races... we have 52 weekends, we can have 26 races. Where's the problem? If we get money for the races, that's important."

● Asked if he felt it important to get a Monaco victory on his CV, **MAX VERSTAPPEN** replied: "I've done four and plan to do another 20, so I'm sure I'll win it some day." Seems like he's planning to retire at the end of 2039...

● F1 has dropped plans for **STANDARD GEARBOXES** from 2021. At the time of writing there was ongoing discussion between the FIA's preference for standardisation of certain engine internals and the manufacturers' unanimous opposition to this. Brakes and wheels are likely to be standardised.

● **LEWIS HAMILTON** at Monaco: "Ultimately [Niki Lauda] was part of the process of changing my life. If I hadn't had the call all that time ago, I would be a one-time world champion now probably with 22 wins, whatever it was when I was at McLaren. But I sit here a five-time champion and definitely feel like I owe him a lot."



● With **ANDREAS SEIDL** (*left*) and **JAMES KEY** now in place at **McLAREN** as team principal and technical director respectively, team CEO **ZAK BROWN** said in Monaco: "From the leadership standpoint I'm done. I landed everyone I wanted, I don't feel like I got second-best. What Andreas ends up doing with the racing team is up to Andreas, and he has my full support."

● **MERCEDES** has agreed to take part in the second Netflix F1 series ***DRIVE TO SURVIVE*.**

● Post-race Monaco banter: **LEWIS HAMILTON**, "I've got a poor memory but I think it's the hardest race I've ever had." **SEBASTIAN VETTEL**: "How many races do you remember, if you have a poor memory?" Hamilton: "I have the worst memory! I don't really remember much past the last race!" Vettel: "Every race is the greatest race then, if you don't remember the others!"

● **TOTO WOLFF** on **F1 ENGINE RULES** beyond 2024. "It is not quite clear where this next generation of power unit should be. Listening to Daimler's chairman, we expect 50 per cent of our fleet to be hybrid or electric by 2030, so I think if this is the direction technology goes, we could have an engine that will have a higher hybrid component, renewable energies or electricity. Today, it's maybe 20 per cent, maybe that goes to 50?"



The bringer of good news

Land Rover needs a hero right now, and the Evoque can be it, says **Andrew Frankel**



Despite disappointing fuel economy, the chassis and ride is truly class leading

THESE ARE NOT EASY TIMES FOR Jaguar Land Rover. The combination of fears over Brexit and the slow-down in China have hit the company hard. Billions of pounds and thousands of jobs have been lost. So it needs a good news story now rather badly. And surely an all-new Range Rover Evoque is the car to provide it?

The original Evoque did something most marketing types would tell you is almost impossible: it transformed the accessibility of Range Rover without diluting the brand. For eight years one in every four Land Rovers sold was an Evoque. So the pressure to get this one right is considerable.

Happily Land Rover has not fudged this issue. The looks are entirely evolutionary but the car is new and the first to sit on a hybrid steel and aluminium platform that consigns the old architecture (which can trace its heritage back to an old Ford Mondeo) to history. There are a range of exclusively 2-litre four-cylinder petrol and diesel 'Ingenium' engines, all with a 48 volt mild hybrid system that stores energy which would otherwise be lost during braking in a battery and then uses it to improve performance and reduce consumption and emissions. A three-cylinder 1.5-litre plug-in full hybrid version of the petrol engine will be available within a year.

Land Rover's intentions with this car are not difficult to spot. While the original Evoque was designed for fashion victims first and as practical family transport a somewhat distant second, this flips that formula on its head. It's attractive but less distinctive than its forebear, while inside that feeling of being cocooned in the cockpit has gone.

This is an entirely positive thing. You can now see out of the back and while the car's external dimensions are little changed, inside there is a feeling of airiness and space that was entirely absent from its predecessor, though it's still only a marginal five seater.

The cabin design is both opulent and beautiful. It is a lovely place to sit. If only it were an equally good place from which to operate a car. The driving position is sound, but the double-decker TFT screens that make up the centre console and the third that provides the instruments are far too complicated and unintuitive. I've come across this system in a number of premium JLR products and enjoy using it no more now than I did the first time I encountered it in 2017. It wouldn't stop me buying the car because it will do what you want so long as you can be bothered to sit down and learn it, but those hoping to pick it up along the way will be either sorely disappointed or are a sight more intelligent than me.

The test car's P250 247bhp petrol engine provides reasonable performance with an entirely acceptable soundtrack, and works well with the nine-speed automatic gearbox that comes as standard with all new Evoques. It also offers decent differentiation between 'Sport' and 'Drive' modes. That said, I'd still recommend diesel to anyone doing significant out-of-town mileage. I was fairly shocked by how quickly the fuel gauge fell in this car and those who achieve 30mpg in everyday mixed motoring will be doing well.

Nevertheless, the Evoque is a lovely thing in which to waft around as once again JLR proves that, whatever its current troubles, it still has the best chassis engineers around.

You notice most the way the car rides: it's not just comfortable, it feels genuinely





"There's real control here; every time the road starts to wind you know a good time awaits"

luxurious in the way the suspension rounds off sharp edges. Yet nor does it feel soft and wallowy: there's real control here too, so every time the road starts to wind and the traffic starts to clear, you know a good time awaits. It's not the kind of car whose handling will have you hooting with laughter because the mainstream SUV which can do that has yet to be invented, but it is never less than entirely satisfying to drive. Coupled with what I am sure is class-leading ride quality and right there lies a reason to consider the Evoque over others in this increasingly capable class.

I do worry that at some stage in this car's likely seven-year life cycle the world will come to consider a car that provides quite compact family accommodation yet which weighs almost 1900kg before anyone's on board and will not often better 30mpg is not great news for the environment; but I've been predicting the downfall of so-called 'lifestyle' SUVs for as long as there have been lifestyle SUVs, and I've not been right yet. We have to hope the plug-in produces more palatable results, both on paper and in the real world, because at the current rate of ostracisation, the diesel engines won't last the life of the car.

RANGE ROVER EVOQUE FIRST EDITION



- **Price** £50,400
- **Engine** 2.0 litres, 4 cylinders, turbo
- **Power** 247bhp@5500rpm
- **Weight** 1893kg
- **Power to weight** 130bhp per tonne
- **Transmission** nine-speed automatic, four-wheel drive
- **0-60mph** 7.5sec
- **Top speed** 143mph
- **Economy** 30.4mpg
- **CO_2** No data available
- **Verdict** Evolution has paid off for JLR

But all that's for another time and it's not as if the Evoque alone is subject to such concerns. For now and if you like this kind of car, the Evoque is once again the best out there, although the Volvo XC40 runs it a damn close second and is more affordable.

I also think Land Rover has been smart in altering the positioning of the car: in the eight years since the launch of the original, the compact SUV has gone from being a fashion accessory to an utterly mainstream product, a change which the new Evoque recognises and embraces. Better still, it no longer feels like the poor relation of the Range Rover family, but an entirely natural entry point to the range. I'll temper that comment only by observing the car I drove was a 'First Edition' version groaning under all the equipment it carries. It would be interesting to see a base spec, front-drive diesel costing barely more than 30 grand - as opposed to the little more than 50 this one does - still has the same sense of class, comfort and well-being. If so, the new Evoque deserves considerable success.

All at sixes and fours

The Cayman has downsized and gone turbo. Is it still worthy?

I'LL GET AROUND TO THE SPECIFICS of this new Porsche 718 Cayman T shortly, but when anyone talks to me about Caymans these days, it appears its four-cylinder engine is the only topic of conversation. Which is a shame. So, allow me briefly to recap.

First, I've never had the impression from anyone at Porsche that they wanted to replace the old flat-six motor with a turbo four; it was an emissions-based decision handed down by VW. Second, the flat-six sounded great but was not without its issues. In standard Caymans it lacked low-down torque. Remember too that the Cayman always felt rather under-engined: its chassis always felt like it could take far more.

So does that mean I'm a devotee of the flat-four turbo? Absolutely not: its blaring noise degrades the driving experience, but I am at least not blind to the many benefits.

There are no gripes about the car. The chassis is certainly enhanced. Although not scintillating in a straight line, the Cayman is rapid cross-country because the movement of everything from its suspension to its powertrain is so tightly controlled, there is zero slop and very little need to slow down.

People will now point out you can buy an Alpine for the same money which handles even better, but the Porsche has the edge on comfort and quality, practicality and civility. In short, I liked it a lot.



The traditional flat-six engine has gone, but the Cayman still sets the trend

PORSCHE 718 CAYMAN T

- **Price** £51,145
- **Engine** 2.0 litres, 4 cylinders, turbo
- **Power** 296bhp at 6500rpm
- **Weight** 1350kg
- **Power to weight** 219bhp per tonne
- **Transmission** six-speed manual, rear-wheel drive
- **0-60mph** 5.1sec **Top speed** 171mph
- **Economy** 34.9mpg **CO_2** 186g/km
- **Verdict** Forget the engine, it's great

What's in a name?

When is a SEAT not a SEAT? When it's a Cupra... clearly



IT'S NOT OFTEN A NEW PERFORMANCE car brand is launched, so it would be wrong of us to ignore this Cupra Ateca now. Cupra, you may know, was the name applied to high-performance SEAT models. Cupra is now its own brand and this Ateca is its first model.

A few things occur. First, there's nothing new about the Ateca. It went on sale in 2016 as a SEAT and remains so to this day. Second, is basing your first product not only on a car you can get elsewhere but which is also a rather unremarkable-looking crossover SUV such a great idea? Not exactly a memorable statement of intent, is it? Third, what does the Cupra brand leaving home mean for SEAT? I'd say it could refashion itself as the value brand of the VW group, but Škoda got there first. One of few things at which VW has failed is to create is a distinct identity for SEAT and I can't see how this helps.

And yet within its flawed genre, the Cupra Ateca is actually an entirely credible car. It offers a lot of interior space (although the cabin is woefully dull), good performance from its Golf R engine and handling better than you expect from a car of this size.

So, having approached the Cupra as a marketing exercise and not struggled to contain my admiration for this kind of car in any case, the more I drove it, the more I liked it. Those looking for a quite high performance, do everything, go most places family holdall should definitely consider it.

CUPRA ATECA

- **Price** £35,915
- **Engine** 2.0 litres, 4 cylinders, turbo
- **Power** 296bhp at 5300rpm
- **Weight** 1615kg
- **Power to weight** 183bhp per tonne
- **Transmission** seven-speed double clutch, four-wheel drive
- **0-60mph** 5.2sec **Top speed** 153mph
- **Economy** 38.2mpg **CO_2** 168g/km
- **Verdict** Old design, but decent

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America's Le Mans pioneers

Gordon Cruickshank reads an epic compendium on the rise of the 'Yank Tank'



MOTORSPORT IMAGES



TWICE AROUND THE CLOCK – YANKS AT LE MANS
Tim Considine
Published by Toll Hall Sexton, £325, ISBN 978-0-9993953-0-1

This book is available from the Motor Sport shop *shop.motorsportmagazine.com*

THERE'S A NICE SYMMETRY IN this story of America's trips to Le Mans: 43 years before Ford's famous 1966 victory, the very first American entry was also a Ford - a modified Model T. That's the sort of small fact that brims from this vast overview - three weighty volumes running from 1923 up to 1979. Why 1979? This lot took author, actor, producer and director Tim Considine 28 years; he's still writing the next ones.

It may seem surprising he finds so much material, but his remit embraces cars, teams or people from the States, as well as Anglo-American hybrid machinery. Thus he rightfully includes that Model T driven by a Frenchman, Lucy Schell's Delahayes, Luigi Chinetti's 1951 victory in his Ferrari 166, Phil Hill in an OSCA and such cars as Nash-Healeys and Allard-Cadillacs - and notes that while the first American citizens to contest the 24 Hours drove in 1929, it was Sir Henry Segrave who in 1925 was the first US-born driver at La Sarthe. As the late Dan Gurney, himself a Le Mans regular, points out in his 2017 foreword, it's a surprise to find more than 300 American names listed here.

Sensibly, the material is served in yearly chunks, each race story wrapped round the American element, dressed with generous photos and topped by complete results with US entries in bold type, and it's a lesson to see, first, how many there are, and secondly how the bold letters steadily work their way upwards towards that 1966 all-American victory. Yet the author attends equally to backmarker entries that are so far down the results list you'd never notice them, such as the Willys Overland in 1926. He interviewed personally everyone he could find - even tracking down one pit signaller to South America - and includes written material from all quarters, such as Masten Gregory writing to his brother about the 1955 disaster, so that, to quote his preface, "The tales are told as far as possible in the words of those who were there."

The result is more than just amazingly thorough - it's also entertainingly written with some great stories - I liked the tale from a NART mechanic of hiding a nine-year-old boy in the boot of their underweight 365GTB/4 Daytona to get it through scrutineering, or how that 1976 Spirit of Le Mans Corvette was a standard car three weeks beforehand, or that in 1939 Miles Collier nipped across the middle of the circuit to set a startling practice time.

Even that terrible 1955 tragedy brings out new slants: John Fitch, due to take over from doomed Levegh, talks movingly of the aftermath, while Cunningham pilot Phil Walters recalls pitting to quit racing there and then. Another drive he mentions that didn't happen was in 1958, when Luigi Chinetti planned for Denise McCluggage to crew a Ferrari, but the ACO said: "This is an invitational race and we do not choose to invite women". Different times...

Considine calls *Yanks at Le Mans* "an unapologetically chauvinist personal history of the American drivers, cars and teams" that raced at La Sarthe in this period, yet the text is even-handed about the successes of others and the failures of American entries, while justly proud of the successes. Mind you, he must have donned the rose-tinted specs when calling the hideous '*Le Monstre*' Cunningham Cadillac "slightly ungainly".

I have my own small connection to the 1929 chapter. After a near-win the previous year, the Stutz company brought three supercharged 5.3-litre Blackhawks, a serious challenge to the Bentleys. It didn't come off, but one of those cars still exists and in 1987 I was able to drive it in America. It was an exciting moment because back in 1930 *Motor Sport* had tested the exact same car in England. Then we said it felt almost like flying; I'm not sure I agreed, but I was impressed by the stability and hefty brakes. I can imagine it being less tiring than a Speed Six over 24 hours - let alone a Blower. In '28 the Stutz came second having spent much time leading, with Chryslers



The Chevrolet Corvette of Leon Lilley and Fred Gamble leads the field away at Le Mans in 1960. Although great qualifiers, the best Chevy – driven by John Fitch and Bob Grossman – finished only eighth

"An unapologetically chauvinist personal history of the American drivers, cars and teams"

placed third and fourth; given a little development there could so easily have been an American victory just six years after the race's inception.

One tiny personal disappointment: Considine includes something I thought was my own little scoop. Many years ago at the massive Hershey autojumble in Pennsylvania I met Allan Carter, who had for 55 years been the sole employee of the Du Pont Motor Company, a firm that folded in 1932. But with the blessing of the Du Pont family, Carter had continued to act as a sort of life-time service agent for the few surviving cars, and he told me all about Du Pont's Le Mans entry in 1929, because he was the man who prepared the car and went to France as race mechanic. It didn't last, retiring 20 laps in, and the team blamed loose ballast for damaging the prop shaft. In fact, Carter told me, they didn't want to admit that the transmission case had failed. Considine mentions this, so although I'm denied the *schadenfreude* of offering a correction, it does reinforce faith in the book's veracity. (Wikipedia still relates the cover story.)

Carter, incidentally, said he'd had a great time in Paris, where their top evening sport was stealing door handles from a row of French taxis.

There's so much extra detail here - by way of historical background to US-French sporting connections he illustrates a memorial to Europe's first powered flight, by Wilbur Wright in 1908, which happened by the Mulsanne Straight. Who knew that? And on-track photos taken by the Colliers from their streamlined MG in '39 are a slightly chilling reminder of that French habit of using trees instead of Armco.

All three volumes boast amazingly comprehensive indices, not only for every entry, car and driver but for every quotation, even those made direct to the author. I've never seen that before. At about half-a-million words this sounds a fearsome work to tackle, yet the dramatic pictures, many previously unseen, and honest, sometimes funny, recollections make it a reference work that's also good to read.

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www.hortonsbooks.co.uk



The Brabham BT49C that took Nelson Piquet to the 1981 title is among Murray's finer creations

A blueprint for success

Gordon Murray has been penning race-winning cars for half a century, **Gordon Cruickshank** looks at his design biography

You'd be forgiven for thinking there's a mistake in the title of this massive two-volume production: that Gordon Murray, flowery-shirted cool dude of grand prix and supercar fame, can't possibly have been at his drawing board for 50 years. Yes, he has, and in that time he's designed over 70 different cars for track and road. So have I, but most of his have actually been built. And between them they have garnered multiple grand prix victories, Formula 1 titles and the accolade of 'greatest ever supercar'.

It's been 50 years of invention, ingenuity and ever-expanding horizons, and here every step is individually outlined car by car.

In his preface Murray points out that it isn't his life story but the story of his car designs, though an entertaining opener on early life in South Africa shows there was only going to be one path: tiring of karts and slot cars he designed a flat-12 engine from scratch - aged 15. Even the book's structure reflects Murray's urgent progress, eager to get that bit of background out of the way and get into the designs.

To compile it, Murray talked while Philip Porter wrote, so there's extensive first-hand explanation of each brief, his response and how well it worked, all backed with drawings and photos. Ranging from rough sketches to full blueprints, those drawings proved both blessing and curse - Murray has kept every single one over 50 years, making selection a trial (hence a book three times the planned size) but adding visual and technical depth to Murray's descriptions. There are also letters, cards, and even menus bring a generous flavour of the Murray character, as do his reflections of working with Piquet and Senna, among others.

Murray's career was meteoric - straight into Brabham with Bernie and no looking back through McLaren, the F1, Mercedes SLR, the Rocket light car and on into an entire new principle of production, with new cars on the way. Which means the book's already falling behind...

Handsomely produced (and equally well reproduced), it's a book for those who appreciate engineering, ingenuity and rule-stretching from a design maverick. And if £225 puts you off, let alone the £2500 Unique Edition, remember it can only appreciate.



ONE FORMULA: 50 YEARS OF CAR DESIGN
Gordon Murray CBE and Philip Porter
Porter Press, £225/£750/£2500
ISBN 978-1-907085-30-7

This book is available from the Motor Sport shop
shop.motorsportmagazine.com

SAUBER-MERCEDES: THE GROUP C RACECARS 1985-1991, WORLD CHAMPIONS

John Starkey

Sauber is an overlooked hero of the Group C era, so it rightly deserves to be in Veloce's latest run of reprinted Classic Series instalments.

First released in 2002, the book recounts the entire history of Sauber's Group C project, starting from the BMW-engined C5 of 1982, and tracks the story through the developing relationship with Mercedes and on to the full-blown factory efforts of the late 1980s and early '90s.

Starkey has done his homework, garnering insight from designer Leo Ress and drivers such as Jochen Mass and Kenny Acheson, plus engineering detail from Bob Bell and Dave Price.

The smaller format gives the book a bite-size feel, and the copy isn't hard-going. The image quality lets it down and it's such a shame that great shots from LAT and official archives often appear grainy or washed out. **RL**

Published by Veloce, £30
ISBN 978-1-787114-03-6

PLACES TO EAT NEAR THE MOTORWAYS

Hugh Cantlie

Not the most scintillating of titles, but if you spend your life hammering around the UK motorway network, or else zig-zagging between Thruxton and Croft via Knockhill, then this might be a practical companion.

All the eateries within are said to be no more than five minutes from a motorway/major A-road exit and offer a more characterful alternative to the homogenised Burger King/Greggs/Krispy Kreme fare that typifies the far end of many a sliproad. Tip: if you're heading to or from Oulton Park, it's definitely worth trying The Windmill or The Smoker, both close to M6 J19...

This is the 12th edition of a booklet first published 18 years ago and the evolving content reflects the sad truth that pubs nowadays tend to close down almost as frequently as they serve pints. **SA**

Published by Cheviot, £14.95
ISBN 978-1-9996145-0-8

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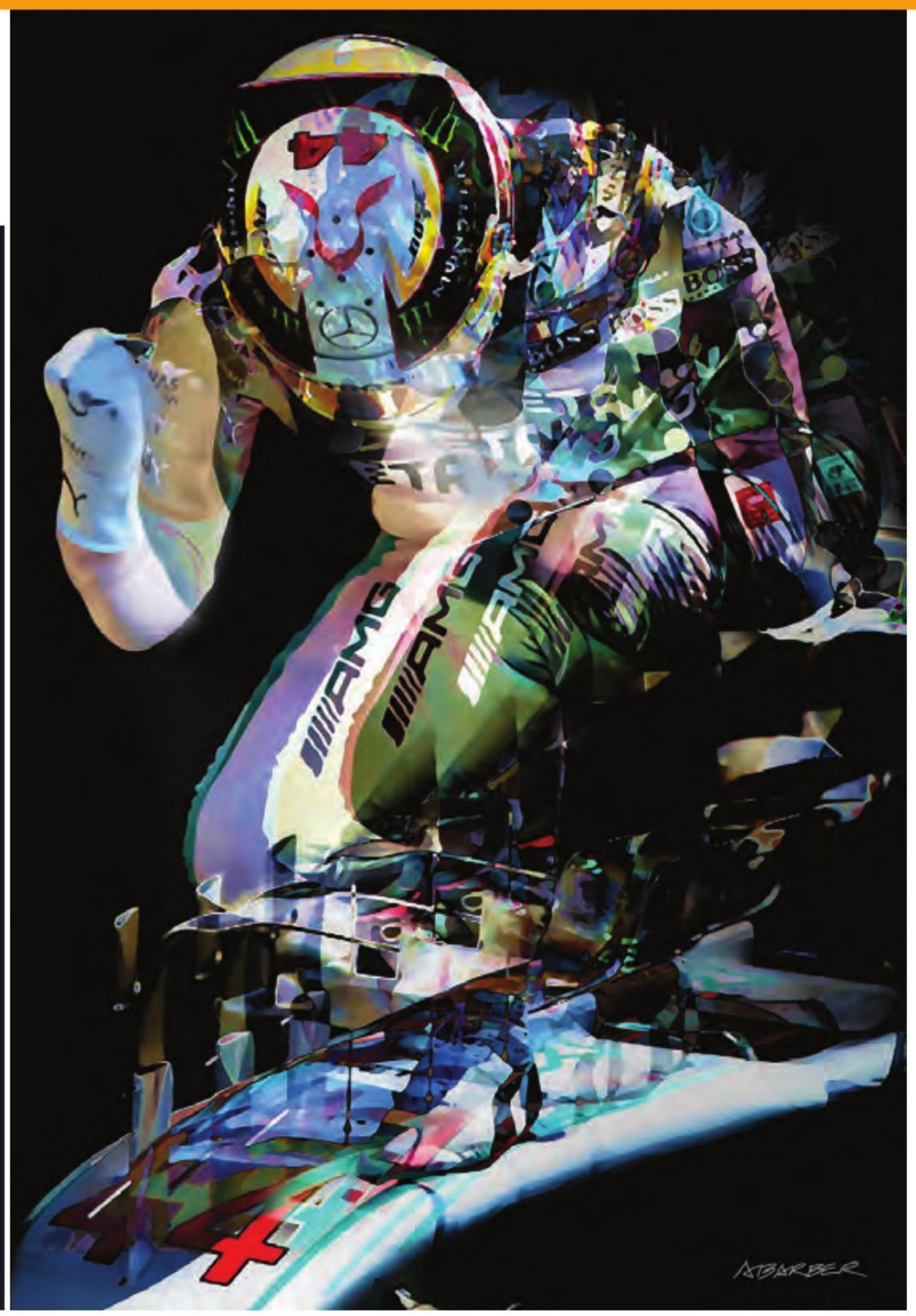
Product of the month

Printed magic

Make some motor sport ink your next buy

ANDREW BARBER'S RANGE OF CLASSIC CAR ART is an unusual and eye-catching twist from the norm as he chooses to use a technique called Giclée printing - a fine art version of digital printing on Inkjet printers. The colourful, multi-layered design is intended to show the car or subject with a sense of motion. His images range from Le Mans-winning Jaguars, such as the XJR9, to classic Porsches and racing heroes such as Graham Hill, Ayrton Senna, James Hunt and Gilles Villeneuve. The images are available simply as prints, framed or applied to brushed aluminium.
£95-990, historiccarart.net

This artwork is available from the Motor Sport shop
shop.motorsportmagazine.com







1000TH GP BOOKMARK

A candidate for the world's most over-engineered bookmark, this page-holder has been designed by Richard Fox – the designer who penned both the current FIA Drivers' and Constructors' World Championship awards. Only 10 exist, with each forged from solid silver and then plated in 24-carat gold. Each is engraved with the Chinese flag and details of the 1000th world championship race, which took place at Shanghai back in April.
£360, mementoexclusives.com

OYO SPORTS MINIFIGURES

Think you've seen it all when it comes to miniature brick-based figures? Well, American toy brand OYO has launched a line of IndyCar tie-ups sure to please any fan of America's leading single-seater category. OYO's range features homages to the biggest names of the IndyCar grid, plus legends such as the entire Andretti family – Mario, Michael and Marco, left – and even mascots, like Firestone tyres' Firehawk. Each minifigure features posable knees and arms and the suit and facial detailing of your chosen driver. You can also invest in the Indianapolis 500 brick display stand, featuring tyre marks, official logos and a printed brick yard.
From $12.99; Andretti family pack $29.99, store.oyosports.com

RACING LINES DESIGNS PRINTS

Available from A0 to A4 size, these arty prints can liven up any wall. This one depicts Tom Pryce's Shadow DN5 which, while not the most sophisticated car of its day, was one of the coolest, and even took the Welshman to two podiums. There's a plethora of others, too, including a Mazda 787B, much of the British Touring Car grid, plus IndyCar and IMSA. Or you can even commission your own, which starts at just £50.

£9.50-£49.50, racinglinedesigns.co.uk





LAMBORGHINI LUGGAGE

Struggling to find the right sort of luggage to fit inside the 'frunk' of your new Lambo? (I know it's a puzzle we in the *Motor Sport* office have to fight daily...). Well good news, Lamborghini has released a range of weekend bags tailored to size and personalised for each of its models. Each one is made from the same Alcantara and carbon fibre that makes up the cabin of most of the cars, and you can choose from the Aventador, Huracán or new Urus branding.

From £1247, lamborghinistore.com



PORSCHE REFRESHMENT

Summer is officially here, so why not swap Le Mans with LeMons (geddit?) and give your poolside beverages in some Porsche-branded finery? The Stuttgart firm makes a dizzying range of drinks-related kit, from the fantastic, if pricey, wine cooler forged from the cylinder of an air-cooled 911 engine to a set of glasses. There's also a 911-shaped ice cube tray and repurposed centre-lock wheel nuts as both wine bottle stoppers and bottle openers. While Porsche doesn't make the grape-based liquid to go with it, Mario Andretti – who finished third at Le Mans in 1983 in a Kremer 956 – can provide you with a fix via his award-winning Andretti Winery.

Wine cooler £520; bottle opener £42; bottle stop £35; 911 Ice Cube tray £13; Longdrink Glasses £60. Andretti wines from $38 shop.porsche.com; Andrettiwinery.com

MEMORABILIA, PROGRAMMES

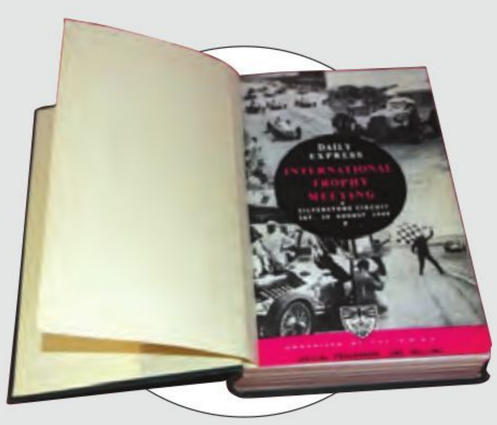
Leaf through grids gone by with these vintage race day guides



1966 SILVERSTONE

Mixed car and bike meeting. 13 events listed, including car trials and bike and sidecar races. £7.49

vfsvideos.co.uk



BRDC SILVERSTONE

Collection of seven programmes spanning major meetings from 1949-1953. Leather bound. £250

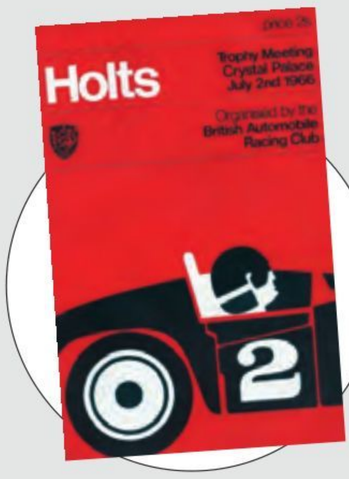
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1958 TARGA FLORIO

Facsimile reprint of original 1958 Targa Florio event programme. Italian language. £35

hortonsbooks.co.uk



1966 CRYSTAL PALACE

BARC Holts Trophy F1 races. Excellent condition, with race results written inside. £7.49

motor-racing-memorabilia.uk



DTM cars will thunder around the Kentish countryside for a second year

Germans on holiday

The DTM is ever spectacular and returns to Brands Hatch GP

August 10-11, Brands Hatch

MINI BREAK

THE DTM RETURNS TO Brands Hatch for the second year running, giving us a chance to watch heavyweight tin-tops in Kent.

Brands Hatch hosted eight DTM races between 2006 and 2013 on the Indy layout, but when the German touring cars returned in 2018 they utilised the full GP loop.

BMW's Philipp Eng is shooting for supremacy against Audi driver René Rast, and without Mercedes in the picture - it left last year to concentrate on Formula 1 and Formula E - the rivalry between the two evokes that between Ford and Holden in Australian Supercars' glory days.

There now is a third manufacturer represented in the DTM this season: Aston Martin. But it's not clear how much backing the British marque is giving privateer squad R Motorsport, which fields British pair Paul di Resta (ex-F1) and Jake Dennis, with Austrian archduke Ferdinand von Habsburg and Spaniard Daniel Juncadella driving the other two Vantages.

Although V8s were ditched for 2019, bringing DTM in line with Japan's Super GT championship and allowing Honda, Lexus and Nissan to compete in the German series should they wish, the four-cylinder turbo replacements develop 610bhp.

LOCAL KNOWLEDGE

- **HOW TO GET THERE** Put DA3 8NG in your SatNav and follow yellow event signs. Brands Hatch is three miles off the M25 on the A20. The nearest train station is Swanley, with services to and from London Victoria.
- **ALSO GOING ON** Watch British GT at the circuit on August 3-4, featuring the best of British GT3 and GT4 sports car racing.
- **DON'T MISS** Pit walks are free. Make sure to walk the whole circuit – views are great and you can get very close to the cars out in the woods.

The double-header has races on both days of the weekend, with support from Lotus Cup Europe. But the W Series should also catch your attention. This all-female single-seater series heads to Brands Hatch for its inaugural season finale.

There are five Britons on the grid: Esmee Hawkey, Jessica Hawkins, Sarah Moore, Alice Powell and favourite Jamie Chadwick. And the prize pot is an impressive $1.5 million. The racing is improving every weekend, close and full of action and aggression.

Tickets are cheaper if bought in advance, with adult weekend admission starting at £45 - children under 13 are admitted free. Upgrade to a grandstand for £10 more or buy a camping pass. Tickets available at *brandshatch.msv.com/BH-19-DTM*.

FORMULA 1: ROUND 10

July 12-14, Silverstone

Will this be the last British Grand Prix at Silverstone for the foreseeable future? We hope not, but if last year's race is anything to go by (ditto our preview in the July issue), this should be another summer scorcher.

FORMULA E: ROUNDS 12/13

July 13-14, New York City, NY

The ultra-competitive fifth season of Formula E ends with a double-header in Brooklyn, across the river from Manhattan. The new Gen2 car has proved a hit and there's still no clear favourite in the drivers' standings.



SILVERSTONE CLASSIC

July 26-28, Silverstone

This year's historic festival pays tribute to Sir Jackie Stewart's first world championship, 100 years of Bentley, Mini's 60th with the world's biggest grid of Minis and the Ford Capri's 60th with the Gordon Spice Trophy.

GLOBAL RALLYCROSS EUROPE: ROUND 2

July 28, Lydden Hill

Rallycross's spiritual home, Lydden Hill, hosts drivers such as Stéphane Sarrazin, former Hyundai WRC driver Hayden Paddon and Alex Wurz, in the new one-make 520bhp series.

ELDORA DIRT DERBY

August 4, Eldora, Ohio

A fast and furious race in 400bhp stock pickup trucks around the only dirt track to feature in the NASCAR National Series calendar. There's a prize purse of more than $300,000.

MORE JULY EVENTS

July 13	WRC Italy
July 14	INDYCAR Toronto
July 28	FORMULA 1 Germany
July 20	INDYCAR Iowa
August 1	WRC Finland
August 4	FORMULA 1 Hungary

BRANDS HATCH ▪ DONINGTON PARK ▪ OULTON PARK ▪ SNETTERTON ▪ CADWELL PARK

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2019 SEASON HIGHLIGHTS AT MSV CIRCUITS

NOTHING BEATS EXPERIENCING THE THRILL AND ATMOSPHERE OF LIVE MOTOR RACING. OUR 2019 SEASON HIGHLIGHTS ARE LISTED HERE BUT FOR A FULL CALENDAR AND IN-DEPTH INFORMATION VISIT OUR WEBSITE WWW.MSV.COM.

DISCOUNTED ADVANCE TICKETS AND GRANDSTAND SEATS ARE ALSO AVAILABLE ONLINE.

KIDS UNDER 13 GO FREE TO ALL EVENTS

22/23 June	British GT and BRDC British F3 Championships	Donington Park (GP)
29 June	Vintage Motorsport Festival	Donington Park
29/30 June	Kwik Fit British Touring Car Championship	Oulton Park
5 - 7 July	MOTUL FIM Superbike World Championship	Donington Park (GP)
7 July	Deutsche Fest	Brands Hatch
13 July	Tunerfest North	Oulton Park
19 - 21 July	Bennetts British Superbike Championship	Snetterton (300)
20/21 July	Mini Festival	Brands Hatch
27 July	Vintage Motorsport Festival	Cadwell Park
3/4 August	British GT and BRDC British F3 Championships	Brands Hatch (GP)
3/4 August	Donington Classic Motorcycle Festival	Donington Park
3/4 August	Kwik Fit British Touring Car Championship	Snetterton (300)
10/11 August	DTM (German Touring Cars)	Brands Hatch (GP)
10/11 August	Convoy in the Park featuring British Truck Racing	Donington Park
16 - 18 August	Bennetts British Superbike Championship	Cadwell Park
18 August	Festival Italia	Brands Hatch
24 August	Vintage Motorsport Festival	Brands Hatch
24 - 26 August	The Historic Oulton Park Gold Cup	Oulton Park
6 - 8 September	Bennetts British Superbike Championship	Oulton Park
7/8 September	British Truck Racing	Snetterton (300)
8 September	Ford Power Live	Brands Hatch
14/15 September	British GT and BRDC British F3 Championships	Donington Park (GP)
3 October	FIA World Rally Championship Special Stage	Oulton Park
4 - 6 October	Bennetts British Superbike Championship	Donington Park (GP)
12/13 October	Kwik Fit British Touring Car Championship	Brands Hatch (GP)
18 - 20 October	Bennetts British Superbike Championship	Brands Hatch (GP)
2 November	Neil Howard Stage Rally and Fireworks Display	Oulton Park
2/3 November	British Truck Racing and Fireworks	Brands Hatch
17 November	Stage Rally and Fireworks	Cadwell Park



FOR MORE INFORMATION AND TO BOOK TICKETS

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Calls will cost 7p per minute plus your telephone company's access charge. All events and dates subject to change.

The McQueen legacy continues

While the Monaco GP celebrated its 90th anniversary earlier this year, its horological namesake commemorated its 50th

THE IMAGE OF STEVE MCQUEEN looking skywards, cuff of his racing overalls pulled back to reveal a prominent Heuer Monaco, is well known to watch enthusiasts. Few will need reminding that it comes from the 1971 motor racing film *Le Mans,* a driver who spends as much time wrestling mental demons as he does his Porsche 917.

From a marketing perspective, the genius of getting the watch on McQueen's wrist is evident in the fact that the model is still going strong - and TAG Heuer has announced that five 50th-anniversary limited editions will be released, with the 1969-1979 model shown here having been unveiled during the Monaco GP.

The original thinking behind the Monaco was simply to create a fashion-orientated watch in which to house the new, self-winding chronograph movement, also launched in 1969 in collaboration with Breitling and Hamilton.

Coincidentally, case-making firm Piquerez had just patented a water-resistant, case that was considered ideal for the new mechanism. Heuer negotiated worldwide exclusivity over the case for chronograph use, and then added the blue dial, horizontal indices, white subdials and red chronograph hand.

All that was missing was a name - and, since Heuer already had a Monte Carlo, the firm opted for Monaco, launching the new model simultaneously in Switzerland and America on March 3, 1969.

At the time, Heuer was embarking on a campaign of product placement in order to raise consumer awareness, famously recruiting Jo Siffert (among other drivers) to wear its watches and carry the distinctive Chronograph Heuer logo on their overalls.

Jack Heuer (great-grandson of Heuer founder Edouard) had meanwhile made an arrangement with Hollywood property master Donald Nunley to supply Heuer products for use in films. The story goes that when producer Jack Reddish asked McQueen how he wanted to appear in the film, he chose to look like Siffert, who loaned McQueen his overalls with the Heuer logo, and the star chose to wear a Monaco (even though Siffert wore an Autavia).

The rest, as they say, is history - but the story would have been very different had TAG Heuer not decided to relaunch the Monaco in 1998 after a 22-year absence.

Just 169 examples of this limited-edition model will be available.

TAG Heuer Monaco 1969-1979 Limited Edition. £5350. tagheuer.com



IF YOU FANCY STEPPING BACK IN TIME but don't have access to Doc Brown's DeLorean, Bulova is offering the next best thing in the form of a reissued version of its 1970s Computron. The distinctive, trapezoid case uses a side-on display to make it easier to read while holding a steering wheel and, like the original, features an LED readout that needs manual activation. Unlike the '70s version, however, this one also shows seconds and date.

Bulova Computron Re-Edition. From £199. bulova.com



NEW YORK DESIGNER AND CLASSIC car fan Bradley Price is enjoying success with his interesting range of watches inspired by historic motor sport. This latest is a version of the popular Group B range, its bright blue dial inspired by the Tour de Corse - traditionally France's round of the World Rally Championship. The two-part, steel and titanium 39mm case houses a tried and tested Miyota 9015 automatic movement from Japan.

Autodromo Group B Series 2 Corsica Blue. $975. autodromo.com

Precision **is written by renowned luxury goods specialist Simon de Burton**

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Chronographs have a legendary status in the horological world - from racing iconic cars, to scaling the highest peaks and most famously landing on the moon, it's a watch built for adventure. The new Mechanical Chronograph collection has been developed with the Swiss Made ETA 2894-2 Elaboré movement at its heart, to produce a refined and shallow-profiled 39mm case.

Our watches are inspired by the halcyon era of watchmaking, when interesting colours and contrasting textures were combined with the very best craftsmanship. Each of the dials is rich in three-dimensional detailing to accentuate the Farer design aesthetic, whilst the use of unique colour combinations create a bold and contemporary statement.

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2019 RACE SCHEDULE

MARCH	29/31	Le Castellet Motors Cup	Paul Ricard
MAY	10/12	4 Hours of Monza*	Monza
JUNE	28/30	Grand Prix de France Historique	Magny Cours
JULY	26/28	Silverstone Classic	Silverstone
AUGUST	9/11	AvD Oldtimer Grand Prix	Nurburgring
SEPTEMBER	27/29	Spa Six Hours	Spa
NOVEMBER	1/3	Formula 1 United States Grand Prix*	Circuit of the Americas
NOVEMBER	13/17	HSR Classic 24 Hour	Daytona International Speedway
DECEMBER	5/8	Sebring Historics	Sebring International Raceway

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Joachim Winkelhock (*left*) was a versatile racer, winning touring car titles and Le Mans. Markus (*right*) made it to F1 and won a World GT1 title

RACING LIVES

Jo & Markus Winkelhock

THE WINKELHOCK FAMILY HAS tried many branches of the sport. The legacy began with Manfred Winkelhock – a veteran of 56 grands prix – who was killed during an accident in a Porsche 962 at Mosport in Canada in 1985. His younger brother, Joachim, became a British and German Touring Car champion and won Le Mans in 1999. Manfred's son, Markus, was a star in single-seaters, and made a single F1 appearance in the 2007 European GP, where he established two records. He's since gone on to be a GT1 world champion and has won the Nürburgring 24 Hours. Here uncle and nephew explain how they coped with losing Manfred and how their own racing scareers flourished. Interviews by James Mills.

JOACHIM: "When Manfred died, in 1985, it was difficult for the whole family. At the time, I was racing for fun. It wasn't my intention to become a professional. I was competing in Formula Ford 2000, and after the accident I promised my parents that I would stop.

Manfred worked really hard to finance himself to get into racing. He never stopped; he was incredibly determined. But it made him quite a distant character.

Those Porsche 962s were dangerous. The seat position and the roll cage were very close to the driver's head, and with the aluminium monocoque the car was really dangerous. Three years after Manfred's accident, I got an offer to drive one and I turned it down, because it was just too risky.

But after about three or four months of not racing I wanted to be back in the sport. Peter Müller, a good friend of Manfred's, came to me, and said 'Jo, I hear that next year Porsche will have a Porsche Cup, with the 944 Turbo.' So I said, 'Great, but I don't have any money'.

Peter offered to buy the car and told me I had to prepare and run it myself, and with a bit of luck and some good driving on my part, there would be just enough prize money to finance the season. Sure enough, I won the Porsche Cup.

That's where I met Willi Weber. He did some races in the Cup, and he was a nobody. When I won the championship, he came to talk to me about his F3 team. He had money but knew nothing about racing. However, he had a good engineer, Klaus Trella.

After my first test at Hockenheim, I was near the lap record. It was my first experience of a real race car, and I learned a lot from Klaus about setup. So Willi bought a new car for 1987, and I finished second. The year after I won the German F3 Championship and

the European F3 Cup. Michael Schumacher joined Willi's team a year later.

That victory propelled me into the AGS F1 team. But unfortunately that turned into my personal disaster. The car wasn't too bad, but I needed time to find out what was going on behind the scenes of the team.

They weren't interested in me even getting through pre-qualifying, because they needed all the money for my team-mate Gabriele Tarquini. At Monaco, after qualifying, I saw them remove fuel from my car, and it had been nearly completely full!

There was another time when a journalist called me to ask about why I wasn't at a test day with Tarquini and the team. Well, nobody had told me it was happening!

The irony was that I could have driven for Eddie Jordan in F3000, but my sponsor, Camel cigarettes, said it had to be F1.

The DTM cars were really hard work. They were a real touring car - not like today, where they are bespoke with carbon-fibre chassis - and the cost of adapting them from a production car meant they were more than 500,000 deutschmark over 30 years ago.

But racing them was a great honour, because you were up against Cecotto, Soper, Ravaglia, Stuck, Ludwig and Keke Rosberg. It was amazing. I feel lucky to have done it.

We'd be racing in front of stadiums with 100,000 spectators. But better still was my time in the BTCC. Those were my favourite years in motor racing, and I don't just say that for the benefit of readers in Britain.

Steve Soper was a terrific team-mate. And I soon earned my nickname, 'Smokin' Jo, because I wasn't used to driving touring cars without anti-lock brakes, so in the first season you'd see me locking up the wheels.

Winning at Le Mans was an emotional highpoint for me. The BMW V12 LMR was a simple 'manual' car that had little to go wrong. When I got out of the car and went to the podium, Alan McNish said to me, 'Jo, enjoy being on that podium. It's such a special feeling.' He was racing with Toyota that year, and had won with Porsche the year before.

I feel so lucky to have made it through; I had many bad accidents, with a couple of big ones at Macau, but at the end of it I feel lucky to have finished my career without hurting myself badly.

You sense Manfred through Markus's character; he's obviously his son. It brings back memories when you spend time around him. He is a lot of fun, just like his dad. And he's proved himself to be a great driver, too.



Jo Winkelhock spent 14 years racing in German touring cars and says the BMW M3 is his pick of the bunch

Racing is behind me. I wasn't sure I'd made the right decision in stopping when I did [in 2003], but at 43 years old I was tired of all the travelling."

MARKUS: "I was five when the crash happened so I don't really have many memories of my father. One time, my father had a BMW M1 and I was at Kindergarten. He picked me up in it, and I was so proud.

The other thing I remember was when he was leaving to go to the race at Mosport [in Canada]. He had two bags, which were on the doorstep as he was saying goodbye. He carried the first one to the car, while I tried to lift the second but it was far too heavy for me so I was dragging it along the floor. "Come on, give it to me, it's far too heavy," he said.

"I would never cry when Dad left, but that time I cried for 10 minutes"

Ordinarily, my Mum [Martina] tells me, I would never cry when my father left home for a race. I was always happy when he came back, but I wouldn't get upset as he left. But Mum says that one time, as he left for the race where he died, I was crying for 10 minutes and I didn't want him to go. She says it was strange, because I'd never done that before.

In 2015 I visited Mosport. A German broadcaster, ARD, asked me to help make a documentary about Dad [*Winkelhock - Ein Leben am Limit*]. It was an emotional process.

Watching the finished production was not easy. I had tears in my eyes. Most of what I knew about Dad came from family stories,



Markus (right) has gone on to be successful in GT3

or from people around the paddock. So seeing him on screen was emotional.

It's no secret that the Group C Porsches were dangerous. I've spoken with other drivers from the era, including Klaus Ludwig and Marc Surer, who was Dad's team-mate, and they are happy to have survived that stage of their careers.

But they were fun times, too. Look at today's DTM. You'll have two floors of hospitality units, but Mum told me when my father was in F1 there was no hospitality. They'd just sit on a bench eating a sandwich!

My career started by accident. Actually, it was for a bet. My grandfather's crane hire business would sometimes hold a bungee jump event in the summer. When I was 11, my grandfather said, 'If you do the jump, you'll get 1000 deutschmark.' Then my other uncle said, 'Yeah, and I'll give you a go-kart.' They didn't believe that I'd have the guts to jump 75 metres or whatever it was!

So I jumped, got the money and the kart, and messed around until I was 18, when I did my first season of car racing, in Formula

König. I ended up second, just missing the championship. But to get to that point I'd had to hide things from my mother. Naturally, in the beginning, she was not happy. So for the first test, somewhere in France, I told Mum I was going to a friend's, then did the test, signed the contract for the season, and went home. She never said I must not do it. And to this day, she rarely watched me race.

Most of my race craft has been self-taught. I think I got some talent from my Dad, but I never went to my uncle, for example, and asked for tips about tracks or anything like that. I'm independently minded, and like to work with engineers to adapt the cars and my technique. I'm a tough racer, but I like to get on with all my rivals. The racer I respected most is Robert Kubica.

When I was younger, I'd watch Joachim at DTM races and those were seriously cool cars. These days, I'd say I'm having the best time of my career because GT cars compete in so many different races - Bathurst 12 hour, Spa 24, Nürburgring 24 - and at so many different tracks. It's the variety that I love.

I still love racing, even after 20 years. It's something special. At Bathurst, the 12-hour race, for example, I saw first-hand how much it means to people. There was a father with his son, who was in a wheelchair, and I took them into the garage and gave his son a tour of the car. You could see in his eyes how much that moment meant to him, and it's moments like that which remind you it's not a normal office job. It makes me proud.

Would I like to see a Winkelhock on a race team? I'm not sure. Everyone says it's stressful. But never say no, maybe I could do it with my uncle...



Markus's F1 debut was notable for setting two records. He was called up to Spyker after Christijan Albers split from the team. Winkelhock started last, but was the only car on wet tyres with rain falling. He led for six laps as the field stopped to change tyres, making him the only driver ever to start last and lead his first grand prix. When the race was red-flagged as rain intensified, Winkelhock was on pole for the re-grid, making him the only driver ever to start last and first on the same grid. He retired from the race with hydraulic failure.

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Although long since retired from driving, we met Mouton for afternoon tea amid her busy schedule

ALEX TEUSCHER

LUNCH WITH

Michèle Mouton

The only woman to have won outright in the World Rally Championship, she is today dedicated to helping others follow the trail she blazed. **Simon Arron** met her for a cuppa

KEEPING UP WITH MICHÈLE Mouton has never been the work of a moment. More than 30 years after stepping down from top-line competition, at the end of rallying's Group B era, her dual commitments – as president of the FIA's Women in Motorsport Commission and safety delegate to the World Rally Championship – make it hard to find time for Lunch with *Motor Sport*.

In the end a compromise is struck: could we perhaps manage afternoon tea?

The only female driver to have won a world championship rally outright – four of them, to be precise, starting with Sanremo 1981 – she is presently dedicated to forging opportunities in all realms of the sport, so that others might be able to emulate her success.

To outline the Frenchwoman's vision and meander through the past we convene at the Hôtel d'Angleterre, by the shore of Lake Geneva, whose landmark fountain is barely perceptible in the prevailing drizzle.

Tea arrives in the form of two stacks of cakes and sandwiches (including cream cheese and cucumber, naturally), topped by scones for which our guest has a particular penchant. We are also presented with what appears to be a vase rammed with mini-Toblerones. Mouton orders a complementary cup of green tea and we rewind...

LUNCH WITH *Michèle Mouton*

"I grew up in Grasse," she says, "surrounded by rose and jasmine fields that my father cultivated. During my teens I learned to drive on the family land, at the wheel of a Citroën 2CV that happened to be lying around, but I had absolutely no interest in motor sport. It was simply happenstance that I became friends with a chap named Jean Taibi. On one occasion, at a rock-and-roll concert, we were chatting and he explained that he took part in local rallies, but I had no idea what he was talking about, absolutely none at all. Subsequently he asked if I'd like to be his co-driver on the 1973 Monte Carlo - and as I was still young, and always on the lookout for interesting opportunities, I agreed."



She's now immersed in motor sport, but Mouton knew nothing at all about it when she started

HER COMPETITIVE DEBUT, then, was in the passenger seat of Taibi's Peugeot 304S on the opening round of the inaugural World Rally Championship, which was for manufacturers only back then (the equivalent for drivers would not formally be introduced for another six years). It was not the most auspicious of starts for the new venture - and Taibi/Mouton were among the victims.

Despite blizzard conditions that made the route barely passable, the organisers insisted that stage four - Burzet - should go ahead. When the inevitable happened and the road became blocked - partly because of the conditions, partly because a competing Ford Capri was sideways across the road, wedged between snow banks - no concession was made to those who had been unable to get through and a great many crews, Taibi/Mouton among them, were subsequently excluded for exceeding maximum lateness. Some of those affected, mainly German and Italian privateers, took matters into their own hands and attempted to block parts of the route to ensure that no car was able to reach the finish, at which point the police became involved.

Quite some welcome to the world of rallying, but Mouton wasn't deterred. "I really don't recall how many events I did with Jean," she says, "perhaps three or four, but my father then decided to take matters into his own hands. He said, 'Listen, I know you like driving and I'd prefer to see you doing that than navigating. I'm going to buy you a car and provide funds for you to do one year with good equipment and we'll see how you get on. If you do well you can continue, if you don't you must stop.' So he bought me an Alpine A110 and towards the end of 1973 I entered my first event. But I can't remember too much about that either, to be honest."

Thus Mouton made her competitive bow at the wheel of the most potent weapon in French rallying, taking eighth overall and third place in Group 3 on the Rallye de l'Île de Beauté, in Corsica. Didn't it feel a little odd to be starting out in an A110 when most in her position would have been scratching around in a Simca Rallye, or perhaps an Autobianchi? "Yes," she says, "but my father was something of a perfectionist. It was a case of, 'I'll support you for a season - and that's the deal.' My parents worked very hard but didn't have bottomless resources - I had to take it seriously for a year and if I didn't perform well, that was that. But I do enjoy a challenge - it is one of my defining characteristics."

"People said 'Mouton's won again, so her engine must be bent'"

Further good results accumulated swiftly. Partnered by a variety of female co-drivers, in 1974 she took second overall on the Critérium National du Rouergue, was a regular contender for Group 3 laurels and took a class-winning 12th overall in the Tour de Corse, final round of the WRC. "My dad didn't have to say anything at the end of that year," she says, "because I was on the pace quite quickly, which helped attract some sponsorship, so it was logical to carry on."

The following campaign was in much the same vein, culminating with another class win in Corsica - this time finishing seventh overall, almost 20 minutes clear of her closest adversary. How was she regarded by her peers? She laughs. "I regularly did very well in Group 3 and there were all kinds of rumours - 'Oh, Mouton's won again so her engine must be bent.' There were definitely



Mouton's first outing for Fiat France came on the 1977 Tour de Corse, when she finished fifth

McKLEIN



Mouton on the 1977 Monte Carlo Rally, in which she took an Autobianchi A112 to fifth in class

McKLEIN



some who thought that, but after the 1975 Tour de Corse my engine was stripped and checked at post-rally scrutineering and found to be perfectly OK. From that moment on, people started to accept that it was simply me that was quick. I never heard such accusations again."

She began 1976 by taking her A110 to 11th overall, second in class, on the Monte, before switching to a newer A310 and continuing to run strongly in French and European championship events. Elf then stepped in with significant backing for her to contest the 1977 European championship in a Porsche 911, Mouton winning the Rallye de España, taking a string of podium places and finishing second to Lancia Stratos driver Bernard Darniche in the final standings. Such performances led to a phone call from Fiat France – and the offer of a first fully professional contact. At what point had she started to believe that rallying might become her vocation? "I never thought about it," she says. "I did three full seasons with Alpines and considered myself semi-professional by 1977, because Elf paid for the whole season, but I was always lucky to have sponsorship proposals. And then Fiat contacted me, with the offer of a 131 Abarth for the 1978 French championship. That's why, today, when someone asks why there are so few women in motor sport, I always cite the example of my own career: I was given a proper chance, and that's the important thing. But I would have had to stop at the end of 1977 if Fiat hadn't approached me, no question. From this point I'd have the same equipment as the very best male drivers in France and it was down to me to prove my ability.

"It was the same subsequently with Audi, when I was pitched straight away against some of the finest drivers in the world. But I had access to the very best equipment and didn't have to slave away for years awaiting an opportunity – and that was my lucky break. I firmly believe this is why there aren't enough women competing at the top today, because they aren't given the chance to drive good cars for good teams.

"There are many women capable of doing what I did, but they aren't considered – and the FIA's Women in Motorsport Commission exists to change all that."

MOUTON SPENT THREE seasons with Fiat, taking victory on the Tour de France and Lyon-Charbonnières, racking up countless podium finishes and finishing second to Bernard Béguin in the 1979 French championship. Is it true that she initially described her 131 as 'a truck'?

"It was always a truck!" she says. "An effective truck, perhaps, but in comparison a modern car is very easy to drive. The Fiat didn't have power steering, its engine was at the front, big fat wheels and tyres... It was a really difficult thing to drive – and the fact I managed to do well with it underlines that *any* woman can succeed in motor sport."

Audi certainly believed as much. The German firm was on the cusp of changing the face of rallying, with its new all-wheel-drive Quattro, and offered Mouton a place in its team alongside Hannu Mikkola for 1981.

"They phoned me and spoke in English, a language I barely knew at the time," she says. "I'd learned a bit at school, but nothing like enough to communicate properly. At

LUNCH WITH *Michèle Mouton*





Mouton's Quattro gets attention on the 1982 Ivory Coast Rally, where her world title hopes ended

McKLEIN





The madness of the Group B era: spectators scurry to avoid the winning Audi, Sanremo 1981

McKLEIN

first I didn't really understand what I was being offered, but after going to meet them in Germany I finally grasped that it was a world championship programme.

"The new technology was obviously interesting, and revolutionary, but I wasn't as bothered about that as I was the possibility of challenging for the WRC title. I remember how impressive the car felt during some early testing in the snow, when on standard rubber the Audi felt the same as other cars did on studded tyres."

The Quattro soon quashed rivals' beliefs that it would be too cumbersome and complex for rallying. It wasn't wholly reliable that year, but Mikkola won in Sweden and Britain, while Mouton scored her breakthrough WRC success in Sanremo, carving a place in motor sport history.

To this day, she remains the only female driver to have won at that level.

Reporting in the November 1981 edition of *Motor Sport*, Gerry Phillips wrote: "Mouton is never shown quarter by her male rivals, nor does she ask any, for she is a rally driver among rally drivers, not just a woman in a predominantly male sport, and her skill puts her up among the world's best.

"In Italy last month she and her co-driver Fabrizia Pons took their Audi Quattro to a convincing win on the Sanremo Rally. For most of the event things had by no means been close, but towards the end of the fourth leg Mouton had a front brake caliper jam and, when she arrived at her next service point with the wheel locked, the driveshaft broken and in clouds of rubber smoke and sparks, mechanics took more time to repair the damage than she had available. Her two minutes lost on the road, plus her delay on stage time, reduced her advantage to 36sec."

By the end, she was more than three minutes clear of the Talbot Sunbeam Lotus of Henri Toivonen and Fred Gallagher.

"Not the kind of day you forget," she says, "and it gave me extra mental strength, because I realised that if I could score one victory then it was likely I could score more – so it was a significant launching pad. To know that I could win at that level... it mattered a great deal. Did it make a big difference? Yes in terms of recognition and [with a laugh] financially, but I don't think it altered attitudes at all. It wasn't in my nature to worry about what people thought. I always respected my rivals and felt the opposite was also true, so I suppose the biggest change was that more people wanted to interview me – but that was simply a result of wider recognition."

"To know I could win at that level... it mattered a great deal"

THE FOLLOWING SEASON WOULD be her finest, Mouton winning in Portugal, Greece and Brazil to remain in title contention – against Opel Ascona driver Walter Röhrl – up until the penultimate event, the Ivory Coast Rally.

"Shortly before the start," she says, "I learned that my father had died, but I tried to do the event for him. I was leading quite comfortably, too, but..."

From *Motor Sport*, December 1982: "The gap between Mouton and Röhrl diminished when the French girl had to stop for a radiator change, a broken driveshaft to be replaced and a new gearbox. But at the start of the fourth leg there was great consternation when her Quattro refused to start, and even more time was lost when the fuel injection system was changed.

"By this time the difference was marginal, and interest in a somewhat indifferent event was fired up by the prospect of a close finish. But that didn't materialise, for Mouton overdid things a little and rolled the car. It was righted and repaired sufficiently to continue, but alas their vital pace notes had been lost in the confusion and Fabrizia Pons had only the roadbook to direct her driver – a very poor roadbook at that. Coupled with this was the added hazard of fog, and it became very difficult indeed for the girls to follow the correct road at a competitive speed. So the inevitable happened; they went off again, this time causing damage that couldn't be repaired. Although she has not become world champion, her determined fight will be talked about for years to come."

Mouton: "As I said to everybody at the time, I cared much more about losing my father than I did about losing the title..."

She would spend three more seasons with Audi, winning a few non-WRC events and placing fifth in the 1983 world championship, but her crowning achievement during that period was a successful conquest of Pikes Peak. She made her debut there with a Quattro in 1984, taking a class-winning second overall, then triumphed outright the following year.

She chuckles at the event's very mention. "It was a fabulous experience," she says. "The first year, I did it with Fabrizia because I didn't want to try to commit all 20 kilometres to my memory, then I went back to tackle it on my own.

"This time the organisers made life quite complicated. They accused me of having exceeded the speed limit by 5mph when making practice starts. I was fined and told I wouldn't be allowed to sit in the car at the start, that I would have to jump in and belt up before I could leave the line. I pointed out that it would be crazy to do that, and possibly unsafe if I didn't do up my belts properly, so they backed off and agreed to let me be in the car, but Audi's mechanics had to push me to the line and I wasn't allowed to select a gear until after the clock had started. To be honest, all they succeeded in doing was increasing my motivation..."

Her winning time of 11min 25.390sec was a new hill record.

For 1985 she stepped away from the WRC to focus on the British Rally Championship, still with Audi, but the campaign wasn't a success, second place on the Welsh Rally the lone highlight in a programme peppered with mechanical retirements. "It was

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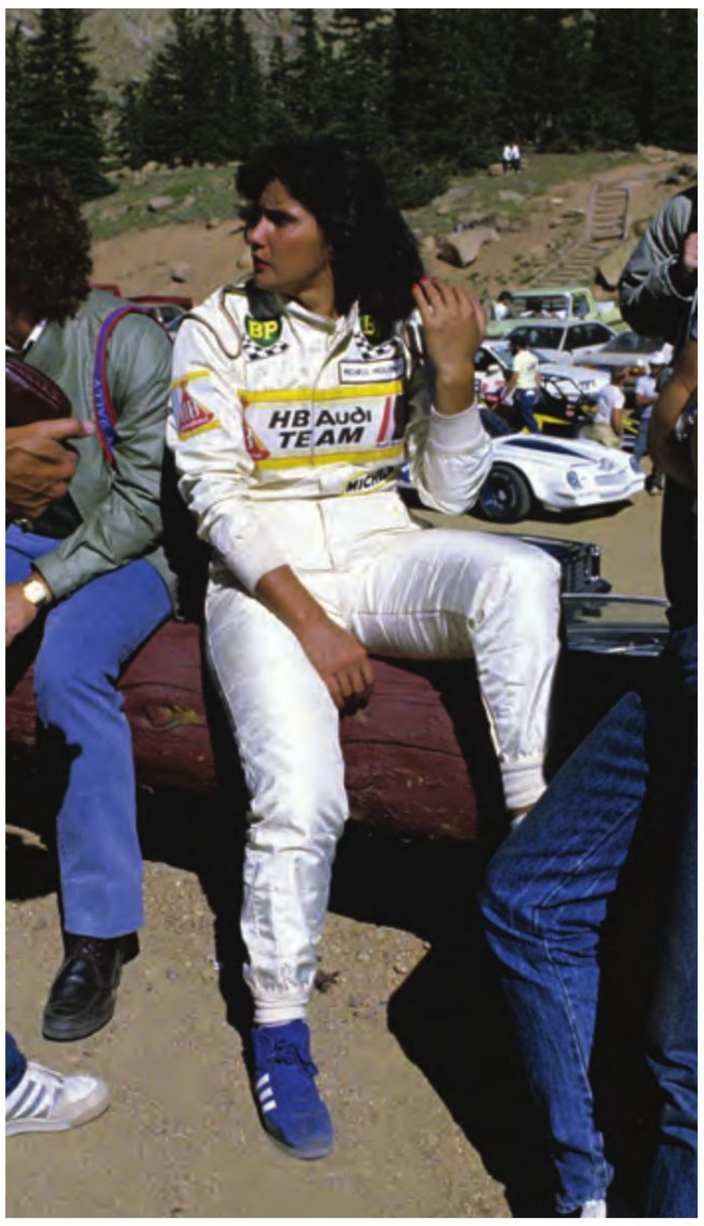
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McKLEIN

Mouton at Pikes Peak: despite having been given a controversial penalty, she won the event outright at her second attempt

simply an opportunity to get more experience of rallying conditions in the UK," she says, "because at that time you had to tackle the RAC without pace notes and all those who'd done the British championship knew the stages better than I did. It was a good way to broaden my knowledge."

Ironically, though, she had already contested her final RAC. In 1986 she accepted an offer to drive a Peugeot 205 T16 in the German Rally Championship, with WRC outings in Monte Carlo and Corsica. "That was a nice balance," she says. "It was my call to leave Audi. I think I'd become a little fatigued. Prior to '85 I'd done four busy WRC seasons, on the move for about 300 days a year, and wanted to cut back a little on my commitments. There were also four drivers in the team by then, with Hannu Mikkola, Walter Röhrl and Stig Blomqvist, and the atmosphere was no longer the way it had been with just two of us at the start."

"When Group B stopped, I said, 'It's the right time for me to stop'"

She dominated in Germany, winning six rallies and the title, but that would be it for her mainstream career.

"Henri Toivonen had his fatal accident on that year's Tour de Corse," she says, "and the FIA announced soon afterwards that Group B would be axed at the end of the year. When I heard that I said, 'OK, it's the right time for me to stop, too.' In my mind I had a clear idea that I wanted to start a family and the timing seemed right."

Her daughter Jessica was born in 1987, but Mouton remained actively engaged with the sport that forged her celebrity. One year later she co-founded the Race of Champions, which continues to this day as a multi-discipline contest between some of the world's best drivers. She also entered a few rally-raids, as part of Peugeot's support team carrying spare parts for its lead drivers - and despite this being her primary role, she still finished sixth on the 1988 Rally of Tunisia. It wasn't, though, a branch of the sport she wanted to tackle seriously. "In



MOTORSPORT IMAGES

Mouton starred in the wet at Le Mans, where she shared this Moynet with Marianne Hoepfner and Christine Dacremont

A 100 per cent record at Le Mans

During the summer of 1975, France's future global rally star was invited to take part in the nation's most celebrated race, as part of an all-female team.

The bijou, aerodynamic Moynet LM75 was created by decorated wartime fighter pilot André Moynet, who later became a racer and also a cabinet minister, and Mouton was invited to share it with Marianne Hoepfner and Christine Dacremont in the Le Mans 24 Hours.

"I was approached by a sponsor and was always intrigued by new possibilities," she says. "The three of us looked after the car throughout the event and came away with a class win (in 21st overall) – a happy memory.

"My outstanding recollection, though, is the rain. We had a small, light car – and I stayed out on slicks in a downpour, passing bigger, more powerful machinery. I could see the pit board instructing me to come in for wets, but I had no intention of doing that because rallying had acclimatised me to such situations. It was quite common that we'd encounter a heavy shower while tackling a stage on slicks, and quick tyre changes weren't an option in rallying, so I just carried on. The night sessions were quite tricky, and seemed to last a long time, but again I was accustomed to competing in darkness on rallies, so it really wasn't a problem for me."

As she never returned to compete, she retains a 100 per cent class-winning record. Wasn't she tempted to try again?

"You have to remember," she says, "that I didn't set out to get involved in motor sport. It's something that happened by chance so I've never had any kind of career plan. I always went along on an event-by-event basis, without any particular objectives. Why didn't I go back to Le Mans? Very simple – nobody ever asked me. That's all there is to it."

my era it was all done without GPS, more of a job for the navigator and the compass, so I'd have felt like a high-speed taxi driver. I don't like adventures that are full of uncertainties, shovelling sand, getting lost... that's not really my thing. I love driving, but it has to be enjoyable. It's not that I couldn't have done Dakar, but I never wanted to. I contested a few rally-raids and finished reasonably well, but it was a means of helping the team, not having any pressure, and that was fine."

"If we catch girls at a young age, we can inspire them"

She has dabbled with driving since - contesting the Trophée Andros ice-racing series once, finishing second to former team-mate Blomqvist on the 2000 London-Sydney Marathon and reuniting with Pons to drive an Escort on the 2008 Rally of Otago - but she says competing on historic events holds little real interest. "Why would I want to revisit stages I've known for years?" she says. "I want fresh challenges."

Foremost among those is heading up the FIA Women in Motorsport Commission.

"It's difficult for anyone to succeed in this sport, male or female," she says. "Maybe it's harder now than it was in my time, but it's not that I was some kind of superwoman. I would love to see more people getting the kind of opportunities I had and that's what we are striving for now. This year we have a properly competitive all-female team in the European Le Mans Series [Kessel Racing is running a Ferrari 488 GT3 for Manuela Gostner, Rahel Frey and Michelle Gatting], and we also have a very strong female team in IMSA, with Simona de Silvestro, Katherine Legge and Christina Nielsen. This is exactly what we want to see. We must make everybody aware that motor sport is inclusive, open to all.

"We need opportunities, equal opportunities, and very often the ones who cannot progress stumble because of budget, although it's the same for men of course. Of those who make it to F1, quite a few have to bring a suitcase of cash..."

Where does she sit on the new all-female W Series. A shrug. "It's a good platform for women to race," she says, "and if they can do so for free, why not? For me, though, anyone who wants to succeed needs to show they are the best - not just the best female. If they want to get to the top, at some point they are going to have to fight with men, so why segregate?

"I'm convinced that it's best to focus at the grass-roots level, to work with young girls to educate them about motor sport, to increase our base - and if we don't do that there will never be many at the top. Our most ambitious programme is the Girls on Track karting challenge, started last year. We have pooled resources with Susie Wolff's Dare to be Different project, have been given some EU funding and the idea is to get girls to try a kart. We have already worked with more than 1000, now have two training camps and are hoping that many of them will continue in motor sport. If we can catch them at a young age we can encourage and inspire them."

They couldn't hope for a much better role model. "You know," she says, "I've had a fantastic career. Rallying gave me a chance to learn all about the world, visiting and exploring many countries. We were sometimes practising for 10-15 days before events, which gave you time to get a real feel for the local culture.

"My life philosophy? Yesterday is history, tomorrow is a mystery - and today is a gift, so it's today that I want to live. Nothing can change what happened in the past, tomorrow perhaps I'll be dead, so I just want to enjoy every day."



CV **BORN: 23/6/51, GRASSE, FRANCE**

- **1973** Rally debut as co-driver in Monte Carlo, Peugeot 304S; switched to driving late in the season, in Alpine A110
- **1974-76** National rallies in Alpine A110 and A310
- **1975** Class winner, Le Mans 24 Hours, Moynet LM75
- **1977** 2nd in European Rally Championship, Porsche 911
- **1978-80** French Rally Championship, Fiat 131; 2nd in 1979
- **1981-84** World Rally Championship, Audi Quattro; four wins; 2nd in 1982; 5th in 1983
- **1985** British Rally Championship, Audi Quattro
- **1986** German Rally Championship, Peugeot 205 T16; champion, with six wins from eight starts. Retires from mainstream competition at the year's end
- **1988** Co-founds Race of Champions with fellow former driver Fredrik Johnsson; the event remains an annual showpiece
- **1988-89** Selected rally-raids with Peugeot
- **Currently** FIA safety delegate, World Rally Championship; president, FIA Women in Motorsport Commission



MOTORSPORT IMAGES

Mouton and Race of Champions co-founder Fredrik Johnsson with the winning Scandinavia team and runner-up France back in 2005



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LETTERS

YOUR RECENT TRIBUTE TO NIKI LAUDA STATES THAT HE WAS CHAMPION IN 1984, DESPITE winning only five races to Alain Prost's seven. I'd say that Prost won six and a half races. If he had won seven and received the full nine points for Monaco, Prost would have been champion by four points (Lauda failed to finish that race).

Half-point victories intrigue me. McLaren has won 182 grands prix but three of them are half-point races – Spain 1975, Monaco 1984 and Australia 1991, so should McLaren's total really be 180.5? Just asking...

Finally, you compared current British GP entry prices to the past. On practice Thursday in 1972 (the race being on Saturday), general admission was 50p and entry to the paddock a further 50p. By using an old ticket and strategically placing your finger, you could confuse those at the gate and get in for free. If early enough, you could also help push the cars to scrutineering!

The same year I went to Monaco with Page & Moy, staying in a small hotel at Ste Dévote where various reporters were also based. They included DSJ, who would chat to me at breakfast. Total cost was £36.

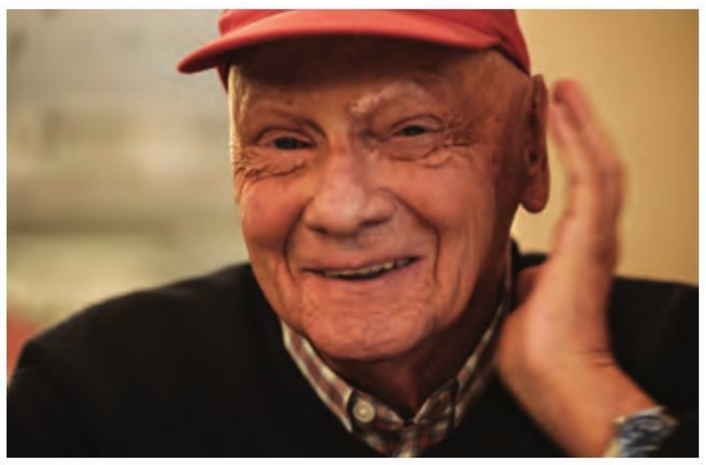
DR PETER O'DONNELL, VIA EMAIL

WITH THE UNTIMELY PASSING OF Niki Lauda I was somewhat underwhelmed by the impression that he was more of a cerebral driver than the talent of his age. Make no mistake, Lauda was not only smart but as fast, if not faster, than his peers. Before his dreadful crash he dominated F1 from 1974 until that fateful day at the Nürburgring in 1976. Only reliability and bad luck prevented him winning his first title in 1974 – and he was imperious throughout 1975 and the first half of 1976. Even after his accident he outpaced the highly rated Carlos Reutemann in 1977 to win his second title.

In my opinion, his greatest race was at Monaco in 1978 in his Brabham. If you ever needed proof of his talent, this is the race. Having stopped with a flat tyre that dropped him down the order, he scythed back through the field to second. In the process he recorded the fastest lap – quicker than his qualifying effort and almost two seconds quicker than the next best lap. In a field consisting of Villeneuve, Reutemann, Peterson, Hunt, Watson, Depailler, Scheckter and Andretti, that tells us everything. The man was a legend

P PONSER, VIA EMAIL

Some interesting points, but in his final interview with Motor Sport *(November 2017), Lauda said: "I screwed up in 1974. I had a couple of spins and incidents, so wasn't quite ready to challenge for the championship."*



Lauda was an extremely intelligent driver, but don't doubt his pure pace in a grand prix car

I RECENTLY PURCHASED PLAQUE NUMBER 218 from the 1953 Rallye Monte Carlo, but have no idea what vehicle would have carried this number and internet searches have proved fruitless. Is it possible that you have records of such information?

JEREMY WALKER, VIA EMAIL

We don't have detailed rally results from the 1950s but believe plaque 218 was carried by the Riley 2.5-litre of GJ Fender and EA Tweney, which was classified 85th. Had you bought 318, that was on the Sunbeam 90 of Stirling Moss...

ONE COLD DARK EVENING IN EARLY 1995 two young lads were sat at their local kart track, situated on an industrial estate now known as New Greenham Park, but back in those days only just growing out of its old name – RAF Greenham Common.

My friend Rob and I ran the place and that evening a stranger walked in and said: "I work for McLaren and was wondering if you could help us? We're doing some testing work on the runway and we've run out of light, so would it be possible for us to bring our car here to do a little set-up work?"

We were sceptical but looked outside to see a green McLaren F1 road car. We'd heard all about this new supercar, stories of the £600,000 price tag, how prospective customers were vetted financially before being approved, how Ron Dennis had crashed one in Portugal... and here it was.

After an hour or so, the McLaren lads were finished and loaded the car back into their transporter with one last request, "Can we leave it parked here tonight?" Of course...

Still disbelieving, the following morning the transporter had gone and the story seemed over, so we headed off to the café for breakfast. While we sat there, laughing about the previous evening, one of the McLaren team came in: "Ah, we've been looking for you everywhere..."

We followed the McLaren man to an old runway once used by B52s and Lockheed Blackbirds – though that day it was the McLaren flying around the 2.5-mile course. They explained they were evaluating brakes for their up-and-coming Le Mans project and, with our help, they'd saved a day and the test had been completed successfully. He then offered us a ride in the F1, so we were taken around at great speed: "We're doing 150mph turning in, power oversteer here, now we're nudging 220mph..." All too soon the run was over, and within minutes we were back to reality.

That June the F1 GTR won outright on its Le Mans debut – taking four of the top five places – a famous victory by an amazing car.

I've always wondered, though, whether the brakes would have lasted if we hadn't helped them keep the programme on schedule...

STANLEY WILES, CHESTERFIELD

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Bentley's brilliant

To celebrate 100 years of one of Britain's greatest marques we gathered together three of its most famous racers from three very different racing eras. In a world exclusive, **Andrew Frankel** channelled his inner Bentley Boy for a track test like no other.

blowout



"Bentley's early wins at Le Mans announced Britain's presence on the global racing stage"

THIS IS QUITE SOMETHING: THE first time that cars from all three eras of Bentley's racing history have been driven together. Each has their claim to fame: the GT3 is Bentley's latest competition car, a state of the art racer in the most competitive category of sports car racing. The old Blower is not merely Sir Henry Birkin's own car, not only the one in which he led Le Mans in 1930, but the one that exists today as the most original of all racing vintage Bentleys. And the one that sits in the middle chronologically? It's the 2003 Le Mans winner – not one of a type of car that won that race but the actual winner.

They have come together at Silverstone to celebrate Bentley's centenary. It's not true that Bentley has always been a racing brand – for 71 of those 100 years Bentley did not race at all. But racing was there from the start – indeed Bentley raced long before it got around to delivering a car to a paying customer in September 1921. Over the decade that followed, Bentley put Britain on the racing map. True, Bugatti and Alfa Romeo dominated grand prix racing, but Bentley's five wins at Le Mans between 1924-30 announced Britain's presence on the global racing stage, a position from where the country has rarely looked back.

It was Rolls-Royce which denied Bentley the opportunity to race after it hoovered up the bankrupt company in 1931. Had it been Napier as originally intended, Bentley might not have had to wait a lifetime before

Bentley through the ages 1919-1930



1919 Bentley Motors founded at Cricklewood, London, by brothers Walter Owen (*left*) and Horace M Bentley. New 3-litre Bentley runs for the first time in 1920, a robust 16-valve four that hints at WO's locomotive apprenticeship. First car delivered in 1921; gains reputation for performance and reliability.

1922 After racing at Brooklands, Bentley enters a 3-litre at the Indianapolis 500 and wins the team award in the Tourist Trophy. In 1923 Duff and Clement's private Bentley finishes fourth at the inaugural Le Mans 24 Hours. One year on a 3-litre wins Le Mans, and again in 1927 and '28 – but financial struggles begin.



Sir Henry Birkin's Blower Bentley, the Le Mans-winning Speed 8 and the new Continental GT3 – together at last

returning to the track. But when it did under Volkswagen ownership in 2001, the results were swift, culminating in that 2003 Le Mans win, breaking the records for both the greatest distance covered in the 24 hours and the shortest time spent in the pits. Fast and reliable: WO would have been buzzing with pride.

Many still regard the decision not to defend the title in 2004 as a mistake, as the car would certainly have still been favourite to win. But by then VW had spent hundreds of millions designing a new Bentley road car, transforming the factory and putting Bentley back on the top step of Le Mans. It was time for the outbound flow of money to be reversed.

How then to regard the GT3? In some respects it's Bentley's most successful race car yet. It's the first to be sold as a racing car to private customers – although in the 1920s plenty raced their Bentleys, including John Duff who took Bentley's first victory at Le Mans in his – and across five seasons the first-generation GT3 car won 45 races and earned over 120 visits to the podium. And this all-new second-generation car is quicker still.

If there is one thing that links them it is Bentley's claim that as a factory team it never entered a race it did not have a chance of winning outright. So, glossing over Bentley's first international race – the 1922 Indy 500 in which it finished stone last – we'll move swiftly forward eight years to the other end of the original Bentley company's racing endeavours.



1926 Diamond millionaire Woolf Barnato (*left*) steps in as financier and chairman of the ailing firm, and works driver. New 6½-litre announced.

1927 To replace the ageing 3-litre a 4½-litre car is released, while the 180bhp Speed Six 6½-litre will go on to be the firm's most successful competition car, winning Le Mans in 1929 and '30 with Barnato.

1929 Supercharged 'Blower', developed by Sir Henry Birkin, released, but suffers from poor reliability. Only Birkin's single-seater has any track credit, although he takes a Blower to second in the 1930 GP de Pau. Nevertheless the model becomes a marque icon.

1930 Despite serious finance problems following the Wall Street Crash, WO develops 4-litre and 8-litre cars. Now seen as his masterpiece, the latter is a rival to Rolls-Royce's Phantom but cannot save the firm; in July 1931 WO and Barnato, are forced to sell up, and Rolls secretly buys it.



IT IS LE MANS 1930 AND YOU ARE SIR Henry 'Tim' Birkin. With the money of a wealthy lady called Dorothy Paget, you have taken the 4½-litre Bentley and fitted an Amherst Villiers supercharger. WO Bentley is livid and can be heard muttering, 'to supercharge a Bentley is to pervert its design and corrupt its performance'. It doesn't matter – WO lost control of his company years ago and chairman Woolf Barnato is delighted.

So you are happy for your two-car private entry to unite with the three works Speed Six Bentleys against a common foe the like of which has never been seen at Le Mans. A Mercedes-Benz SSK whose 7-litre engine is not only larger than that in the 6½-litre Speed Sixes, it's supercharged too. Worse, at its wheel is Rudi Caracciola, Germany's finest driver. Your job is to break it.

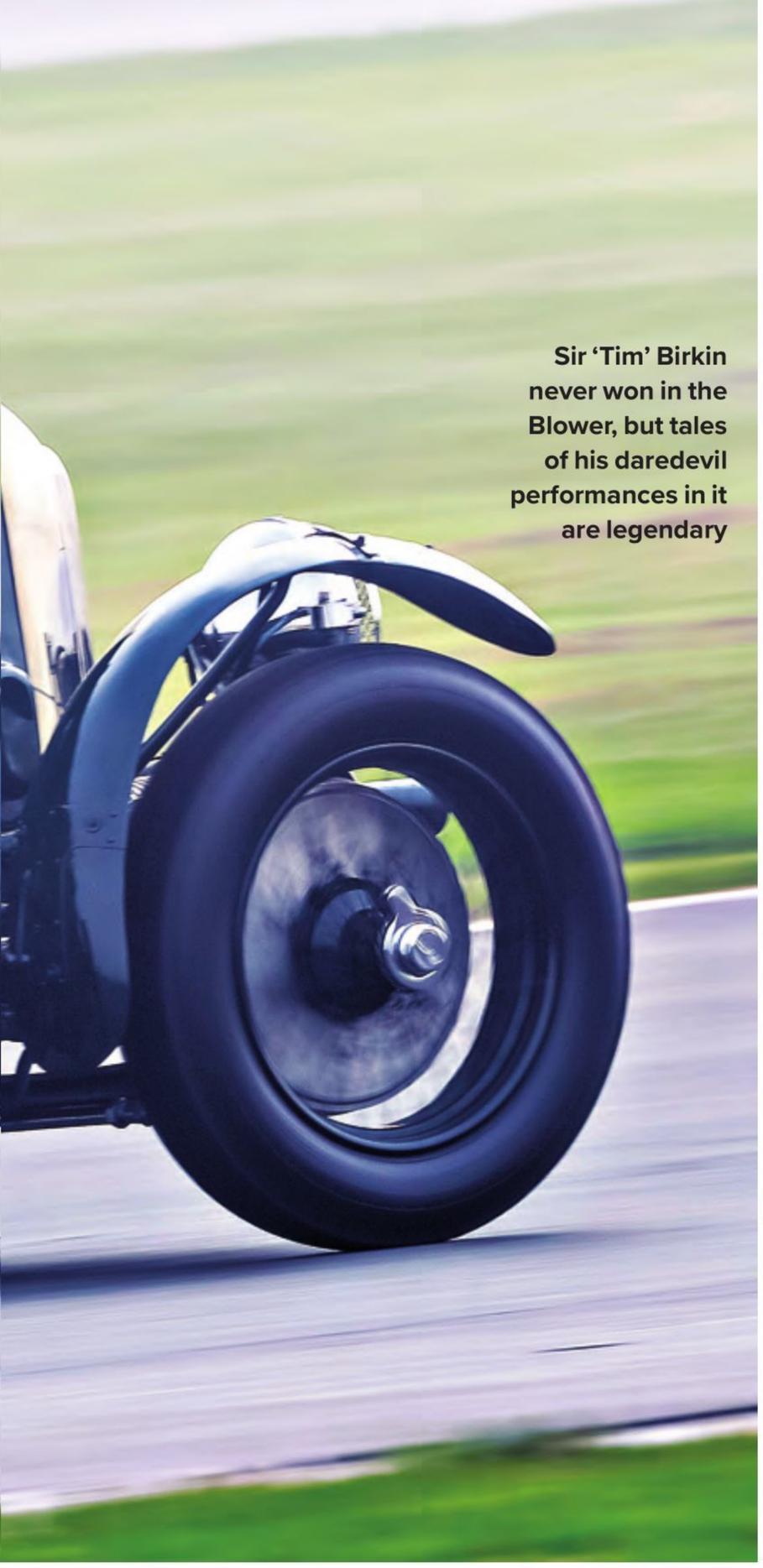
So you go haring after it. Unlike your supercharger, the Mercedes' is summoned by clutch according to need. Its engine is designed to tolerate the stress only briefly. So the game is make Caracciola use his blower all the time. Within three laps you've caught the huge Benz on the Mulsanne Straight. The road is narrow and the SSK is in the middle. But you're doing 125mph and gaining. But then a rear tyre throws its tread mangling your wing as it exits the scene. What should you do? Limp back to the pits, obviously. Obvious unless you're Birkin: what you actually do is sail past the Mercedes, half on the grass. You do not stop at the pits; instead you break the lap record.

Birkin didn't win this or any other race in a Blower, nor did anyone else. But as a child, that story more than any other lit my imagination, and in some small but significant way started me on a path that led to Silverstone and that very car.

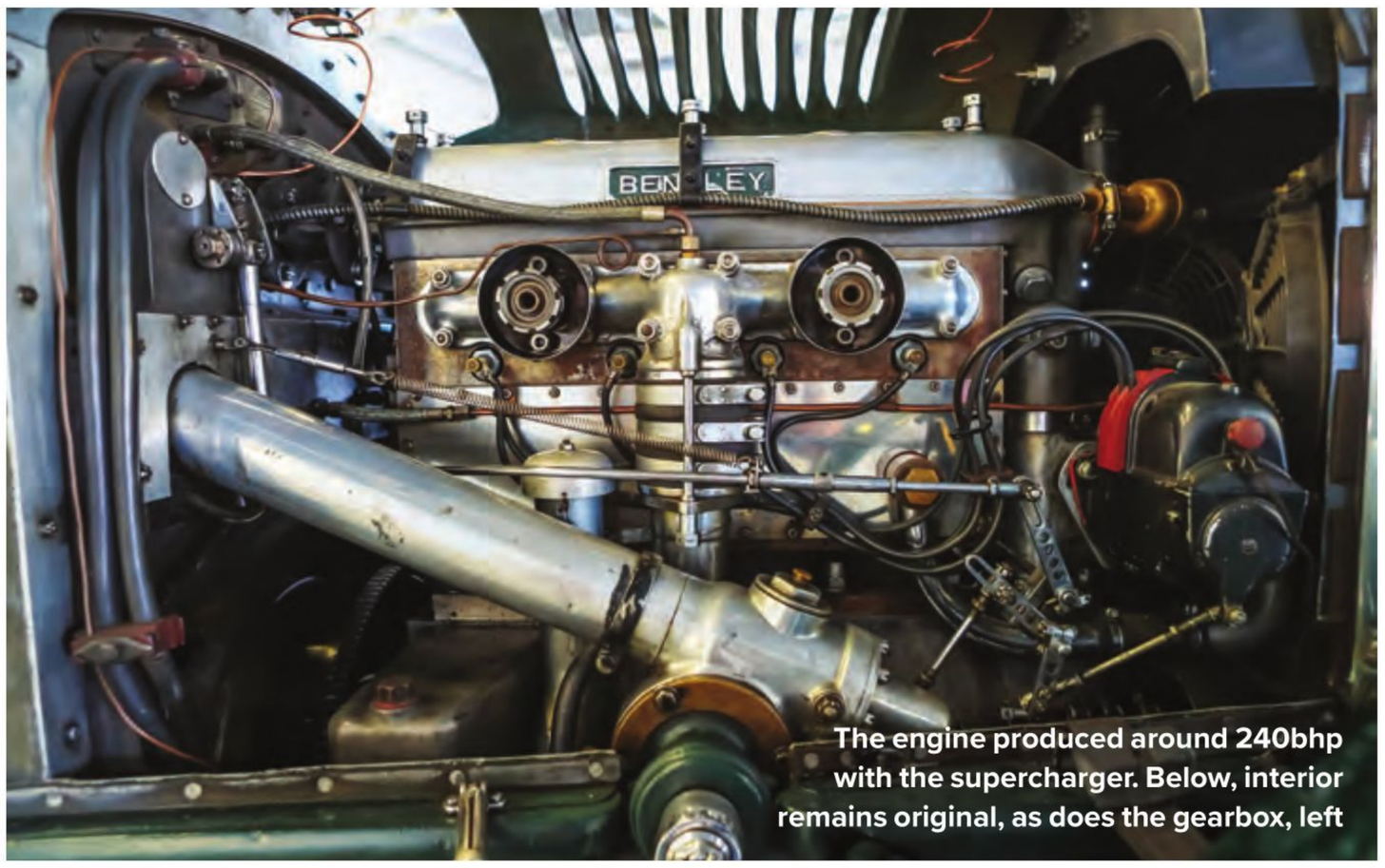
Unlike the car that did win that race, Old Number One, whose identity required a court case to settle so 'evolved' had it become, there's never been any doubt concerning the number two team Blower, UU5872. It's only had one significant accident, and that was before that fateful Le Mans, for which it was rebuilt in the form seen here. For most of its life it belonged to the Sears family – Stanley, Jack and David whose credentials speak for themselves. It was bought back by Bentley with VW's money and has since been maintained, but not restored. In its imperfect and oily state, it is perfect. There are the pedals pressed by Birkin, and there is the splat of instruments that, knowing what I do of him, he would have in all probability ignored.

Magnetos on, ignition retarded, thumb the button and it starts instantly with the noise referred to in Bentley circles as 'that bloody thump'. Like most vintage Bentleys,

"It starts instantly with what is know as 'that bloody thump' "



Sir 'Tim' Birkin never won in the Blower, but tales of his daredevil performances in it are legendary



The engine produced around 240bhp with the supercharger. Below, interior remains original, as does the gearbox, left





its accelerator is the middle pedal. The gearbox contains massive cogs that require precision timing if they are to mesh without protest. You just have to learn the ratios – a big pause between first and second, as fast as your hands can move between second and third and something between the two for selecting top, remembering to double-declutch always and apply the appropriate rev-match throttle blip on the way down.

You can see why it was quick at Le Mans: the Silverstone International Circuit has a good blend of fast and slow corners and the quicker you're going the happier it is. In the slowest turns it feels cumbersome, not just because of its age and tyres, but because that huge blower slung out ahead of the front wheels adds considerable mass to an already extremely nose-heavy car. Relative to its performance the drum brakes aren't great either, and would need management if they were to last.

But get it percolating in third and top gear and the old Bentley is magnificent. It has around 240bhp, over double what a standard unsupercharged 4½-litre generates, and it will get to around 90mph down the Hangar Straight, despite a slower entry and lengthy braking zone. What you want is a mile or three of Mulsanne so you can watch that gorgeous chronometric Jaeger speedometer flick into three figures and beyond, engine bellowing, steering shaking, hunched down below the aero screens, hoping the tyres can take the punishment, reeling in that damn Mercedes ahead...

It's hard to drive this car and not get an attack of the Birkins.

Bentley through the ages

1931-1939



1931 Rolls-Royce forms Bentley Motors Ltd, with production of a new 'Silent Sportscar' restarting at Derby in 1933. It is built alongside Rolls-Royce products, sharing chassis and engine variants, all with coach-built bodies and a straight-six 3½-litre engine developed from Rolls-Royce 20/25, enlarged in 1936 to 4¼. No more works racing, though Eddie Hall races his car in three TTs; Bentley becomes the sporting RR alternative. In 1935 WO leaves for Lagonda.

1939 Capable of 120mph, a streamlined Portout-bodied 4¼ is built for amateur racer Nicky Embiricos as a test-bed for a future Continental design (*above*). MkV model with independent front suspension introduced but almost immediately Bentley production ceases for war. Experimental one-off Corniche crashes in high-speed testing in France; waiting in Dieppe for shipment home it is destroyed by bombs. Only 17 MkVs built – the last Derby Bentleys.



NOT SO THE GT3. IF THE Blower is a car you drive with your heart, the GT3 requires a diametrically opposed approach. If challenged to drive the old Blower as fast as I could, I reckon it would need three or four laps to do a time I could not significantly improve. I doubt I'd be able to say the same of the GT3 after an entire day.

It's not that the intervening 90 years have somehow made racing cars more difficult to drive, on the contrary: driving a modern GT3 car almost as fast as it can go is simplicity itself. And the only downside to that is that come race day you'll come nowhere.

This second generation of Bentley Continental was a far easier car to turn into a competitive GT3 machine than the first, because it's based on the same aluminium-intensive platform as the Porsche Panamera. It is a fundamentally lighter car whose primary components are more easily sited for racing. Most importantly. a greater rear weight bias has been achieved because the old car was significantly limited for traction. It's more efficient through the air too, and easier for gentlemen drivers to manage in tough conditions. It's also so light it will carry ballast everywhere it races, a strange thing to say about a Bentley. But some nice touches from Crewe remain, such as leather door pulls and paddle shifters from the Mulsanne limousine.

The cockpit is sparse and less space-age in appearance than some rivals, but there's still a vast array of knobs and switches, few of which I will need today. The seating position is fixed both to aid ingress and exit and also to centralise one of the car's heavier components - the driver. Instead the wheel and pedals now come to you.

I'm told the engine has been made quieter, but when it starts the 4-litre twin turbo V8 still sounds like the charges going off under a high-rise building rigged for demolition. But you can't just pull away. The clutch is on the steering wheel and is, in

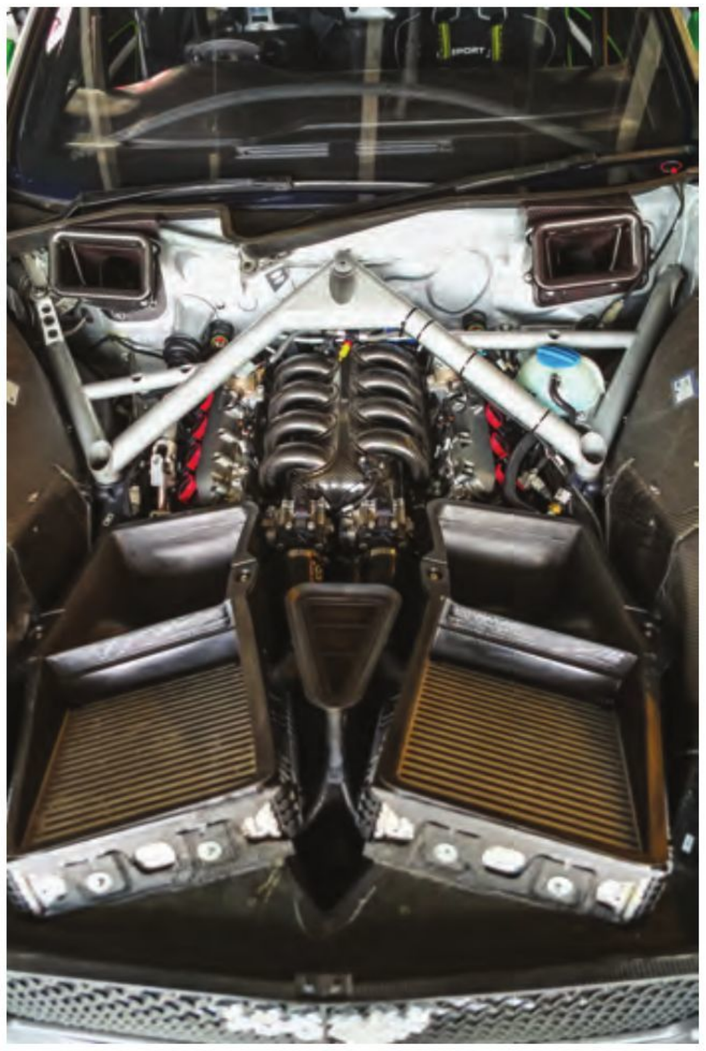
Bentley through the ages 1946-1980

1946 Production resumes at Crewe with 4¼-litre MkVI, first Bentley to be sold with factory steel body. Improved 4½-litre R-type follows, then streamlined Continental of 1952 (*below*) – "the fastest saloon in the world". Soltan Hay enters the Embiricos car in the first postwar Le Mans race, finishing sixth, plus the next two events.





Featuring a lighter chassis and better dynamics, the new Continental GT3 is a significant step up over the original car





Left: The 4-litre twin turbo engine is mounted way back in the chassis. Sparse interior is designed around the driver

"It's on the brakes that this modern GT3 feels most alien"

effect, a large switch. There's no skill in what happens next: you engage launch mode with your hand gripping the clutch against the circumference of the wheel, put your foot hard on the accelerator and let go. But there is just a little courage needed because if you lift for an instant, the car stalls. So you keep your foot down and slither up the pit lane with smoke pouring out of your wheel arches. There appears to be no other way.

It's strange, then, that it doesn't feel that quick in a straight line. A supercar like a McLaren 720S would stay with it once the wheels stopped spinning and come past as the drag of the Bentley's wings started to tell. You thunder down the straight, feeding it gear after gear, but there's nothing other-worldly here, not yet at least.

That all comes in the braking where it doesn't matter how hard you hit the pedal because you're not going to trigger the ABS at high speed. To anyone used to road cars, or even old racing cars, this is where a modern GT3 car feels most alien. For a corner like Stowe you brake barely before the turning point, staying on the pedal all the way to the apex, but bleeding off the pressure as the downforce washes away.

Then it's just a question of how hard do you dare get back on the throttle, and how soon? So long as you've not dialled up too much traction control (which cleverly lets you control not only the level of intervention but the point of activation too), the car will slide amiably enough, but without time to talk to the engineers, study the data and learn how the tyre behaves over a stint, I don't have a feel for the best way to get the most from it.

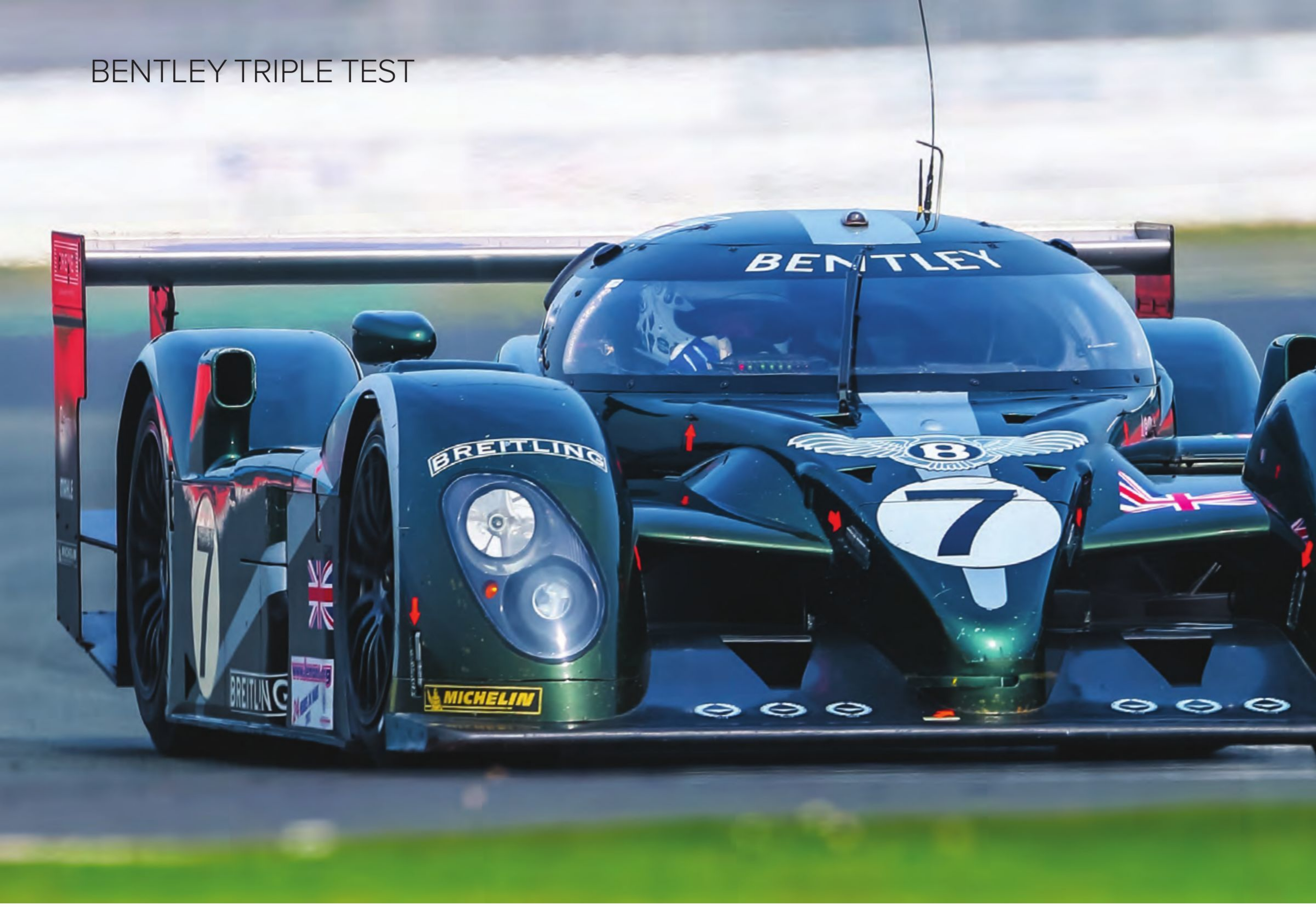
Before I'd even think about racing it I'd want a stack of tuition, not in how to control it on the limit because it's an entirely forgiving car, but how to extract the best possible lap time from it. That's a subtly but significantly different thing.

1955 S-series Bentley introduced, identical to Rolls-Royce Silver Cloud barring grille and trim, with 4.9-litre six, upgraded to 6.2-litre V8 in 1959 (S2); twin-headlamp S3 followed in 1962. Coach-built bodies still available.



1965 T-series introduced (*above*) – first unitary-bodied Bentley. Two-door saloon unique to Bentley but four-door almost identical to Rolls-Royce Shadow, beginning a slide in the marque's distinctive identity and prestige. In fact, 95 per cent of buyers opted for the RR badged version.

1980 Following collapse and nationalisation of Rolls-Royce parent group, Vickers acquires Rolls-Royce cars and Bentley; launches Mulsanne as Bentley version of Rolls-Royce Spirit; Turbo two years later begins moves to differentiate Bentley again, with performance variants up to 400bhp Turbo RT taking the marque into 1990s and arrival of Arnage with Cosworth-developed turbo BMW V8. Bentley/Rolls-Royce sales now equal.



AND THEN THERE IS THE SPEED 8. I've loved the other two, but I know vintage Bentleys well and I must have driven a dozen GT3 cars over the years. But the actual Le Mans-winning Speed 8, the car in whose pit I camped for the entire race, whose drivers I interviewed and whose mechanics I annoyed? This is something else.

The car was designed from scratch for the 2003 season, its rather more conservative EXP Speed 8 predecessor having been raced in 2001 and 2002. And yet there are still those who'll blithely tell you any Speed 8 is 'just an Audi R8 with the roof'. It's not and never was, not even in 2001.

"It's just sheer bloody ignorance," its designer Peter Elleray told me. He had designed the R8C that raced without success in 1999, and people made far too great a mental leap. So I got him to put it in words anyone can understand: "Yes, we had that knowledge [from the Audi project]. But engine aside, there was not a single thing on the Bentley that had anything to do with the R8C or any other Audi."

It's a ridiculously hard car to get into, and once in there's a whole new level of intimidation. I can remember in 2003 peering at its LCD screens and steering wheel buttons and thinking it looked space-age, but compared to a modern LMP1 car it's seriously starting to show its age. But at least it has three pedals in its footwell.

A modern Le Mans prototype requires dozens of people to run it, but this one fires up angrily but easily at the push of the button. Its voice is metal-on-metal ugly, the harsh bark of its flat-plane crank sitting in stark contrast to the fabulous growl and howl of the cross-plane GT3 motor. The clutch strategy could barely be more different either: a tiny bit of throttle until you feel it bite, then just roll gently off the pedal before touching the gas.

Guy Smith, the only man to have raced both a Speed 8 and a GT3 Bentley, has been full of reassurance: "It's a lovely car; the harder you go, the better it gets. You have nothing to worry about - just trust it and you'll be fine." But it's scary in here. It's incredibly claustrophobic, the extremities of the car are hard to judge and every time

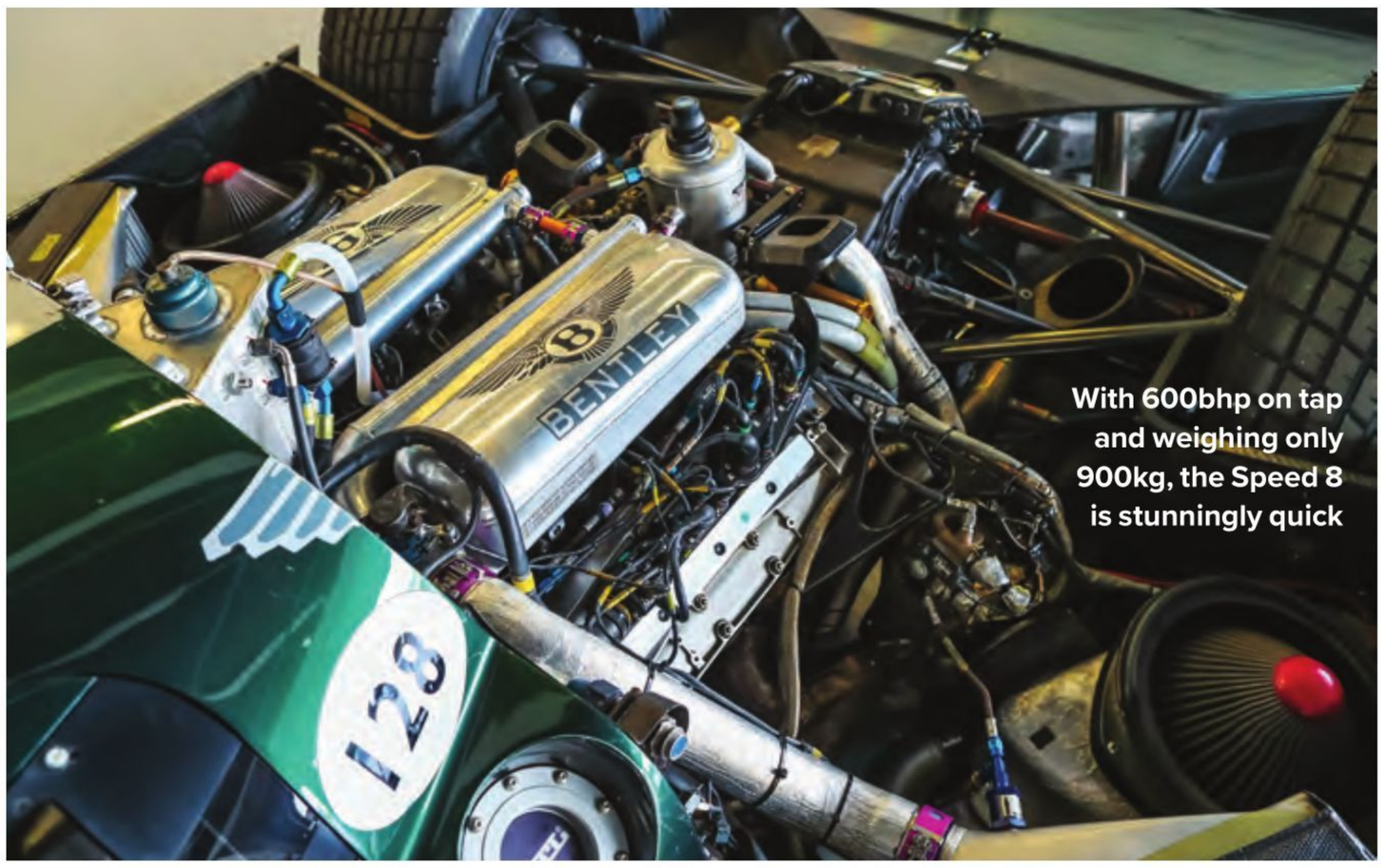
Bentley through the ages 1998-2019

1998 Vickers sells its automotive arm; BMW buys Rolls-Royce while VW group buys Bentley, separating the marques for first time since 1931. VW reverts to Bentley Turbo R V8 in Arnage as a stopgap, with improvements up to final 500bhp model of 2009.

2001 There's a works Bentley at Le Mans for the first time since 1930 – the 4-litre twin-turbo V8 Speed 8 EXP. It finishes third overall, behind the winning Audis, winning the LMGTP class.



Don't even think about calling it an Audi with a roof. The Speed 8 is a pure-bred Le Mans winner of its own, British, design



With 600bhp on tap and weighing only 900kg, the Speed 8 is stunningly quick

I touch the accelerator it goes nuts – 600bhp tends to do that to 900kg of car.

The steering feels kart-like in its directness. It's lighter to handle than I expected and despite Guy's calming words I don't feel at home in here. But nor should it be reassuring for those who drive it slowly: a GT3 might tolerate being handled like it's a bomb waiting to explode, because ultimately it's based on a street car and comes with a street engine. The Speed 8 is not. If you're to find out anything other than how to scare yourself, you have to drive it.

So I do. I forget its value, its history and instead just go as hard and fast as I dare: in a car like this it is the only way. And here's the truth: this now quite old racing car is on another level to anything else I've driven, including Group C cars. The straight-line speed normalises quite rapidly and I've driven plenty that accelerate more quickly, but the brakes and grip are barely believable.

I'm told it will corner faster on wets than the GT3 does on slicks, and I believe it. It's probably doing 170mph at the end of the Hangar Straight, yet even ignoring what seems to be a sensible braking point, counting a bit, counting a bit more and only then braking and turning in, it still hits its marks every time.

And I can start to see what Guy means: above all the car is surreally stable: while the GT3 likes a big, physical fight, the Speed 8 is best at doing what it's told. Because it's so fast and intimidating and develops such enormous downforce, you just presume it's going to be impossibly hard to drive. But it's not. Smith says that even when you're extracting a time from it, it's always on your side.

I'd love to have learned more, more about its quick corner apex speed, how best to manage the brakes and how it behaves when it really starts to slide, but beyond a touch of understeer in the slowest corners, it just went where I pointed it.

Driving home, letting the day wash over me, I wondered which of these Bentleys spanning 90 years of competition I'd drive again. Would it be the GT3 car, but in a real race? It's mighty tempting and with some tuition I know how much I'd enjoy the experience. Or the old Blower, just for the sense of occasion, knowing what it is, and who once sat in that seat?

But no, it's the Speed 8, and not just because it's the one about which I still have the most to learn. Racing cars that were never designed to be anything else are just different; wonderful though they are, the road-based origins of both the Blower and the GT3 are clear. The Speed 8 is a car of simply exquisite purity and focus. It's also a card-carrying Le Mans winner. To me that fact alone makes it one of the most special cars anyone could hope to drive.



2003 The evolved Speed 8 takes a resounding overall victory at Le Mans, scoring a one-two finish in its third and final year of participation. New era two-door Continental GT coupé and convertible launched, with VW W12 motor and 4WD – first sports Bentley for years, revitalising Bentley's sporting image.

2010 New Continental adds turbo V8 to range, with super-high performance variants topping 200mph, while opulent four-door Mulsanne saloon, powered by a radically modernised descendant of the 6.75-litre turbo V8, forms Bentley's Rolls-Royce rival.



2013 Bentley enters GT racing with Continental GT3, beginning a long and successful programme that continues today, including team victories in Blancpain and British GT in 2017.

2019 Bentley celebrates 100 years since WO founded the company in North London, creating a legend that has carried through to today.





1971 ALFA ROMEO TIPO 33/3

Chassis '009' was Autodelta's Brands Hatch & Nurburgring winner ■ 2nd overall at Sebring and the Targa Florio ■ Sold to Richard Pilkington in 1974 ■ Fabulously original and the subject of a recent frame up restoration ■ Eligible for events including Le Mans Classic & Peter Auto's Classic Endurance Racing

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In some respects, Bentley represents the original British motor car of the interwar period. Yes, there may have been one or two marques (such as Vauxhall or Morgan) that pre-date its establishment but none has maintained its importance for so long, nor remained so central to an established narrative of British national pride. Walter Owen (WO) Bentley founded Bentley Motors Limited on January 18, 1919, the very same day that the Paris Peace Conference was begun to formalise the end of World War I. An engineer by trade, WO initially worked in the rail industry before gravitating towards the automobile industry, engaging in a joint venture selling French cars with his brother. Going on to modify their engines for better performance, their improvement yielded numerous records set at Brooklands before the war. His pre-war experiments with automobile engines translated into wartime service during WWI as he was given a prominent role in the Royal Naval Air Service, helping improve the performance of warplanes.

As soon as he was able, WO returned to cars, transforming his workshop in Cricklewood, London, into a centre of automobile development. Seeing competition as central to the success of his design as well as an effective means of advertising, he early on prioritised racing, sending cars to compete locally at Brooklands, in hillclimbs and even in the 1922 Indianapolis 500, the vehicle finishing last in 13th place.

While Bentley's racing fortunes improved almost immediately following this event - the team would go on to win the 1922 Tourist Trophy and a private entry would finish fourth at the inaugural 1923 Le Mans 24 Hours - the company's 1924 success at Le Mans signalled a new level of achievement. It also coincided with the first year of publication for *Motor Sport* magazine - at this time called the *Brooklands Gazette* - a coincidence resulting in a parallel development of magazine and car maker that would dovetail into the creation of a synchronous British pride. In the magazine's very first road test, the 3-litre Speed Model Bentley was greatly praised by its reviewer, the article ending with a rather subdued yet still discernible articulation of a narrative of British supremacy that would become ever more explicit in the coming years:

> *Interest in the Bentley is naturally enhanced by this car's splendid victory in the French Grand Prix d'Endurance last month. The Bentley was the only British car amongst some 40 competitors, and its outstanding performance throughout the race provides a notable tribute to British engineering in general, and to Bentley design and workmanship in particular.*

The two following seasons were a mixed bag. Following a disappointing Le Mans in which neither Bentley finished, a record-breaking (and pride-salvaging) endurance run was held at France's Montlhéry Circuit in September 1925, John Duff and Joseph Dudley (JD) Benjafield lapping in Duff's modified Bentley for 24 hours at an average speed of 95mph. Le Mans in 1926 also proved a disappointment, with all three Bentley entries failing to finish. But as *Motor Sport* put it, this was not bad luck for Bentley but for Great Britain itself: "Great Britain, represented by three Bentleys, experienced very bad luck in not putting up a better show in this event." It is clear that Bentley was already being viewed as a standard bearer for British achievement.

The 1926 setback set the stage for the most glorious period in Bentley's history, a span of four consecutive years during which Bentley reigned at Le Mans. This string of results - achieved by a group of wealthy and courageous motorists such as Woolf 'Babe' Barnato, Dr J Dudley 'Benjy' Benjafield, Sir Henry 'Tim' Birkin, and SCH 'Sammy' Davis - known collectively as 'the Bentley Boys' - was not, however, only a victory for the marque but a triumph for Britain itself:

> *The Le Mans victory by a 3-litre Bentley is one of which all concerned may feel pretty proud. In England we are able to have no road races at all, and there is nowhere in the country where a race can be held for 24 hours. In spite of this, an English car can go abroad and beat allcomers in a race under conditions our more fortunate continental friends can be much more intimately acquainted with. The team of Bentleys, in spite of racing far from home and under conditions which can never be imitated in this country, proved themselves easily the best cars on the course.*

Bentley and *Motor Sport* share an intertwined history, having both developed through the 1920s. **Hernan Tesler-Mabé**, a historian from the University of Ottawa, who has written an academic paper on the relationship, explores how both institutions became a source of national pride during testing times

While a great many articles were printed in *Motor Sport* about Bentley's accomplishments at Le Mans between 1927 and 1930, the importance here lies not in illustrating the sheer volume of reflections, but in the continuity of the message from one article to another, the vast majority paying homage not only to Bentley's remarkable success but to its ability to outlast rivals. Bentley's feat - and the resonance of a message built upon a base of British adaptability and resourcefulness - was made all the more important given what *Motor Sport* called "British insignificance" in the world of grand prix racing. It becomes clear that in a relatively short period of time the Bentley achievement of the latter half of the 1920s had taken on a critical national meaning and become an example of British perseverance, even as it failed to achieve a similar success in other categories.

Bentley's meaning lingered even after it was absorbed by Rolls-Royce in 1931 via an unseemly veiled purchase in the wake of the 1929 Stock Market Crash and the arrival of the Great Depression that crushed a Bentley company unable to navigate the restricted financial realities of the period. During the Second World War, Bentley reappeared again as a bearer of national pride in the pages of *Motor Sport*, even as William 'Bill' Boddy - installed as editor in 1936 - struggled to keep the magazine afloat during those perilous times. At the very beginning of 1944, a piece entitled "Great British Achievements" appeared, to remind its readers of their much-needed patriotism and of their role in echoing the heroic deeds of 'the Bentley Boys':

> *Great credit is due to the old Bentley Company, WO, Woolf Barnato and the rest of the Bentley Boys. Bentleys, at Le Mans, have done more for Britain than almost any other team anywhere, and they have left a tradition and heritage of which we may feel justifiably proud.*

In the post-war period, Bentley maintained its position as a critical articulation of national pride. As Britain increasingly ▶

lost the respect it had achieved by resisting Nazi aggression during the Second World War due to its increasingly strained relationships with elements of the British Empire, key commercial enterprises such as Bentley – with their golden age in a sufficiently distant past that could be filled with nostalgia – became some of the last bastions of national honour. At the same time that Britain would be swept up in a miscalculated attempt to maintain its national interests at Suez in a ham-fisted and duplicitous strategy with the French and Israelis, Boddy reviewed the latest Bentley S-series, ending the piece with a none-too-subtle reference to Britain's waning strength and the Bentley's importance in maintaining some semblance of British pride:

Read the full articles quoted here via our unique online archive motorsportmagazine.com

> *The British lion may spend much of its time lying down these days but is still capable of getting up and facing the world in a bold and dignified manner, and such productions as the Bentley S-series remind us that this is so. This is the company director's motor car par excellence, and it is fitting that men who control British destiny should drive these fine cars from Crewe, rather than chromium-draped floating drawing-rooms of other than British origin.*

For many years after, Bentley settled into quiet complacency, not only built on the same platform as contemporaneous Rolls Royces but also becoming a symbol of opulence and luxury much like its sister brand. Bentley's sporting heritage was forgotten, the name having become aligned with plutocratic interests while the greater number of Britons faced oil crises and necessary restraint.

In the early 1980s we see an interesting evolution in the positioning of Bentley within *Motor Sport*. Setting the stage for a review of the latest car, Alan Henry noted how "no fewer than 30 years passed between the introduction of the R-Type Bentley Continental and the subject of this test, the Bentley Mulsanne turbo; more than a generation during which those offerings marketed behind the Bentley radiator were basically Rolls-Royce models bearing cosmetic alterations." Then, after a recounting of how "the Rolls-Royce company devoted itself to obliterating Bentley's own individual character," the reviewer went on to describe how, "Now, thanks to the commercial awareness of Rolls-Royce Motors, Bentley individuality is on offer once again with the £61,744 Mulsanne turbo, the first forced-induction machine to carry the winged 'B' motif for half a century." Yet the discussion of Bentley's "individuality" – and the importance that lay in naming the car after the main straight at Le Mans – would for the moment still be overlooked by the decades-long connection to luxury that had been forged since Rolls Royce's 1930s acquisition of the marque.

Fifteen years on, Andrew Frankel's review of another new Bentley did not fail to recognise the significance of the Mulsanne's name, nor the name of the newer Bentley Arnage:

> *This is the first of several slices of good news concerning this new Bentley. It was, I suppose, not a difficult name to have guessed, given the last new Bentley saloon was named Mulsanne. Working your way around the Le Mans circuit, it's not difficult to see why "Ford Chicane" and "Porsche Curves" were ruled out while "Indianapolis" clearly struck the wrong chord. Which left just Tertre Rouge, the Esses and Arnage. The board has faced tougher choices than this in the recent past.*

This new Bentley – the first to be launched after the legendary marque's acquisition by the Volkswagen Group – represented a significant step in a longer strategy we can now identify: to rekindle the marque's sporting character.

Motor Sport – the magazine that had helped create the brand's racing pedigree in the first place – was more than happy to play a similar role in this newer more nostalgic age. Frankel drove two Bentleys side by side in that test at Le Mans, piloting a 1929 4½-litre around before hustling the newer Arnage on the same famous roads. His review would end with a strong statement that placed the car and the marque's return in its longer historical sweep: "My judgment is that the future for Bentley is brighter now than at any time since before the war, which, given that it has just produced its best car since that time, is both fitting and just."

One further point remained to be settled for the narrative of British triumphalism – albeit one now under German stewardship – to be complete: a return to racing and to Le Mans. Frankel had already hinted at the enthusiasm for such a step in his 1998 article, noting that "If you talk to the people from Bentley today they talk longingly about a return to motor racing and refuse to say never." So it should not have come as a surprise to see a new Bentley assault Le Mans in the early 2000s amid expanding sales figures. Reflecting almost a decade later on Bentley's win in 2003, Frankel notes how Bentley's chairman Franz-Josef Paefgen brought him down to earth about his decision not to go back to Le Mans in 2004:

> *I remember pontificating about how no one remembers a single Le Mans win [...] and how as WO proved in the '20s, if you're to derive real value from a campaign you need to win and win again, leaving an indelible mark on the event as Jaguar, Ford, Ferrari, Porsche and now Audi have done. His view, expressed with impressive candour, was that I was being naïve: the purpose of the project was to help transform the image of the company ahead of the late 2003 launch of the all-new Continental GT road car, the machine that would entirely transform Bentley's business.*

According to Paefgen, the mission had been completed, the marque revitalised by this important victory. But, according to Frankel, the victory had a deeper meaning, one that depended on peeling back the layers of the design of the car itself and laying to rest an idea that the victorious Bentley in 2003 was not a rebadged Audi as suggested in some quarters, but a real Bentley and that it was truly a British victory that had taken place:

> *Does it matter that, engine aside, it was also British from end to end? It probably shouldn't, but it does. This was a Bentley after all, and though it was designed and built by others (just like Jaguar's Group C cars) the programme was devised and developed by Bentley in Crewe. It brought inspiration to a workforce, and pride to a nation that had waited over a dozen years for a British car to win Le Mans again.*

The narrative had been completed, and the interwar British achievement and national triumphalism had been canonised, largely due to its treatment in the pages of *Motor Sport*.

Extract taken from the The Routledge Companion to Automobile Heritage, Culture and Preservation, edited by Barry L Stiefel and Jennifer Clark, due to be published later this year. **Copyright Routledge.**



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DANISH RACING GREEN

Bentley's centenary will be celebrated at this year's Silverstone Classic, so we asked serial Le Mans winner Tom Kristensen to visit the track and test one of the marque's vintage icons that will be on display at the event. **Simon Arron** reports



See Tom drive this fantastic Bentley at *motorsport magazine.com*



Bentley claimed five Le Mans wins between 1924-1930, with each emblazoned on this classic's bonnet. Tom Kristensen was part of the 2003 winning team in the Speed 8 prototype

"D'YOU KNOW TIVOLI Gardens, in the centre of Copenhagen?" Tom Kristensen casts a quizzical glance across the table and perceives a slight shortfall in *Motor Sport's* grasp of Danish culture. "It's almost as old as the city itself," he continues, "a park with amusement rides and restaurants, fully pedestrianised. I never thought anybody would be allowed to take a car in there, not even our royal family, until we were waved through the gate in a vintage Bentley..."

That was August 2003, part of a promotional tour to celebrate Bentley's sixth outright Le Mans victory and its first for 73 years. It was also the fifth of nine such conquests for Kristensen, a man who won Formula 3 titles, challenged to do likewise in F3000 and tested several F1 cars, yet never graced a grand prix grid. Instead, a chance to contest the 1997 Le Mans 24 Hours - a winning debut alongside Stefan Johansson and Michele Alboreto in a Joest-run TWR Porsche - defined the shape of his future career. Seven of his subsequent victories came in assorted Audi prototypes, while the other added him to a roster that includes Barnato, Birkin and Benjafield: he became a Bentley Boy of the modern age.

Kristensen has joined us to connect past with present. It's the Silverstone Classic media day and he's here to take a stint at the wheel of a 4½-litre Bentley, not an original Le Mans car but one with an interesting competition pedigree. First registered in January 1930, it was owned for a time by Archie Butterworth - designer of the flat-four engine that powered the Aston Butterworth F2 car, which appeared occasionally in world championship grands prix during 1952. Butterworth raced the Bentley extensively in the late 1940s - taking part in Britain's first post-war race meeting, the one and only fixture staged at Gransden Lodge. Current owner Eddie McGuire acquired the car in 2007, had it fully restored and added a supercharger that hadn't been there originally. It still carries the British Racing Drivers' Club and Bentley DC badges that once belonged to Butterworth.

"It is geared for 100mph at 2700rpm - and will do that all day long," McGuire says. "It has 180bhp and huge torque, 250lb ft from 1000-3000rpm. It's an absolute joy to drive. It has a 180-litre (39.5-gallon) tank and a 400-mile range. In each of the past two years I've driven it from the Nürburgring to Calais in about 4hrs 15min, non-stop. It's brilliant, as good as a modern car, though it does require a mortgage to refuel it..."

Kristensen has driven vintage Bentleys before - "but not very often" - and first ventures out alongside McGuire, to observe and reacclimatise. "I've driven a 3.0-litre Bentley, a 1924 Le Mans car," he says. "I've tested a 1949 Ferrari 166, the Chinetti/Lord Selsdon car. I've driven a Ford GT40 from 1967, the year of my birth, and an early '70s Matra. For Audi I've driven the Auto Union Typ C, but none of this has been in anger - it has been a great privilege to experience these cars in a way that approaches the limit but in no way reaches the limit.

"I always enjoy driving older machinery, but it's very hard to align it with my competitive mindset. If I were to race something like this Bentley, I'd definitely be too late on the brakes, carrying too much speed into the corners, sliding around, running out of road... When it steps out a bit everything kind of flexes, so you're not sure how much you can do. I don't really want to know - I'm happy being respectful, keeping it well within the limit."

After a couple of gentle laps, he's set loose on his own. As he leaves the pits, his open-face helmet showcases a grin that has become broader still by the time he returns.

"The throttle is very responsive and there is huge torque from almost anywhere in the rev range," he says, "plus the sound is incredibly distinctive. You have to double declutch going up the gears, but it didn't take too long to get the hang of that. Today you're looking at microseconds to make sure the gears have engaged. Back then it was all about listening and timing - boom, up the box we go. Changing down, I'm not sure I ever got it completely right during the few laps I did - and sometimes I stayed in third when I could perhaps have used second, but I felt staying in third and fourth was probably wise.

"I tried to keep an eye on the gauges, but with all the steering inputs and the strong winds - another Silverstone speciality - you are constantly concentrating on slight adjustments if you try to stay anywhere near the ideal line. You get into a corner and start to think, 'Yeah that feels good, good, good...' then suddenly it's a case of, 'Whoa!' The car starts pushing a little bit to the side, so you're not completely sorted. In the same situation with a modern car you'd be thinking, 'OK, that's done, move on.' With the Bentley it seems there's always a little bit more to do."

He looks across at the car's owner, "Is it OK if I say that the brakes are rubbish?" McGuire nods and concedes that they are due a few adjustments. "I remember them being better than this, once you've found them, that is, because the throttle of course is in the centre. When you hit the pedal you have to pump it a bit - and if you were travelling at 120mph or whatever, it would force you to think ahead if you just wanted to make the corner, never mind being on the correct line, because the car's so heavy."

ALTHOUGH HE RACED FOR Bentley only once at Le Mans, sharing the winning car with Guy Smith and Rinaldo Capello, the Dane is something of a student of the company's competitive pedigree. "I'm aware that I don't have the same kind of association with the company as Henry Birkin, Woolf Barnato or the original Bentley Boys," he says, "but I believe what Bentley did in the 1920s is at least partly responsible for the way the Le Mans 24 Hours evolved internationally. If Bentley hadn't gone there in 1923, there would have been a couple of Belgian entries and the rest would all have been French. In those days Bentley was there every year with its flamboyant cast of drivers and the development going into these leviathans was well ahead of its time, because the cars were able to run for 24 hours at speeds that were remarkable by contemporary standards. The numbers might not look all that impressive today, but goddammit they were. And they were running with only two drivers back then.

"During the final phase of my career, an LMP1 prototype felt like my natural environment. It was a professional vocation that involved a lot of determination and passion, the same as it did for everybody else out there. But in the 1920s it was all very much an adventure; they were undertaking things that had not been done before - or at least had very rarely been done. Records were constantly being established, or broken. For the Bentley drivers I'd imagine the whole thing was akin to conquering mountains, or reaching the North Pole. The whole concept of racing cars like this for 24 hours was completely crazy - but simultaneously fascinating and wonderful.

"WO Bentley clearly wanted to prove his cars were reliable and that is very much an engineer's mentality. During that period there were debates about what you could or couldn't do to a car - stuff like adding a supercharger, and whether or not you could make it reliable. There was a lot of innovation and some of the spin-offs can still be seen on the cars we drive today."

Does he feel pampered, having done much of his racing in the carbon age? A quick smile. "Remember," he says, "that I raced at Le Mans in three separate decades. Before that I drove a tubular chassis in Formula Ford 2000, then an aluminium honeycomb Ralt in German F3. And even when I was racing F3000 in Japan we had steel brakes, so I'd say I grew into the carbon era..."

He'd started out by saying that he was happier driving an old Bentley than he would be racing one. Has anything he experienced at Silverstone altered his feelings?

"In short, no!" he says. "I wouldn't want to race a car from this period unless I owned it... and unfortunately I don't. I always respect cars I get asked to drive, but you cannot allow yourself to get into full race-driver mode. You're trying to settle into a rhythm and go as quickly as possible without endangering anybody or anything. I'm quite happy in cars from the 1950s or 1960s, because I like to slide them around and you can do that on the old-style Dunlop tyres. The Bentley is probably a little too before my time, so it would be hard to get into my comfort zone. I don't like over-driving - and the temptation to do that might be too great.

"You can't help but look for the limit and any modern driver will tell you the same - you enter any corner faster than should be possible, just a little bit, then deal with it. Then on the next lap you want to go a little faster - you're doing that constantly. If you were to do the same thing with a pioneering car such as this, without understanding what feedback you were going to get..."

He shakes his head gently, but that familiar grin remains.



Kristensen had to adapt to the old school technology of the vintage 1930 Bentley

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The Silverstone Classic takes place from July 26-28 and tickets must be purchased in advance. For full details, *silverstoneclassic.com*

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Enzo's right-hand man

Doug Nye hears how a young Mauro Forghieri was catapulted from the workshop shadows to become the key figure behind Ferrari's motor racing operations in the 1960s

MAURO FORGHIERI – FOR 27 years the chief engineer of Ferrari's racing operation – was on fine form. Ten days earlier, this tall, rangy man of enormous accomplishment had celebrated his birthday. Now 84 – but going on 60, and bright as a firework – he had been recalling bygone events at his home in Magreta, one of the sprawling village communities dotted around the Italian city of Modena.

My Genoese friend Franco Lombardi – himself a great Ferrari and Maserati authority – was with us, and we had just driven to the neighbouring village of Casinalbo for lunch.

Forghieri is, justifiably, a well-recognised local celebrity around these parts. Franco and I were reading the lunch menu while he chatted up a pretty waitress. She gamely played along and took our order as Mauro charmed.

Here was the engineer to whom Mr Ferrari had entrusted sole technical responsibility for the Maranello racing department, back on October 30, 1961. "I remember, it was a Monday. Ferrari called me to his office and said 'You are now responsible for all the motor sport activity and testing...' Bam. Just like that," says Forghieri. "I was only 26. How could that be? I told him 'Are you mad? I don't have enough experience.'

"But Ferrari said 'Listen – you just do your job and I'll do the rest.'

"I had worked a short time at Ferrari as an intern in 1957, when Andrea Fraschetti was chief engineer, but after completing my engineering degree at Bologna University my dream was to join a gas turbine company in America.

"My father Reclus worked at Ferrari for many years. Ferrari had sometimes asked my father how I was doing at university. And finally – as I waited to hear from America – Ferrari told my father he wanted to see me. He told me that Fraschetti – who had been killed testing a car at Modena in 1957 – had spoken well of me. 'Why not come and work here to gain experience, at least while you wait for America?' I joined in January 1960... and stayed until 1987."

His startling elevation followed the infamous 'palace revolution' at the end of the 1961 season, when chief engineer Carlo Chiti, team manager Romolo Tavoni and five other senior figures were summarily shown the door. They had tried to present a united complaint to Mr Ferrari about the increasingly erratic interference in their duties by Signora Laura, his quite dotty wife and co-owner of the company. But too fearful to complain to The Old Man's face they had engaged a local lawyer to write a letter to him, which they all then signed.

This was taken as a less than manly affront, while such internal – indeed 'family' – matters with a lawyer, an outsider, were utterly unacceptable.

Mauro Forghieri (left) converses with Enzo Ferrari before the Italian Grand Prix in 1967. The pair formed a close bond while Forghieri ran the racing operation



"Ferrari had a great understanding of human weakness"

Mr Ferrari did not explode into one of his celebratedly theatrical rages, his screaming normally being audible many metres from his office. His response was much more frightening. He just grimly had a quiet interview with each of the seven, and as they left another functionary handed them each a notice of immediate dismissal. With the Ferrari team and top echelon decapitated, Forghieri was given command.

He recalls: "I was dazed, but excited. And I had confidence in the great technicians there. During my intern period back in 1957, Fraschetti was considering a rear-engined car as one option for racing. Of course, he worked - with the great Alfa Romeo and Lancia designer Vittorio Jano contributing - to develop the first Dino V6-cylinder cars for Formula 2 and then Formula 1. He gave me the centre section of a chassis frame to design and to do the stress calculations and so on. I think that was for the V6 monoposto. He taught me the importance of having a rigid chassis.

"Jano was the consultant. He would come down to Modena from his home in Turin and stay for a few days at a time in the Hotel Albergo on the Via Emilia. You say he is remembered as having been a very cold and serious man. I can only say he was very human to me. And in fact, so was Laura Ferrari - she was always very nice to me, too.

"Luigi Bazzi was also from pre-war Alfa Romeo. His daughter married a friend of mine. Bazzi had the greatest and widest experience. He was capable of doing everything in the factory, and I mean everything - *tutto*! He was always thinking and questioning and suggesting. And his ideas were always good. For any question, any problem, Bazzi could find a solution.

"I had learned from all their great experience. And there were the other engineers, like Angelo Bellei and Franco Rocchi - Jano and I did the Formula 1 V8. When the project began I asked for him to become involved. Bellei was in the production department, in charge of road car design and development. But we were all really friends working together. Casoli worked on *millimetri* [millimetres] - such was his eye - and he was great for modelling



By 1971 Forghieri had spent a decade as Ferrari's chief engineer. Right, with drivers John Surtees and Willy Mairesse at Le Mans in 1963



too - he came from Reggiane, the aircraft maker. And Bazzi was in the test department.

"Enzo Ferrari had loved the 12-cylinder Packard. He never forgot that. The V12 has a natural balance, and a V12 is easier to design and to set up but expensive to manufacture. Chinetti and other friends encouraged Enzo Ferrari to build a V12. The Banco di Modena and other friends provided the money for him to do it.

"Many of his early workers were drawn from Minganti in Bologna, the big machining company. Hah - they had a good basketball team. I used to play basketball to a good level. In 1939 my father worked with Bazzi, Giberti and Ferrari in his small factory in Modena, making the parts for what became the Alfetta. I think they made four of them. And this car became almost unbeatable. My father worked specially in the Alfa Romeo factory and after the war with Ferrari he became chief of the machine shop.

"When I was small my great interest was aeroplanes. Into my teens I was always drawing planes, but never jets. I thought they were boring. Nothing to see. All the planes I drew had propellers. Papa made propellers during the war..."

Tall bespectacled Mauro would grow quickly into his chief engineer role, known for his colourful, sometimes explosive personality, for his diligence, his imaginative design talent and above all for his industry. It was under his leadership that Ferrari replaced its obsolete-technology 'sharknose' Formula 1 cars of 1961-62 with the lightweight spaceframe, fuel-injected V6 cars driven notably by John Surtees and Willy Mairesse in 1963. He also masterminded development of a sweet-handling rear-engined V12 sports-prototype in the P-cars of 1963-64, leading on to the P2-3-4 designs of 1965-67.

For the Ferrari 158 and 1512 F1 designs of 1964-65, Forghieri took Ferrari into 'aero' monocoque chassis construction with the stressed aluminium skin panels riveted to an easily repairable frame of small-diameter tubes. He and his colleagues designed the little 1600cc and 2-litre Dino V6 prototypes, and then 3-litre F1 V12s for 1966-68. He directed the programme in which the front-engined 250 GTO series culminated in the roofed-in rear-engined 250LM Berlinetta.

We talked in broad-brush terms about his career, with some specifics in sharper focus. He speaks with genuine fondness of Mr Ferrari. When The Old Man died in 1988 and I had to write an obituary, I had asked Mauro to comment on what had been Mr Ferrari's greatest talent. After much thought he replied, slowly - "He was a man with a great understanding of human weakness." Words he left unspoken could have been - I believed - "and how to exploit it..."

IT IS PLAIN THAT OVER THEIR MANY years as employer and chief engineer, Ferrari and Forghieri fought many battles, as often with one another as they did united against outside rivals. Mauro: "He would make his unhappiness absolutely clear and he would certainly shout and scream. But even from quite early, because he knew my father so well and had known me from such a young age, I was able perhaps more than some others to shout and scream straight back!

"My father was a strong man. All the Forghieri men have been strong - strong opinions, strong views, not afraid to state them. My grandfather had been a close friend of the young Mussolini, but later their political views moved apart. My grandfather left Fascist Italy and lived in France, where he wrote some very critical things about Mussolini in the French newspapers. I remember my father then coming home several times, injured, having been beaten up by the Fascists. He would have heard them criticising his father, so he would stand up for his Papa and they beat him. But even then he would not keep quiet. It got so bad that he was advised to move out of Modena, to somewhere quiet for him and for his family. We ended up for a while in Naples, but through much of the war we were in Monaco where my father serviced and repaired high-quality cars - Hispano-Suiza, Alfa Romeo, that kind of thing. The big man of the regime in Modena helped us move to Naples, where father worked in the Ansaldo aeroplane plant. We had quite a nice house there in the Parco Caruso area, 20-30 houses in the Arco Felice village.

"I loved the place. I would draw designs for planes there - always propellers of course - and then started two years of university in Modena, studying maths and physics. I got a place in the University of Bologna to study mechanical engineering. It had fewer than 600 studying all disciplines, so it was an honour to go there. The professors were really very good. Some were often called to the US to consult on their specialities..."

From 1948, Ferrari's racing programme was always designed to promote sales of the production cars, which income was reinvested in further racing, year upon year. Mauro: "After Ford America had failed to buy the company in 1964, Fiat gave a little more support but racing against Ford at Le Mans for example was difficult and expensive. You ask which of our cars I recall most proudly? The P4 sports-prototype. But that was an expensive project. It diverted too much attention and too many resources from F1. We had to stick with the V12 engine through 1968-69 when it was outdated technology, too long, too heavy. Then the Fiat-Ferrari deal was made and I saw how happy Ferrari was with that result. He took me away from direct responsibility for racing and I worked in a new Advanced Studies Office, first in the old Scuderia building in central Modena, then later at Fiorano.

"With a small group of designers and technicians – Salvarani, Maioli, Marchetti, Panini, Lugli and Piccagliani – we worked on what became the 312B flat-12 for 1970. We worked on a four-wheel-drive scheme for it. Ferrari wanted to demonstrate our advanced technology to Fiat but we ran out of time, so came out with rear-wheel drive only – then the FIA banned four-wheel drive! The flat-12 project had also been started with the American Franklin aero company interested, but they did not last long.

"Ferrari always loved engines and paid very close attention to our progress, and I would see him every day during that period. The 312B cars with Ickx and Regazzoni were very good, but began winning too late in 1970, and after a good start to 1971 we had terrible trouble with Firestone tyre vibration. Suspension changes I had made were partly blamed, in connection with the tyre troubles. Our results dropped. Ferrari and I – well, there was much screaming from both sides. Fiorano had just opened and the Advanced Studies Office and I were moved there. Ferrari fell ill. Fiat put Sandro Colombo in charge of the racing side and in 1973 the first Ferrari B3 was bad.

"Ferrari then recovered. He was back – full of energy – and he called me back to improve the B3 while producing the Advanced Study for a way forward in F1 – which was the B3 'Snowplough'. I calculated that the aerodynamic downthrust of a full-width sports car body was so much greater than the slender cigar F1 designs of that time, that we should make a surface form about 75 per cent that of a sports car, with a merged-in front wing, central mass concentration, radiators each side between the front and rear axles and short wheelbase for agility. From this test car came the B3 of 1974, which Niki Lauda and Clay Regazzoni showed could win, and then the next step was the transverse gearbox 312T of 1975 – and our first F1 World Championship since Surtees and our V8 in 1964. I would say the 312T, the P4 and of course the 312P Boxer sports of 1971-72 are the most satisfying Ferrari designs for me..."

"Ferrari would shout at us, and some of us were able to shout back. Many were not willing to"

TANTALISINGLY, IN ANY conversation such as ours, one can merely scratch the surface of Forghieri's long, busy and often dazzling Ferrari career. Latterly, into the 1980s, he found himself presiding over younger, variably capable, ambitious and forceful engineers each eager to stamp their own design signature upon the Prancing Horse. For some of them Forghieri became old-school, an obstacle. Some he found *simpatico*, others not. He recalls: "Harvey Postlethwaite came in from England to introduce us to aluminium honeycomb chassis technology. It was good but very quickly we realised carbon composite could be better still. I say to Harvey, 'OK now what experience have you got with carbon composite?' – and the answer was almost none! So we learn together. But Harvey fitted in very well with the Ferrari way, with our 'family'. The language of the factory had never been simple Italian, but Modenese dialect which can be very different. Harvey learned it in weeks. He was very popular. Others did not fit so well..."

They had the Lauda years, the Gilles Villeneuve flair that ended in catastrophe and the V6 turbo years. Forghieri also found himself spending much time protecting Ferrari's interests in FISA/FOCA political conflicts and debating with the FIA itself, as well as masterminding and directing new racing designs. Frictions with Marco Piccinini and Piero Lardi – Mr Ferrari's natural son – led to Mauro regretfully (yet perhaps typically noisily) telling The Old Man he wanted to resign. Vittorio Ghidella of Fiat suggested a change of departments, from racing to Ferrari Engineering. Mauro worked two final years with Ferrari away from F1, but often Enzo would seek his opinion and reaction to matters arising. The final Forghieri Ferrari was 1987's 408/4RM prototype, which was displayed at the Detroit Motor Show. It was judged too complex and innovative to enter production and Maranello built the 348 instead. Fiat's Ghidella – whom Forghieri had come to count as an ally – was beset by mainstream Fiat problems into 1987 – The Old Man had lost much of his once total power and was fading fast. Ferrari at Maranello and Fiorano had become a much-changed company.

At the Geneva Motor Show, sometime Ferrari racing director Daniele Audetto met Forghieri and told him that Chrysler's Lee Iacocca wanted him to work for their latest acquisition, Lamborghini. After his 27 years and five months at Ferrari, Mauro accepted. One detects enduring hurt over the fact that some of his long-time colleagues there did not, ultimately, show as much support for him as perhaps he would have shown for them – but still he has many fond memories.

"We were truly a family. Our life was our work, total commitment... for little pay. We were not just colleagues... we were brothers. There were a few days when our work succeeded and results made Ferrari very happy. There were days when he was not.

"Strangely Ferrari was much more on our side when we were losing. When we were winning he would drive us hard. He would shout at us. Some of us were able to shout back. Maybe not many were willing to do that. But I was both able and willing... and I did shout back at Enzo Ferrari and – sometimes – he would listen and come around to supporting me. At other times... well, not so much. But I am happy with my life experience. And always thankful for the confidence Ferrari had in me..." O

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1964 FERRARI 158 'AERO'

Designed with and for John Surtees, the 'Aero' monocoque 158 had a semi-monocoque fuselage in which a lightweight internal tubular frame was stiffened by riveted-on aluminium stressed skins. Its 1.5-litre 4-cam V8 engine was another small masterpiece encouraged by veteran consultant Vittorio Jano. Development came good late-season in 1964 as *Il Grande John* won the German and Italian GPs and clinched the World Championship title – Forghieri's first.





1967 FERRARI 330P4

The ultimate P-car of the rear-engined V12 sports-prototype series Mauro had developed from the initial 3-litre V12 250P model of 1963. Input from such drivers as Surtees, Parkes, Scarfiotti, Bandini and Amon helped the World Championship-winning 250Ps, the P2s and P3s culminate in the definitive big-budget 4-litre, 4-cam 330P4. This Forghieri favourite crushed Ford at Daytona '67, finished 2-3 at Le Mans and beat Ford and Chaparral to the 1967 world title.

Forghieri's fabulous designs

Mauro Forghieri co-created some of Ferrari's greatest cars. Here are his three favourites – plus two more (Dino and 158) that we chose



1972 FERRARI 312PB

Forghieri's Ferrari flat-12 cars ranged from the original 1.5-litre 1964-65 F1 1512, through the 2-litre 1969 European Mountain Championship-winning 212E to the 3-litre 1970-80 312 F1 series of designs. In 1971 the 312PB 'thinly disguised F1' sports-prototype had some sensational outings driven by Ickx and Regazzoni. For 1972 Ferrari ran a full works flotilla of flat-12 312PBs, winning every World Championship race they entered – a total *tour de force*...



1966 FERRARI DINO 206SP

Forghieri tends to dismiss this enduringly gorgeous little 2-litre V6-engined sports-prototype design as having been a hurried, imperfect and never fully developed expedient to give Fiat a Porsche-bating campaign to back the production Dino model's marketing. However, these compact, agile, elegant little P-cars in miniature have a glamour that no Porsche can approach...

1975 FERRARI 312T

Mauro cites the magnificent 1975 F1 World Championship-winning 312T as the single-seater design of which he is most proud. A flat-12 with its central mass concentration augmented by the transverse gearbox, it carried Niki Lauda to his first F1 title, winning the Monaco, Belgian, Swedish, French and US GPs in his hands. Team-mate Clay Regazzoni won Ferrari's home Italian GP. The 312Ts then followed up by winning the first three GPs of 1976.



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BRABHAM TRACK TEST

The BT62 is the first Brabham car since the ill-fated BT60B Formula 1 machine of 1992. The team wound up after that highly unsuccessful season



Thunder from Down Under

The Brabham BT62 is the first car to bear the famous family name for over 20 years. **Andrew Frankel** got behind the wheel to see if the £1.2million monster has been worth the wait.

I GUESS IT MEANS DIFFERENT THINGS to different people. To my father's generation Brabham was a person long before it was a racing car company. Jack – tough as they came both on and off the track, a no-nonsense engineer from Down Under who came over here and showed the Poms how it was done with back-to-back world titles.

To me Brabham meant something else: a series of sleek and innovative grand prix cars of the late 1970s and early 1980s showcasing the mercurial talents of Gordon Murray. Fan-assistance, surface cooling, hydro-pneumatic suspension... whether it worked or not, I just loved the sheer inventiveness of those cars and the fact they always managed to look so, well to my young eyes, cool.

So, I wonder what Brabham will mean to the young of today? If you're Jack's son, David, he hopes the answer is staring you in the face right now. After years of legal battles simply to regain control of his family name and years more of fundraising and development, the first Brabham since the Formula 1 team slipped under the waves back in 1992 is here.

Although just 70 of these BT62s will be built (£1.2million if you're in the market), it is absolutely not a Led Zeppelin one-night-only return to the stage. Brabham, David tells me, is back. Next will come a road car including unspecified design elements of the BT62, and that, rather than this as you may have read elsewhere, is the car that will be homologated into the GTE category to be raced at Le Mans as soon as 2021.

So, the BT62 is a stepping stone, a large, powerful and conspicuously good looking stepping stone to my eyes, but a stone nonetheless. "People need to understand



our plans. My intention is for Brabham to be a manufacturer of high-performance road cars," David tells me one sunny day at Silverstone. "But we have to be able to grow the business to a point where we can raise the money to build the road cars. Racing feeds off the back of that."

The BT62 will compete, probably in invitational categories because it couldn't be homologated as a GT3 car, just because David wants to see Brabham competing once more: "Racing is in the blood. My initial idea when we got the name back was for Brabham to be a race team. But then I thought there was the opportunity to do something more substantial, more adventurous than that. Happily our partners at Fusion Capital in Adelaide [which Brabham Automotive is part of] agreed.

"If we can build an automotive group that will then support a race team, that would be the best of all possible worlds and mean a sustainable future for Brabham."

David is not saying how many of the cars are sold but simply that he is "happy with where we are, which is where we expected to be at this stage. We were never going to sell them all at once. People need to understand our long-term plans and be reassured that we're not going anywhere."

BUT ALL THAT IS FOR LATER. Right now, the BT62 is waiting for me, so I asked David what the prime motivations were when deciding on the car's specification. The answer is refreshingly honest: "I asked myself what car I'd like to drive."

And what David Brabham would like to drive is a two-seat closed-cockpit sports car with less than a tonne of weight, more than a tonne of downforce and a normally aspirated V8 engine developing 700 horsepower. Which sounds fair enough.

Unbound by any race regulations, Brabham has been able to design an engine entirely to its own specification, save the most basic building element in the form of a Ford V8 block.

"It's not unlike what Dad did," David muses, referring to how Repco transformed an engine that started life as an Oldsmobile road car unit into a Formula 1 engine capable of winning back-to-back constructors' titles. By boring the 5-litre Ford block out to 5.4-litres and fitting new internals, an engine that produces a little more than 400bhp in the standard Ford Mustang now yields the aforementioned 700hp, or 691bhp for any pedants there may be among you.

It runs through a six-speed sequential Holinger race gearbox to the rear wheels where it directs its torque to the road via massive Michelin slicks located by double-wishbone pushrod suspension. Braking is







The BT62 weighs just 972kg and has a tonne of downforce. Frankel gets tips from David Brabham, *top right*, and admires the comfortable yet sparse interior, *right*

via carbon-on-carbon discs. With 1200kg of downforce pressing a 972kg car into the track at 167mph, this is a very serious piece of kit indeed. Serious enough, indeed, to circulate Bathurst three seconds below the GT3 race lap record despite, "leaving a few seconds in our pocket" as David puts it. Looking at the onboard video you can easily see where another couple of seconds can come from, and the car is still being developed. If it ends up being five or six seconds per lap quicker than frontline GT3 pace I'd not surprised at all, although it might need then to be pegged back a touch before the GT3 manufacturers are happy to let it race alongside them.

It's an easy car to access thanks to quite a low sill, a removable wheel, a sliding pedal box and a fixed seat. It feels very comfortable, reassuring even, with decent visibility and information clearly displayed on a single, colour, high-definition screen. I extend quite a lot further than David does in all three dimensions, but it feels like it could have been built for me.

David leans in: "The car is quick. You'll notice that," he announces with masterly understatement. "The only thing I'd advise you to do is try the brakes on the straight first, just so you know what they feel like." Not one word about bringing his, to him, near-priceless development prototype back in one piece. Right now the only other cars in existence are a show car and the first customer's car.

"It could end up being five or six seconds faster than GT3 cars"

MASTER ON, IGNITION ON, thumb the starter and, for want of a better word, 'ka-boom'. My whole world erupts as ground-trembling V8 thunder breaks out all around me. I know turbos give lots of readily accessible power and are terribly clever, but they can't do this. It is a ridiculously brilliant noise, far closer to that of a Ford GT40 than most modern GT3 cars. I could sit here for some time, but the water temperature is rising. I clonk into gear, lift the surprisingly gentle clutch and head out to discover more.

The first point of note, which you detect almost at once and whose impression only grows as you gather speed and familiarity, is how unlike a GT3 race car this is. Perhaps because it's a Brabham with slicks and wings I'd expected it to be utterly uncompromising, unpleasant even, when not being driven fast. It's not like that at all.

Not that you'd choose to, but this is a car you could probably drive quite slowly. This is more important than it sounds: Brabham is very aware that his customers are not likely all to come with GT3 levels of skill and experience straight out of the box. To that end he is putting in place quite a

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By taking a Ford V8 block and changing the internals, the engine develops a huge 700bhp

"I love the lack of a torque curve like Ayers Rock: it really builds"

comprehensive driver tuition programme where clients will be able to drive road and racing cars of different levels of performance. "One of my passions is to help people get to the next level because that's how you get to really enjoy it. And it's as much about instilling the right mental approach as it is driving the car. But sooner or later they're going to have to saddle up the Brabham, and being able to ease your way into that experience will only bring benefits."

It's not a luxury I have today. Brabham has an extensive testing programme to complete and my laps are limited in number. There's no other option than to drive it fast, straight out of the pit box.

There aren't many cars capable of this level of performance in which I'd be happy to take such a leap of faith, but the BT62 is so instantly reassuring that driving it rapidly feels entirely natural.

The motor is superb. It feels so different to the throttled-back turbo engines you find in most GT3 cars these days. Indeed, while straight-line performance is by far the most disappointing aspect of any GT3 car, the Brabham's ability to move you from one end of the straight to the other like a table cloth has been ripped out from under you feels entirely in keeping with the character of the rest of the car.

OK, maybe not quite entirely, but that speaks far more of the fluency of its chassis than it does of any shortcomings in the motor. What I loved most was its lack of a torque curve like Ayers Rock: it really builds as the revs rise, saving the real nuttiness until it's past 4500rpm. From there to the 7500rpm red line it's pure party time.

The six ratios are close enough to keep the car on the cam – it's so nice to be able to talk in such terms again – but I'd say the shift quality could be tightened up a shade, just so it feels as immediate and alive as the engine to which it's attached. Then again this is the much-thrashed prototype on which development work will continue until first deliveries begin at the end of this year.

It would take a very great deal to cast that powertrain in a supporting role, but the chassis damn near does it. As ever it is the brakes which require the most mental recalibration, not just in the absurd stopping distances they provide but also the immense pedal efforts needed. The car has ABS but when I ask David what his recommended setting is he says "don't worry, you won't feel it", although whether that is courtesy of the power of his brakes or the puniness of my right thigh he is too kind to say. But basically, you drive past what appears to be a natural braking point, past the absolute last braking point, up to the point where you know you've just crashed, pause and then brake. And that should guide you neatly into the apex.

OF COURSE, WITH A CAR LIKE this, you don't actually need to unload too much speed, especially if the corner coming up is quick enough to get its wings working. But even through Copse it's not the apex speed that impresses most, but the precision of the car. Of course, all cars with meaningful amounts of downforce do this and if you've never experienced it, you simply won't believe how floaty and vague even well-developed supercars can feel. But the Brabham has something else too.

It is terrific over bumps and rumble strips: excellent on the way in to a corner, borderline freakish on the way out. There are some quite noticeable undulations where Silverstone's National Circuit spears right onto the Wellington Straight and while you can feel the BT62 articulating itself over them, its power delivery remains entirely uninterrupted.

I'm so glad David Brabham decided not just on this specification for the BT62 but then also developed it into the car it is today. People will say you can buy a hot Radical and go nearly as fast for a tiny fraction of the £1.2 million this car will cost. And if that's what matters most to you, go and buy a Radical. I've never driven a bad one (apart from its road-going versions). But to me that's not what this car is trying to do.

Buy a BT62 and you are buying into the Brabham name, both that of the Le Mans-winning, ex F1-driving son and his triple world championship-winning dad. You're also buying into a name that has adorned some of the most beautiful, innovative and successful formula racing cars of all time. Finally, you're buying just about the most fun I've had driving a modern racing car. I wish David and his team all the luck in the world with it.

The Nanni Galli/Ignazio Giunti Alfa T33 in the 1967 Targa Florio – it was too delayed to be classified as a finisher

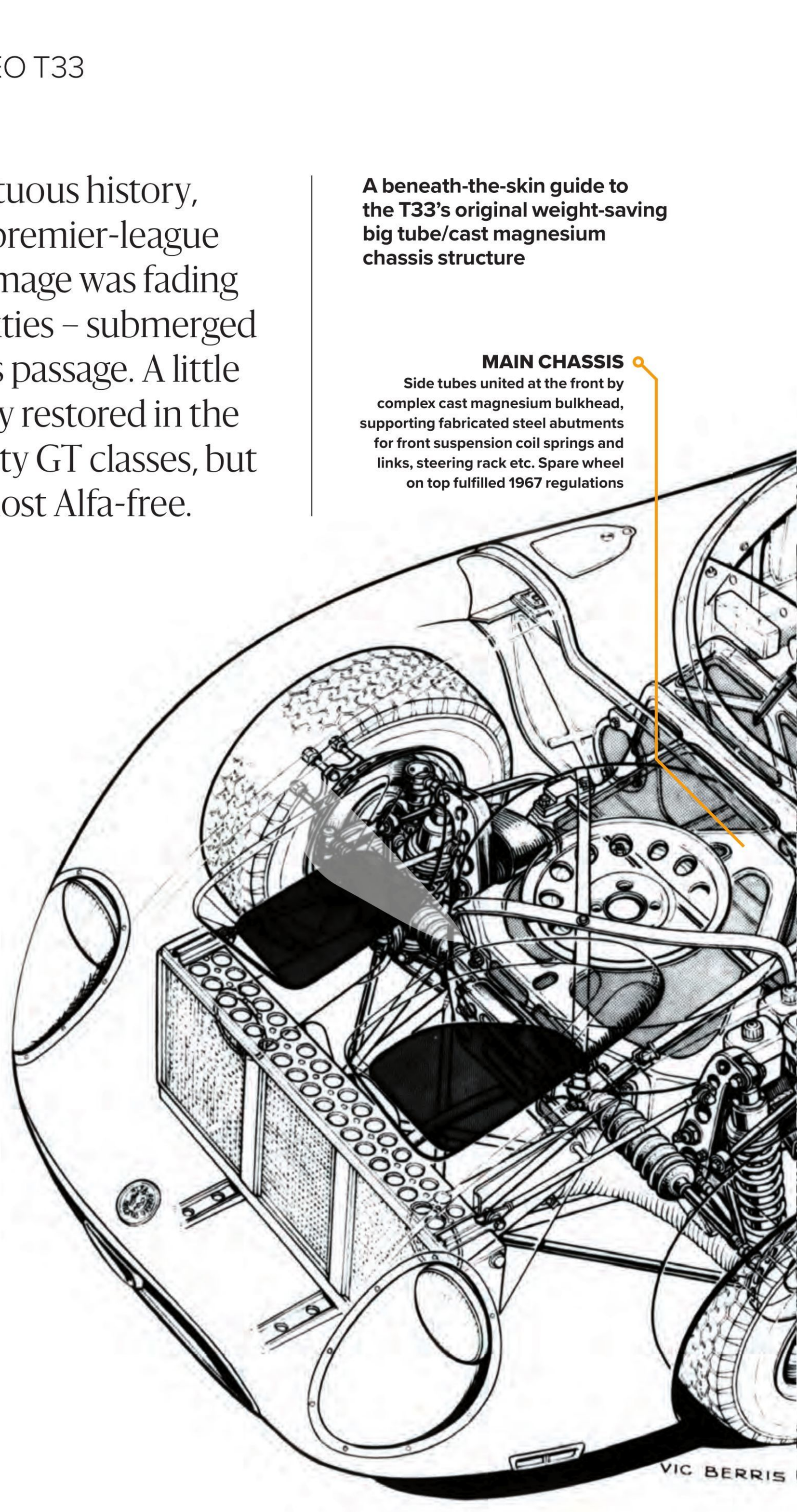
Awaiting its chance

The T33 became a significant success story for one of the biggest names in motor sport. As **Doug Nye** reports, however, a little patience was required

MOTORSPORT IMAGES

For all its sumptuous history, Alfa Romeo's premier-league competition image was fading by the mid-Sixties – submerged beneath time's passage. A little prestige was occasionally restored in the saloon and small-capacity GT classes, but top-level racing was almost Alfa-free.

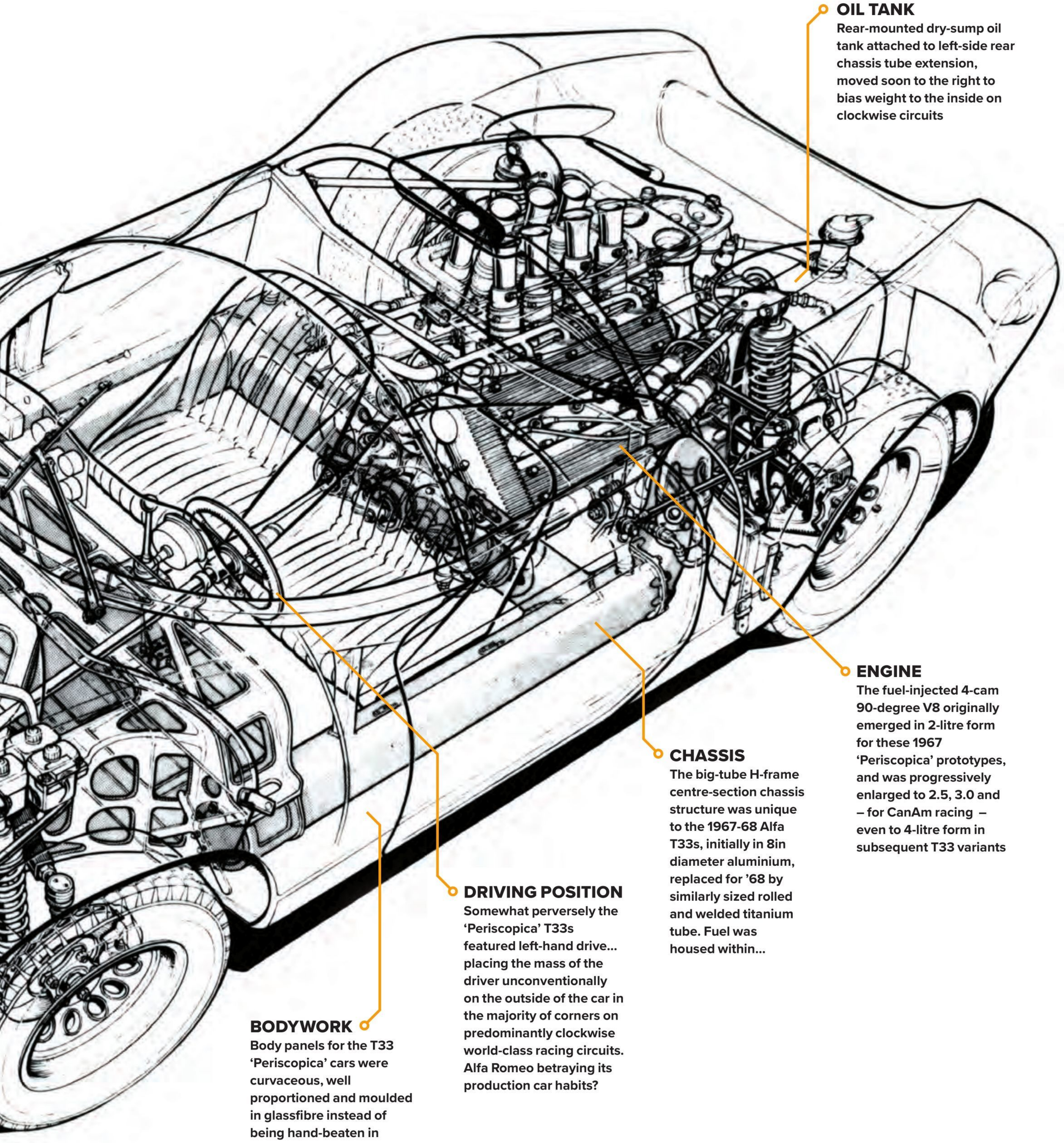
A beneath-the-skin guide to the T33's original weight-saving big tube/cast magnesium chassis structure



One who had moved to mitigate this problem was Dr Orazio Satta Puliga, the Milanese company's design director since 1946. He had remained keen on racing, despite financial constraints having forced the nationalised firm to quit Grand Prix racing at the end of 1951. Alfa Romeo had never been a large-scale motor manufacturer. Its 1951 production totalled only 1277 4C-1900s and 55 6C-2500s. Subsequently, following introduction of the Giulietta in 1955, output boomed. Through the mid-1960s production hit nearly 50,000 per year, and Alfa's board began thinking seriously about a serious return to major-league racing with a purpose-built sports-prototype.

Designer Giuseppe Busso – one of Satta's two deputies – had spent a brief period as Ferrari's chief engineer at the dawn of the Maranello marque, 1947-48. A rather earnest, steady character, he was effectively bullied out of Ferrari – and back to Alfa Romeo – by the domineering personalities of Enzo Ferrari and new engineer Aurelio Lampredi. Busso fitted in better at Alfa. His work alongside Satta had included a two-litre V8 intended for a stillborn GT project.

When Satta found support for racing from Alfa's new president Dr Giuseppe Luraghi, the firm adopted a new kind of chassis construction for what emerged in 1966-67 as the Alfa Romeo Tipo 33. Busso's team detailed an advanced yet simple structure using just three large-diameter tubes united by a third forming a virtual H in plan. In 1967 these tubes – formed by Aeronautica Sicula – were in heavy-gauge aluminium, riveted together and coated internally with plastic to carry 26 gallons of fuel. For 1968 light-gauge titanium tubes, formed by rolling and welding, would replace the aluminium, while a suitably H-shaped Pirelli bag tank held the fuel.



OIL TANK

Rear-mounted dry-sump oil tank attached to left-side rear chassis tube extension, moved soon to the right to bias weight to the inside on clockwise circuits

ENGINE

The fuel-injected 4-cam 90-degree V8 originally emerged in 2-litre form for these 1967 'Periscopica' prototypes, and was progressively enlarged to 2.5, 3.0 and – for CanAm racing – even to 4-litre form in subsequent T33 variants

CHASSIS

The big-tube H-frame centre-section chassis structure was unique to the 1967-68 Alfa T33s, initially in 8in diameter aluminium, replaced for '68 by similarly sized rolled and welded titanium tube. Fuel was housed within...

DRIVING POSITION

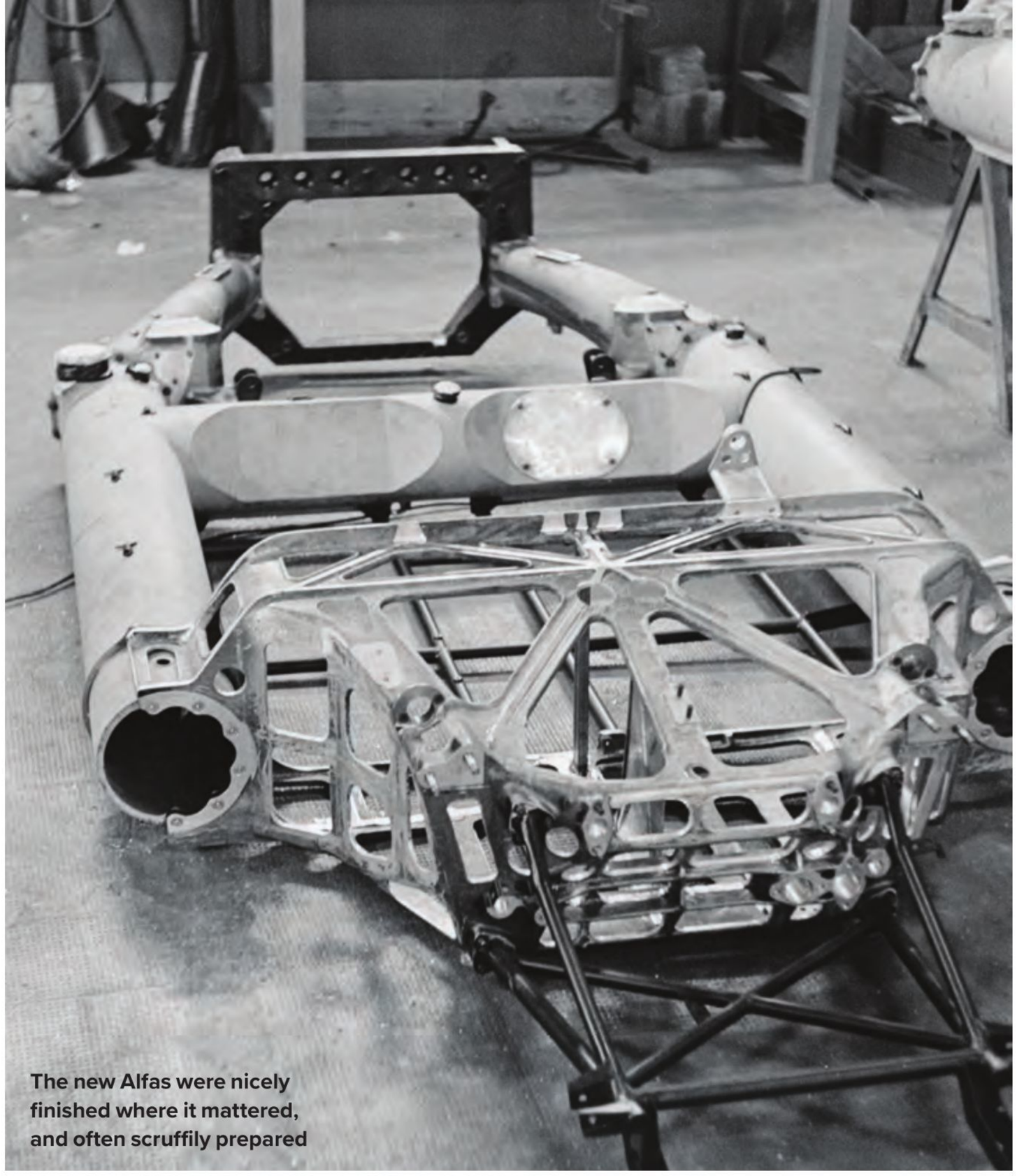
Somewhat perversely the 'Periscopica' T33s featured left-hand drive... placing the mass of the driver unconventionally on the outside of the car in the majority of corners on predominantly clockwise world-class racing circuits. Alfa Romeo betraying its production car habits?

BODYWORK

Body panels for the T33 'Periscopica' cars were curvaceous, well proportioned and moulded in glassfibre instead of being hand-beaten in aluminium as had been the Italian tradition right into the mid-1960s

Alfa Romeo had wide experience of machining large-scale castings for the aeronautical industry – many in lightweight magnesium-alloy. Now the front end of the big-tube H-form chassis was mated with a complex magnesium casting by Campagnolo of Vicenza – initially solid, but later a lightened lattice-pattern – which linked the side tubes and formed the scuttle and footbox. Its front face carried sheet-steel fabrications providing the front suspension pick-ups. It also carried the steering rack, front anti-roll bar and the brake and clutch master cylinders. Attached supports carried the nose body section and radiator.

The rear of each big-tube side member was bolted to cast-magnesium horns, which then tapered rearwards (and curved inwards) to provide V8 engine mounts. These horns were then united laterally by a sheet-steel ring bulkhead that picked up the rear suspension links and carried the new six-speed gearbox on a rubber bush. A large strut-braced tubular-steel roll-over bar carried forward rear suspension pick-ups, while a simple tubular frame extended behind the rear bulkhead to carry the tail body section and – on the right-hand side – a large dry-sump oil tank, most of whose mass was supported by a tapered-tube extension of the right-side engine-bay horn.



The new Alfas were nicely finished where it mattered, and often scruffily prepared



REVS INSTITUTE

Carlo Chiti, the roly-poly former Ferrari chief engineer from 1958 to '61, who had masterminded the 'Sharknose' cars which had won the F1 World Championship, was an ex-Alfa employee who was fired by Mr Ferrari late in that otherwise successful year. He had then been engaged to produce the rival Serenissima F1 and GT cars that emerged in 1963 as the ATS V8s – a programme that had collapsed by '64.

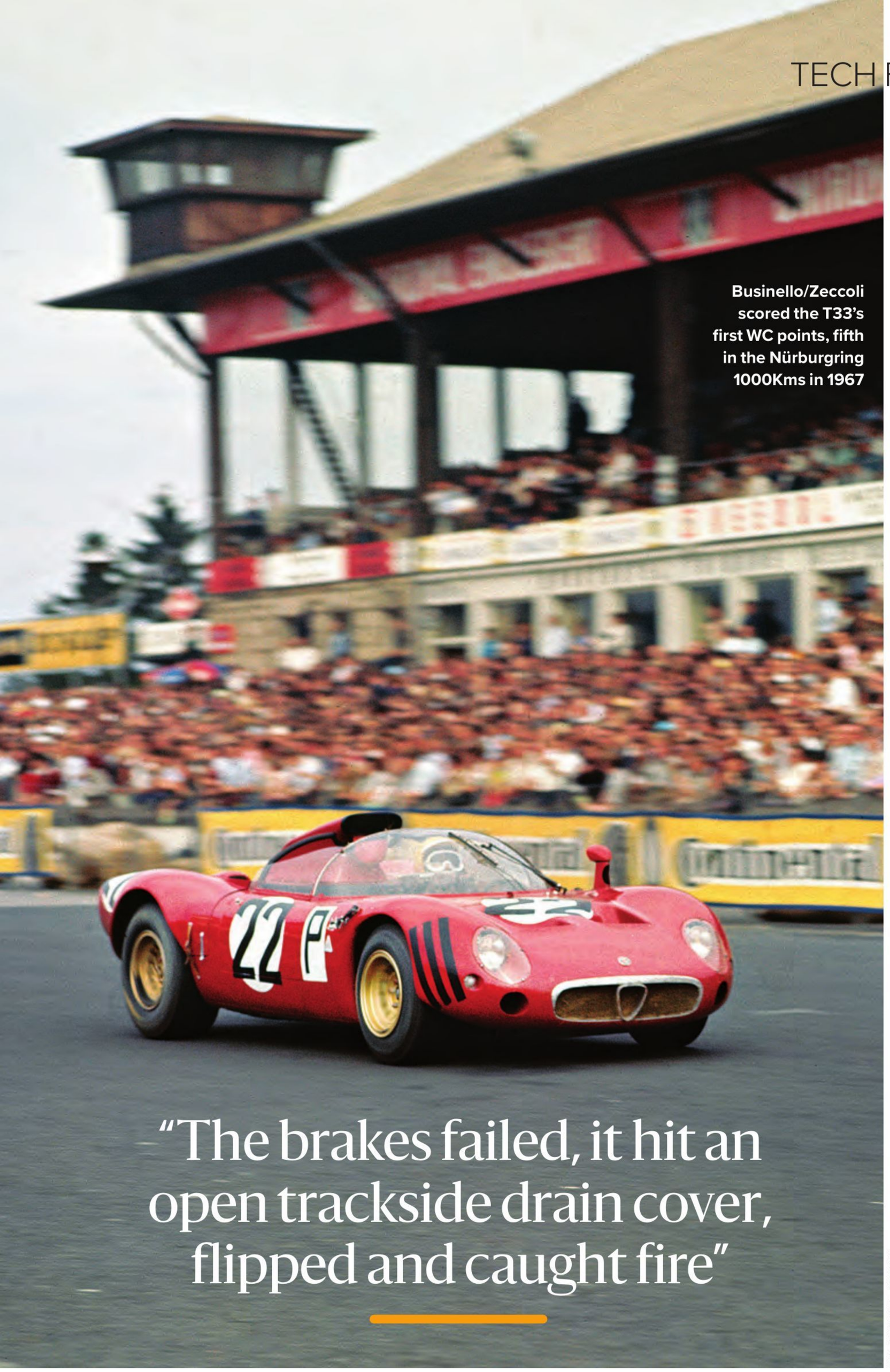
During his early stint with Alfa, Chiti had worked under Satta and Busso with Giotto Bizzarrini and Lodovico Chizzola. All three had then joined Ferrari. Chizzola then left shortly before Chiti was fired and set up his own new motor sport preparation shop, while also developing an Innocenti dealership in Udine.

Luraghi of Alfa wanted to create a dedicated technical unit specialising in competition tuning and development, as a quasi-works operation. Luraghi had initially approached Chiti to see if ATS could be interested, but that venture was too new at the time, so Chiti approached Chizzola and they formed a partnership to meet Alfa's new needs, eventually to be entitled Autodelta. In effect Autodelta would become Alfa Romeo's post-war equivalent of the pre-war Scuderia Ferrari – the quasi-works operation Luraghi had envisaged.

Initially Autodelta had to produce 100 Alfa Romeo TZs to achieve FIA homologation for GT racing. That went well, so soon Autodelta became an Alfa Romeo division and its base moved from Udine to Settimo Milanese, closer to the parent plant at Il Portello. While Autodelta built a good reputation with customers for its TZs and touring cars, it would also construct and campaign the new T33 sports-prototypes.

That new project's engine was a two-litre four-cam V8, and – inevitably with Chiti's involvement in Autodelta – many assumed that it was an evolution of his two-year-old ATS F1 and GT V8. That wasn't the case, for it derived instead from the Satta/Busso/in-house Alfa unit mentioned above.

It was a 90-degree V8 with chain-driven



Businello/Zeccoli scored the T33's first WC points, fifth in the Nürburgring 1000Kms in 1967

"The brakes failed, it hit an open trackside drain cover, flipped and caught fire"

MOTORSPORT IMAGES

twin-overhead camshafts per cylinder bank, hemispherical combustion chambers, an 11:1 compression ratio and two valves per cylinder. Bore and stroke were 78mm x 52.2mm, 1995cc. A flat-plane crankshaft was used, eliminating the need for crossover exhaust pipes between the cylinder banks, and forged titanium con-rods featured. Ignition was by two spark plugs per cylinder, but a four-valve, single-plug, head was on the way. A slide-throttle system was used, with fuel injection – and a parallel 2.5-litre unit was under development, for 1968... Claimed power was 256bhp at 9000rpm.

The original Alfa T33's body was in glassfibre, with clamshell-opening nose and tail panels and a tall engine airbox rising from the recessed rear deck to earned the initial 1967 model the nickname of T33 'Periscopica'.

On January 7, 1967, the first car was demonstrated to the Alfa Romeo board behind closed gates at a chilly Monza. Tester Teodoro Zeccoli drove, but the car's brakes failed, it hit an open trackside drain cover, flipped – and caught fire. Magnesium burns particularly well, but Zeccoli was lucky to escape quite lightly. Both he and fellow tester Nanni Galli would recall the early T33's handling as terrible, the front end wandering unpredictably, possibly due to flex in that complex magnesium front bulkhead. Geometry improvements were made, however, and in the T33's low-profile debut at the Belgian Fléron hillclimb in March '67, Zeccoli set FTD.

Two Autodelta T33s were then rushed to the Sebring 12 Hours, outqualifying the rival Porsche 906s and Dinos before the underdeveloped cars faltered. Three T33s all failed at the Targa Florio, but on May 25 at the Nürburgring 1000Kms the Zeccoli/Businello entry finished fifth. Second and fourth places followed at the Rossfeld mountain climb, then in June Galli won the Monte Pellegrino climb in Sicily. "Big deal," said some.

Jean Rolland won his class at the Chamrousse hillclimb in France, before the final outing of the year – in the Ettore Bettoja Trophy at Vallelunga, Rome, heralded the first race finishes for de Adamich and Galli, first and second for Autodelta and Alfa.

The Alfa T33 family endured lengthy and somewhat tortured development. Count Rudi van der Straten's Belgian Team VDS became the model's first major customer, Teddy Pilette winning the 1968 Coupe Benelux race at Zandvoort, before Lucien Bianchi/Nino Vaccarella/Nanni Galli won at Mugello in July 1968, while Vaccarella/Zeccoli won the Imola 500Kms in September.

The T33's original-style 'big-tube' H-form chassis was abandoned for 1969 and a new 3-litre T33/3 emerged, with a conventional dural-skinned monocoque and 400bhp-plus at 9000rpm. By 1970, Piers Courage/Andrea de Adamich would win the Buenos Aires 200, and into 1971 de Adamich and Henri Pescarolo won the BOAC 1000Kms at Brands Hatch, Vaccarella/Toine Hezemans the Targa Florio and de Adamich/Ronnie Peterson the Watkins Glen Six Hours.

Here – at long last – was the major-league success of which Satta, Busso and Luraghi had long dreamed. But it had taken a terribly long time for the T33s to get there... and by the time they did, the T33 was a quite different animal from the 'Periscopica' prototypes of several years earlier.

Record runs

When land speed record legend Mickey Thompson was murdered in 1988, the hopes of a fresh benchmark for his Challenger II streamliner could have died with him. But his son Danny took up the mantle and recently made history. **John Oreovicz** spoke to him.

in the family

Last August the Bonneville Salt Flats played host to something truly extraordinary. Some of the most pioneering, innovative and even bizarre automotive creations in history have featured at Bonneville over the years, but perhaps none has managed to hit the sort of emotional heights that Challenger II did, with a Thompson at the wheel again.

This time, however, it was Danny Thompson in the driving seat, out to make up for lost time and finish the journey his late father, Mickey Thompson, embarked upon over 50 years ago.

They called Mickey Thompson 'The Speed King' for good reason. The colourful Californian hot-rodder set more than 500 speed records over his lifetime, and if Thompson drove it, he also probably had a hand in designing, building and promoting it.

From Indianapolis to Pomona, by way of Bonneville and Baja, Thompson's name was synonymous with speed and performance over the course of nearly four decades. Even now, 30 years after he and his wife were brutally murdered on the driveway of their suburban Los Angeles home, Mickey Thompson remains a titanic figure in the history of American motor sport.

Thompson was mesmerised by Bonneville since 1950, when he made his first high-speed run at the famous salt flats, a salt-crusted dry lake bed spanning 40 square miles in western Utah. Ten years later, he became the first American to surpass 400 miles per hour in a piston-powered vehicle, clocking 406.60mph in the innovative Challenger I. But he didn't set a record because the car broke one of its four supercharged Pontiac engines and failed to complete the opposite direction run required by the Southern California Timing Association (SCTA) for certification.



Thompson returned to Bonneville in 1968 with Challenger II, liveried as the Autolite Special. This was an even more radical streamliner designed by Kar-Kraft and built by Mickey Thompson Advanced Engineering, now featuring a pair of single-overhead-cam 427 cubic inch Ford V8s for motivation. The car tested fast, but rain washed out a scheduled FIA-sanctioned attempt and, by the time the salt was ready for action in 1969, Challenger II was parked due to loss of sponsorship.

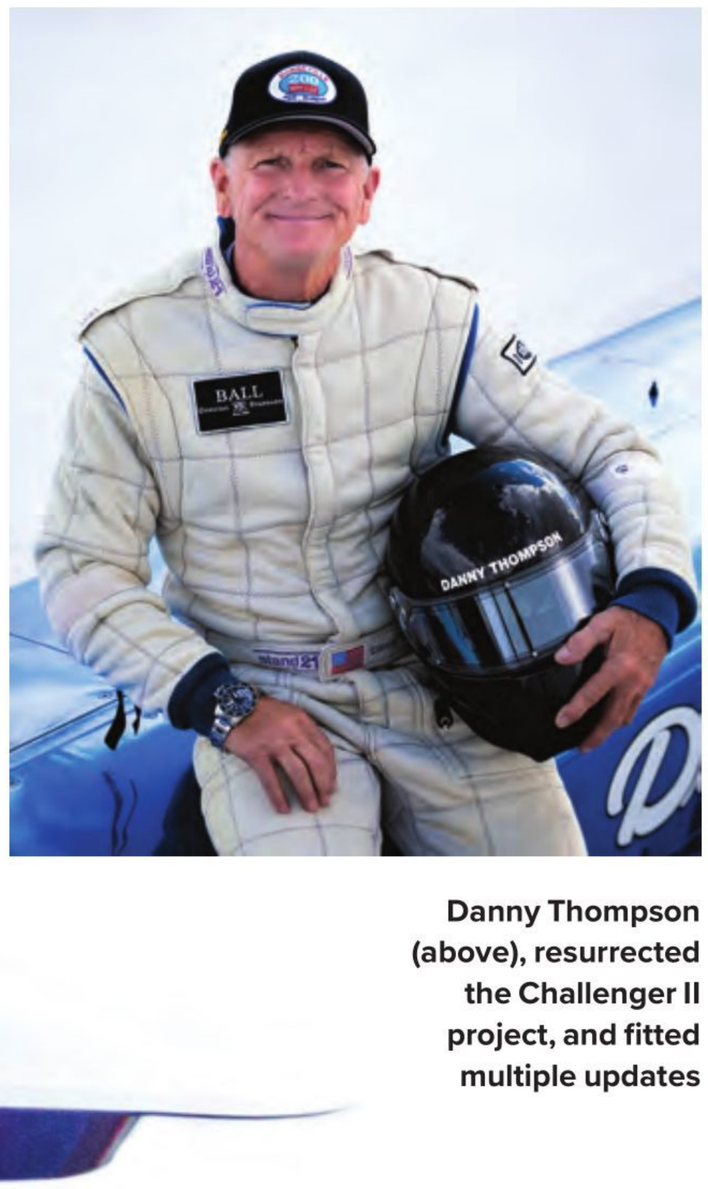
Thompson focused on his business interests in the 1970s and '80s, most notably forming SCORE International (Southern California Off Road Enthusiasts) to sanction off-road competition and inventing the modern concept of stadium racing. But as the 20-year anniversary of his last Bonneville appearance approached, he hatched a plan to return to the Salt Flats with Challenger II, this time with his son, Danny - by then a successful racer in his own right - doing the driving. Remarkably, the same record Mickey was chasing in 1968 (409.277mph achieved in 1965 by the Summers brothers in a streamliner called 'Goldenrod') remained unbroken. Challenger II was taken out of storage in January 1988, but Mickey Thompson was killed before any significant work was done.

He and his second wife, Trudy, were shot dead by two hooded gunmen on bicycles early on the morning of Monday, March

"30 years after the brutal murder, Thompson remains a huge name"

Mickey Thompson and his son Danny stand with Challenger II, then the Autolite Special, in 1968


492
AA/FS
LIFT
DRIVERS
MICKEY · DANNY
DANNY THOMPSON
CHALLENGER



Danny Thompson (above), resurrected the Challenger II project, and fitted multiple updates



16, 1988 as they attempted to make their way to work. While the hired assassins were never caught, one of Thompson's former business partners, Michael Goodwin, was arrested some 13 years later in connection with ordering the hit after losing a $514,000 judgment to Thompson, forcing him into bankruptcy. Goodwin is currently serving two life sentences without parole.

For Danny, the loss of his father and step-mother was a crushing blow, because the common goal of taking care of unfinished family business at Bonneville marked a significant rapprochement for father and son.

"That was a huge step for my dad and me," Danny says. "We got along so well, but my dad wouldn't let me race. He didn't want me to get hurt; he'd seen so many people get killed over the years in the 1950s and '60s before the safety effort really started marching forward. I did some racing, had some success, won some championships, but all on my own. So, when he called me and asked if I would come drive Challenger II, it was pretty amazing."

Mickey's death was tough on his son, and 30 years later, Danny still gets emotional when he talks about his father. Danny didn't return to Bonneville until 2003, when he was invited to make an exhibition run in another car that Mickey formerly owned. Danny had retired as a circuit racer in 1995, but found himself drawn back annually to the salt flats by his father's legacy and the uniquely intense, yet laid-back form of competition he found there.

In 2010, Danny's focus on Bonneville became much more personal. "Somebody posted something about the 50th anniversary of my dad's 400mph run, and I said to my wife, 'I wonder if I can do that? What if I could go 400mph in *that* car?" Thompson recalls. "That thought started the wheels in motion. I'd been thinking about it for years, but not seriously enough to attack it. I didn't want to be sitting on my couch when I'm 80 years old wondering if I could." He was 61 at the time.

Inspired by the milestone date and encouraged by his wife, Valerie, Thompson pulled Challenger II out of storage and began the process of updating it for a new attempt at the piston-powered record of 417.020mph (subsequently upped to 439.562mph by George Poteet in 2012). He set up a new shop in Huntington Beach, California, about 15 miles from Mickey's old workshop in Long Beach where the car had originally been constructed, and got started on what proved to be a lengthy and laborious task.

THE CAR IS A HUGE DART-shaped object, some 32 feet long, 36 inches wide and 28 inches high, excluding the tall rear fin, and weighing 5700 pounds when fuelled. Danny wanted to keep as many elements as original as possible to honour his father's vision, while incorporating modern safety improvements where practical. The chassis was essentially unchanged and the wheelbase remained the same, but project engineer Tim Gibson (ex-Boeing and National Hot Rod Association) lengthened the bodywork by 32 inches to create separation between the centre of pressure and the centre of gravity to stabilise the car in yaw. The front and rear drive axles carried over, but instead of a separate throttle control for each engine, they were linked by a novel three-piece driveshaft.

"I didn't want to be sitting about when I'm 80 wondering if I could"

Naturally, there was more power - some 5000 horsepower, almost triple what Mickey had in the 1960s - achieved by swapping the original 427 Fords for a pair of nitromethane-fuelled Chrysler Hemi engines driving through modified three-speed B&J drag-racing transmissions. Steering and braking systems were totally redesigned around newly fabricated uprights. Outside of a digital dash, there were no modern amenities like traction control, although Danny stressed that had he started from scratch rather than from a 50-year old base, he would have done many things differently.

"My dad got the best California drag racing guys of that era to come to Long Beach to build that car - Nye Frank and Tom Jobe and Bob Skinner and Pat Foster - and they got it done in six months," Thompson reflects. "I thought in a year, we'd get the car done, take it up to Bonneville and go



Now boasting three times the power it used to have, Challenger II hit 450.9mph

"We added three per cent more nitro, which was probably worth around 700-800bhp extra"

fast. Well, it took eight years. It was for sure the hardest thing I've ever done in my life but definitely the coolest.

"Mickey's guys are my heroes and all the names of the main original crew are on the car as well as the names of my guys. The car never got proven and I wanted to give them some credit."

Thompson actually got Challenger II up and running in 2014. Speed Week was cancelled due to weather, but he clocked 390.471mph a few weeks later at the Bonneville 'World of Speed' event in the car's first full pass since 1968. Danny pushed that number up to 419.702mph the next day, but the car broke a clutch on the return run.

The track was washed out again for Speed Week in 2015, giving Thompson and his team ample time to fine-tune the car for another attack in 2016. That attempt proved somewhat more successful, as Danny completed a two-way run in poor conditions, averaging 406.769mph to barely exceed the speed his father ran in 1968. "A tenth of a mile an hour in 48 years," scoffs Thompson. "The salt was so rough that when I went by the three-mile sign, I couldn't read a four-foot by four-foot fluorescent banner, it was beating me that hard. It was like running the Baja 1000 at 400mph."

The salt surface improved in 2017, and so did Challenger II's speed. Thompson had Poteet's record in sight when he reached 435.735mph on the outbound pass, but the car suffered a DNF on the return when no fewer than six connecting rods snapped. "We installed 16 new rods, got it on the trailer, and then it rained," Thompson says. "The [rod] supplier told us, 'You're in uncharted territory. Nobody has ever run these things that hard for that long,' he said. "That was a big learning curve. We had lots of questions, but nobody had answers. It cost us a lot of money and another year. But that's the thing about Bonneville - you only get to run a couple events each year."

In 2018, everything went to plan. With Challenger II tuned up and benefiting from salt conditions more conducive to speed, Thompson clocked 446.605mph on his outbound pass. The car was then impounded for 24 hours per Southern California Timing Association rules before being fuelled and prepped for a record-clinching return run at 450.909mph to establish a new Unblown Fuel Streamliner (AA/FS) class benchmark average of 448.757mph.

The five-mile timed pass lasted barely a minute and it looked like a smooth ride, but in-car video footage tells a different story.

Mickey Thompson hit 406mph aboard Challenger I in 1960 but the car broke on his return run, so he missed the record

If you ever want to see what opposite lock looks like inside a 32-foot ground missile, seek the footage out on YouTube or the Thompson LSR website.

"It got a little squirrely," Thompson admits. "[Engine tuner] Richard Catton added three per cent more nitro, which doesn't sound like much, but with what we were running, was probably worth 700-800 horsepower. The thing accelerated so hard, up until third gear. When we shifted, the thing went sideways and she spun the tyres from the third mile to the fifth mile. But it came back and we legged it on through there."

Even without Mickey, Danny's record was very much a Thompson family affair. His wife Valerie served as team manager ("the backbone of the operation," according to Danny), and she, along with his mother - Mickey's first wife, Judy - and son greeted him in the cooldown area after he brought Challenger II to a stop.

"When you work this hard for this long and have that kind of result, it just puts a magical star above the whole project," Thompson says. "It's pretty darn cool just to finish the family business, because my dad never officially got that record. It took 50 years, a lot of elbow grease and a few modifications, but I feel like I was finally able to fulfil his dream as well as my own."

Finishing the pursuit of the record his father set out to break brought Danny a mixture of joy and relief. But the eight-year process was physically exhausting and financially devastating. Without the benefit of a lead sponsor, Thompson depleted his own savings and eventually resorted to crowdfunding for support. His crew consisted of unpaid volunteers. The name of every individual who contributed to the Challenger II effort was displayed on a banner that Thompson and his crew posed with after the record-setting run.

"We had lots of donations from groups of people and that was hard for me because I felt it was begging," he says. "I'm kind of a proud bastard. But in the end, whether they contributed $1 or $5000, the people are what made it happen. My crew worked non-stop, and these are all volunteer people. None of them were paid and they did it because they were passionate about the project."

Thompson is convinced that with development Challenger II could top 500 miles per hour at Bonneville. But that's not going to happen, because the car is being retired while it's still on top. He's talked to several notable collections about displaying the historic machine, including The Henry Ford, the Smithsonian Institution, and the Petersen Automotive Museum.

"It's 50 years old, and it went out and did its job. I can't just keep running it," Thompson adds. "I might be leaving some speed on the table, but I'm 69 years old and I'm walking away - which might not be the case if I go for another 430mph lock-to-lock joyride. Financially, it's crippling, and without a big sponsor it's just not possible. I'm trying to figure out where to put it and I'm going through different options.

"Whatever I do, I'm going to get Challenger I and Challenger II to sit side by side. I think that would be quite a tribute to the whole project - although if I could find funding, I would love to build a new car..."

"It took 50 years, but I finally feel like I was able to fulfil my dad's dream as well as mine"



The volunteer-led team behind Challenger II celebrate, with Mickey Thompson's name still emblazoned on the car

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The fast and the furious

His competitive rage is rarely far from the surface, but out of the car Sebastian Vettel is calm, thoughtful and articulate. What makes the German tick? **Mark Hughes** finds out

SEBASTIAN VETTEL'S OUTRAGE AT having Canadian Grand Prix victory stolen from him – penalised for the manner of his rejoining the circuit after a brief off when battling with Lewis Hamilton – was understandable.

For 50-odd laps, the dominant two drivers of the previous decade had been engaged in an intense, all-out struggle, Vettel leading but under immense pressure, the speed advantage ebbing and flowing between them as each managed critical aspects of their complex cars. If he held on, this was going to be Ferrari's first win of what's been a hugely pressured season, this just adding an extra dimension. But that fascinating contest was neutralised by the obligation of the race stewards to apply a regulation because it's there.

His reaction was classic Vettel: a switch-like fury that takes some time to subside, a raging against the injustice, only just barely managing to keep himself in check. A refusal to join in the parc ferme congratulations, stopping his car short and walking off. Then, slowly, coming back down from the roof and the ordinary, reasonable man beginning to resurface as he walked up there after all – but taking care to swap the number 1 and 2 bollards from the official result to the actual finishing order, with the Ferrari ahead. Sportingly, he shook hands with Hamilton. Up on the podium, as fans began to show their disapproval at what had happened by booing Hamilton, Vettel's decency interjected once more, telling them to lay off, that it wasn't Lewis's fault.

He's this interesting mix of emotional intensity and serenity, the competitor and the normal man. It's like a trigger. An hour or so later, he was fine, merely sad and reflective. "Tomorrow, when I wake up, I won't be disappointed. I think Lewis and

Sebastian Vettel, without a world title since 2013, admits he's "failed in the big picture" so far to land glory for Ferrari

myself share great respect and I think we've achieved so much in the sport, I think we're both very, very blessed to be in that position. One win up, one win down, I don't think it's a game-changer if you've been around for such a long time."

It's more a question of regret that the sport - the world - has evolved in a way he finds regrettable. "I was just thinking that I really love my racing. I'm a purist, I love going back and looking at the old times, the old cars, the old drivers. It's an honour when you have the chance to meet them and talk to them; they're heroes. So I really love that - and I just wish I was maybe as good, doing what I do, but being in their time rather than today. That's not about that decision today..."

The seasoning of all those years in the sport, the perspective it gives, is helping him right now to handle a very difficult situation, now into his fifth season with Ferrari but still without any titles to add to the four he got with Red Bull. For a man who has had the wonderful dream tantalisingly suggested by winter testing - becoming Ferrari's first world champion in more than a decade - stolen by reality, he carries himself with remarkable lightness this year.

"I think I'm just realistic about the situation," he said during the build-up to Monaco. "I'm not trying to hide anything... I can guarantee you that we're not happy, we're very pissed off. But I don't think [carrying that] helps you in this situation. What helps is if you stay on course and be positive about the things you can control and not miss out on the gains you might make in the short term, as in this race or the next one." Like winning at Montréal, one of the few circuits that might allow the Ferrari to compete on level terms...

He's come to an acceptance that there's no way back for this year's car. Initially it was hoped that it was just a matter of unlocking it. "That's what we were hoping with the upgrades we had coming into Barcelona," he says with a wry smile. Whether it's mischief, regret or explanation, the grin is always there. So is the sincerity. He's interested and engaged once away from the spotlight. "But it's now clear that it isn't some silver bullet that's going to switch the car back on," he adds. "We've had more than one opportunity to do so, more than one test to understand at the same track what we might have been missing.

"We started off [in Barcelona winter testing] with a really, really good balance, but we'd lost that by Australia. That took some time to recover. We made progress, especially with the set-up, and therefore it was funny to return to Barcelona [for the grand prix]. The main difference from testing to the race was ambient and track temperature, quite a big and significant difference. We learned a lot along the way... If you come in and ask for more rear and more front and they can find a way of doing that, then you have to ask why you weren't doing that before! So it's only shifting around and trying to get a better balance. Because the amount of grip we have on the car is just what it is - you can't just bolt on more. I think we've done well [getting the balance back], but it also became clear that even with a better balance three or four months later we're just not competitive enough."

IT WOULD BE UNDERSTANDABLE AT THIS point if the challenges of the situation - so long into his career, with so much success behind, the car proving so difficult, the rising status of thrusting young team-mate Charles Leclerc - were leading to thoughts of retirement. He's quick to dismiss that. "I'm not at that stage yet. I've understood in the last couple of years that the end is less far from now than what I've put behind me. But I have no number to it. My prime target is to win and to prove this to myself and to ourselves that we can do this." By 'this', the target is always to win a world title at Ferrari - which is the challenge that drew him here.

"I love my racing. I'm a purist. I love going back to the old times"





Vettel is an avid collector of classic motorcycles, particularly those from the 1970s

Yet this is the guy who, when asked recently what he thought his legacy might be when he did retire, fired back with: "I don't know, I don't care." Did he really mean that? "Don't get me wrong, I don't want to sound too egoistic, but I do this for myself. I get a lot of pleasure out of it, I love what I do. I'm very ambitious. I want to achieve something with this team - and that's my motivation. That's my goal, that's what I'm going after. I want to prove to myself that I can succeed.

"I love the sport and I am into its history - I'm just a fan. I know I'm driving the car so don't need reminding of that, but I don't wake up thinking 'Wow, I'm an F1 driver.' These numbers mean a lot to me. But to *me*. If there's a legacy to leave I want to leave it for myself. Not what it might mean to other people. For me, for the team, the people that are around me. It's not realistic that you'll have everyone in this world on your side. I also understand that having the privilege of travelling, meeting so many different people from different places, seeing different cultures... In the end we are in a bubble. In the big picture, can you leave a legacy from what we're doing? Probably not. But it means a lot to me."

HIS CURRENT PREOCCUPATION is understanding global warming in fuller depth. But there are plenty of other preoccupations, such as his motorbike collection. Again, he's old school in this enthusiasm. "I just like old things. Apart from the design, I can't get much pleasure from new things. But '70s bikes I can relate to. You can look at the bike and understand how it works, how things were designed for what purpose - sometimes funny but still... Whereas now everything is so perfect, there's less character. I just ride them for pleasure, I don't really go for performance. If you take my Kawasaki 750 for example, it's more than 40 years old. I don't think it was made for me testing it to its limits 40 years later. But having gone a bit fast on it, it's a bit funny, let's put it that way. I like motor sports, engines, the smell of petrol. With bikes, the same as with old cars but more so, you immediately see what you get. I like that and the feeling of riding a bike. You feel very free, there's not much around you. Just to relax."

He'd be a fantastic road trip companion.

But you wonder if the fact that he seems to feel things in a normal, human way, rather than as a hardened tough old pro, does sometimes undermine him, whether a susceptibility to pressure has played a part in key errors on track. "I don't wake up in the morning thinking I am the number one," he says, the toothy grin wider than ever. "I don't look back saying, 'I've won this before, I don't need to win it again.' I don't feel like any success I had in the past grants me success in the future. Equally I'm very privileged. I've been in that situation more than once and proved to myself that I can beat the best and be among the best. I know you read a lot about this in motivational books or whatever, but for me the 'I am the best, I am unbeatable' doesn't work. But I wake up knowing that I *can* be the best and I *can* beat the best. I get extreme pleasure out of that; that's what I want to do and on top of that I want to do it here. It would mean something more to me, winning it with this team. I know so far I haven't succeeded in the big picture." It is what it is and if he



Mutual respect: Between them Hamilton and Vettel have nine world championship titles

does it, it will be as him. He knows we can only be who we are.

Against the expectation of many pre-season, this year he has taken leadership of the team despite the loss of Kimi Räikkönen as a support driver and his replacement by the ambitious, talented Leclerc. There are extenuating circumstances here and there, but as of Montréal Vettel had outqualified him 6-1. Not many would have bet on that before the season. He's reluctant to comment too much on Leclerc, not because of any ill feeling but, "I don't want to get boxed in by words... Yes, the atmosphere is different to how it was with Kimi. It would be stupid to say it wasn't. Not just Charles, but his engineering team is a different one compared to last year as we've moved some things around. Also with Mattia [Binotto], he's a different boss. It's different and difficult to compare with before."



The addition of Charles Leclerc (*left*) to the team has changed the atmosphere, says Vettel

Binotto's style as team principal is hugely different to that of Maurizio Arrivabene's; it is calmer, less confrontational, more supportive. It's a vastly more suitable management style for Vettel's traits as a bright, independent thinker, but it's another area where, in public at least, he won't be drawn. "You can see for yourself that he's a different person... everybody's different. But given where the team is in a different place this year competitively, you can't really compare. I would say that given the situation as it is, and given how pissed off we are, things are still fairly calm."

FUNDAMENTAL RE-EVALUATION of the technical concept behind this year's car is clearly ongoing. But any rewards of that are unlikely to be seen before next year. Aside from being competitive aerodynamically, to see peak Vettel in action on a consistent basis will require it to be tuneable to his particular tastes, which are quite specific: a lot of rear stability into the corner to allow him to pitch it in aggressively, but then an agility that allows him to banish any understeer. "Yes, the car doesn't need to be completely planted at the rear because I don't like understeer. There are some drivers - it's easier talking about ex-drivers - take David Coulthard, for example. He was one of the masters of understeer! I don't know how you can go that fast with that much understeer: I just run out of solutions. There are drivers that get on with it. Maybe I'm less than that. I like a strong rear at a certain stage when entering the corner, but overall I prefer oversteer. It's faster and you can do stuff."

That inside the car stuff is, you sense, the only time Vettel truly loves current F1. "I don't think things are maybe as good as they used to be in terms of the sport and the cars. But then I'm not making the rules and I don't think it's easy to find rules that suit everybody. Call it politics, call it whatever you want. Also these days certain things have become so professional, so perfect in a way, but I think that's not just valid for F1 but is valid for all the sports. It's impossible to un-know something. Even if you think it was better because we didn't know stuff, you can't go back to that, it's impossible."

Rooted in the past, but still with a future. Furious in the moment, yet serene in reflection.

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1962 ASTON MARTIN DB4 GT ZAGATO RECREATION

A stunning example presented in black pearl with soft tan leather. An original matching numbers DB4 was used as a donor car for this recreation project which included fitting a twin plug head engine upgraded to 4.7 spec and took over four years to complete by marque experts Spray-tec, Bodylines and R.S. Williams. A comprehensive history file accompanies the car with extensive restoration details and photos.



1963 ASTON MARTIN DB4 GT RECREATION

An original matching numbers DB4 Series V Vantage was used as the donor car for this DB4GT recreation project. The work was carried out over a 4 year period by marque experts Spray-tec, Bodylines and R.S. Williams and included fitting the correct twin plug head engine upgraded to 4.7 spec. Presented in black pearl with soft tan leather this is a stunning example and a wonderful driver. A comprehensive history file accompanies the car with extensive restoration details and photos.

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All-aluminium bodywork clothed a tubular chassis to create the distinctive sports racing look

A one-off wonder

Take a bespoke chassis, bits from Lancia and Nash, plus an MG engine, and you get something special, says **Simon de Burton**

ANYONE LOOKING FOR A unique race car with an interesting history and a long-standing competition record could do worse than head to John Polson's Polson Motor Company in bucolic Suffolk for a look at this 1954 Playford MG that is currently on offer on behalf of a major UK MG collector and historic racer.

The Playford aspect of the name refers to the fact that the car was originally built by Brian Playford, the son of pre-war Fox and Nicholl race team mechanic Jack Playford.

Playford junior inherited his father's engineering talent and went on to play a key role in the development of the competition Jaguar E-types raced by Peter Lumsden and Peter Sargent, the most famous of them being lightweight low-drag coupé 49 FXN.

A decade before that car's 1964 season debut, however, Playford had set to work designing his own sports racer that he built from the ground up at the family tuning shop in Thornton Heath, Surrey.

Having started by fabricating a then state-of-the-art tubular chassis, Playford added the brakes, gearbox and sliding pillar front suspension from a Lancia Augusta, took a rear axle from a Nash Metropolitan and installed an XPAG MG engine, which was chosen for its suitability for advanced tuning in search of power.





The 1250cc XPAG MG engine originally gave about 54bhp, but was easily tuned for far greater output

Indeed, the car was so bespoke that even the steering wheel was handmade, displaying an attention to detail that – compounded by the fact Playford was building the special on the side between fettling customer race cars – meant the project took more than three years to complete.

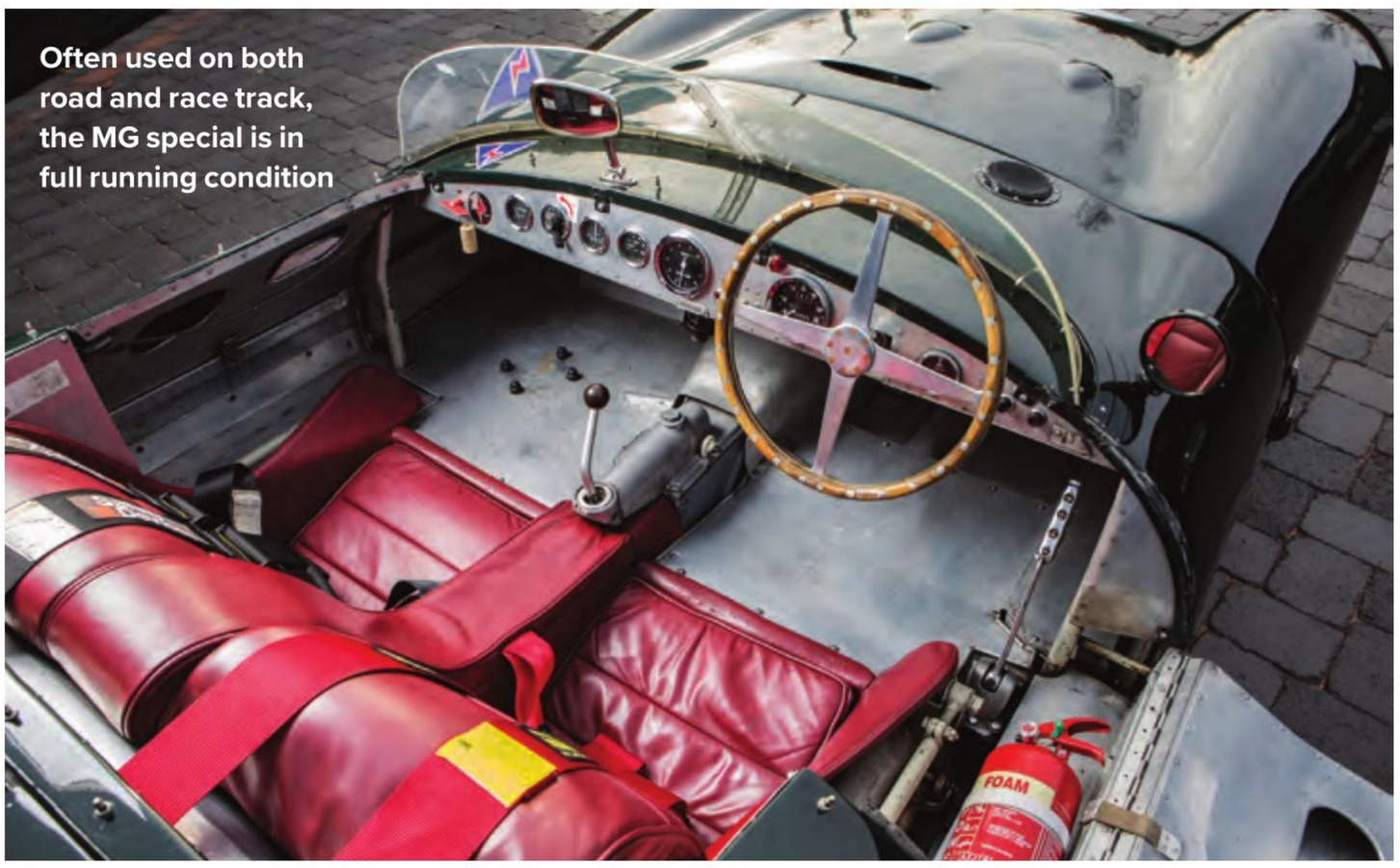
But when the car finally emerged in 1958 clad in sensational all-aluminium bodywork somewhat reminiscent of a baby D-type, Playford's meticulous attention to detail was soon rewarded. Not only did it look better than the majority of the competition, it performed better, too, notching up a first race victory at Goodwood the following year.

In fact, Playford's success with the car resulted in his being offered a works Elva drive in 1963, which meant the sale of his beloved special. It subsequently passed through the hands of several owners who mainly used it as a road car.

In 1970, however, he bought it back – still in original condition – and more or less set it to one side before selling it 27 years later to MG specialist Bob Thredder, who restored it in time for Playford to get back behind the wheel for the first edition of the Goodwood Revival in 1998.

The current owner acquired the car in 2003 and has raced it regularly since, developing it to an even higher specification with a 1500cc TC race engine built by XPAG expert George Edney. This has enabled it to outpace myriad other sports racers at circuits including Goodwood and Snetterton.

On offer with an expired FIA passport and a spares package that includes what is believed to be the original engine, two Lancia gearboxes and two sets of wheels, the car is on the button and ready to go – and, as an added bonus, remains registered for the road, complete with current V5 and its original buff logbook.



Often used on both road and race track, the MG special is in full running condition

1954 PLAYFORD MG SPORTS RACER. £120,000
On offer at Polson Motor Company, Wickhambrook, Newmarket, Suffolk.
polsonmotorco.com

In the market for svelte and distinctive?

A few suggestions for cars to help you stand out from the crowd



1963 RENÉ BONNET LE MANS. POA. Of the 59 built, just 23 are thought to survive. This one has been fully restored and comes with comprehensive documents.
stolzeclassiccars.nl



1953 PANHARD DYNA X87. £12,000. US import, resides in Lancashire. Raced extensively – and successfully – on America's East Coast. Needs some tidying…
mcpheatautomotive.co.uk



1962 FIAT 1200 CABRIOLET. £21,500. Proof that even the humblest of engines can be clothed with style. Underwent a full restoration a few years ago.
gruppopromotor.com

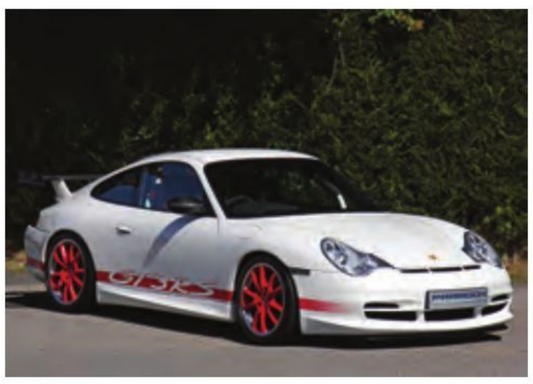


1964 GLAS 1300 GT. £26,000. Small coupé from Dingolfing manufacturer that was absorbed into BMW from 1966. Bigger 1.7-litre model added in 1965.
fahrzeuge.dorotheum.com/en

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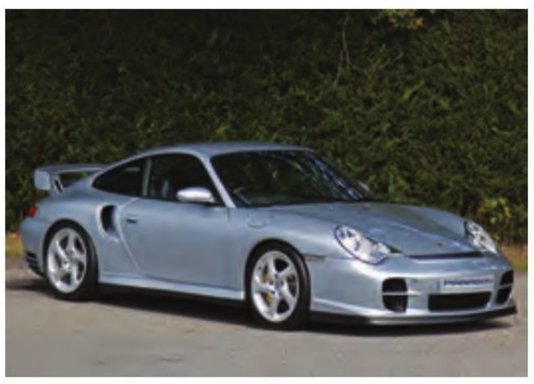
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Atlas Grey • Black Leather Sport Seats • Manual Gearbox • 18" GT3 Wheels • Air Conditioning • 22,373 miles • 2003 (53)

£74,995



911 Carrera 2 Race Car (996)

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£64,995



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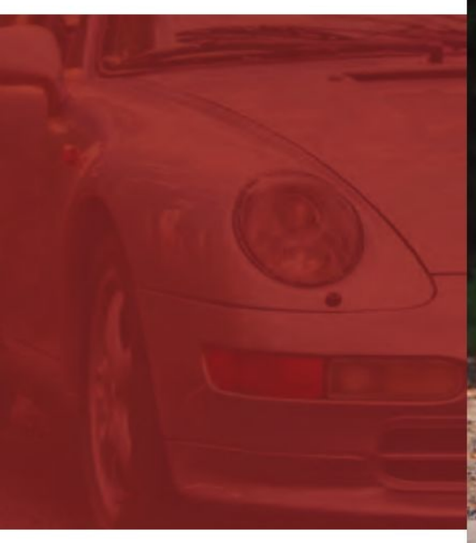
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JENSEN INTERCEPTOR
SOLD MAY 2019
BUYER PAID: £46,250

SELLER RECEIVED: £43,937



LOTUS ESPRIT GT3
BUYER PAID: £25,500

SELLER RECEIVED: £24,225

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Is it Dan Dare, or more Buck Rogers? This Ghia-bodied Fiat 8V's looks are stunning

AUCTION HERO

Feeling Supersonic

With only around 20 made, this super-rare and simply stunning Fiat is a collectors' item, says **Simon de Burton**

WITH ITS 'JET afterburner' rear light clusters and swooping, space-age styling, few cars more ably captured the 'Dan Dare' zeitgeist of the 1950s than the remarkable Ghia-bodied Fiat 8V 'Supersonic'.

It is thought that only 20 examples of the Supersonic body style were built, three used on Jaguar XK chassis, one on an Aston Martin DB2/4 and another on Virgilio Conrero's Alfa Romeo-based race car built for the 1953 Mille Miglia. One was later transferred to a Cobra.

That makes the Fiat 8V-based versions sufficiently rare for previous examples to have topped $1.8m in the case of the sale four years ago of the 1954 Geneva show car originally owned by top powerboat racer Lou Fageol - although that same car fetched just $1.375m when it crossed the block at RM's Amelia Island sale in 2017.

The value of this example on offer at Bonhams during Monterey Car Week is therefore difficult to pin down, especially in a declining market - although its desirability could be boosted by the fact that the original owner was none other than the wealthy American sportsman Briggs Cunningham.



'Afterburner' rear lights add a lovely touch to the swooping rear bodywork on the Fiat 8V

Fabulous styling and celebrity ownership aside, however, what makes the Supersonic really interesting is what lies at its heart: the wondrous 2-litre 'Tipo 104' V8 which evolved from a planned V6 saloon engine into something with two more cylinders and race-ready features such as a finned aluminium sump, forged crankshaft, polished ports and tubular, stainless steel exhaust manifolds.

By the time designer Dante Giacosa had finished, it was obvious that this micro marvel of automotive engineering should be used in a sports car - and the Fiat 8V, or 'Otto Vu' was to be it.

Featuring a chassis fabricated by favoured Fiat tuning house Siata, around 40 cars were fitted with factory coachwork designed by Fabio Lucio Rapi and fabricated by Fiat's Carrozzerie Speciali in Lingotto, while others were clad in bodies by firms including Balbo, Pininfarina and Vignale, while Zagato bodied around 30 cars, including examples that achieved class wins in the Targa Florio and Mille Miglia as well as winning the 1956 Italian Sports Car Championship.

A Zagato-bodied example fetched €1.7m at RM Sotheby's Villa Erba sale in May, boosted, no doubt, by this year's centenary of the coachbuilder. But with Ghia's Supersonic version being regarded by many as the 'quintessential' 8V, perhaps Bonhams will pull a rabbit out of the hat and achieve a price somewhere near that 2015 peak.

1953 Fiat 8V Supersonic. On sale at Bonhams, Quail Lodge August 15.



1959 LOTUS ELITE, EX-DICKIE STOOP. SOLD FOR £56,000. HISTORICS AT BROOKLANDS. Once owned by the former Spitfire pilot and celebrated post-war racer Dickie Stoop. He acquired it just 11 days before the 1959 Le Mans 24 Hours, which the car failed to start after being involved in a road accident near the circuit. Stoop bought a new body for the car, which was rebuilt in 1966. Stripped down more than a decade ago, it remained in pieces following the owner's death.



1968 FIAT DINO. SOLD FOR £25,641. CLASSIC CAR AUCTIONS. Rarer than most lots at CCA's popular Everyman Classics sales, this Fiat coupé blends Bertone styling with the kudos of a Ferrari engine for relatively little money. Coupé and spider were built in small numbers, initially to homologate Ferrari's V6 for F2 racing.



1935 LAGONDA RAPIER SPECIAL. SOLD FOR $135,000. BONHAMS. This purposeful Lagonda raced from the 1960s to the '90s before being laid up prior to restoration with UK marque specialist Bishopgray. During the rebuild, its 1104cc engine was upgraded with a supercharger, pushing output to 110bhp.



1965 SHELBY COBRA CSX 8001. SOLD FOR $104,500. RM SOTHEBY'S. One of the few Shelby Cobra continuation cars to have been built with an aluminium body. Based around a 1965 Ford 289 engine, it was a special order delivered in 2002. Unusually, its specification includes air-conditioning.

Sales season gains impetus

With several headline auctions over, eyes are turning towards Monterey Car Week

WITH SIGNIFICANT sales behind us, such as those held during the Villa d'Este Concorzo d'Eleganza and Bonhams' annual Aston Martin and Greenwich concours events, the classic car 'season' has arrived. The major houses are now gearing-up for the feeding frenzy often inspired by August's Monterey Car Week.

Many impressive cars have already been confirmed, including a 1958 Ferrari 250 GT Tour de France and a 1977 Porsche 934/5 (one of 10) that will cross the block at Gooding and Co's official Pebble Beach auction, while Bonhams will offer a 1962 Ferrari 250GT SWB Berlinetta at its Monterey sale, with an $8-10m estimate.

Although it is universally accepted that the market has softened during the past 18 months, such high-end rarities are still likely to command strong money - witness RM Sotheby's recent €19.8 million Villa Erbe sale that included two lots above €3m (1954 Ferrari 500 Mondial Spider and 1957 Porsche 550) and three €1m-plus cars (1965 Aston Martin, 1955 Fiat 8V and 1931 Bugatti T50).

It is the overall results from Monterey, however, that we'll need to analyse in order to obtain a clearer view of where the market is really going. Right now, accurate predictions are proving more than a little difficult to make.... O





1974 JENSEN INTERCEPTOR III. SOLD FOR £39,405. CLASSIC CAR AUCTIONS. **If you thought the days of genuine barn finds were behind us, this remarkable Jensen might change your mind. Stored in a lock-up for 40 years, it's a one-owner car with a mere 38,000 miles recorded from new.**



1967 FERRARI 330 P4 EVOCATION. SOLD FOR £68,880. HISTORICS AT BROOKLANDS.
If you're struggling to persuade a 330 P4 owner to sell, you should have put your hand up for this. It is built around a 1960s racing chassis, powered by a Dino V6, finished to a very high standard... and registered for road use.



MAX GIRARDO

"The sales of an auction shouldn't just be judged on the online results"

I'd best start off with a review and some insight into the Bonhams Aston Martin Sale, where 20 of the 33 lots on offer (32 cars and one tractor) were sold.

Bonhams moved this year's sale from the Aston Martin Heritage headquarters in Newport Pagnell to the Wormsley Estate in Buckinghamshire, in conjunction with the Aston Martin Owners' Club. It marked the 20th single-marque Aston Martin sale held by Bonhams.

The list of cars was 'nothing to write home about' but, just as you should never judge a book by its cover, you should never judge an auction simply by looking at the online results. It's always important to delve a little deeper. It's interesting to note that the average price of the cars sold was slightly higher than last year, but on the other hand fewer cars found buyers this year. Overall the atmosphere was good, even though the sell-through rate was less than 40 per cent. But there's always one car that surprises, and here it was a 1964 DB5. Against an estimate of £620,000-680,000, it hammered at £860,600.

A few weeks later, RM Sotheby's lined up 55 cars for Villa Erba – 10 cars more than at the last such sale in 2017.

The auction started with great liveliness, as the no-reserve cars sold well, proving that this category always attracts bidders. An interesting one was the new Aston Martin Zagato Shooting Brake. Estimated at €650,000-850,000, it sold for €511,000. While under estimate, it feels like a good result considering the car was still subject to VAT – another case of not judging a sale purely by the online results.

From a market perspective, one of the most interesting lots was a Ferrari 500 Mondial, which RM Sotheby's sold in August 2017 and has since been to Ferrari Classiche for a makeover and certification. The car had a good look to it now that it was in the right livery, and it sold for £3,717,500, the equivalent of $4.2 million US. If you factor in the cost of its holiday at Ferrari Classiche, the vendor probably came out even – a prime example of where the market is going.

In the upcoming weeks, three notable auctions are taking place: Bonhams' Chantilly sale, Bonhams' Goodwood Revival sale and Artcurial's Automobiles en Scène sale. And with Monterey Car Week coming up in August, everyone will be keeping an eye out for any last-minute announcements — myself included. I'll be sure to keep you all updated.

Max Girardo is the founder of classic car specialist Girardo & Co. Before that he spent 20 years in the classic car auction world, where he was the managing director and head auctioneer at RM Sotheby's

Max's top picks coming up this month

ARTCURIAL



1965 FERRARI 275 GTB FROM THE JEAN-PIERRE SLAVIC COLLECTION
Restored by Italian specialist Bonini and Ferrari Classiche certified. The estimate is €2–2.2 million.

BONHAMS



1959 BMW 507 3.2-LITRE SERIES II ROADSTER I just love the styling and, while not as interesting to drive as a Mercedes-Benz 300 SL, this is much rarer and ultimately much more expensive.

BONHAMS



1934 ALFA ROMEO 8C 2300 'LONG CHASSIS' TOURER A replica body, but after driving an 8C I have lusted after one ever since. It's always good to keep an eye on ones that come up.



Buying guide

Van Diemen RF77-80

A series of cars that helped create a Norfolk racing phenomenon

VAN DIEMEN MADE AN immediate impact on the world of junior single-seaters just over 45 years ago. The fledgling constructor won the second edition of the Formula Ford Festival in 1973, but it was the arrival of an all-new design ahead of the 1977 season that set the Snetterton-based constructor on course for world domination in the FF1600 class and its successors.

Ralph Firman had set up the company in 1973 when he joined forces with Australian Ross Ambrose. The partnership (whose name tipped its hat to Ambrose's native Tasmania) turned out to be short-lived, but their first creation had proved its worth at the Festival and orders followed.

Creation is probably the right word for the Van Diemen FA73 in which Don MacLeod won the Festival, then held at Snetterton. The Lotus 69-based machine was best termed a 'workshop' car: it was, Firman once said, "built rather than designed".

The successes that followed with the RF74 – Firman dropped Ambrose's initial from the type 'number' – waned as Van Diemen's rivals introduced new designs. The firm's response was an all-new contender designed ex-Lotus man by Dave Baldwin.

The RF77 was quick out of the box. MacLeod, who'd returned to the Van Diemen fold at the back end of 1976, might have won the Festival again, this time held for the first time at Brands Hatch. He won his heat, quarter-final and semi, before spinning while challenging eventual winner Derek Daly's Hawke in the final. A first win followed a few weeks later, also at Brands and also with MacLeod at the wheel.

Future Formula 1 driver Chico Serra, one of the first in a long line of talented Brazilians who beat a path to Firman's door, would win the British Racing & Sports Car Club's Townsend Thoresen FF1600 title by just three points from MacLeod. The RF77 also claimed championship success in Sweden, Denmark and Germany and, just as importantly, won the ultra-competitive Brands-based one-circuit championship. The

VAN DIEMEN RF77-80

- **Price new** n/a
- **Price now** £12,000-£30,000
- **Engine** 1600cc Ford eight-valve inline four-cylinder
- **Power** 110bhp
- **Rivals** Royale RP24 & RP26, Crosslé 32F/35F, PRS RH01/02
- **Verdict** The most successful FF1600 of its era, making Van Diemen the class's benchmark constructor



The timeless Van Diemen RF80, pictured in the hands of Steve Deeks during the 2018 Walter Hayes Trophy FF1600 meeting at Silverstone

RF77 had put Van Diemen's name back on the Formula Ford map.

The RF77 evolved into what may regard as its classic configuration for 1979. The radiator moved to the front and there were also revisions to the way the Kent engine in the back was mounted. The car set the first under-50sec FF1600 lap of the Brands Hatch Indy Circuit in the hands of James Weaver and won the TT title with Briton Terry Gray.

"The car set the first under-50sec FF1600 lap of the Brands Indy Circuit"

In the following season the RF80 dominated. Roberto Moreno, the latest Brazilian hotshoe for the works team, took the TT crown and put Van Diemen's name back on the Festival trophy with a performance that included lowering the lap record to 49.4sec, a mark that would stand deep into the 1980s. Tommy Byrne won the RAC and P&O Ferries titles for Van Diemen, the former on a tie-break from works driver Raul Boesel.

The RF77 remained the basis of Van Diemen beyond 1980, even if the origin was increasingly unrecognisable. Inboard front suspension arrived for 1981 and with it bespoke uprights rather than the modified Triumph Herald units of its predecessors. Van Diemen gave the car a fresh look for 1983 with all-new bodywork. Only for 1984 did Baldwin start afresh with a clean slate.

A further five Festival victories would follow, and Van Diemen's successes didn't stop with the switch to the Zetec and Duratec engines. The foundation stone was the RF77 that went largely unchanged until 1980.

Market view

A versatile single-seater with huge race potential

The Van Diemen RF78/79/80 would be an excellent entry point into the ownership of historic racing cars, and opens the door to a vast array of Formula Ford 1600 events, both in the UK and abroad.

You won't be short of opportunities to use the car as pretty much each sector of the UK offers a local FF1600 championship – from Anglesey to Knockhill to Brands Hatch, and the adoption of the nationwide Classic FF1600 Championship by the HSCC will only boost the appeal of models like this. That should help to maintain demand and therefore prices.

Being primarily a club-racing car, most sales are private, so there's not a historical list of auction sales. Cars can range from about £8000 for those needing attention (and an engine, usually), to closer to £30,000 for a prime example with good history.

The models are supported by specialist suppliers, and many spare components are still manufactured. The famous Ford Kent engine is also readily available, but can be costly.

Ayrton Senna's first racing car was a Van Diemen RF81, and has recently been restored by marque founder Ralph Firman. There are no details of its price, or even if it's up for sale soon, but expect it to cost a fair bit more than others.

Robert Johnson,
Classic and Sports Finance

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ONE CURRENTLY FOR SALE

Van Diemen RF80

On the forecourt

Bought specifically for the 2019 Pau Historic Grand Prix... and might be wheeled out again if no buyer emerges

Scottish racer Adrian Hamilton is selling a Van Diemen RF80 purchased a year ago and raced just once since. He bought it with the sole purpose of contesting this year's Pau Historic Grand Prix and – perhaps – signing off on a 40-year career.

"I'd always wanted to race at Pau and looked around for a car eligible for the Formula Ford 1600 race, which meant it had to be pre-1982," says Hamilton. "I made a list of cars that I thought might be good for the event and ended up with the RF80. I'd had an RF79/80 sometime in the early '80s, so I reckoned I'd give one another go – even though I initially thought a car with a front radiator wasn't a good idea for a street circuit."

The car was imported from Germany and was already in raceable condition, but Hamilton "did a lot of detail work" on it in preparation for the rigours of the French street track and also built up two fresh engines for his adventure.

Hamilton thinks he might have underpriced the car at £18,000. He suspects that values of Formula Ford cars from this period are going to rise in the wake of the Historic Sports Car Club's takeover of the Classic FF1600 Championship for next year.

"That's going to make the car more attractive," he says, "so I'm sure it will sell." If it doesn't, he might be back at Pau next year: "Racing on a circuit where every corner is blind shouldn't really be a one-off," he says.

Adrian Hamilton, Edinburgh, Scotland.
Tel: 07801 911300



ONE ALREADY RESTORED

Van Diemen RF78

In the workshop

After a long stint suspended in a Glasgow sports bar, a 41-year-old racing car is primed for a return to action

The period racing history of this Van Diemen RF78 is unknown, largely because it has spent much of its life hanging on the wall of a sports bar in Glasgow.

Following its rescue, it was purchased by GT Race & Trailers, a Formula Ford specialist with a particular expertise in Van Diemens and Crosslés. It undertook a full restoration over the winter before selling the car to a competitor who will be racing it in the French Historic Formula Ford Challenge.

"The chassis was dead straight and in very good condition, I guess because it hadn't had a hard life," says the company's Mike Gardner, a successful FF1600 racer himself. "Probably only two or three of the chassis tubes needed replacing.

"We took it apart, sandblasted the spaceframe and rebuilt it with a new floor and panels. The suspension had to be replaced because there was a lot of corrosion, but the good thing is that pretty much all the parts for Van Diemens of this age are all available from Universal Racing Services."

A new Scholar engine was sourced in a nice period touch and the car quickly found a buyer at the £28,000 asking price.

"That might sound like a lot of money for a Formula Ford when you could probably pick up a similar car to race for £12,000 to £15,000," says Gardner. "That said, a car priced at that level would be in need of a rebuild and what we asked reflects the amount of restoration that has to go into one of these things."

GT Race & Trailers, Sutton-on-Trent, Nottinghamshire.
Tel: 01636 822344. *gt-rt.com*







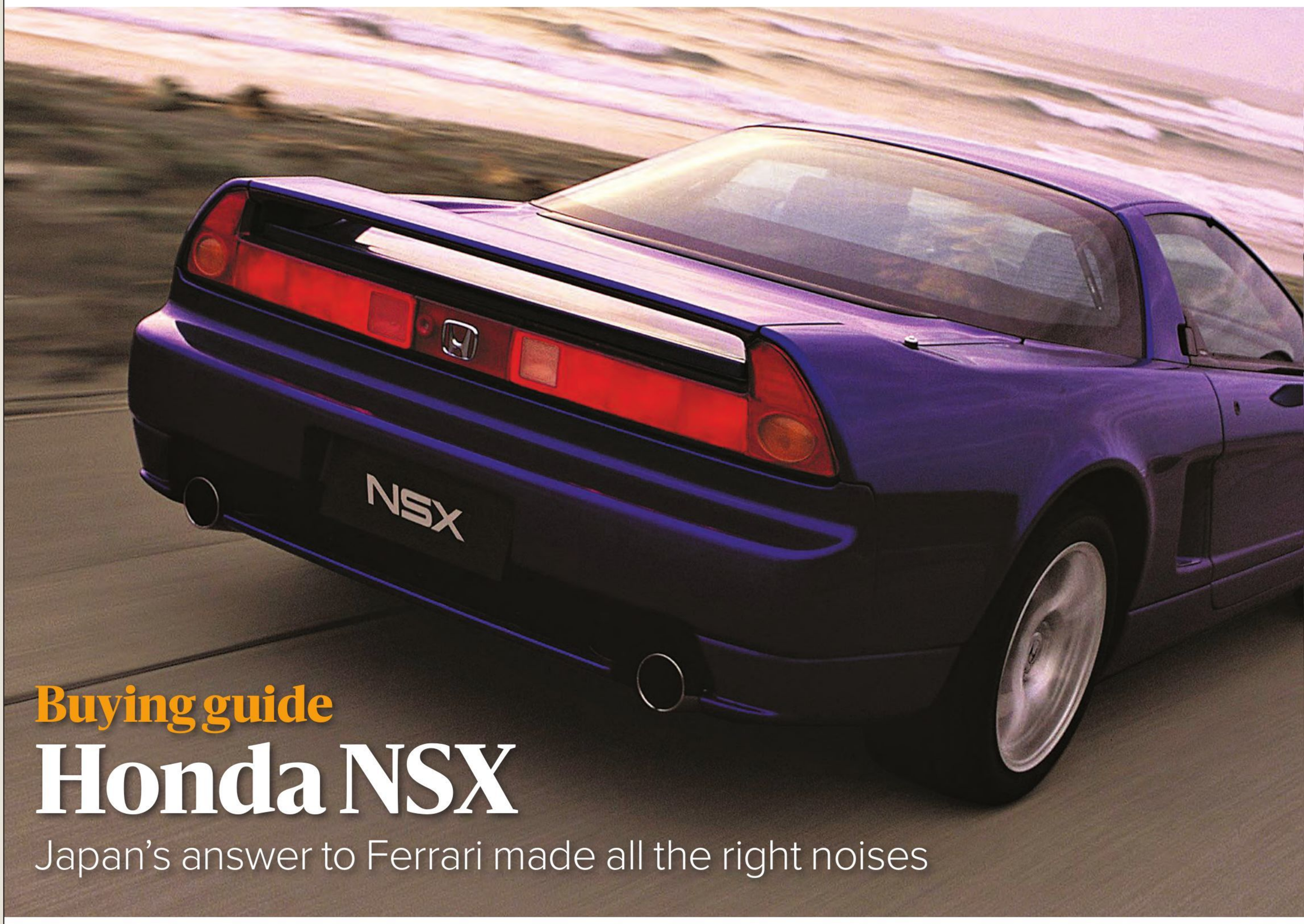
1987 ASTON MARTIN V8 VANTAGE ZAGATO #20053

One of only 14 Left Hand Drive examples fitted with manual transmission.
One of the 6 Coupé finished in 'Javelin Grey'.
15,500 Kms from new. Zagato unique design.
Full aluminium body. Aston Martin 5.3-litre Vantage V-8 engine.



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Buying guide

Honda NSX

Japan's answer to Ferrari made all the right noises

HONDA SET OUT ON A MISSION in the mid-1980s. The Japanese manufacturer wanted to build a sports car that was every bit as good as the equivalent Ferrari of the time. Anyone who has driven the original NSX will attest that it was more than a match for what the Italian marque had to offer when it went on sale in 1990.

The Ferrari 348 launched a year before the Honda might have edged it on numbers, but the NSX offered the more sublime driving experience. It was more usable around town, quicker on country roads, superior in build and more reliable. For many its understated Pininfarina lines made it better looking, too.

The NSX had an unusually long gestation period as Honda strove for perfection at a time when the Japanese economy was booming. The first concept of the NSX had been shown as early as 1984. The HP-X – Honda Pininfarina Experimental – was unveiled at the 1984 Turin Motor Show with a version of the V6 engine that had powered Geoff Lees and Jonathan Palmer to European F2 glory in 1981 and '83 with the Ralt team, and was in the process of doing the same with Mike Thackwell that year.

HONDA NSX

- **Price new** £55,000
- **Price now** £30-45,000
- **Engine** 3.0-litre normally aspirated V6
- **Power** 274bhp ● **0-60mph** 5.9sec
- **Top speed** 167mph ● **Rivals** Ferrari 348, Porsche 911 Carrera 2
- **Verdict** Reliable and usable supercar that could more than hold its own with the opposition of the day

The HP-X was a real, running prototype. Access to the car was through a giant tilting cockpit inspired by a jet fighter. The cab-forward layout design with driver visibility in mind made it all the way through to the finished article unveiled in early 1989 as the NS-X. The hyphen had been quietly dropped by the time it went on sale the following year.

Honda's aim was to build a lightweight machine: the NSX was the all-aluminium production car ever built. At its centre was an extruded aluminium alloy semi-monocoque chassis with just one steel component. The suspension was aluminium, too, in the name of reducing unsprung weight. The total weight-saving over steel construction was said to be 200kg.

The aluminium 3-litre V6 power unit, mounted crossways behind the driver, employed the variable valve-timing VTEC system that had come to market in '89 on





It didn't have the badge to match its European rivals, but drove brilliantly



the Integra saloon. That, and the titanium conrods, allowed the NSX to rev higher than its rivals, and to be more docile lower down the rev range.

Honda didn't rest on its laurels. A Type R version came on stream in 1992, and then another performance upgrade in 1997 with the arrival of a 3.2-litre engine with nearly 20 more horsepower and a six-speed gearbox. Even more extreme versions the Type S and S-Zero followed before the original car, the NA1, received a facelift with the arrival of the NA2 in 2002.

For all Honda's success in F1 through the '80s and into the '90s – that's five drivers' and constructors' titles and 69 grand prix wins – the marque failed to convince the wider world that the NSX had the pedigree of a Ferrari or a Porsche, even if more than 18,000 NA1s had been sold before production ceased in 2005.

"The problem was image for a brand that built tin-box Civics and mopeds"

There was a short-lived, half-hearted and largely unsuccessful attempt to imbue the NSX with some racing heritage at the Le Mans 24 Hours starting in 1994. A privateer entrant claimed a class win in 1995 with a GT2 car developed in the UK by TC Prototypes, but a move to GT1 by the factory team in search of outright glory that same season was an abject failure.

The problem for a manufacturer whose core business was building tin-box Civics and mopeds was one of image. The NSX was a Ferrari-beater with the wrong badge.

Market view

30 years in the making: the legend of the NSX

I don't think anyone could have imagined just how big an impact the original Honda NSX would have had in the 30 years since its first appearance at the Chicago Auto Show in 1989.

From a buyer's perspective NSX prices are not yet out of reach but finding the right example can take time and values quickly climb.

It's estimated that there are approximately 250 cars in the UK, although vehicles imported from Japan and left-hand drives are not uncommon. There are more manual versions on the road, but they are rarer on the used market. Neglected cars are uncommon, but the cheapest may be lacking a full-service history, so spend time checking paperwork.

Prices for an early automatic example generally start around £35,000, while cleaner examples with low miles, and those from independent dealers, add roughly £10,000 more.

Honda NSXs at auction will be the cleanest examples with low mileage. As a result, expect to pay from £47,000 upwards for a 1991 car, with the best approaching £60,000. For the rarest of the rare, the NSX R is the model of choice, and you can pay more than £150,000 for a 1995 example and around £250,000 for a facelifted model from 2005.

David Bond, Managing Director, Footman James

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ONE CURRENTLY FOR SALE

1991 Honda NSX

On the forecourt

Want an immaculate example with some tasty upgrades? Importer DCY Europe has a beauty

This 1991 manual NSX has, according to owner Barrie Rycroft, "been taken to another level". And he's well-placed to do just that, because he's the managing director of leading Japanese import specialist DCY Europe. He had planned to keep the car for his own use, but reckons he's now "scared to take it out because it really is *that* good".

"I imported it from Japan three years ago and wanted to make it perfect with that near-concours feel," says Rycroft. "Nothing has been missed. The interior wasn't in bad nick, but I've had the seats re-trimmed in Nappa because the leather wasn't that good in the NSX originally. I took it to the Seat Surgeon in York and they managed to replicate the crinkle cut of the original leather."

The attention to detail includes a new gear knob and gaiter. There was nothing wrong, they were just slightly worn.

The car has a few key upgrades that probably make it unique. It arrived from Japan fitted with a Modulo suspension kit, a rare upgrade kit offered by Honda for a short period in the mid-1990s. New stainless-steel manifolds have allowed the removal of the catalytic converters, which Rycroft believes strangles the exhaust note. There are also new factory rims, 19in at the rear, 18in at the front, in place of the original 16in and 15in wheels, which are included in the price.

The car has 49,000 miles on the clock and is being offered at £64,885.

DCY Europe, Sheriff Hutton York
Tel: 01347 878539, *dcyeurope.com*



ONE PREVIOUSLY RESTORED

1993 Honda NSX Type-R

In the workshop

While still relatively modern, rising values make restoration viable. Plans Performance is a specialist

Plans Performance bills itself as the leading Honda NSX specialist outside Japan. It sells, services and restores them, and boss Graham Horgan is particularly proud of a ground-up restoration of a 1993 Type-R that's currently on the go.

"The car is in the final stages of a bare-metal, nut-and-bolt restoration," says Horgan. "These cars are now getting to the point where it is economically viable to restore them, particularly Type-Rs. The challenges in restoration are the same challenges faced in maintaining the NSX. Because they are amazingly reliable people get confused when they go wrong. They forget they are driving a 25-year-old car.

"The NSX had the world's first computer-controlled climate control, but circuit boards inevitably corrode. It had the first four-channel electronic ABS system, but the valves get gunged up. These systems are all unique to the NSX and we have the expertise to restore and renovate them."

Horgan says that sourcing components for maintenance isn't problematic: "When they were still building the original NSX, they put a huge amount of parts in store and there is a large source of used components in the USA. We have some parts re-manufactured. The lower front balljoints are only available as part of a complete upright, so we make an aftermarket version to save our customers money."

The red Type-R is due to be finished soon. Horgan says "It will look and drive just as it did when it left the factory".

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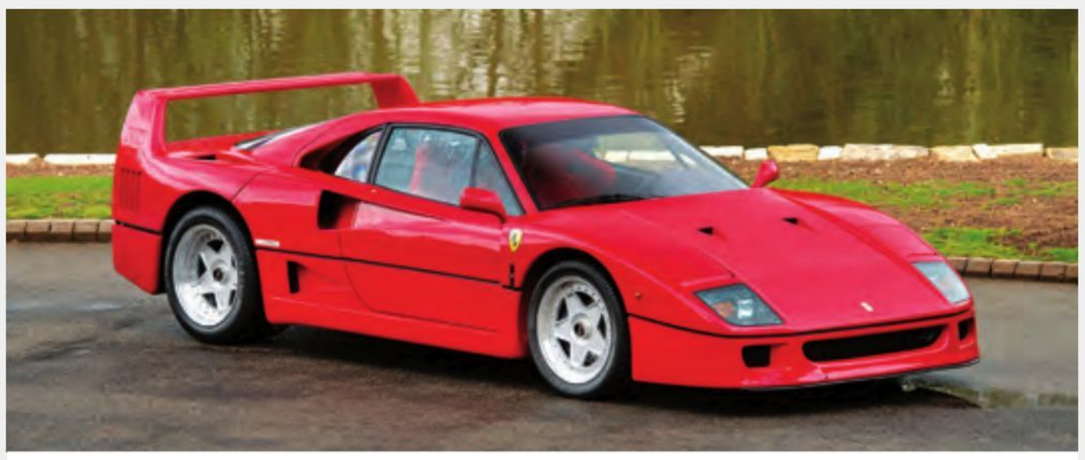
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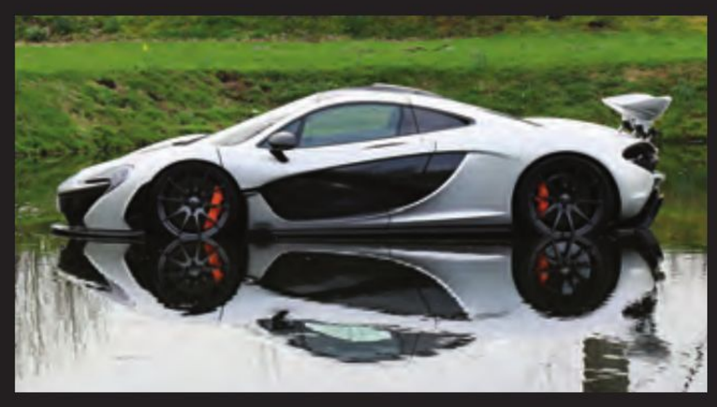
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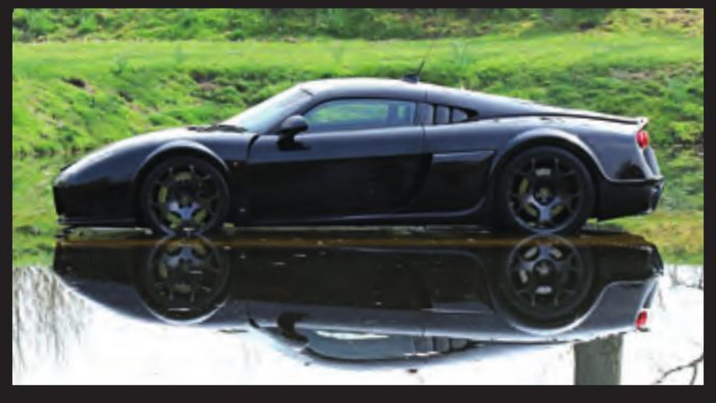
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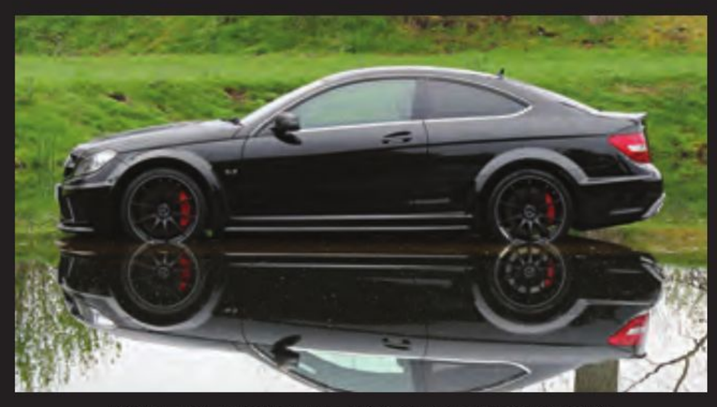
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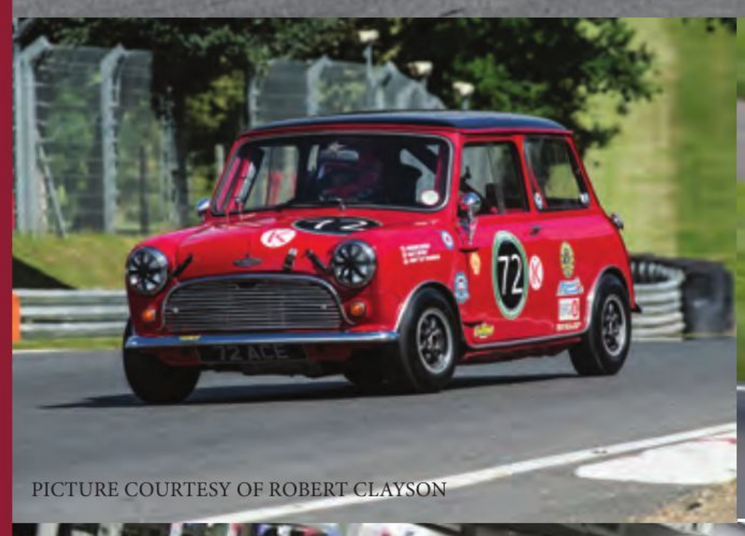
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Aston Martin DBRS9.

Built in 2007 by Prodrive to GT3 Specification this car was raced predominantly in the British GT Championship, before being raced in the Belgian Belcar Championship including Spa 12 Hours where it was a frequent podium contender.

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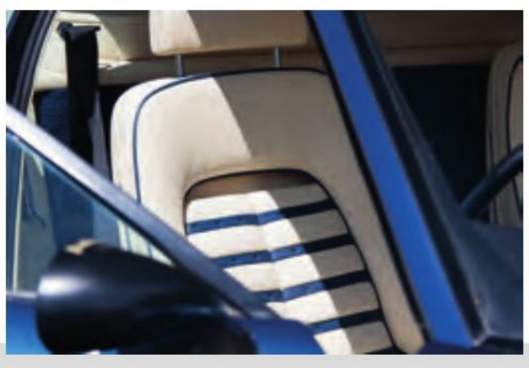
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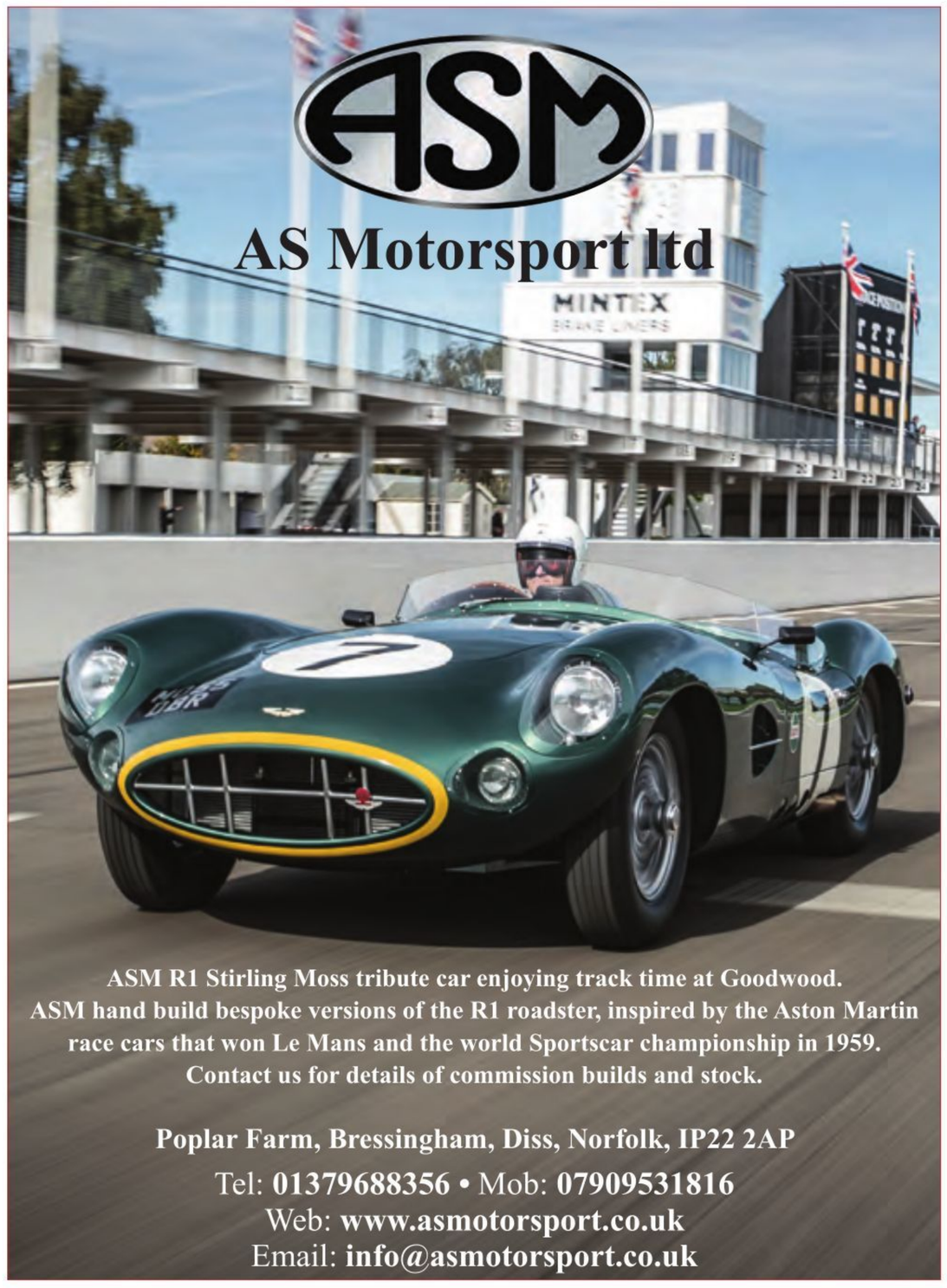
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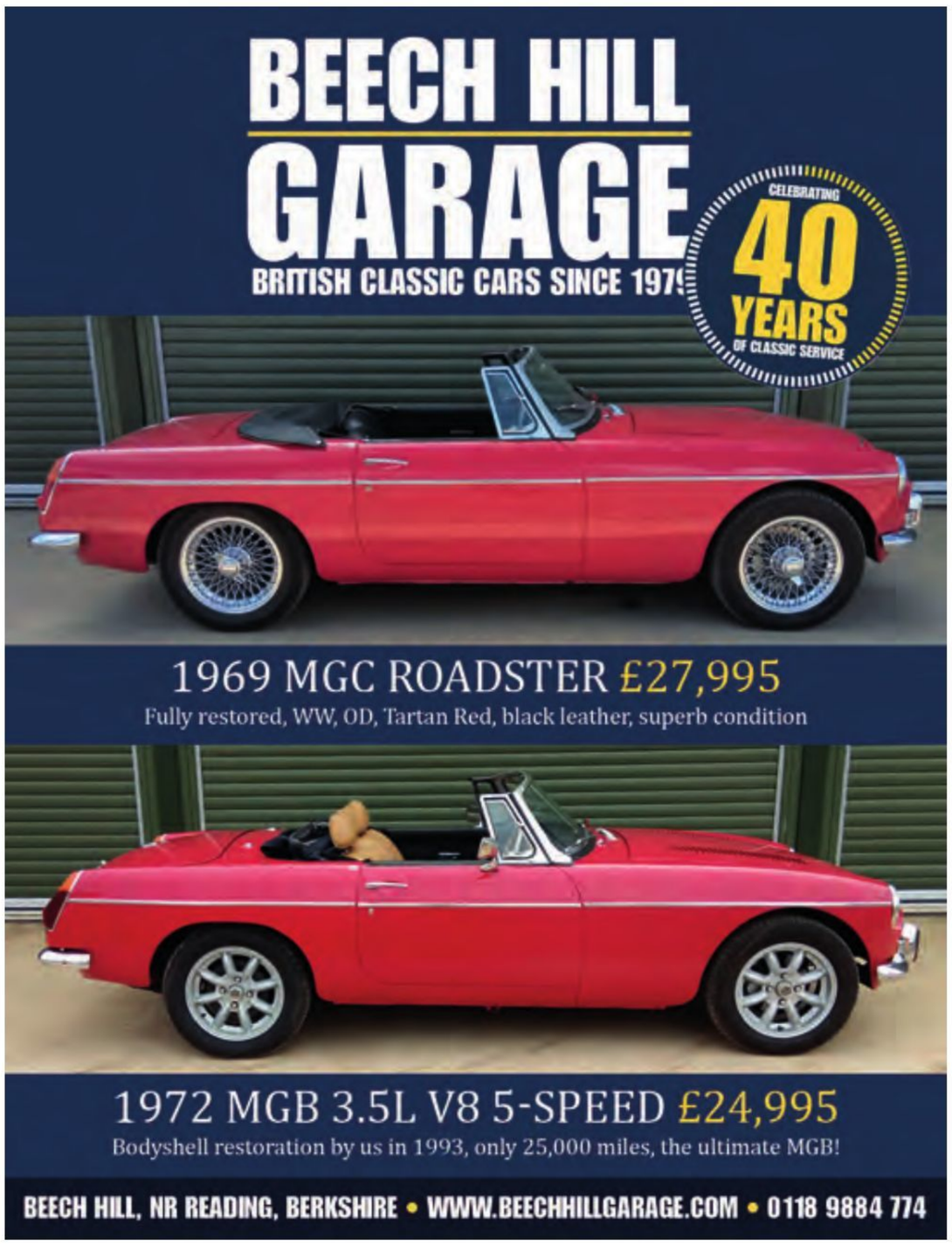
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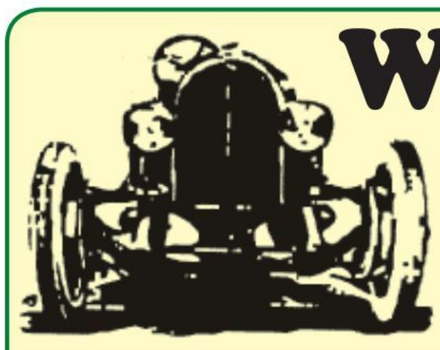
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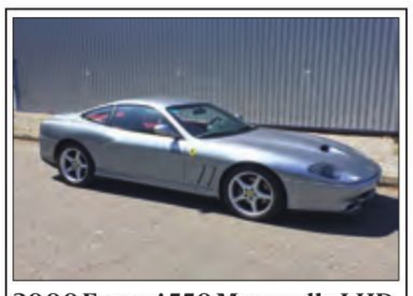
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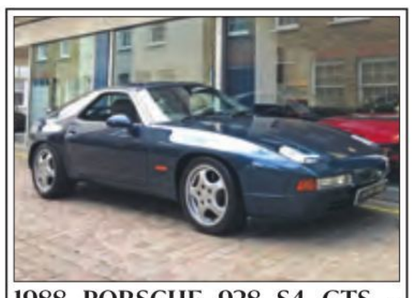
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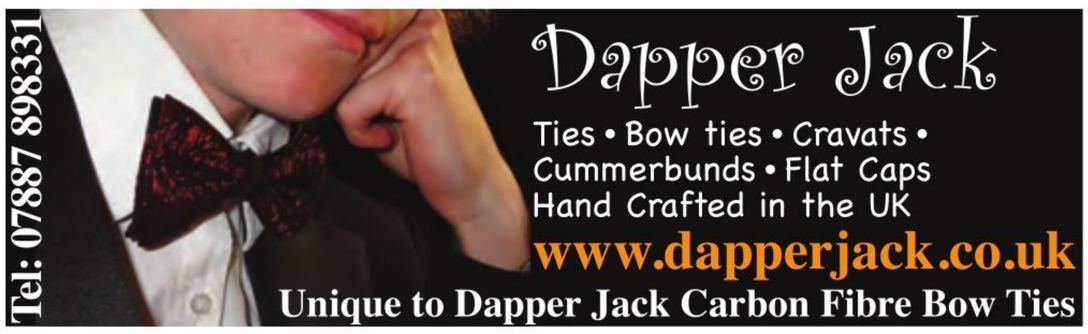
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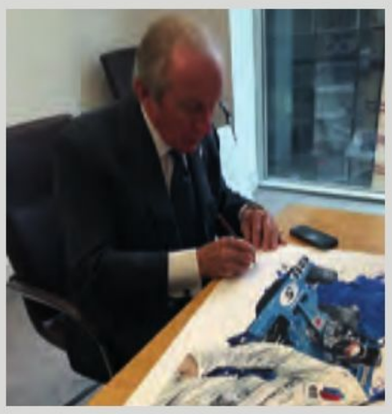
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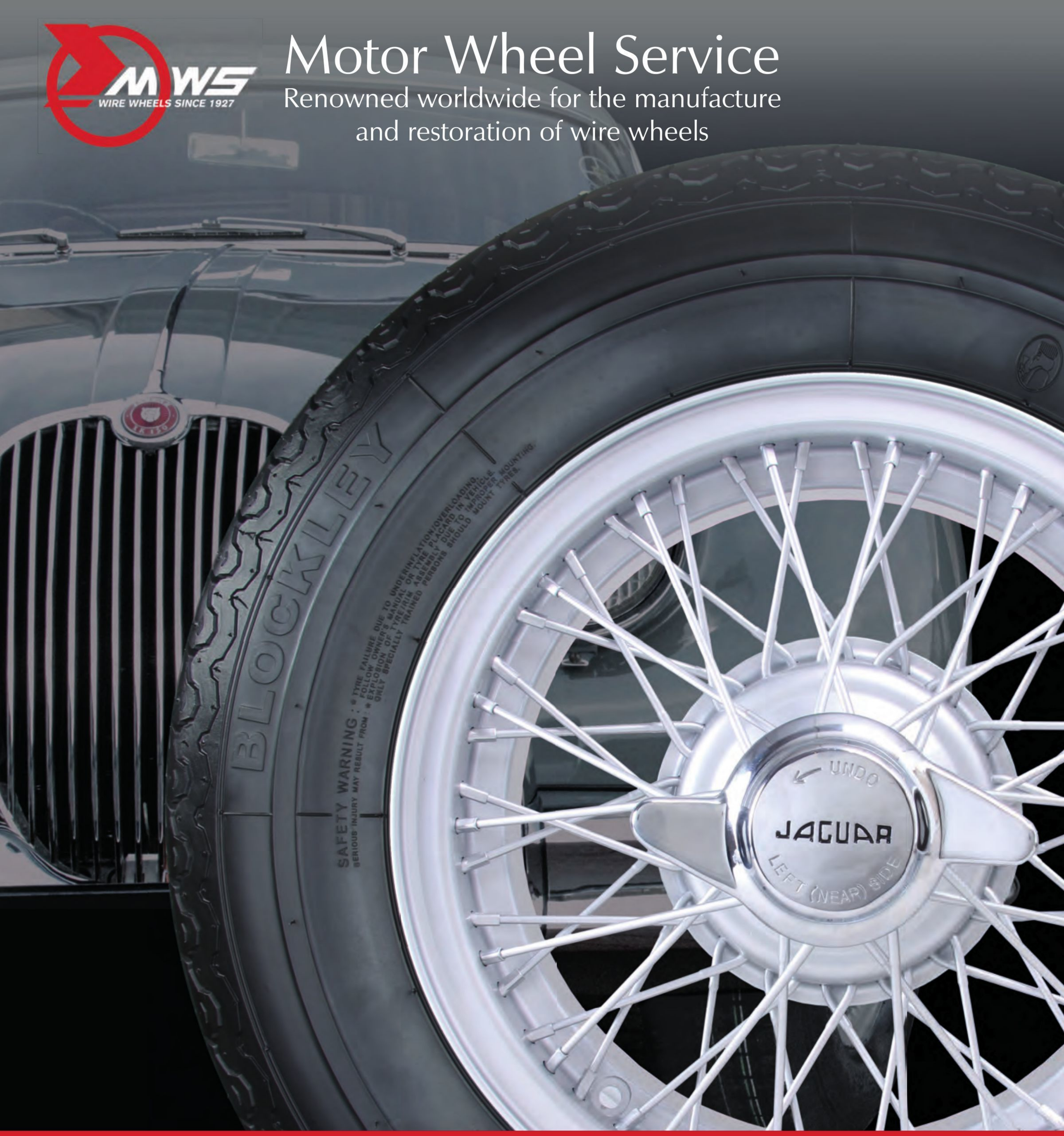






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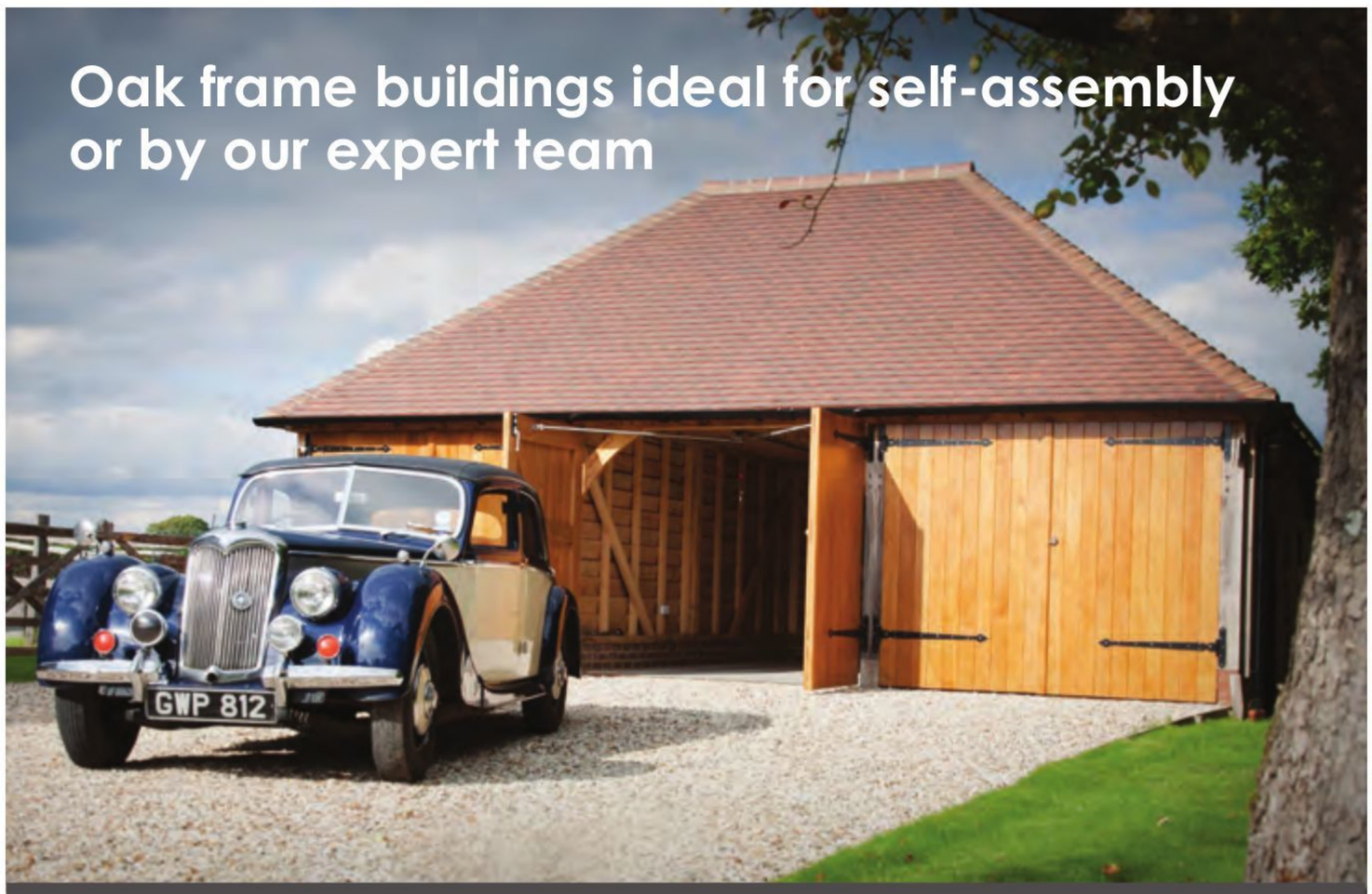


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Bright news for older cars

Most responsible owners of older Rolls and Bentley models recognise that the lighting needs upgrading to make the cars safe to use in modern traffic. This has involved quite a lot of time and effort in the past, but now Better Car Lighting of Warwickshire have announced a revolutionary new conversion which uses the latest technology to make the upgrade surprisingly quick and easy to install.

At the front a new LED bulb replaces the original sidelight unit.



It is very bright warm white until the indicators are activated, and then it changes to flashing orange.

At the back, an amazing new three-function bulb directly replaces the original and gives a brighter tail light and brake light and flashes orange through the red lens when the indicators are activated.

One bulb - 3 functions







All of this is made possible by a new electronic control module which mounts at the front and tells the new bulbs what to do and when. It can work in conjunction with semaphore indicators and the kit has bright flashing LED bulbs to upgrade these, but will also suit cars built without them.

Inside the car there is a loud sounder and a discrete visual display. All of this means that an upgrade that used to take days can now be done in hours.

The complete kit, together with instructions costs just £249.99+VAT.



For more details, visit www.bettercarlighting.co.uk or call 0121 773 7000



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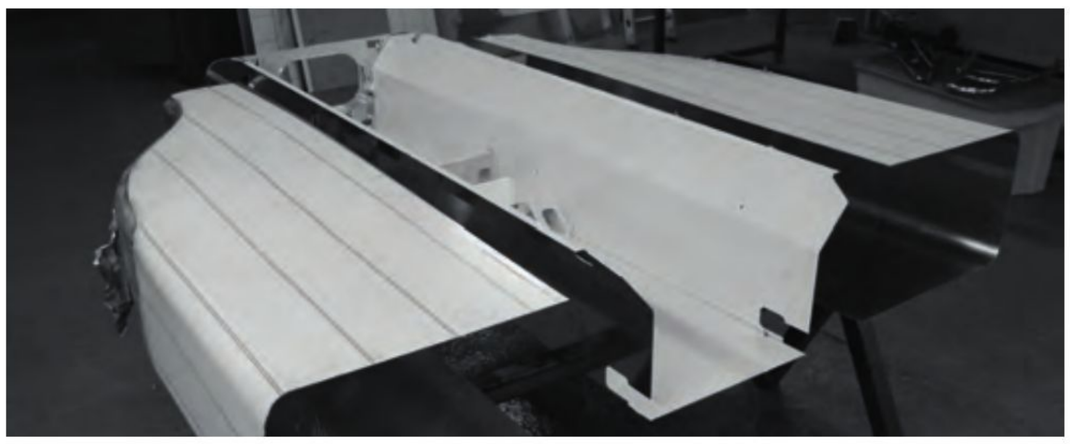
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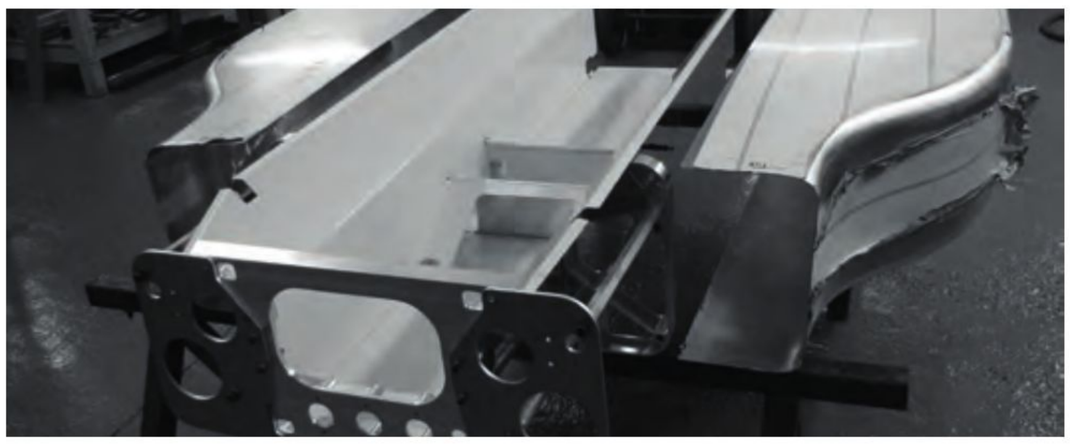
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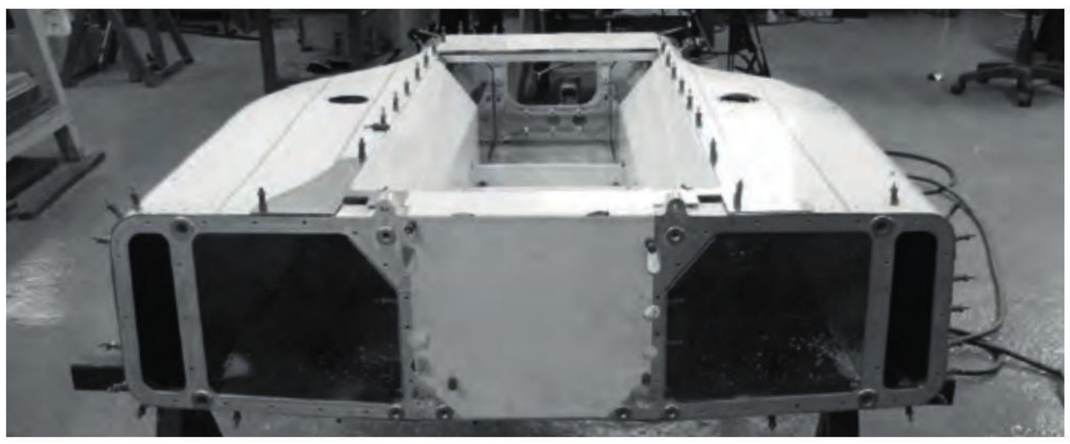


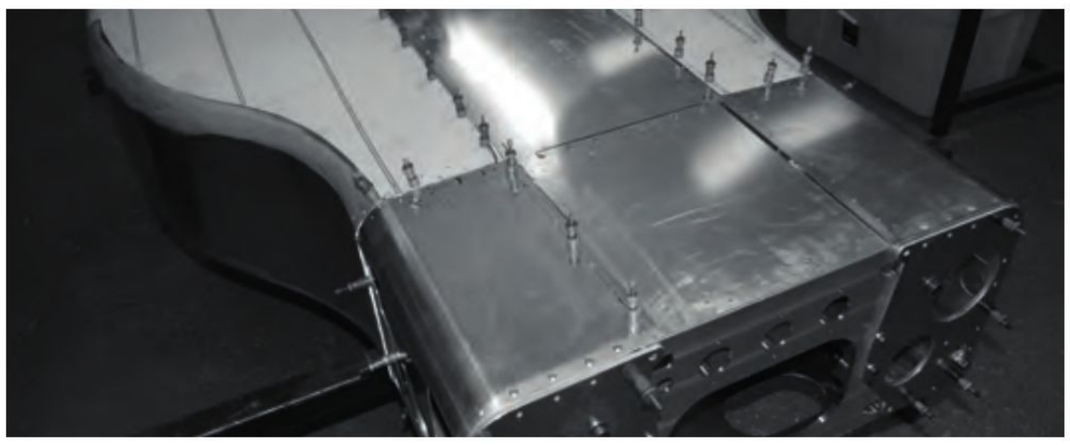
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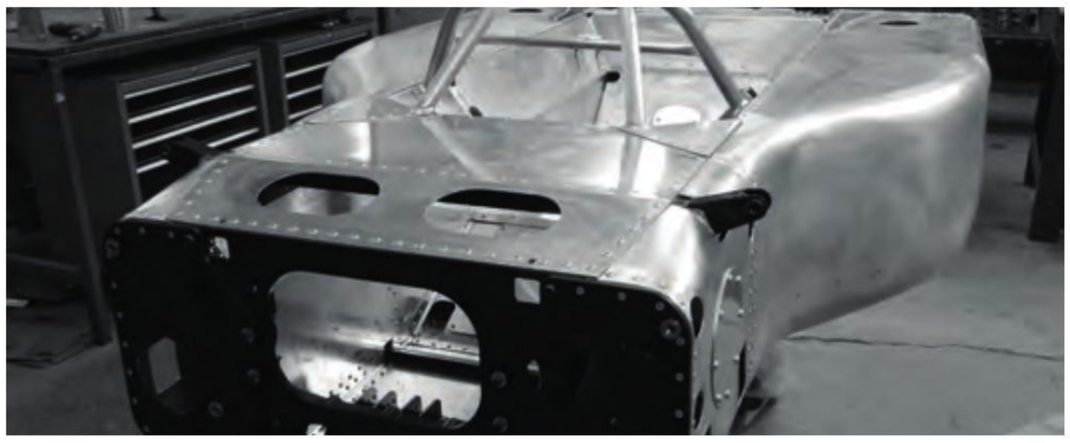
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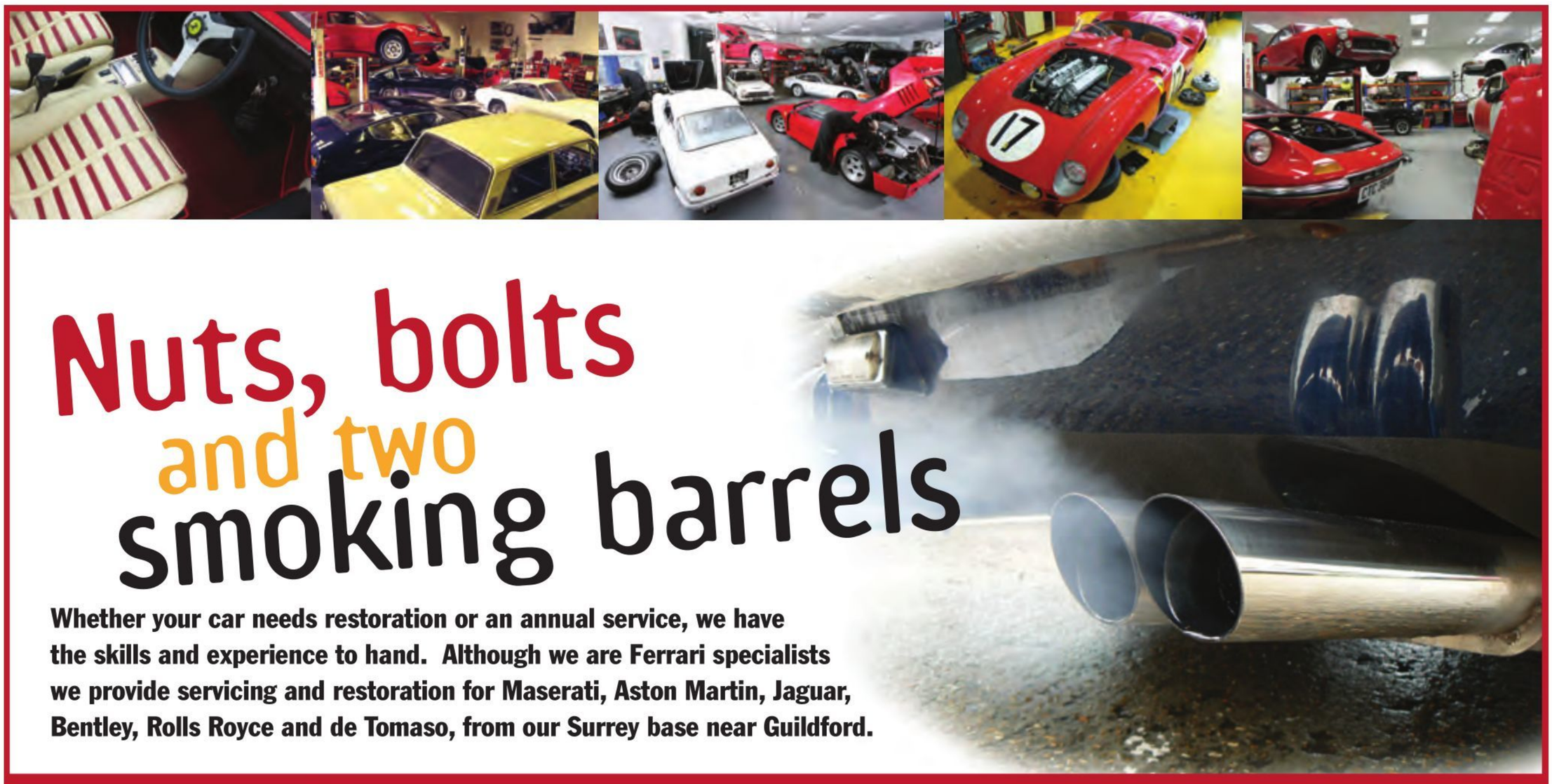




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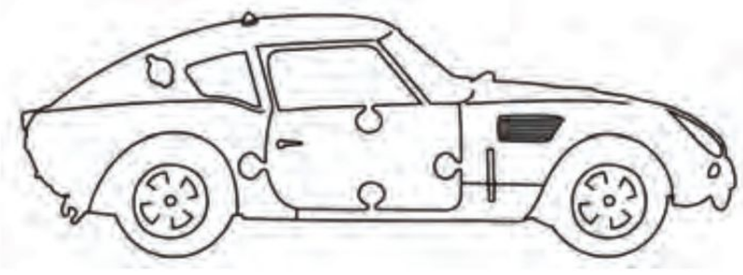
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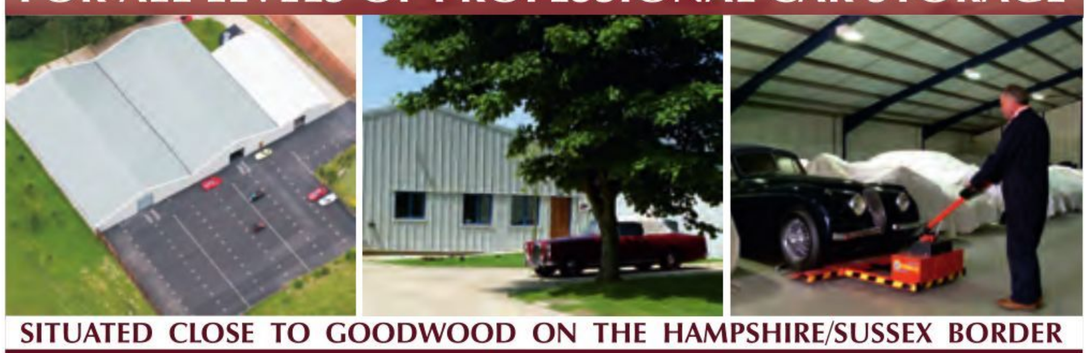
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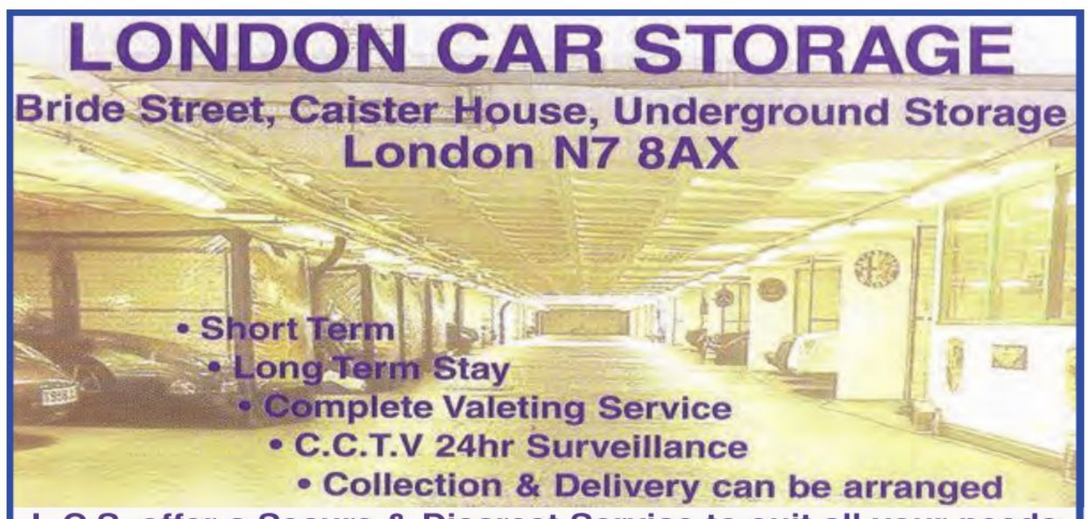
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Francisco ‘Paco’ Godia leads fellow Maserati privateer Bruce Halford. While the Spanish nobleman retired with steering problems, the Englishman went on to finish 11th



Chris Power’s Austin Healey 100S en route to sixth place in the Rheinland-Pfalz Preis event for GTs over 2000cc



A taste of 1950s grand prix dynamics: Australian Paul England leans on his Cooper T41-Climax before distributor trouble forced him out





While Fangio stole the headlines with a stellar recovery drive, Horace Gould fared less well with his Maserati 250F, retiring after one lap



Alfa Romeo Giulietta Veloces battle it out during a support race – the Rheinland-Pfalz Preis for cars up to 1300cc. Lenses tended to be quite short back then, but access from public areas was good...

A colourful F1 history

When downsizing recently, **Dr Ken German** stumbled upon a Kodak tin hidden in his father's toolbox. Inside was film containing colour shots – a rarity for period amateurs – from the 1957 German GP. They haven't seen the light of day for half a century - until now

SEND US YOUR IMAGES

If you have any photographs that might be suitable for *You Were There*, please send them to: Motor Sport, 18-20 Rosemont Road, London, NW3 6NE or e-mail them to: editorial@motorsportmagazine.co.uk

PARTING SHOT



JULY 20, 1974
BRANDS HATCH, UK

Formula 1 team photo at a charity cricket match, held at a sports ground in Brentwood after the British Grand Prix. Back row (L to R): Ken Tyrrell, John Watson, Guy Edwards, Mike Hailwood, James Hunt, Graham Hill, Patrick Depailler, Peter Gethin, David Purley and Clay Regazzoni. Front row (L to R): Jody Scheckter, Derek Bell, Niki Lauda, Jackie Stewart, Ronnie Peterson, Jochen Mass and Denny Hulme.

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RUNNYMEDE CAR OF THE MONTH





Aston Martin DB MkIII

THE ASTON MARTIN DB MKIII IS perhaps an overlooked marque treasure, in terms of both engineering and cultural significance. Produced between 1957 and 1959, it forms the bridge between the slightly upright stance of the DB2/4 and the sleeker DB4 that defined Aston's design language through much of the 1960s. And it is also an early James Bond car...

Most consider 007's relationship with Aston to have commenced with a DB5 in 1964's *Goldfinger*, but in the novel of the same name - written in 1958 - he actually drove one of these, complete with front and rear lights whose colour could be adjusted, to fool those following... or else being tailed.

This car has no hidden compartment for a Colt 45, but has been with the same fastidious owner for more than 20 years and benefits from engine and suspension upgrades plus comprehensive maintenance history.

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1954 ASTON MARTIN DB2/4 **Finished in Midnight Blue with contrasting grey hide trim. Very original with an attractive patina – and also extremely well maintained. We believe this model's current £139,950 value is bound to increase after Brexit.**

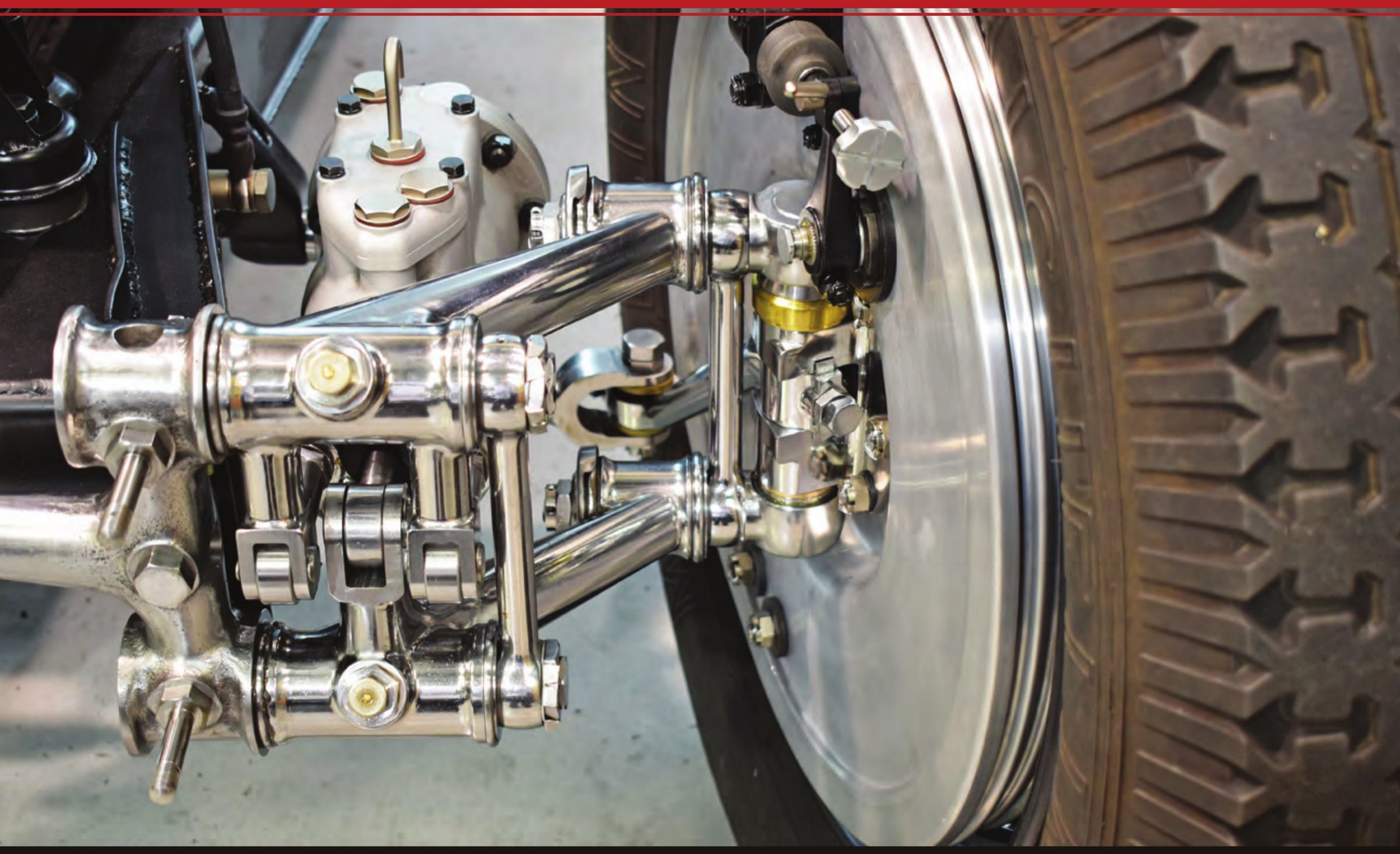


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